

cycling utah



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SPEAKING OF SPOKES

Kindling Racing Fever - Circa 1984

By Dave Ward
Publisher

I was looking through an issue of "Cycle Sport", the British professional cycling magazine, and happened across a short piece on the way things were in 1978, the year Eddy Merckx retired. It made me reflect back to 1984, the year I became interested in competitive cycling.

That year, Laurent Fignon was winning his second Tour de France, with Bernard Hinault taking second and American sensation Greg LeMond taking third. I can remember scouring the results pages of VeloNews to find how LeMond was doing in all the races. At that time, VeloNews was printed in black and white and had a tabloid format much like cycling utah except that it reported national and international cycling news.

In that year, American cycling really broke out when Alexi Grewal won the men's Olympic road race and Connie Carpenter and Rebecca Twigg scored first and second in the women's road race.

In 1985, I bought my first racing bike from Fishers Cyclery, a maroon-colored Trek 760 with a Campagnolo Victory gruppo. I had previously stripped down an older Motobecane Mirage as a wannabe racer. Still, the first time I mounted my Trek, it felt



so snappy and responsive that it took several miles before I felt stable on the bike.

Of course, the gruppo came complete with toe-clip pedals and friction shifting. It was not until two years later that I purchased the second generation of Look clipless pedals, a welcome change from the moment I first clipped in. Index shifting was a couple more years down the road. I finally bought the Shimano Dura Ace shifters and derailleurs, another great leap forward.

Helmets were being worn, but only by a few. Some racers were wearing the mostly worthless "hairnet" helmets, while some recreational cyclists sported the cumbersome Bell hard shells. Within a year, Giro had come out with the white styrofoam (not the technical term) helmets with colorful stretch covers. I credit one of these with saving me from, at a minimum, some serious headaches.

On the local scene, Steve Johnson was the main man. He was an older guy like me, and he was kicking the stuffing out of all the younger guys. I trained



**Action in the Threes
at the Utah State Crit
Championship. See
the Results section.
Photo by Dave Iltis**

like crazy for several years, became competitive with the younger set, but could never reach Johnson's level, or even come close. In my age group (everyone 35 and older), we had Fran Wikstrom, Rod Golson and George Veasy to contend with. If they and Johnson were in my race, the rest of us were racing for what was left.

A person's first few years with any new interest are always the most exciting, and for me 1984-1987 were great years in which cycling technology was quickly changing and racing fever was growing. They were good years.



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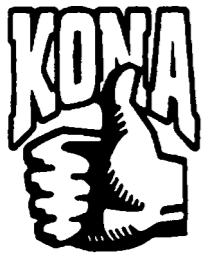
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**Cover Photo: Race Winner Steve Tibbits
(center), Burke Swindlehurst (left) and
John Osguthorpe with 1 mile to go in the
Snowbird Hillclimb. See the story on page
10 and results on page 17.**

Photo by Bob Truelsen

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You can reach us by phone: (801) 268-2652

Our Fax number: (801) 263-1010

David R. Ward, Publisher Robert L. Truelsen, Executive Editor

Email: dward@cyclingutah.com Email: btrue@cyclingutah.com

Dave Iltis, Editor & Advertising

(801) 268-2652

Email: dave@cyclingutah.com

Contributors: Greg Overton, Charles Pekow, Neal Skorpen,
Gregg Bromka, Bill Harris, Ben Simonson, Tom Jow, John Foster,
Lou Melini, Nichole Wangsgaard, Brian Price, Ron Wheeler,
Chris Quann, JR Smit, Camilla Taylor

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TRAIL OF THE MONTH

A Sneak Peek at the American Fork "Full Monty"

By Gregg Bromka

Secrets are hard to keep and enemies are quick to be made when you're a mountain biking guidebook author who also happens to be a singletrack purist. There will always be a few choice trails I keep out of print, and there are many more stashes that other riders are tight-lipped about whenever my ears are present. Take American Fork Canyon, for example. Ridge Trail 157 has become well known over the years, but what about all those nebulous trails branching from it? Many of those trails have not graced the pages of my past guidebooks for one reason or another. That will soon change. With the spring 2002 release of my forthcoming Mountain Biking Utah's Wasatch Front (a revised spin-off of the now-out-of-print . . . Wasatch & Uinta Mountains guide), you'll get the "Full Monty" on American Fork Canyon, including details on all the once-secret stashes. I can see and hear many of you right now shaking your fists overhead and cursing my name, but let's face the naked facts. The Pleasant Grove Ranger District's "Mineral Basin Trail System" is no secret anymore, for you'll find large detailed maps posted at all its major trailheads. I'm simply doing my "job" so the rest of you can share in the experience and not get suckered into taking the wrong trail or the right trail in the wrong direction because all trails are not created equally in American Fork Canyon.

