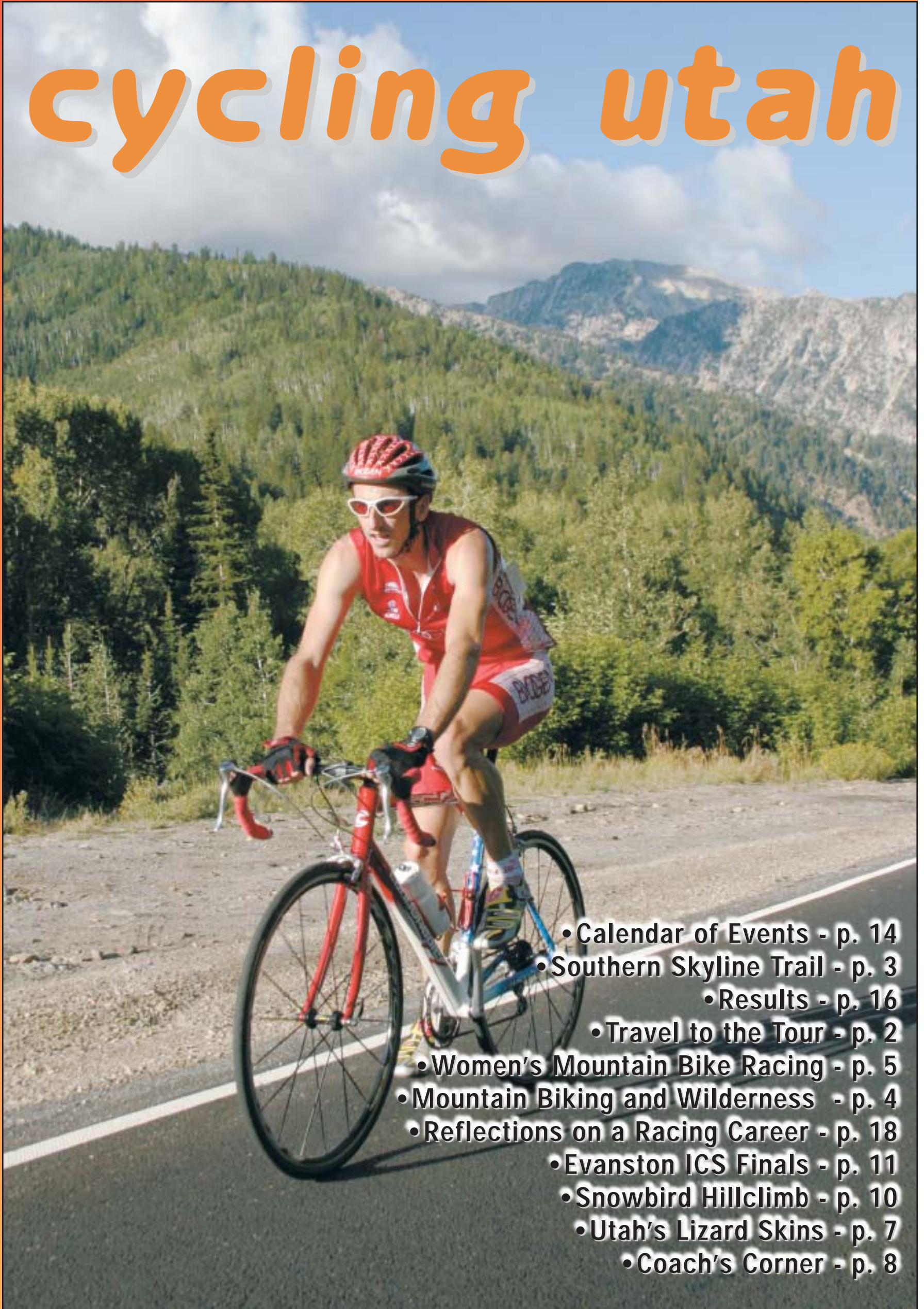


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SPEAKING OF SPOKES

Travelling to *the* Tour

By Dave Ward
Publisher

Last month I wrote about my Tour de France experience. That was written while I was still in Europe and with little time to digest the whole experience. Now that I have been home a month, I have had time to reflect on what a grand experience this was, and what made it successful.

Experiencing the Tour through a touring company was key. I cannot emphasize enough what a difference this made for us, especially as first-timers. The logistics of following the Tour, this moving behemoth of a sporting event, are complicated and time-consuming. It was so nice to have someone else take care of all those arrangements. With this year's experience, I feel I could now do this without a touring company, but probably would not choose to do so. The time and effort in planning the trip and booking hotels would still be very time-consuming. Then, getting to and from each day's venue would be a real hassle, especially if one of your party was not riding a bicycle. Let me explain.

My wife, Karma, and I debated whether or not to take our tandem. Karma did not want to ride a single bike, but I wanted to ride some of the famous climbs. Karma is not a fan of climbing, and her asthma makes this even more of a challenge. In the end, because the touring company offered the option of traveling in their coach to the venues, we decided I would take my single bicycle and Karma



would travel in the coach each day.

The traffic getting to the venues, especially the mountain stages, was horrendous. On the day of stage 13, from Toulouse to Ax-3 Domaines, because of the distance, those of us on bikes took the bus part way. After dropping us off to ride the last 30 miles to Ax-Les-Thermes, the bus went on ahead. However, due to the traffic, we arrived at Ax-Les-Thermes two hours before the bus. Thankfully, because we were with a tour group, we did not have to worry about those logistics. I was able to enjoy riding my bike, and Karma was able to leave the driving and traffic hassles to the bus driver. Had we been on our own, the frustration and hassle would have seriously detracted from this great experience.

Cost, of course, can be a real deterrent. When I started looking for a touring company, I was really taken aback by the cost. The tours I was finding were running \$2500 - \$3000 per person. That was pretty pricey for this tightwad. I had even reserved with one such company, but canceled because I just could not see myself paying that price. Later, though, I came across Graham Baxter Sporting Tours, Ltd. (out of England) whose price for our five days and

nights was \$600 per person and included transportation, hotel, continental breakfast and dinner each day. Needless to say, I was skeptical. However, I finally decided that, at that price, as long as we had enough shelter, food and transportation to survive, I could not go wrong. Doing it on my own, especially throwing in a car rental, would cost at least that much. So, we jumped.

This may sound like a promotion for Graham Baxter Sporting Tours, but I simply could not have been more pleased. Our tour guide and ride guide were great and a lot of fun. The hotels were not five star, or even close. But they were clean and comfortable. We never lacked for a good night's sleep due to accommodations, and these hotels and their locations most certainly provided us a more European experience. The meals were also very good. We had to pack our own bags from the bus to our rooms, and only had our bicycle guide for two of our four days of cycling. But, I can handle baggage, and they provided good maps. And I have already related how grateful we were for the transportation. So, reasonably priced tours are out there, though you may have to search a little bit.

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group is the experience of being with others. Karma was able to enjoy her tour experience even though half the time we were not experiencing it together. We had people from across the United States in our group, and we had a great time with them all. I even became friends, and rode, with another David Ward who was from Michigan. Having others to share this experience with made it even more fun.

A word of warning: do not wait to plan your trip. We made our decision in November of last year, and by the time we booked with Graham Baxter Sporting Tours, we were almost too late. The more reasonably priced tours will fill up fast. In fact, when we first decided to book with them, their website said they were full. I sent our registration in anyway, and managed to get in. And that was in January. Decide now whether you are going to go, and start making your plans. Book as soon as next year's Tour route is announced.

Do not pack too much. Our tour operator instructed its clients to bring only one medium size bag each. That was tough for us, but we managed, and were glad we did. All you need are a couple of changes of clothes, biking clothes if you are cycling, and a camera and lots of film (or card space if you are going digital). Make it a small camera if riding. I only had a bigger one, and left it with

Karma as I did not want to pack it. My one regret from this trip is that I did not have a small camera to pack around and take pictures with. I simply do not have enough pictures, especially those great shots I could have had.

Following the Tour is an experience like no other. We were on the go from early morning till late evening, and while exhilarating, it was also fatiguing. It gave us a great appreciation for the grueling experience this is, not just for the riders, but for everyone else who works with or follows the Tour for three weeks.

Karma and I have traveled quite a lot, and we agree that this was one of the best experiences we have had. If you are considering but undecided about going, my advice is: do it. You will never have another experience quite like it. And who knows? If you go next year, you may be part of Lance's "Win No. 6". Bon voyage.

Editor's Note - See A Tour Guide's View on Page 8 for more on travelling to the Tour de France.

Cover Photo: Race Winner Eric Jones in charge in the Snowbird Hill Climb with a little over a mile to go.
August 23, 2003

Photo by Dave Iltis

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Letter to the Editor

Little Cottonwood Graffiti

The unfortunate defacing of Little Cottonwood Canyon Highway on the 23rd of August, prior to the annual Snowbird Hill Climb, was bad enough. Loss of the event altogether would be even worse, should the Utah Department of Transportation (UDOT) decide not to renew the permit required. After watching UDOT personnel and at least one Salt Lake County Deputy spend their time cleaning up the mess later in the day, I would not blame UDOT for such a decision.

We are fortunate to have a Hill Climb of this caliber in our own back yard. Many licensed and recreational cyclists value this annual test, through not long in duration in cycling terms, as a measure of their progress and standing amongst their peers. It is sad to see another example of a few rotten apples possibly destroying the enjoyment of the majority. Someone may wish to explain to the linguistically challenged perpetrators the real meaning of the term "humor". This was not it.

Termination of this popular event would upset several hundred individuals and could jeopardize similar events elsewhere in the state.

-John Sutton
Ogden, UT

TRAIL OF THE MONTH

Southern Skyline Trail - More Fun than a Stick in the Head

By Gregg Bromka

Mountain biking in the Wasatch Range is not for wimps or whiners, and novice/first-time riders are either whipped into shape quickly or are confined to the same few flat sections of the Bonneville Shoreline Trail. If you've made the jump from rookie to champ, then you need to test your moxie against Ogden's Southern Skyline Trail to Lewis Peak. It's more fun than a sharp "stick in the head," or Opecarry, which is what Native American's purportedly called nearby Ogden Valley.

You'll climb for what seems an eternity up a sunny mountain-side and then out along a breezy ridge. But, rather than retracing your tracks to the trailhead, as had been the case in years past, you can now loop back on almost all singletrack by first descending to North Ogden Divide and linking with Indian and Pineview Trails. This makes for what is arguably the best loop ride in the northern Wasatch and one that truly defines the term "mountain biking." If you take the spur to Lewis Peak, you'll gather up vistas of the Great Salt Lake, Ogden metropolis, and block-faulted Wasatch Range that will make you shudder with awe.

Just the Facts:

Location: 5 miles east of Ogden; 1.4 miles north of Pineview Reservoir's dam
Length/Type: 22.5 miles/Loop
Tread: 19.3 miles singletrack, 3.2 miles paved road
Physical Difficulty: Strenuous+
Technical Difficulty: 2+4 (a variety of singletrack conditions)
Elevation Gain: 4,200 feet
Dogs: No for loop; yes for out-and-back

Details:

From the reservoir parking area, catch the Great Western Trail (GWT) about 100 yards down the road. Start out in a good climbing gear because the trail begins with a deceptively steep ramp. Then it rises moderately above rough-cut limestone cliffs that encase Ogden Canyon, passing a viewpoint of Pineview Reservoir called Lookout Point. The trail levels briefly but becomes very choppy before angling upward once again toward the distant ridge. Far below, Ogden Valley spreads out like an agrarian quilt. As the trail wraps around the head of Goodall Canyon, Mount Ogden rears its stony crown above lesser peaks and deep bowls of Snowbasin Ski Area. Chug up to the ridge for glorious views of North Ogden, Ben Lomond, and the Great Salt Lake.



Ride like hell then take a Nestea Plunge in Pineview Reservoir.

Photo by Gregg Bromka

To reach Lewis Peak, head left/south along the ridge, and stay right at a junction with the "Dead End" Trail. Pump hard on more time to reach the round open summit of Lewis Peak. Arguably, the vista from Lewis Peak outshines that from Ben Lomond because you are looking at Ben Lomond and the ragged cliffs that support it. Return from Lewis Peak to the main ridge and take the trail north, or if you're pooped, just coast back home. Going on? Roll with gravity, and square up for the steep, rugged drop to North Ogden Divide. Be friendly to the trail by keeping your wheels rolling, and be friendly to other trail users by yielding.

Take a moment to read the interpretive monument at North Ogden Divide about how Native Americans, trappers, and pioneer settlers traveled historical trails through this area; then pick up the Indian Trail left of the stone plaque. The old power line doubletrack-turned-singletrack drops quickly off the divide and into a tree-lined gulch. Upon exiting to a paved road, zigzag left then right and glide into Ogden Valley on 3200 North. Finally, go right on Highways 162 and 158 in Eden, and duck into the North Arm Trailhead to catch the Pineview Trail. Built in 2001, the Pineview Trail slips between the reservoir's shore and the highway for a mellow little cool down to the day's adventure.

"Piece of cake," you say? Then simple cross North Ogden Divide and add-on Northern Skyline Trail to Ben Lomond - just for grins. You'll nearly double your miles and vertical gain. And if you haven't turned pro, then don't sweat it. Just ride out

and back on Pineview Trail. It is a piece of cake.

Trailhead Access:

From I-15, take Exit 347 (12th South Street, Ogden Canyon,

Recreation Areas). Travel east on UT 39 then up Ogden Canyon. At the canyon's top, turn left on UT 158 for Eden, Liberty, and Powder Mountain, and cross Pineview Reservoir's

dam. Pineview Trailhead is 1.4 miles farther. Alternatively, riders bound from Salt Lake can take I-84 up Weber Canyon and then Trappers Loop Road/UT 167 past Snowbasin to Pineview Reservoir.

Excerpted from *Mountain Biking Utah's Wasatch Front* by Gregg Bromka.

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BIKE ADVOCATE

Mountain Biking in Wilderness - A Modest Proposal

By Dave Foreman

Some things are obvious: mountain bikes do more damage to the land than hikers. To think otherwise ignores the story told by the ground. Although I have never ridden a mountain bike, I am very familiar with their impacts. For the last seven years I have regularly run three to six miles several times a week on a network of trails in the Sandia Mountain foothills two blocks from my home (recently, I've been walking these trails because of a back injury). These trails receive use from walkers, runners, and mountain bikers; they are closed to motorized vehicles.

Because I'm clumsy, I keep my eyes on the trail in front of me. I run or walk in all seasons, in all kinds of weather. I have watched the growing erosion on these trails from mountain bike use. The basic difference between feet and tires is that tire tracks are continuous and foot tracks are discontinuous. Water finds that narrow, continuous tire tracks are a rill in which to flow. Also, because many mountain bikers are after thrills and speed, their tires cut into the ground. Slamming on the brakes after zooming downhill, sliding around sharp corners, and digging in to go uphill: I see the results of this behavior weekly.

Some advocates claim that mountain bikes don't cause significant erosion on trails designed and engineered for their use. This may be true. On the one trail I run that seems to have been built for bikes, there is much less damage from tires. But what percentage of trails meets such standards? Few. Moreover, I regularly see mountain bikers cutting off cross-country, even on steep slopes, for more of a challenge. They seem blind and deaf to the damage they cause.

Admittedly, backpackers and horsepackers can cause damage to wilderness trails. But this is a poor argument to suggest that we add another source of damage to those trails.

CYCLOTOON

BY NEAL SKORPEN



Are mountain bikers conservationists, a powerful political constituency ripe to become wilderness advocates? I smell wishful thinking here. I suspect that most bicyclists don't go into the backcountry for contemplation or to experience self-willed land. They want an outdoor gymnasium. They're after speed and thrills. This doesn't mean they are bad people or can't be responsible when they pay attention. Some mountain bikers are conservationists and even support wilderness areas. I know a few of these folks. They are perfectly happy to walk in wilderness; they do not want to open wilderness areas to bicycles any more than they want them open to snowmobiles or ATVs. This is another point. Wilderness areas

are not closed to mountain bikers any more than they are closed to me. Any mountain biker can hike in wilderness as easily as I can. (On the other hand, some of the macho fellows who ride motors in the backcountry have arteries that look like cheese-filled manicotti. They might be able to walk into wilderness, but will they walk out?)

Then there are active mountain bikers who are part of the anti-wilderness movement. One southern California mountain bike website spouts the John Birch Society lies about the Wildlands Project. One prominent mountain biking magazine is published by Hi Torque Publications, which also publishes five dirt bike and ATV maga-

zines with strong anti-wilderness editorial policies.

Nonetheless, the growing number of backcountry bicyclists is an important political issue, and one that conservationists need to handle with care. (Other editorials in the Spring 2003 Issue of Wild Earth show that wheels of any kind have never been considered appropriate in wilderness areas. I need not repeat their arguments.) We are faced with the possibility of many mountain bikers opposing additional wilderness areas. Can we continue to maintain the integrity of the wilderness idea, protect tens of millions of ecologically important acres as new wilderness areas, and keep most of the mountain biking community from joining motorheads and other opponents of wilderness? I suggest an open discussion within the wilderness community on the following strategy:

1. Existing wilderness areas must remain completely closed to bicycles and other human-powered wheeled contraptions.
2. No amendments should be made to the Wilderness Act.
3. In legislation establishing new wilderness areas, certain trails currently in use by mountain bikers and where resource damage is minimal may be specifically designated as open to continued mountain bike use in very

narrow corridors excluded from the wilderness, but closed to motorized vehicles and extractive use. There are precedents for such corridors. For example, the Cebolla Wilderness Area under Bureau of Land Management jurisdiction in New Mexico has several narrow vehicle corridors with locked gates open only to the grazing permittee. Such nonwilderness corridors are not ideal, but they are better than no new wilderness area being designated.

4. Such trail use should not be permanently mandated in law, but allowed at the discretion of the relevant manager so long as damage does not become excessive. Enforcement against motorized trespass and self-policing by the mountain bike community will be linked to continued access.

5. Where there are public land roadless areas laced with existing and popular mountain bike trails and where the impact is within acceptable limits, conservationists may want to propose designations such as national recreation areas or national conservation areas, instead of wilderness areas. (We do not need a new special designation.) These designations should still close the area to motorized use, timber cutting, and other extractive uses. We should be very conservative in making these alternative designations, however. Wilderness—not "wilderness lite"—is still the best option for protecting wild places for Nature and traditional backcountry recreation.

These guidelines could form the basis for honest talks between wilderness conservationists and responsible mountain bikers on how to protect and restore the ecological health of our public lands while allowing reasonable access for muscle-powered recreation.

Dave Foreman is publisher of Wild Earth and chairman of the Wildlands Project.

This article first appeared in the Spring 2003 issue of Wild Earth (802-434-4077; www.wildlandsproject.org) and is used with permission of the author.

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WOMEN'S MOUNTAIN BIKE RACING

Dirty Girls Kick Ass!

By Amy Roither

"God made dirt, and dirt don't hurt," my mother would rationalize as I turned over my muddy shorts and torn shirts for washing. She never could understand how her would-be ballerina managed to ruin so many clothes. It was easy. I had to keep up with and beat the boys. How could she expect me to race through the empty lots of dirt hills, which with our children's innovation we called "the dirt hills," without getting dirty? How could she expect me to attempt BMX-style tricks on my blue banana seat bike without tearing up a few clothes or knees? Fortunately for the sake of women's mountain biking and racing, other girls too were inspired by boys and by playing in the dirt.

"I had a lot of male friends who mountain biked, and asked if I could come along," says Stacy McClurg of Salt Lake City. She remembers the early days of her riding when "I didn't even have any girlfriends that rode. It was all boys." The lack of other female riders in the early stages of women's mountain biking is a popular story among women riders. Pro Cyndi Schwandt recalls the shortage of women racers when she began competing in the mid-eighties. Though her competitor and friend, Julie Willis was an inspiration, there were "many years where I was the only woman racing consistently. Even though I was the only one, the judges still gave me prizes for winning." Starting in the early nineties she noticed more women coming into the race scene, but even then "it was so small, everybody knew everybody even at the national level."

Kathy Sherwin, who finished 29th overall in NORBA's Cross-Country Pro category and 18th overall in the Short Track XC, agrees. "It's a tight knit community, most races you know every woman in it." She acknowledges there's a "cool social aspect" to



Kathy Sherwin on her way to 3rd Place at the Snowbird Mountain Bout. Photo: Dave Iltis

riding because "you end up hanging out with other bikers. They're the only ones who understand what you go through every day for training."

Team Sugar's manager, Brook Shinsky, is also into racing for the social aspects. She created Team Sugar in Park City because "I knew someone was going to start a team so I decided to do it my way." She gathered nine women together whom she knew from the local racing scene, approached sponsors, and set out to have a great time. The team's goal is "to bring fun back into mountain bike racing. It isn't to win. We don't care if you get last place in every race as long as you're having fun." The tight knit team rides together, encourages each other, and leads White Pine Touring's Tuesday night women's rides. The rides are for women of all abilities.

Team Sugar hopes to bring more women into the sport. Their only rules for the rides are "no apologizing, and have fun."

Of course the women's race scene is not all fun and games. These women dedicate themselves to the sport in a variety of ways. NORBA National Champion for Women's Expert 19-24 category, Cindi Hansen, has been training with a coach for almost two years. In addition to intervals and endurance training, her coach helps her focus on recovery and rest. She's learned, "you get stronger when you take it easy and let your body heal. Then you can hammer hard." Sherwin calls her coach "a god-send," while Schwandt found "the regimented stuff wasn't for me. I tried riding with a coach for one year and had a horrible year." Shinsky's Team Sugar all got their VO2 max tested to find

their anaerobic thresholds and maximum heart rates to calculate training zones. Whether they have coaches or not, they all agree doing local races is ideal preparation for bigger endeavors.

Diet is another consideration for some of the riders. Hansen has been working with getting "the right foods to eat before, during, and after the races." Sherwin feels a good diet is imperative because as a pro athlete "you try to get every edge you can. You think as an athlete you can eat whatever you want, which you can, but why pound a bag of chips when it offers no nutritional value?"

Other concerns the women have to deal with include overcoming injuries, physical limitations, and mental inhibitions. At the Brian Head Intermountain Cup race over the fourth of July, Shinsky was in first place in the Women's Sport category. Unfortunately, due to a poorly chosen line she wiped out and

finished second. She wasn't able to get her award because she was at the hospital getting stitches and x-rays. She says, "It was tough mentally to be shown how you can go from feeling really good to really bad just because of one line." However she finds the positive side and admits "this is just a learning experience that will help me in the future."