South Fork Deer Creek Trail is a titillating peek at the trails clothed by American Fork Canyon. It incorporates both new and old trails by making a moderately difficult loop out of Ridge Trail 157 from the summit of the Alpine Scenic Highway. Although the distance is relatively short (only 6.4 miles), the ride packs a punch for novice riders because of one long steady climb and some tricky trail conditions. Still, if you have good stamina, a handle of basic bike skills, and a "go get'em" attitude, you should fare well. Besides, the views of Mount Timpanogos



Mt. Timpanogos guides Brad along Ridge Trail 157.

Photo by Gregg Bromka

and the surrounding Wasatch Range are not to be missed. And in true American Fork Canyon form, you'll pass other trails while driving to and riding along South Fork Deer Creek Trail. Where do they lead? You'll have to explore them on your own for now or wait for the season premier next spring to find out.

Location: 25 miles northeast of Provo at the summit of the Alpine Scenic Highway in American Fork Canyon.

Distance: 6.4-mile loop (either direction works well).

Tread: All singletrack.

Aerobic Difficulty: Moderate. The climb from where the trail crosses Cascade Springs Road is a steady low gear pump regardless of direction.

Technical Difficulty: Moderate. Smooth-flowing singletrack is punctuated with rocky stretches and water bars. A couple rough, tough hills may have to be walked.

Elevation Change: Between 7,400 feet and 8,200 feet. Total gain is 1,100 feet.

Season: May through October. The area is popular with big-game hunters during fall.

Notes on the trail:

Which direction you ride is a matter of personal taste, since difficulty changes little. You'll just have to ride it twice to find out what works best for you, but here are some tips. Clockwise: You roll out Ridge Trail 157 with short ups and downs and battle a tough little climb past Mud Springs. Mount Timpanogos is behind you, so don't forget to cock your head periodically to take in the sights. The descent off the ridge is a real treat and is the main reason

to go this way. You round out the loop with a steady, moderately strenuous climb back to the summit. Counterclockwise: You exit the starting gate with a dive-bomber descent down South Fork Deer Creek then have to chug up to the ridge. The climb is hardest at the bottom and eases as you gain elevation. You'll have Timp square in your sights the whole time on Ridge Trail 157 but will have to struggle up a couple short protracted climbs along the way. Sounds good to me, so let's go.

At the east edge of the summit parking area, pick up the trail labeled "Summit-Aspen Grove" and duck into the grove of aspens. In a few hundred

yards, fork left and cross the highway at the junction with paved Cascade Springs Road to continue on singletrack. Cross a doubletrack shortly and glide down the grassy hollow through stands of quakes for over a mile. Find the continued trail (maybe unsigned) across the Cascade Springs Road and drop to the bridged crossing of South Fork. The breeze in your face will now be replaced by sweat dripping from your brow because now you climb. The path rises quickly from the meadow into the timber and angles up a couple of steep pitches that may require dismounting and walking. The grade steadies where the thickening fir trees cast commingling shadows before the path nips a small open ridge and rises more gently up to Ridge Trail 157. Go left on 157 where Tibble Fork Trail drops westward. Past the Mud Spring Trail junction, the ridge-top path rolls playfully through timber and across meadows, passes the turnoff for Pine Hollow Trail, and rises steadily to a viewpoint that beckons your camera. You did pack your camera? An eroded, rock-pocked climb followed by more manageable hills and fun dips take you back to the summit parking area, but not without passing another trail that drops to Salamander Flats. And what about that enticing path taking off from the summit to the west? It, too, plays a supporting role to Ridge Trail 157 by providing key links to additional trails and more loop options. Read all about it next spring.

Excerpted from the forthcoming Mountain Biking Utah's Wasatch Front, by Gregg Bromka. Due out in Spring 2002.