Four months after Stacy McClurg's daughter Nalia was born, she competed in 24 Hours of Adrenalin in Winter Park, Colorado. She had four male teammates and was the only female competitor in the whole five person open category. "When I had Nalia I thought 'nothing is going to change. I'm still going to be as strong of a rider as I've always been.' I went into the 24 hour race thinking it was no big deal, but it was hard. I'd set up babysitting, but I'd come back from a lap and have to get out my breast

Continued on page 19

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CYCLOCROSS

Time to Get 'Crossed!



Soldier Hollow Cross, 2002. Photo: Dave Iltis

By Tom Jow

There's a new trend in bicycle racing, and it's called cyclocross. An age-old European method of winter training for road racers, cyclocross could be considered a precursor to mountain biking. Both road and mountain bike racers have the ability to do well at cyclocross. According to the USA Cycling website, cyclocross is the fastest growing cycle sport in the country.

What is cyclocross? Cyclocross, or 'cross for short, is an intensely aerobic event lasting between forty-five minutes and one hour. The course is a mixture of dirt road, single track, pavement and sometimes grass with each lap lasting approximately eight to ten minutes. The 'cross part comes in the form of natural and man made obstacles that requires dismounting and remounting the bicycle, or even one or two minutes of running due to a hill or wheel sucking mud.

What kind of bike does one need for 'cross? A 'cross bike (duh!) is essentially a road bike with knobby tires for traction and cantilever brakes for mud clearance. An entry-level 'cross bike costs about \$900. These bikes will have a good frame and fork and sturdy alloy wheels. For just a couple hundred bucks more, an

entry-level race bike will have a light steel or alloy frame, bladed spoke wheels, better components and maybe a composite carbon fiber fork.

Although faster, a 'cross bike is not absolutely required. In the Utah cyclocross series, mountain bikes are allowed. For those unable or unwilling to have a dedicated 'cross bike, here are a few tips on making a mountain bike 'cross worthy.

The simplest way to modify a mountain bike for 'cross is to change the tires. Purchase the narrowest knobby tires you can find. Make the bike lighter by removing the seat pack (remember you'll have to carry it), remove the water bottle cages (there's no time to drink) and handle bar ends (there's no real climbing). And since there is no climbing, the front derailleur, shifter and two chainrings can also be removed.

Finally, where can one participate in this fast and fun sport? Races are held many weekends between the end of September and end of November. The location alternates between Salt Lake City and Park City. It is a great way to stay fit while waiting for the snow to fly. For a schedule of dates, see the calendar on page 14 or visit www.utahcyclocross.com for more details. Now get 'crossed!

Tour Guide - Continued from page 8

selected towns, either option allowed for us to feel the build up to the Tour and enjoy the excitement of the day. A carnival spirit exists in the towns. The locals usually fill the streets with streamers and music groups, and whole families can be seen taking picnics in their garden. Some even cook local specialties and sell them at roadside.

Once the tour passes, the crowds flock to the local bars, restaurants and cafes to see the finish of the stage on TV. Some homeowners place their TVs in the windows so that pedestrians can enjoy the finish. On the mountains, it is quite usual to see camper vans surrounded by fans watching the Tour on TV.

It can sometimes take hours to cover distance back to the hotel, but our guests were prepared, and I got a lot of satisfaction listening and joining in the discussion about the race and the incidents people had encountered on the day.

I believe my newly found friends (I can't call them clients any more) were overwhelmed by the generosity, friendliness and warmth of the Europeans, particularly the French. No mention of "Freedom Fries" here.

But you know, communication is a two-way thing and the natural out-going nature, openness and enthusiastic support for the race by the American fans went a long way to enhance the atmosphere of this great occasion. As a tour guide, they were the easiest bunch of people I have ever had the pleasure to manage.

I remember well as we waited for our bus early one morning in the very pleasant Place Wilson in Toulouse, apologizing that it had been caught up in traffic. Jim from NJ said to me, with a great smile on his face, "Relax. The weather's great, we're off to see a stage of the Tour, and I can smell coffee and croissants in the air. Life could not be better!"

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Snowbird Hill Climb -
Continued from page 10

off my wheel. I just kept pushing it hard from there," Jones said.

"Lower down, Eric rode away. I had to let him go because he was flying. He got up the road a ways and I rode with the guy from Lactic Acid (Williamson)," said Perry. "Kelly and I rode together through Tanner's. I attacked at the top of the last pitch of Tanner's and tried to catch Eric. I started closing the gap, but there wasn't enough time. Eric rode really well. Eric was very strong." Jones finished in 46:17, Perry in 46:50, and Williamson in 47:05.

In the women's 1-3 race, Laura Howat showed she still has it. The 1988 Tour de France Feminin rider stayed with the men's field until the mouth of the canyon. "I hit the climb and went on my own," Howat said. "It's not like the old days. Every year I feel I'm fit but oh my god, this is so hard. I'm always minutes slower than fifteen years ago. I'm always super happy to win because it doesn't happen very often at my age." Howat finished with a time of 56:20 while Jen Ward was second in 56:37 and Chris Pappas third in 58:19.

This year's race was unfortu-

nately not without incident as Utah fans tried to emulate the Euros by painting slogans, rider names, and caricatures of male and female genitalia on the newly paved Little Cottonwood Canyon Road. According to Katie Fulghum of Snowbird's Special Events Department, "the writing on the road was not looked on kindly by UDOT and because of this, Snowbird may lose their permit, especially if it ever happens again." UDOT crews spent the day painting over the graffiti with black paint. While announcements were made at the race and on Channel 2 asking the persons responsible to step forward, as of September 3rd, no one had done so.

Editor's Note: It is sad when the stupid actions of a few jeopardize an event such as this (or any event for that matter). Races are hard enough to put on and permits are hard enough to get without being hamstrung by dead weight. The paint happy individuals should apologize in writing to Snowbird, UDOT, and the bike racing community for their actions. By taking responsibility, they can show that their actions were not representative of the bike racing community and may increase the chances of holding future editions of the Hill Climb. At the very least, they should use chalk next time.

the cyclists and non-cyclists met up, it was a delight to hear the term "awesome" as the cyclists described their feelings of actually climbing the Col d'Aspin, the Col du Tourmalet or to the ski station of Luz Ardiden only hours before their heroes.

On our final night, we had the entire group together for dinner, and then moved to the adjoining bar to see a replay of that day's race. This was the finish to Luz Ardiden where Lance almost lost ... and then won the

Tour de France. What a night! Two Englishmen among a whole bunch of new friends.

If you think the US Postal riders are heroes, you should come and visit the Tour and see a breed of American fans who are a credit to your nation.

Derek Francis is a tour guide for Graham Baxter Sporting Tours, Ltd. Dave Ward, publisher, travelled to the 2003 Tour with Graham Baxter Sporting Tours.

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UTAH BIKE INDUSTRY

Spotlight on Lizard Skins

By Greg Overton

This is the first installment in a Cycling Utah series featuring Utah manufacturers in the bicycle industry. We will spotlight a different company in upcoming issues. In this initial feature we will visit Lizard Skins, located in Orem, and possibly the most visible Utah bicycle brand at your local shop.

"We started with one employee, well, actually two part time employees, about ten years ago", said Brian Fruit, president of the company. He had just finished giving me a tour of the new home for Lizard Skins in Orem, Utah. It is a large warehouse and office - one that allows the company to function more streamlined and comfortably. They were still moving in, but Brian was kind enough to let me intrude on the process. The new facility is a long way from the garage where it all began with those two part timers, Brian and his former partner Lance Larson.

The first Lizard Skins product to strike a chord with local bike shops was the now very familiar neoprene chainstay protector. There were several other products that the upstart company had to offer, but the stretch-on chainstay wrap was the key item. Consumers loved it, and shops ordered more and more. Close on its heels came a head-set protector and fork covers, designed to keep water and mud from entering these areas of the bike. Brian drove to area bike shops selling the products and asking for feedback from shop employees to get the fledgling company off the ground. Now,



Lizard Skins owner Brian Fruit. Photo: Greg Overton

Lizard Skins offers more than thirty five products ranging from those original items to grips and gloves, an exclusive carbon fiber frame protector, and even a cell phone holder.

"It was this little guy that got us here", Brian said while showing me a warehouse aisle stacked toward the ceiling with chainstay guards in several colors, four sizes, and all packed neatly by the hundreds in clear bins, ready to ship to distributors around the world. Lizard Skins products are found in sixty five countries - and counting. He led me to a stack of boxes near an overhead door. These were orders waiting to be shipped, and the majority of that day's orders were going to distributors located outside the USA. There were boxes destined for Italy, Singapore, Mexico and Canada, along with several going to U.S. distributors.

Nearly all of the Lizard Skins products are made in Orem. The

neoprene is sourced from outside Utah, and arrives in stacks of large sheets, but it is cut, sewn, printed and packaged right here. Even the packaging and printed material are made locally. Most of the product designs are originated by the company's employees, now numbering fifteen, in addition to the racers and extreme riders who are sponsored by the company. Most of those riders can be seen in the cycling videos produced locally and distributed by Lizard Skins as well.

To get a better idea of the widespread use of Lizard Skins products, all one has to do is leaf through the latest mountain bike magazines. Brian showed me several ads, some were even for his competitors, where Lizard Skins products are clearly being used on the bike or by the rider in the photos. Incidental exposure like that is priceless, and illustrates the fact that some Lizard Skins products are as common as derailleurs and brakes to most of our bikes. I am sure we've all used that venerable chainstay protector on our bikes.

I asked Brian about the possibility of the company expanding further and broadening its prod-

uct offering. "We don't want to be involved with any product where we don't feel like we can be the best, or at least be very competitive," he said. "But we are working on a new glove right now." So it seems that the Lizard Skins tried and true method of producing a good product and expanding on that product is still a central philosophy at the company.

Brian became the sole owner of Lizard Skins three years ago, buying his partner's share and continuing to run the company day to day. Since then, he said, "We've tried to do something major each year for the company. The first was to buy all new presses so we could manufacture better and more quickly, then we purchased new printing machines and stopped using the screening process that we'd used for years. This made the product look much better and sharper, and streamlines the process a bit. This year, we moved in to this new building, which will be our home from now on." I asked about next year, and he smiled and said, "Let us finish moving in here first so we can catch our breath."

Once rested, I'm sure this group will move forward again. It's been the process for ten years, and there is no reason to see it slowing down at this point. I am sure we'll continue to see new products, or at least an expansion of the current lineup. Lizard Skins is an anomaly in the bicycle industry. It created its own niche a decade ago, and is still the only member of that niche. That's very unique given the copycat nature of the bicycle industry.

New Bike Route From Cedar City, Utah to Tempe, Arizona

Adventure Cycling Association has unveiled a new bicycle route near the Grand Canyon, adding to the association's already impressive National Bicycle Route Network. The *Grand Canyon Connector* goes from Cedar City, Utah, to Tempe, Ariz. The Grand Canyon Connector runs 573 miles, featuring steep climbs and descents through the gorgeous red-rock country of Utah, the magnificent Zion National Park and both sides of Grand Canyon National Park.


Adventure Cycling Association route researchers carefully link together rural roads to create low-trafficked routes through some of the nation's most scenic and interesting terrain. Adventure Cycling's maps are crafted by cyclists, for cyclists, to include information not available on typical road maps, such as the locations of bike shops, sources for food and water, turn-by-turn directions, and elevation profiles in the high country. To find out more, visit

www.adventurecycling.org.
-League of American Bicyclists


Online Advocacy

Ticked off at Congress for not funding bicycle enhancements? Do you want to keep biking in the legislative spotlight, but don't have the time to keep up on the issues or pen a letter? Well, you can now visit the League of American Bicyclists online advocacy center at www.bikeleague.org. Various hotbutton issues are posted there, and by entering in your address, the site will find your congressman or Senator and generate a letter that you can email or snail-mail in the case of e-phobic officials.

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TRAVEL

A Tour Guide's View of the 2003 Tour de France

By Graham Baxter

Ever wanted to participate in your chosen pastime?

- Play a set at Wimbledon just before the Williams sisters?...no chance!
- Drive the Monaco Grand Prix Circuit on closed roads?...are you kidding?
- Play a round of the British Open on the final day?...in your dreams!
- Cycle the famous cols of the Tour de France? Yes, you can do it!!

There are several organized tours you can take that will give you the opportunity of riding mountain stages of the Tour de France just hours before Lance and his US Postal Team ascend the climbs, and you get to savor the flavor of the excitement with the locals. Until the arrival of Gregg LeMond, the majority of fans lining the route were predominately French with the Dutch a very close second. Now, with the success of the US Postal Team, Americans are coming over in the thousands to witness the most amazing free spectacle in the world.

I was working as a tour guide for Graham Baxter Sporting Tours, Ltd. One of my assignments was to meet up with a group of guests who arrived in Toulouse on July 17. The plan was to greet them and mobilize a bus to take them to see the finish of that day's stage into Toulouse.

I was interested to find that the group was made up entirely of Americans, and I was about to embark on the most rewarding work experience of my life. The group consisted of all ages, some with bikes and some without. Some were clear aficionados of the tour and others using the trip as a neat way to see France and take in a bike race.

Our first excursion was a short ride out of town to a disused airfield where Stage 11 was to finish. We arrived in good

time on an extremely hot and dry afternoon and the group went off to seek their own vantage points.

Each stage of the Tour is preceded by a caravan of vehicles in various shapes and sizes who distribute hats, key rings, pens, and samples of the local cheeses and bottled water. Some vehicles have girls dancing to loud music, adding to the already carnival atmosphere of the Tour.

After the parade had passed there was an unnatural silence as the group awaited the arrival of the race. First to arrive were a few official cars, followed by the immaculately turned out gendarmes on high-powered BMW motorcycles.

After a few more minutes, the TV helicopters were seen, signaling to the crowd the imminent arrival of the race. It was pandemonium. Motorcycles with alpine horns blaring preceded the first riders to arrive. A few minutes later, it was the main bunch. "There's Lance," shouted one... "and Hincapie", yelled another. "Heras!" Then all the team cars loaded with bikes came screaming into the finishing area.

It appears to be absolute chaos but it is in fact an amazing logistical event, brilliantly orchestrated by the many thousand members of the Tour de France support staff.

Back on the bus after the race, you could feel the excitement... This group was hooked!

At dinner that night in a typically informal French restaurant close to our hotel, I got to meet the group on a social basis. I was a little delayed as I had to register some late arrivals at the hotel, but when I arrived the party was in full swing and the red wine was already flowing. It was not until after the main course that I had the chance to mingle and get to know the names of the people that I would need to serve over the coming days. To my utter amazement I discovered that hardly any two

couples had met before and yet it had been like arriving at a wedding party. We had folks from Trenton, NJ, the Carolinas, Florida, Southern California, New York, Utah, Washington D.C., Ohio, and, of course, Texas, complete with flags that would be waved upon the mountain passes.

I was taken aback by the friendliness and openness of the group and could feel a kind of camaraderie already building with the common thread of cycling and the Tour de France.

After breakfast the next day, I introduced the group to the daily newspaper called "L'Equipe" which gives all the latest info on the Tour, and you do not have to read French as it is so self explanatory. It became the first thing on many people's shopping list each day.

We were supplied with a 50-seater bus. I guess this is where one of the cultural differences of our two continents arose and it was associated with air conditioning. In the States, I know "AC" means "cold", whereas in France it is okay just to be "Not Hot". However, over the following days our group got used to this difference and took it all in stride.

We had about 14 cyclists in the group. We provided maps and had one of our cycling guides, Tom McCall, out on the route to lead those that were unsure.

My task was to look after the non-cyclists, some of whom had partners on bikes. We would take an early breakfast and then drive to a small town, usually at the lower slopes of the final climb of the day. Some people would chose to have a look around these beautiful towns and have lunch before walking a sort distance up the climb, while others purchased some provisions and hiked further up the mountain.

By arriving early in the

Continued on page 8

COACH'S CORNER

So, Your Kids Want to Race?

By Tom Noaker

So you say, "I want to get my child involved in mountain bike racing." Or did I hear, "my kid wants to start racing mountain bikes." Assuming both statements apply, the next step is to understand that kids, particularly the under-12 age group, will revolt if a few conditions are not present.

Keep the Fun: If it's not fun kids aren't playing! As bike racers with families, careers, and tight schedules we all realize the need for quality training time but kids could care less about heart rates and wattage. Initially every ride should be designed as an adventure. Allow the kids to pick a section of every route even it means hike-a-bike detours. Coaching the under-12 group requires a constant balance between thinking like a kid and acting like a parent. Youngsters will gradually accept more work if they know it leads to more fun.

Emphasize Fundamentals: The proven method of explaining, demonstrating and repeating is effective but don't allow the experience to turn into another classroom session. Always explain every new skill drill to a real-world condition. Bunnyhopping a low curb should relate to avoiding obstacles at speed and preventing rear pinch flats. Teaching flat repair can evolve into a race against the clock for awards.

Be sensitive to overteaching! Once any given skill is understood, allow it to be 'ridden into memory' and move on to the next challenge. Realize the trail is the larger classroom. Whenever possible use a section of single track to teach braking, balance, gear shifting, and descending/climbing techniques.

Utilize Peer Pressure: This sounds dangerous but remember you are an adult and you will need to decide when friendly encouragement becomes intimidation. Once a skill or technique is introduced kids tend to learn from each other as much as from the coach. Use members of the group to model your instructions. Kids will bring their own style to any basic maneuver, which often translates better to the group.

Trail etiquette and rules are better absorbed in a group than one-on-one. When the coach admonishes an individual for short cutting a switchback or failing to yield to hikers the entire group is involved in the lesson.

Race Day Logistics: We are fortunate to have the Intermountain Cup Series here in Utah which provides quality events for kids 12 and under throughout the spring and summer months. A schedule of dates and locations for the season is easily obtained in the calendar section of **cycling utah**. Any of the races are easy to enter but kids tend to be less intimidated when introduced to the race day environment with friends or training partners.

Make sure all of the kids have their gear properly checked 24 hours before. This includes packing clothing, sunscreen, food, water, spare tubes, and tools the night before. Plan to arrive 90 minutes before start time to allow for registration, warm-up and the inevitable jitters. If you have not pre-ridden the course try to warm up on some of the route before the start.

Post race encouragement is imperative. Even if a child fails to finish their first race they should know they have met a huge challenge by simply joining in. Young riders should be encouraged to view each starting line as a fresh opportunity to improve and another step towards confidence and self-esteem.

Tom Noaker is the Head Coach for the Park City based Young Riders Junior Mountain Bike Program which offers Recreational, Learn-To-Race and Competition levels of coaching. He can be reached at: tnoaker@allwest.net



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Salt Lake Pedal Pass Gives Discounts to Bikers

This isn't the first time you've heard about the Salt Lake City Mayor's Bicycle Advisory Committee Pedal Pass, or maybe it is, in either case, it is time everyone learned about how well this bicycle advocacy program is doing.

The Pedal Pass was launched in May 2003 by the Salt Lake City Mayor's Bicycle Advisory Committee (MBAC). The goal was to encourage more people to choose bicycling as their primary mode of transportation. It stands to reason that more bikes on the roads will equal safer conditions for all those who choose to ride.

Bicycle commuters with a pedal pass in hand can receive discounts or other special offers from participating businesses. Since the launch, more businesses have joined in and, frankly, the demand for the pass has been so high, we've run out.

The time has come to reprint the Pedal Pass - including all the great new businesses that have signed on to encourage people to bike to their shops. It is also time for all the cyclists out there to pick up the pass at participating businesses or in the Mayor's Office of Community Affairs. Using the Pedal Pass demonstrates to the community that bicycles mean business! Please support the following businesses in your area and thanks for riding!

The following businesses are participating: Red Rock Brew Pub, BC Chicken and Ribs, Swig's Java, Star of India, Wasatch Broiler and Grill, Oasis Café, Stoneground Restaurant, The Gateway Concierge, Music 2 Your Ears, Apple Fitness, Cucina, Red Butte Café, Bangkok Thai, Desert Edge Brewery, Yestershay's, Sugarhouse Coffee, Blindside Company, Elite Discount Nutrition, Blue Plate Diner, Greenhouse Effect, Zenzoy's, Choose To Ride Bike Shop, Uinta Brewhouse Pub, and REI (both Salt Lake and Sandy stores).

The Pedal Pass is available at all participating businesses and most bicycle shops or online at cyclingutah.com. Call Lisa Romney at the Mayor's office at (801) 535-7939 with any questions. Join us for the MBAC meeting, second Wednesday of every month at 5pm in the Cannon Room, third floor of the Salt Lake City-County Building at 451 S. State, to help make Salt Lake City more bicycle friendly.

-Lisa Romney

Utah Trails Conference

Utah State Parks and Recreation hosts the Utah Trails and Pathways Conference 2003 - Coming Together for Trails Thursday, September 18 and Friday, September 19 in Park City. The conference includes a series of breakout sessions covering topics on community support, planning, and benefits; trail

design, construction, and maintenance; and funding and partnerships. The two-day conference aims to bring the trails community together, share success stories, and learn the latest techniques and trail specifications. In addition, the conference is an opportunity for trail advocates to report their needs. Trail users, volunteers, local, state, and federal agency employees, and those with an interest in trails and pathways are invited to attend. The cost is \$80 per person before Friday, September 5 and \$100 thereafter. Hotel accommodations are available at the Prospector Square and Conference Center in Park City with special rate for conference attendees. Conference co-sponsors include the National Park Service Rivers and Trails Office, Bureau of Land Management, Wasatch/Cache National Forest, Utah Quality Growth Commission, Utah Department of Transportation, Alliance for Cardiovascular Health, and Envision Utah. Contributors include the Utah Recreation and Parks Association, Mountainland Association of Governments, Mountain Trails Foundation, Utah Transit Authority, and Snyderville Basin Special Recreation District. Park City Municipal Corporation and Utah State University Institute for Outdoor Recreation and Tourism will host the event. To register for the conference or for more information, visit www.stateparks.utah.gov or call (801) 538-7344.

- Lynn Bodrero

Moab Century is a Ride With a Purpose

You know you love to ride, and you know you love Moab. The Moab Century Ride gives you the opportunity to have both while raising money for the Lance Armstrong Foundation Cancer Research and Survivorship Programs.