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BIKE ADVOCATE

The Impossible Dream

By Chris Quann

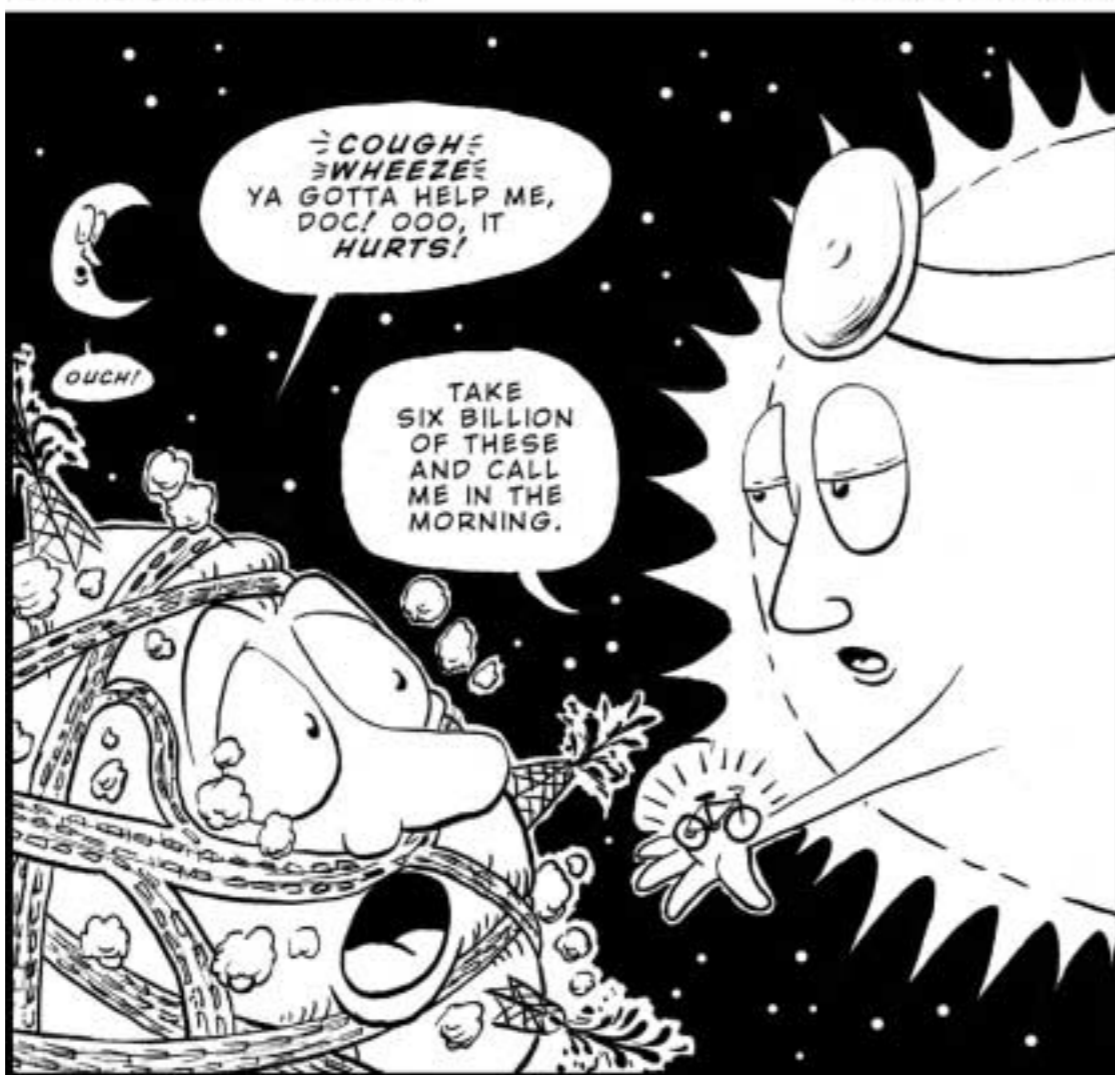
My wife, Jeanne, and I have long dreamt of taking a European tour. This year the stars aligned themselves in such a way that we found ourselves in Colmar, France just in time to see Laurent Jalabert winning the Bastille Day stage of the Tour de France. Seeing Le Tour in person was a blast. More than just a bike race, the Tour struck me as a mobile combination of the Super Bowl and Mardi Gras that lasts for three solid weeks. Thousands of vehicles full of officials, sponsors, and team cars move from town to town, building and disassembling a little city each day. An hour before the racers approach the finish, the "caravan," a huge parade of fancifully decorated cars, rolls through throwing schweg to spectators lining the course. The whole thing is an amazing display of organization and logistics.