The ride: We begin by gradually moving from the beautiful rims of the Moab valley toward the base of the majestic La Sal Mountains... a great warm up for the challenging 3000 foot climb into the mountains. The reward for a great climb is miles of completely awesome overlooks, where you will view the grandeur of the Fisher Towers along with the renowned Castle Rock below you. As you begin the decent toward the mighty Colorado River, the rock spears and towers become closer and you are engulfed in the spectacular red rock canyons of the river corridor. For those doing the one hundred-mile ride you will start up river past Fisher Towers to the historic Dewey Bridge. For those ready to find a finish line, the canyons will lead you back to town for the completion of a sixty five-mile day. If the challenge of the climb is not for you we have a forty-five mile option with all the scenery of this world-class landscape.

The ride is fully supported with sag wagons, bicycle mechanics, and aid stations along the way. You will have lots of great snacks, a hearty lunch and plenty of fresh Moab spring water. You can make a full weekend of it by attending our Friday social warm-up ride, also fully supported, the wine tasting and pasta dinner Friday night, the Sunday cowboy demonstration and the Cowboy/Biker team events. All of this is included in your \$40.00 registration fee. For an additional \$12.00 per person you can attend the Cowboy Adventure dinner and show. The Moab Valley Inn has a weekend lodging package available along with an activity package for non-riders.

The purpose: By participating you use your passion and joy of cycling as a powerful force in the fight against cancer. The proceeds of the tour will benefit the Lance Armstrong Foundation. Most everyone has seen the devastation of cancer; if not through personal survivorship, then through the battles of loved ones and friends. Take this opportunity to aid in Lance's fight to eliminate cancer. Give your ride purpose.

For more information and registration forms go to www.moabcentury.com or call 435-259-2698.

Backwards Cycling Record

Last year, Pieter de Hart (NL) realised an one hour World record cycling, with 26,948 km. In May 2003 his record was improved: 29,1 km. is now the distance to beat.

That recordholder must be Chris Boardman (UK)! With - indoor- 49,441 km., already since October 27, 2000!?

Both right. Chris, however,

was sitting on the saddle while he was bicycling.

And Pieter? He was sitting on his... handlebars. He is the worlds first *backwards* one hour World recordholder! And, he wants to become it in 2003 for the third time. For more info, visit www.kelimutu.com

Editor's Note: Cycling Utah was not able to verify this, but we found it to be interesting nonetheless.

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ROAD RACING

Howat and Jones Take Snowbird Honors

By Dave Iltis
Editor



Far Left: Women's winner Laura Howat. Photo: Dave Iltis
Top: Chan Head (4th Overall) leads Ed Chauner (2nd place Masters), Dan Hoopes (1st Place Cat 4-5 Men) and Dan Minert (1st Place Masters) Photo: Pat Adams
Left: Men's The next generation X-Man Logan Jones. Photo: Dave Iltis
Bottom: Bryson Perry (2nd overall, left) and Kelly Williamson (3rd overall, right) Photo: Pat Adams

See results on page 16.

Gorgeous weather and dumb graffiti. Those were the high and low points of this year's 25th Annual Snowbird Hill Climb. With race time temperatures in the sixties, the record setting July temperatures were just a bad memory. Close to 400 riders started from the park and ride lot

on 2000 East and 9400 South to ride 10.2 miles and climb 3500 feet to Entry 2 at Snowbird.

In the Pro/1/2 race, Kelly Williamson (Lactic Acid) pushed the pace from the sign at the mouth of the canyon with Bryson Perry (Healthy Choice/Guru's) and Eric

Jones (Biogen) in tow as the rest of the field was left behind. "When it flattened out (at the climbing area), I sat on their wheels. A mile after the sign at a sharp right hand turn, I didn't attack, but they just kind of fell

Continued on page 12

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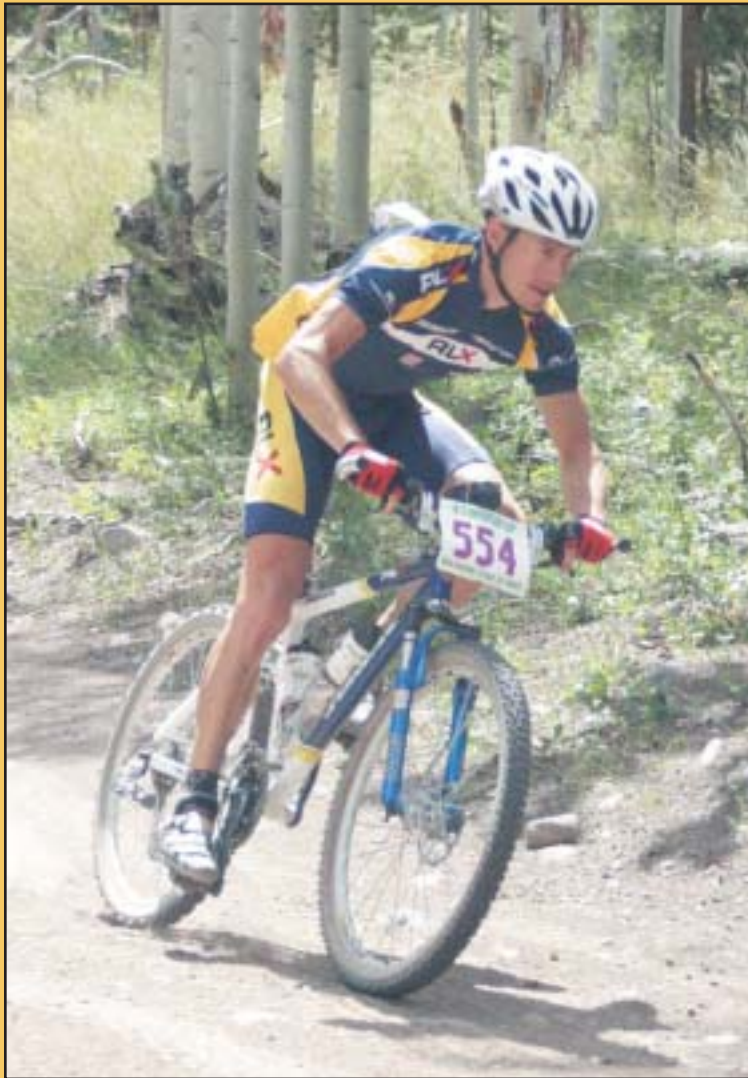
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- ♦ September 1 - Flyin' Brian II
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- ♦ September 13 & 14 - Best of Brian Head Tour
Meet new friends and ride the best mountain bike trails in Southern Utah
- ♦ September 20 & 21 - Fall Colors Fat Tire Festival
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MOUNTAIN BIKE RACING

**Racing Wolverine Ridge - The ICS Finale -
Evanston, Wyoming, August 9, 2003**



Left: Men's Winner Carl Swensen, RLX/Polo Sport
Top: Christie Johnson getting a Feed.
Right: All the King's Men...Brock Cannon, Quinn Bingham, Thomas Spannring, Gregy Gibson, Trevor Simper

All Photos: Wade Williams, courtesy of the Uinta County Herald. See Results on page 16.

From a chick's point of view...

By Cindi Hansen

At the start-line Kathy Sherwin, Sobe/Cannondale, and I shared a short conversation about how fast the season had gone, and how we couldn't believe that this was the last race of the series. Makes sense that it seemed shorter; one race from the schedule last year was removed, and all but the first St. George race were moved up in the year to finish the series almost two weeks early.

The Wolverine Ridge race was one of the few times that the Pro/Expert women raced the same distance as the Pro men. "This was such a fun course, it was nice to do the same amount of mileage as the men," Sherwin commented after the event. Approximately two, 14 mile laps, complete with fast, relatively flat road sections, awesome downhill and a few grueling climbs, made for a challenging race. "I loved the downhill! It was fun riding in the trees and over the bridges," said Kaylene Kotter, Team Sugar.

The field split early on, leaving Sherwin, Pam Hanlon, Jans/Trek, and myself to blaze the way. Sherwin was our carrot on the long, wide fire road, but Hanlon and I could never close the gap. We kept each other company for another lap and a

half, but after pacing each other up the fire road for the final time, Hanlon began to pull away. At the top, as the road turned onto a single-track climb, I shouted to the course marshals for a splash of water on my back, hoping that it would snap me out of the fatigue I was feeling. "Around every turn there was someone to direct you where to go, it was great to get a fresh bottle of water from race support at the top of the climb," stated Misti Timpson, Team Sugar.

Sherwin had a strong hold on the race, finishing in first place, 3:45 ahead of Hanlon, who put in a great effort to finish a strong second. I held on for third place coming in 1:49 behind Hanlon.

1. Kathy Sherwin, Sobe/Cannondale, 2:33:45,
2. Pam Hanlon, Jans/Trek, 2:40:00
3. Cindi Hansen, New Moon Media, 2:41:49.

From a guy's point of view...

By Kevin Day

As the Pro men were called to line up for the final race of the series, I found my self, counting the riders to see exactly how many would be racing today. It's always good to have a full house or in other words a

large field because that means the winnings will go deeper, the competition will be better and there is more of a chance to gain points over the rider ahead or behind you. In my case, to win the series this year I would have to beat Todd Tanner, Sobe/Cannondale, by at least seven places. Todd's one of the strongest riders in the field so unless he stops to take a nap or just doesn't finish, my odds are pretty slim.

My thoughts quickly change as Carl Swenson, RLX Polo Sport, rolls up along with Eric Jones, Biogen. "I wonder who will be going off the front today," Robbie Stone, New Moon Media, says. "I'm sure we're about to find out." I sat tense but ready to ride, I felt comfortable with three other teammates from Stein Eriksen by my side. Unfortunately team tactics don't work as well in a mountain bike race but I know Sly Fox was shaking in his shoes. As the pre race instructions were given the occasional name was shouted from the spectators on the side lines or other racers that were lined up behind us. It's always good to hear the crowd get wild before the start of race. The count down started and before I knew it the race was underway.

Cris Fox got the whole shot and set the pace. Eric Jones,

Continued on page 12



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Cycling Utah's 2003 Bicycle Club Guide Part V

Editor's note: For more clubs, see a copy of our March-May 2003 issues available online at cyclingutah.com

Protect Wild Utah Cycling Club

Sponsors - None

Contact - Ronald Roy, info@royassociates.net

Website - None

Type of Cycling - Any

Location - Salt Lake City, Utah

Club Statement - We are a fledgling cycling club with an approach different than the traditional cycling club. Our main focus lies in our desire to act as goodwill ambassadors on behalf of the cycling community. In partnership with Protect Wild Utah we have an opportunity to endorse a positive organization working to promote wilderness.

Park City Cycling Club

Sponsors - Membership supported.

Contact - John Kolon, 435-655-0601

Website - None

Type of Cycling - Road racing; MTB racing; race training.

Location - Park City

Club Statement - We are a race-oriented club based on individual member's interests; we do not race as a team. Members compete in local and regional road and MTB races with some reimbursement of race fees. Club activities are centered around monthly meetings, training rides, and weekly trail work projects around Park City in summer.

Wasatch Mountain Club

Sponsors - none

Contact - Heidi Schubert(801) 521-2890, heidi@biochem.utah.edu

Website - www.wasatchmountainclub.org - follow biking link

Type of Cycling - mountain biking and road touring.

Location - Utah

Club Statement - We are a diverse group (age, sex and ability) of cyclists riding NTD, MOD and MOD+ mountain and road rides. The Wasatch Mountain Club invites members to lead and participate in rides, though you do not need to be a member to initially check out the group.

Wolverine Ridge - Continued from page 11

Blake Zumbrunnen (Guthries) were quick to follow as the rest of the field did the same. About one mile into the race or near the split in the course, the field was showing signs of who was feeling strong and who was feeling stronger. Eric Jones took the lead and managed to form a gap between Carl Swenson and my self. Then just as I expected I found my self, slipping off of Carl's wheel as he too turned up the volume.

For the rest of the race I kept a steady tempo hoping to stay one step a head of rest of the field, hoping that my steady tempo would turn into super hero tempo and gain back my losses to Carl and Eric. Meanwhile Eric was working hard in hopes of keeping Carl out of sight when he got a flat tire.

Carl Swenson went on to win the race with a time of 1:57:29, while Eric Jones held on to second place with a time of 1:59:53. In the end I was able to hold on to third place with a time of 2:01:24.

After I finished the thoughts of Todd Tanner nestled and comfortably napping under a pine tree was diverted to the finish line as he rolled across the in fourth place, insuring his over all lead and becoming series champion. As it all wraps up I was able to wave the colors of the Stein Eriksen team with a second place in the overall standings with Blake Zumbrunnen in third.



Junior Nic Hadley storms to victory in the downhill at the Durango NCS Photo: Brian Schiele, mtbbrian.com

Utah Mountain Bike Racers Clean Up at Durango NCS

NORBA's National Championship Series concluded in Durango, CO from August 14-17, 2003. In the expert categories, National Championship jerseys were awarded to the one-day race winners while series championships were decided based on point totals over the five-race series. Each grueling 8-mile lap challenged racers with its 1,500 feet of climbing, and technical, fast descents. Utah was well represented with many of its top racers securing podium spots in many categories. One notable performance was by Hilary Wright of the Young Riders Team in Park City. Hilary's victory placed an exclamation point behind a season that saw her on the top 3 podium in the first 4 NORBA NCS events securing the third spot on a 4 person junior Worlds team. Unfortunately, she isn't old enough to race in the 17-18 category at the World Championships. Hilary topped the field at Durango and embarrassed NORBA as well as the UCI for denying the world a chance to see her perform on the

big stage. And she has two more years to extract revenge!

Cross Country National Champions

Ali Goulet, Expert Men 25-29
Todd Henneman, Expert Men 45-49

Tom Noaker, Expert Men 50-54
Cindi Hansen, Expert Women 19-24

Pam Hanlon, Expert Women 35-39

Hilary Wright, Junior Expert Women

Cross Country Overall Series Winners

Cindi Hansen, Expert Women 19-24

Pam Hanlon, Expert Women 34-39

Short Track Race Winners

Lance Runyan, Expert Men 19-29

Cris Fox, Semi-Pro Men

Short Track Overall Series Winners

Jared Gibson, Expert Men 30+

Sport Men 25-29

Calvin Squire, 1st

Sport Women 19-29

Blair Rajamaki, 1st

Junior Men 11-12

Nic Hadley

Mad Dog Cycles Repeats in ICS Team Competition

Mad Dog Cycles clinched the overall title of the Intermountain Cup Mountain Bike Racing Series with a decisive victory in the final event in Evanston, Wyoming. Mad Dog Cycles, out of Orem, Utah, has won the title for the last 2 years in a row. No team has ever won the overall title 3 years in a row so Mad Dog will have their work cut out for them next season.

The competition was fierce during this 11-event, 6-month series with Young Riders out of Park City and New Moon Media/Spin Cycle always nipping at Mad Dog's heels. Young Riders won 5 straight races in the middle of the season, which put them within just a few points of Mad Dog. With a sense of urgency Mad Dog poured it on in the last 2 races and ended up winning the series by 157 points. The top 4 places follow: Mad Dog - 1,946 points, Young Riders - 1,789 points, New Moon/Spin Cycle - 1,496 points and Healthy Choice/Gurus/Logan Race Club - 1,380 points. For more results, see page 17 or visit www.intermountaincup.com.

-Ed Chauner

First Endurance Develops Recovery Drink

First Endurance, the Salt Lake City nutritional company that developed Optygen, is introducing Ultragen, a protein-based recovery drink. The new drink incorporates advances in technology that allow for improved flavors and bioavailability while masking the bitterness that often accompanies other protein recovery drinks. Ultragen is geared towards endurance athletes.

Rate Your State's Mountain Bike Riding

August 18, 2003 — As students head back to school, mountain bikers are issuing final

grades for the 2003 IMBA Report Card. The Report Card provides an annual analysis of mountain bike access and advocacy progress for U.S. states, Canadian provinces and other countries.

To participate in 2003 IMBA Report Card voting visit www.imba.com/interactive/report_card

In addition to a letter grade, each area's trail riding opportunities and threats are summarized. Grades are based on a number of factors: singletrack access, land manager attitudes, relations with other trail user groups and the long-term outlook for mountain biking.

This marks the fourth year of the IMBA Report Card. Colorado earned the top grade in 2002 thanks to almost limitless singletrack, scenic mountains

and the availability of great maps. Idaho ranked highest in 2000 and 2001.

-IMBA

Online Advocacy

Ticked off at Congress for not funding bicycle enhancements? Do you want to keep biking in the legislative spotlight, but don't have the time to keep up on the issues or pen a letter? Well, you can now visit the League of American Bicyclists online advocacy center at www.bikeleague.org. Various hotbutton issues are posted there, and by entering in your address, the site will find your congressman or Senator and generate a letter that you can email or snail-mail in the case of e-phobic officials.

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NORTHERN UTAH

Heber City

Heber Mountain Sports
164 S. Main
Heber City, UT 84032
(435) 657-1950
hebermtnsports@juno.com

Logan

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

Joyride Bikes

65 S. Main 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

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www.christysports.com

Cole Sport

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Park City, UT 84060
(435) 649-4806
www.colesport.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
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Park City, UT 84060
(435) 649-8710
www.whitepinetouring.com

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WASATCH FRONT Davis County

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(801) 776-6559

Kaysville

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Layton

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(801) 546-3159
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(801) 278-6820
golsancycles@aol.com

Spin Cycle

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

Wild Rose Mountain Sports

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Salt Lake City, UT 84103
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(800) 750-7377

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Salt Lake City, UT 84106
(801) 484-5275
bicyclecenter.com

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www.binghamcyclery.com

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www.fisherscyclery.com

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Sandy, UT 84094
(801) 571-4480
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Canyon Bicycles

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www.canyonbicycles.com

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Revolution Mountain Sports

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www.golsancycles.com

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CALENDAR OF EVENTS

Calendar Guidelines:

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

Submit your event to: dave@cyclingutah.com with date, name of event, website, phone number and contact person and other appropriate information

Let us know about any corrections to existing listings!



Bicycle Motocross

Battle Bay BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0095

For more track info, visit cyclingutah.com

Events

Mondays — Rad Canyon Bmx, Practice, Mondays through September, 6:30-8:30 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

Tuesday and Thursday Evenings — Rad Canyon Bmx, Single Point Races Tuesdays & Thursdays through September (Saturdays in October), Registration 6-7 pm, racing ASAP (8pm). 9700 S. 5250 W., South Jordan, (801) 824-0095.

August 8 — Double Point Friday, Registration 6-7 pm, racing ASAP (8pm), Rad Canyon

August 9 — State Championship Qualifier, Registration 4-5 pm, racing ASAP (6pm), 9700 S. 5250 W., South Jordan, see www.radcanyon.com or call (801) 824-0095.

September 13 — Double Point Saturday, Registration 9-10 am, racing ASAP (11am), Rad Canyon

September 14 — State Championships, Registration, 9-10 am, racing ASAP (11am), Rad Canyon 9700 S. 5250 W., South Jordan, visit radcanyon.com or call (801) 824-0095



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

Provo Bike Committee — (801) 374-2033 or tjensen@korve.com

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

Calendar of Events is sponsored by



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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

Wednesdays — August - October Canyon Sports weekly bike maintenance clinic - no charge. 6:00 pm, 1844 E. Fort Union Blvd., call 942-3100 for info and reservation.

September 18-20 — Utah Trails and Pathways Conference, planning, design, construction, funding and more, www.stateparks.utah.gov



Cyclocross

September 27 — Utah Cyclocross Series Race #1, (801) 359-6161

October 4 — Utah Cyclocross Series Race #2, (801) 359-6161

October 5 — Utah Cyclocross Series Race #3, (801) 359-6161

October 12 — Utah Cyclocross Series Race #4, (801) 359-6161

October 25 — Utah Cup of Cross, UCI Category 3 event, Elite Women, Elite Men, Juniors, U-23, B-Category, C-Category, Masters 35+, (435) 259-5663

October 26 — Utah Cyclocross Series Race #5, (801) 359-6161

November 1 — Utah Cyclocross Series Race #6, (801) 359-6161

November 8 — Utah Cyclocross Series Race #7, (801) 359-6161

November 9 — Utah Cyclocross Series Race #8, (801) 359-6161

November 15 — Utah Cyclocross Series Race #9, (801) 359-6161

November 22 — Utah Cyclocross Series Race #10, (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 MTB Races

Wednesdays — Soldier Hollow Training Series, 7 p.m., (801) 404-0946

Wednesdays — April 30 - September 3 Sundance Weekly MTB series, 6:30 pm, alternates with Soldier Hollow Training Series, Sundance Resort, (801) 223-4849

September 6 — CANCELLED, The Endurance 100/Mind Over Mountains, Park City, (435) 649-2129

September 13 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

September 14 — Bald Mountain Challenge Downhill, Deer Valley, UT, (801) 375-3231

September 20 — Tour des Suds, Park City, (435) 649-6839

October 4-5 — Moab Rim Downhill and Freeride Contest, Moab, UT, (801) 375-3231

October 16-19 — Red Bull Rampage Free Ride Contest, 2nd Annual, Virgin, UT (435) 772-BIKE

October 13-14 — Huntsman World Senior Games. Must be 50 years or older. Three events: hill climb, downhill, and cross country. 800-562-1268 or hwsg@infowest.com

October 18-19 — 24 Hours of Moab, (304) 259-5533

Regional MTB Races

September 6 — Galena Grinder, Galena Lodge, ID, (208) 788-9184

September 6 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 733-5335

September ? — Pahrump NV, (775) 727-5284 or (702) 228-4076

September 20-21 — Lava Rama, Wild Rockies Series #8, XC, DH, Lava Hot Springs, ID (208) 342-3910



Mountain Bike

Tours and Festivals

September 13 & 14 - Best of Brian Head Tour Shuttles to the best rides in the area, includes breakfast and lunch. Call Brian Head Resort Mountain Bike Park at 435-677-3101 or see brianhead.com

September 20 & 21 - Fall Colors Fat Tire Festival & Oktoberfest Enjoy Brian Head's Fall Color and shuttle to the best trails in Brian Head, enjoy german food, beer and music. Call Brian Head Resort Mountain Bike Park at 435-677-3101 or see brianhead.com

September 27 — Antelope Island Buffalo Bike Tour, (801) 947-0338

October 30 - November 2 — Canyonlands Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab, UT, (800) 635-6622

October 25 — Chet Peach, Fruita, CO, (800) 873-3068

The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate.