My plan was to catch the stages from Alsace through Alpe d'Huez, where I thought Lance would make his move. The icing on the cake was riding my bike up Alpe d'Huez to watch the action. Imagine 50,000 screaming people lining the Snowbird Hillclimb and that's pretty much what Alpe d'Huez is like. Sure enough, Lance did not disappoint. I took up a position 1K from the end and did my best to cheer him on, but it's hard to say whether he could hear me over the 6 helicopters and squads of cars and motorcycles that surrounded him. Immediately after the stage there is a 10-mile-long traffic jam as 50,000 hoarse fans all try to get down off the mountain at the same time. That was when having ridden up the hill was a tremendous advantage, as cyclists can then zip down past the stagnant line of EuroWinnebagos. The whole day was a dream come true.

After that, we headed south to Carpentras and a ride up Mont Ventoux. After a very pleasant approach through beautiful forest that reminded me of the North Rim of the Grand Canyon, vegetation gives way to the hellacious windswept moonscape of the upper third of the mountain. Here I passed the Tom Simpson memorial honoring the racer who died in the hot sun on the climb during the 1967 Tour. Cycling pilgrims leave offerings of cycling caps, water bottles and tires at the foot of the memorial. As I struggled to

CYCLOTOON

BY NEAL SKORPEN



stay on the road in the incredible wind, I marveled at how these offerings were not blown away. Finally, after 21 kilometers and a vertical mile of climbing, I made it to the top to discover several meanings of the abbreviation HC. While in Tour parlance HC stands for Hors Catégorie, (beyond category) Helluva Climb is more descriptive. On the way down I discovered HC also stands for

Holy Crap! as gusts of wind nearly blew me off the road as I descended at 60 mph. Yikes!

After France, we headed into Italy. We visited Florence, a city ruled by motor scooters. After seeing the obligatory sights of Florence in 96-degree heat, it was a relief to head back up into the mountains of Northern Italy and then to Bavaria. Bavaria was stunningly beautiful, with rolling hills

and an extensive system of off-road bicycle paths.

From my standpoint as a bicycle advocate, the highlight of our trip was the Netherlands, which has the most extensive system of shared-use bike facilities of any place I have ever seen. At the main train station alone in Amsterdam there must have been 10,000 bicycles parked in vast lines on a multi-level concrete

deck. It was inspiring to see that many bikes in one place. It was clear that they had thought a lot about bicycles, transportation and parking for a very long time.

That is not to say that Amsterdam represents a model that we can or should emulate here in Utah. What I came away with from my trip is that people make differing decisions based on the particular constraints they face. In Amsterdam the main constraint is space, so it makes sense to do whatever is possible to maximize the number of space-saving bikes. While Amsterdam is temperate, Florence was sweltering. It makes sense that people use scooters in Florence, since cycling would clearly produce an abundance of sweat.

So what are the constraints in Utah? I'm not sure there are any hard constraints yet. Envision Utah has found that it's like pulling teeth to get Utahns to recognize any constraints on our collective cowboy psyche. Gasoline is so cheap that it's almost rational to drive around in 3-ton SUV's in an ever-escalating war of mass. God forbid you should be in a tiny European car (or worse yet on a bike with no shell at all) when one of these monsters is bearing down on you. Land is so cheap and freely available that sprawl seems inevitable. As patterns of sprawl make average commuting distances longer, this creates a constraint against cycling.

Cycling in Utah is not enmeshed in the culture like it is in Europe, but is practiced by visionaries and environmentalists as a reaction to the profligate waste of our mobility-mad, auto-centric society. Coming from this background, it did my heart good to see places where cycling is as much a part of daily life as brushing one's teeth. This is my dream as a bicycle advocate.

Chris Quann is the chair of the Salt Lake City Mayor's Bicycle Advisory Committee and a Category 3 bike racer.

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COACH'S CORNER

10 Tips for Successful Riding!

By JR Smith

1. Bike fit – make sure you are on the right size bike and that it is fitted properly. Use a bike shop or coach with the proper training to accurately fit you. Make sure you advise person fitting you of any medical or bio-mechanical situations that may effect your bike fit.

2. Stretching – it prevents injuries. Hold each stretch for 15-20 seconds. There should be no bouncing. Make this a daily routine. It is more important to stretch after a hard ride, especially during the winter when it is cold.

3. Warmup/cooldown - You should spend the first and last 15 plus minutes slowly getting your body accustomed to the pedaling motion on the bicycle. This lets the body operate more efficiently when effort is applied and also lets the body cool down to minimize the chance of injury.