There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site (www.cyclingutah.com) or call the Mayor's office at 535-7939 or Mark at 363-0304.



Road Racing

General Info

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

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

Utah Road Races

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

September 10,17,24 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 558-6875

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- September 11,25** — Salt Air TT Series, Every other Thurs, (801) 944-8488
- September 6** — Eureka RR, great road race through the Tintic Mining District, Eureka, UT (801) 538-6875
- September 13** — LOTOJA, 203 miles from Logan, UT to Jackson, WY, (801) 627-6200 or (800) 497-7335
- September 28** — Antelope Island TT #3, Antelope Island, (801) 731-8335
- October 7-10** — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsq@infowest.com
- October 11** — City Creek Bike Sprint, 10 am, 5 1/2 mile climb up City Creek Canyon in Salt Lake City, road or mountain bikes, UCA Points Series Event, (801) 583-6281

Regional Road Races

- September 6-7** — Intermountain Orthopaedics Idaho State RR and Criterium Championships, Boise, ID, Kurt Holzer at (208) 890-3118
- September 13** — Race to the Angel, 17th Annual, Wells, NV, (775) 752-3540
- September 13** — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782

Weekly Rides

- Mondays** — April - September — Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy ~1 hr. ride , meeting at 6:00 p.m. at 1500 E 1500 S (by Einstein's). All welcome!, Melissa at (801) 466-6312.
- Mondays** — Park City Social Ride, 6 pm, easy pace, meet at Cole Sport, Park City, (435) 649-5663
- Mondays** - August - October Canyon Sports weekly evening intermediate mountain bike rides 8-13 miles, fun pace & fun people, meet at Canyon Sports 5:30 pm 1844 East Fort Union Blvd., call 942-3100 for info.
- Tuesdays** — 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.
- Wednesdays** — 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
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side of Borders bookstore at Riverwood shopping center. (4801 North University Avenue in Provo). Approximately 2 hours, pace/terrain/distance will vary depending on what the group wants. All welcome! For info: darciestrong@hotmail.com or (801) 796-5687.

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- September 7** — Tour de Tahoe, ride around Lake Tahoe, 72 miles, Lake Tahoe, NV, (800) 565-2704
- September 7-13** — Southern Utah National Parks Tour, (801) 596-8430
- September 8-13** — WCYC XIV, ride across Wyoming, Jackson Hole to the Bighorns, Cyclevents, 1-888-733-9615.
- September 20** — Cycle For Life Benefit Ride for injured cyclists, (801) 272-1302
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- September 28 - October 4** — CANYONS II - A Ride Across Southern Utah, Springdale to Blanding, 1-866-CycleUT
- Oct 3-5** — Moab's 1st Century Ride, A road cycling event headquartered at the Red Cliffs Adventure Lodge, (435) 259-2698
- October 4** — Yellowstone Fall Cycling Tour 2003, (406) 646-7701
- October 12-17** — Monument Valley & 4 Corners Tour, (801) 556-3290
- October 18** — Las Vegas Century , 37, 62, or 100 miles, benefits Ronald McDonald House, (702) 407-3077

MOUNTAIN BIKE RACING

Tanner, Sherwin, Ware, and Wynne Take Intermountain Cup Series Wins

By Ed Chauner and Cindi Hansen

The Intermountain Cup Mountain Bike Racing series concluded its 2003 season in Evanston, Wyoming on August 9 with close to 300 racers battling it out at the 10th Annual Wolverine Ridge XC Race. This 11-event series offers 24 race categories at each event of which 17 are tracked for points throughout the season.

Todd Tanner (Sobe/Cannondale) and Kathy Sherwin (Sobe/Cannondale) concluded the series as champions in the Pro Men and Pro Women categories, while Carson Ware (Dixie Desert Racing) and Rhet Povey won the 10-12 and 9 & Under categories. Racers of all abilities and ages raced from March 1 in St. George, Utah to August 9 in Evanston, Wyoming.

In the Pro Men category, Tanner was able to hold off Kevin Day (Stein Erikson Sports) for the overall win. Day came on strong late in the season nipping Tanner in the last 4 races but it wasn't quite enough to topple the champ. Blake Zumbrunnen (Guthrie Race Club) ended the season in third.

The lead changed many times during the season in the Pro Women Category. Kathy Sherwin (Sobe/Cannondale) missed 4 events while attending national races so she had to play catch-up. Her 5 victories quickly brought her to the top of the rankings though there were four challengers that constantly had Sherwin in their sights. Cindi Hansen (New Moon/Spin Cycle) ended the season in second while Misti Timpson (Sugar) and Pamela Hanlon (Jans) finished in 3rd and 4th respectively. Rounding out the top 5 was Sonya Swartzentruber (Jans).

Swartzentruber, Jans/Trek, started off her season slowly, but came on towards the end, finishing in first place in two races and placing second and third once. Hanlon had a very successful year, taking the second

spot on the podium three times and third once. Elena Felin, Sobe/Cannondale, rounded out her season with two wins and one, third place finish. Hansen was consistent, finishing in third place three times.

Although many of these girls are familiar and frequent in the Pro/Expert class, there were equal amounts of new faces at the start-line. Timpson, overall winner of the Sport Women's class last year, moved up to test herself against the speed and distance of many of Utah's best. She faired very well finishing second and third once, and racing consistently to third place overall in the point's standings. Another addition to the class this year was 16 years old, Hilary Wright, Young Riders, who moved up from the Junior Expert class. Although young, Hilary has already made her mark among the Pro/Expert field as a great climber and a relentless competitor.

The junior categories saw many hard fought battles with many very close finishes. In the 10-12 category, Carson Ware (Dixie Desert) was the rabbit to chase as he ended up winning 7 of the 11 races. On the constant hunt was Alex Scott (Young Riders) who raced and finished in the points in all 11 events. Third place went to Tanner Putt (X-Men) who never placed lower than 2nd in each race that he finished. In the 9 & Under category, Rhet Povey started winning in May and continued through August. Povey's closest challengers were Mitch Nelson and Sara Denton who took 2nd and 3rd respectively. The Expert Men 16-18 results came down to the wire with Dustin Wynne (Young Riders) edging out Mitchell Peterson (Healthy Choice/Gurus) by one place, at the final event, which was enough to put Wynne in the overall lead by 19 points. Scott Allen (X-Men) finished in 3rd with a final victory in Evanston that bumped him up from 4th place.

Another nail-biter came in the

Sport/Expert Men 13-15 category. Ryan Harrison (Healthy Choice/Gurus) entered the final race with a comfortable lead of 63 points. In the first few miles of the race Harrison's chain broke putting him out of the race. Teammate Kaleb LeGore (Healthy Choice/Gurus) went on to win this double points race, which put him into the overall lead by 27 points. Tyler Scott's (Young Riders) 3rd place finish in Evanston bumped him into 3rd place in the final series standings.

The Sport Men 16-18 category was also the scene of a very close battle. Alan Madorin came out victorious just 3 points ahead of David Peterson (Diamond Peak) after winning the final Evanston race. Rich Washburn (Mad Dog Cycles) ended in third place for the series.

There are many stories of great sacrifice and dedication this season and I wish we had the time and the room to tell each one, but at least we can list each of the category winners.

Other series winners follow: Expert Men 19-29-Gregy Gibson (Racer's Cycle Service), Expert Men 30-39 - Brad Pilling (New Moon Media/Spin Cycle), Expert Men 40+ - Robert Westermann (New Moon Media/Spin Cycle), Clydesdale - Aaron Mullins (Taylor's Bike Shop), Men 50+ - Bill Dark (Mad Dog Cycles), Sport Men 19-29 - Nate Stowers (Healthy Choice/Gurus), Sport Men 30-39 - John Young (Mad Dog Cycles), Sport Men 40+ - Doug Davis, Sport Women - Kary Thompson (Sugar), Women 35+ - Ellen Guthrie (New Moon Media/Spin Cycle).

Congratulations to all the racers of the Intermountain Cup and we will see you all next Spring for the 2004 season.

The complete results from all the races and the overall 2003 point standings can be found at www.intermountain-cup.com.

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WOMEN'S MOUNTAIN BIKE RACING

Reflections on a Racing Career

By Julie Willis

The first time I rode a bike "off-road" was in 1985 in Bend Oregon. My best friend had a "coach's BMX" bike. Basically it was a single speed BIG BMX bike. We rode all over the pine-needled trails around Mt. Bachelor on that thing. The following summer, I bought a Cannondale, the one with a 24-inch rear wheel, reverse-shift front derailleur and roller cam brakes. Does anyone out there remember those long chain stays and high centered bottom brackets? There was no such thing as suspension anything. In those days, one used their arms as front suspension and you got off of the saddle a lot; that was rear suspension.

I entered local races that same summer and on a whim, Art and I drove to the first NORBA National Championships in Durango, Co. On the way through Moab, the engine of our VW bus basically blew into pieces and we were stranded at the TomTom's VW graveyard in Moab. We hitchhiked to Durango, Colorado with some Southern California racers. I cleaned rooms to earn the hotel fare and race fees. I raced in the Expert category and won a bronze medal behind Martha Kennedy and Ruthie Mathes (future World Champion).

Bridgestone offered me a free bicycle and some clothing for the following season and I was off and riding. I would race for them and a local bike shop for three more years. I ended my pro

race career with an 11th place finish at Nationals.

In the mid-80s even the Pros paid most of their own ways. We traveled to races in old cars, vans, and trucks; camped at the venues and cooked our own food. Sponsorships consisted largely of a free bike or two, race jersey, shorts, maybe helmets, shoe, and some spare parts. Local shops would put up entry fees and give us discounts on parts and equipment. The "circus" was totally different. No huge travel vans or any of the hoopla that you see now. The town of Blanding put on a great bologna-and-cheese-on-white-bread lunch one year and the whole town turned out to watch us disappear up and over the mountain. They would be at the finish when we returned in a, then, typical race time of around 3 hours!

It has grown into a multimillion-dollar business, not a bad thing. The nature of racing has changed a bit. Many of the races were long (2-4hours) loops. The organizers have since recognized the need to make it more of a spectator sport and they redesigned many of the courses to be "lap" races. This does not mean that they are in any way easy, however. The NORBA course at Deer Valley is easily one of the most difficult courses in the world. The pro men's race has a 40% attrition rate! (That means a lot of DNFs). The women's fields are much larger, that is not to say that the gals racing in the early years of the sport were not as fast, there were just fewer of us. Out of the "first



Julie at the National Championships in Durango in 1984 or 1985.
Photo: Art Myshraill

generation" came the likes of Jacquie Phelan, Cindy Whitehead, Margaret Day, Lisa Muich and World Champions Sara Ballantyne and Ruthie Mathes. Susan Demattei went on to win a bronze medal at the inaugural Olympic mountain bike race in Atlanta, GA.

Because the scene was so intimate back then, the racers had more opportunities to hang out together. Following a race, we would sit at the same picnic table laughing and eating up whatever the race organizers offered. One year Team Mongoose got a condo at World's in Mammoth and I teamed up to cook spaghetti dinner for a kid named John Tomac. The categories were often grouped together with a staggered start. In the beginning the women would be bunched with the "sport" guys. The elite group of women was often "trapped" behind really slow (or dying) sport riders or being run over by the fastest bunch, the Vet men. Eventually, the organizers and racers collaborated on course designs and we were "given" our own race starts and finishes. I never minded when Ned Overend would lap me. "On

your right, Julie" was always inspiring to me! I raced in Oregon, Washington and Northern California as an expert. I had great results for that whole first summer, pretty much cleaning up on every race I entered. I was a strong hill climber. Descending did not come naturally but I worked extremely hard on my technical downhill skills. Eventually I got the hang of the "gnarly" stuff and developed into a respectable all

around rider. When I ride the steeps and crazy stuff today on a Tomac "78 Special" with all the whistles and buzzes, I wonder how the hell we did what we did on those straight gauge forks (no give), long frames, and no suspension. And, there were only THREE kinds of tires (can anyone name them)...Groundcontrol, TriCross and ?

Not many of us really knew much about "training." I, like many of my peers, had come from a competitive sports background so we were motivated athletes. We were the "lab rats" for science food and drinks. Hell, the first Power bars, and energy drinks were being invented as we raced. Somebody handed me a "chocolate" Power Bar on a climb at Nationals in SunValley. I thought "cool, something to eat!" NOT. It was so dusty and the bar was too solid to chew. So, I just tucked it in my shirt for possible tire or frame repair. Basically, we were all overtrained. We would go on 4-6 hour mountain bike training rides on the weekends and ride every day if our work schedules allowed. Gradually, we took examples from the roadies and put in fewer long days in on the dirt rides and more time on the road. The road rides, though hard work did not beat you up as badly.

When I entered the first "unofficial" World Championships in Mammoth, CA at near the end of that sea-

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son, I registered in the "pro" category. I beat the then reigning National Champ, Cindy Whitehead to the top of the climb but was later caught in the descent and ended up in 9th place. I got 5th place in the "Kamikaze Downhill. The hard work and downhill coaching of Max Jones finally paid off. When I moved to Utah, there were few women racers but you only need one really great competitor to race against and for me that was Cyndi Schwandt. Cyndi and I faced off in every race exchanging first and second place everytime. There were other women racing but we had dedicated ourselves in ways that nobody else had. We remain dear friends. Cyndi continued racing for many years beating women half her age and ultimately representing the U.S. Veteran Women at the World Championships as our National Champion. Had it not been for Cyndi's tenacious racing form, I might have become complacent and settled for mediocrity.

The future of any sport depends on its legacies. I was inspired to race mountain bikes because of the women I saw racing. Jacquie Phelan was racing with the "boys" when there were no other gals out there. She organized "tea parties" at the race venues and helped to inspire women's riding groups in California and eventually across the US. Her open, generous and hilarious personality welcomed riders of all abilities into a "guy" dominated sport. She showed us that we could learn to ride safely and have a great time. Once I learned how to manage the machine, change my own tires, and do minor repairs, I was liberated! I could go on rides by myself. It was so empowering. Out of this self-confidence came the belief that I could race. She and the other great riders of our day were very approachable at the races. Today many of the

super heroines are equally available for questions following their events. The former World Champion and three time Olympian Alison Dunlap (Luna Bar) participates in a children's race program.

My most memorable moment in my mountain bike racing career was at those first NORBA National Championships. When I pre-rode the course, I cried; it was so hard. I felt that this was all a very big mistake. I slept in my chamois with my race number pinned on my shirt! I had no idea where I was in the race. I just kept riding as hard as I could the whole way. Art met me at the line and swallowed me up and told me I had gotten third place! As the awards were drawing to an end and our group was not called to the podium, I thought, hmmm, maybe the women "experts" don't get medals. The organizers stopped the show, apologized and brought the three of us on to the stage. When the guy put the red, white and blue ribbon medal around my neck, I started to cry quietly. We all three raised our arms in the air, just like the Olympic heroes and heroines I had worshiped all of my childhood.

I don't know that I have ever achieved anything "great" in mountain bike racing, in fact I am sure that I have not. However, I am often warmed by the idea that I was part of its beginning. I guess I have lived long enough to have been a pioneer in something. There are many times that I still think that it IS about the BIKE. Ride on!

---Julie still enters one race annually; the TUNA fundraiser organized by John Aalberg and held at Soldier Hollow. It reminds her of the "good ol' days;" lots of family participation, fierce "sport" rivalries, and everyone gets a prize at the end.

Dirty Girls - Continued from Page 5

pumps and start pumping, and get ready for all the other things for the ride. I had the added disadvantage that every time my lap was up it would rain and I had semi-slicks on. It was actually a really frustrating race for me because when you're on a team you want to do really well for all the team members." Despite an unfair share of obstacles McClurg's team still took first place.

In 1988 Cyndi Schwandt separated her shoulder in a cross-country race. It didn't deter her from going pro the following year. However, "now that I've gotten older," the 53-year old says, the risks have "gotten worse because of the fear factor of falling and you don't heal so fast." Schwandt thinks in addition to the risk of physical injury, women might refrain from mountain biking as a result of perceived intimidation from guys. All of the women hope to dispel this fear. "They shouldn't be afraid that they're not going to do well or they're going to look stupid, or that they have to have a total gung-ho attitude. I think they need to realize they can do it on their own," says Schwandt. In addition, competing "teaches you better bike handling skills" and "pushes your limits past your limits." Hansen finds, "guys seem to think a chick is cool and hardcore if she races." Sherwin's always had the luck of having a positive, supportive husband. "Before I can even think a negative thought he's going right for a positive thought so I don't even go there." McClurg enjoys riding for its simple solitude. "There's so many parts of a race where you're either alone or one on one with another girl. It's a great feeling to accomplish that and to just be out in the mountains. It's



Cindi Hansen leads future star Hilary Wright at the Snowbird Mountain Bout. Photo: Dave Iltis

beautiful."

Over the years the women have noticed many changes in the sport. Schwandt recalls in the eighties "mountain biking was such a new thing. There were no rules and regulations." Now it's gotten to the point where in a NORBA race Sherwin is "afraid to even ask someone to walk me through fixing something because you could get kicked out." She's also noticed a great increase in the number of spectators attending the races. Another change McClurg noticed is the reduction of sponsorship freebies. "Before when you'd register you'd get lots of free samples like food or socks. Now your bag pretty much has a shirt in it that you've paid for with your registration fee."

A more positive change is the increase of women racing. Hansen notices "more and more girls at the start-line every race." And because of the increasing numbers there are rumors that next season the local women's expert/pro category will split into two separate sections. This will be welcome relief to Shinsky who plans on moving up next year, but finds "it's

intimidating to move up to Expert and have to race against pros."

Each of the women has valuable advice for others just getting into or continuing mountain biking and racing. Hansen sums up a lot when she says, "Ride, ride, ride! Ride with people who are better than you, they'll make you faster and help improve your skills. Don't get discouraged. It takes time to be a successful racer." McClurg advises giving yourself time to ripen as a rider. "There's kind of a mystery as to why the longer you're in it, the better you get." She explains that the combination of mental focus and knowing how hard to push yourself comes with time and experience, and "the experience of racing definitely helps put it all together." Sherwin finishes with these words of wisdom: "It's all about the baby steps. I really wouldn't focus on the next step until I felt it was appropriate."

Regardless if it's a fun ride through the mountains, or a 24-hour grunt, women are coming up, kicking ass, and leaving outdated images in their dust. Thank god we've all learned how to do our own laundry!

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ROAD RACING

Sundance Hillclimb Returns

By Rod Boynton

The morning of August 9th was cool and clear as riders from Salt Lake City and Provo areas converged at Sundance Resort for the First Annual Sundance Hill Climb presented by Fazoli's Italian Restaurant.

The Alpine Loop has long been a classic ride for the Utah County. Starting in Provo the ride heads up Provo Canyon and turns left to begin a 9-mile climb past Sundance Ski Resort and to the ridge where Mount Timpanogos connects to the Great Western Trail. From the top, the road then descends through American Fork canyon and emerges in the cities of Alpine and Highland.

"Not since the seventy's has there been a race up that canyon," was USCF Official Gary Bywater's response to the proposition of officiating a race up the narrow road. It was almost as if the mountain beckoned, even taunted, for an event that could prove the most fearless and powerful riders in Utah Valley.

At the words, "Riders ready, GO," 150 cyclists began their journey to the summit, most hoping for a personal record and



Top: John Osguthorpe powering to the win.
Bottom: The field winds its way up. Photos: Jourdan Boynton

in some cases the title, "King of the Alpine Loop." The pack was quiet, with only the rhythmic pounding of the pedals and buzz of meshing gears ticking the pace for those that could hang on for the first couple miles. Slowly the sound of breathing became louder as riders fought to keep pace and fell back to cradle their pounding hearts and searing lungs.

After three miles the first pack of USCF men had been strung out like a train. At the head burned the efficient engines

of team Healthy Choice/Guru's John Osguthorpe and Jesse Westergaard, followed closely by Alex Rock of First Endurance/Contender and the young, up and coming Norm Bryner of Rhodes.

The race for the Queen of the mountain was led by Heather Albert, Laura Howat, and Christy Mcilmoil of Fazoli's cycling, all three posting times well under one hour.

When all was said and done the King of the Alpine Loop trophy was presented to none other than "Johnny Utah," who arrived at the top in a blazing 40:03. The rest of us mere mortals shortly arrived to find a plethora of oranges, bagels, muffins, and drinks, at the top to help us swallow our pride and aid in the realization that we had made it to the top, in some cases our personal best!

After being fed, racers returned to the Sundance resort where over \$600 in prizes were raffled and an awards ceremony involving the presentation of trophies to the winners was held.



Commuter Survey Results

Hear this, transportation planners: Commuter cyclists want routes as direct as possible to cut travel time. And they don't want to travel on major streets if they can avoid it. But they prefer separate bike paths, or roads with bike lanes or wide right-hand lanes to roads with no bike lanes. Those are the conclusions of an Internet survey of more than 3,000 bicyclists conducted by the University of Texas and the Chicago Area Transportation Study.

Another important finding: commuters don't want to ride on roads where parking is allowed, for fear of getting knocked down by an opening door. But rural cyclists objected to parked cars more than suburban/urban ones. "This may be associated with more exposure to routes with parking in urban and suburban regions, leading to a desensitization to this attribute among urban and suburban bicyclists," says "Analysis of Commuter Bicyclists Route Choice Using a Standard Preference Survey," a paper delivered this year at the Transportation Research Board's annual meeting in Washington, DC.

But city cyclists showed a greater preference for distinct bike facilities than suburban or

rural ones did.

Younger cyclists showed a greater preference for riding on residential or less-trafficked arterial roads than older ones did.

Despite the desire to get to work quickly, the researchers calculated that commuters would spend 10 percent more time on the road as a trade off to avoid using heavily-trafficked streets. And riders showed a special distaste for crossing bridges that don't include a bike lane or path.

Two other suggestions for commuter bike route design, based on the survey:

1. Avoid gaps in bike facilities, especially on major roads. Cyclists were less concerned, however, about gaps in bike lanes/paths on residential streets.
2. Watch the number of city traffic lights. Urban cyclists complained about red lights, but suburban and rural ones didn't mind as much.

The study also found that cyclists' income didn't affect their route preference.

-Charles Pekow

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