4. Learn to spin – Spin at 85-95 rpm's. Practice spinning at higher rpm's. This will assist you at using your aerobic capacity to maintain effort rather than your legs. Muscles will generally fatigued faster than your lungs. This will give you the ability to ride longer distances with less fatigue.

5. Relax - Grip the bar lightly. Bend your elbows and drop your shoulders. Think about your pedal stroke and drop your heel on the power stroke (between 1 and 5 o'clock). This will relax the calves and provide more power with less effort.

6. Climbing - Place your hands on hoods or top of handlebars with hands approximately shoulder width apart. This assists is more efficient breath-

ing. Develop a rhythm. If cadence drops below 70 rpm try standing or shifting to an easier gear.

7. Group rides - This makes riding more enjoyable (usually) and helps to improve bike handling skills and cycling etiquette. Time passes more quickly and sometimes keeps one motivated during difficult training times.

8. Diversify - Do not do the same workout or ride over and over. Improved performance will come through changing the length and intensity of your rides.

9. Set goals – Whether it be to complete a 25 mile group ride or do a double century by the end of the year. Setting goals helps to keep you focused and makes the accomplishment that much more enjoyable.

10. Fun – Having fun is critical. Make your riding a pleasure and look forward to it every day possible. It will bring you better health and you will meet some of the greatest people in the world. About the author

J.R. Smith is a licensed U.S.A. Cycling Elite Coach, Category 2 official and master's racer. He has been involved in cycling for approximately 20 years and has worked with previous U.S. National Team members and National Champions as well as managing a professional women's cycling team. He also has instructed at Bicycling Magazine and Olympic Training Center cycling camps. He presently operates a consulting business and performs services for coaching, bike fit, body composition analysis, and performance testing. He can be contacted at 801-944-2456 or via e-mail at csultjr@aol.com

Swindlehurst places 5th at The Race

7 major climbs, 140 miles, dirt roads, unpredictable conditions, high altitude and a stellar field -- the Saturn Cycling Challenge was not for the faint of heart. This year's race was August 11th and was won by European-based professional Jonathon Vaughters, with Utah's Burke Swindlehurst placing a fine 5th place. Swindlehurst attacked out of the lead group over the 11,671-foot Guanella Pass, only to be caught near the top by eventual second-place Chris Horner (Mercury) and by Vaughters. The lead group changed repeatedly on each of the following climbs, with Swindlehurst alternating attacks with Vaughters and Michael Barry in an attempt to break free from Horner and teammate Chris Wherry.

It was a strong ride by Utah's high-altitude specialist, but a taxing one. The sections of dirt road on the course were bad enough for most of the top riders, including Swindlehurst, to switch to mountain bikes for the descent. Two weeks after the race, Swindlehurst was still on his mountain bike. "I haven't ridden my road bike since!" he told Cycling Utah.

-John Foster



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24 Hours of Boise

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Boise to Host NW Tandem Rally in 2002

Boise has been selected to host the Northwest Tandem Rally (NWTR) on Memorial Day Weekend, 2002. The event consists of 3 days of rides ranging in length from 25, 55 to 85 miles. Anywhere from 300 to 500 tandem teams normally attend the event. For more information, visit www.nwtr.org.

17th Annual Canyonlands Fat Tire Festival,

Utah's longest running Mountain Bike celebration, the Canyonlands Fat Tire Festival, is scheduled this year for October 17-21 in Moab, UT. Activities include guided group rides on Moab's famous trails, the Bicycle Demo Expo, "fun" competitions including the Slickrock poker run, Go-cart racing, the Waterbottle chase, etc. The CFTF's evening entertainment features parties, the Outdoor Apparel Fashion Show, Mountain Bike Video productions on the big screen (Fox Racing's Chain Smoke II), the Halloween Costume Ball featuring Moab's own Stonefed, killer prize giveaways and more.

The CFTF is all about having fun with mountain bikers from across the nation and around the World.

You also won't want to miss the action of the annual Moab Rim Downhill / Freeride Competition on Sunday, October 21. For more information call 801-375-3231 or visit www.moabfattare.com

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Schedule

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	Sat. Oct. 20 - Park City Mtn. Resort
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	Sat. Oct. 27- Logan
	Sat. Nov. 3- Seven Peaks
(Venues and Dates subject to change)	Sun. Nov. 4 - Trailside Park *
	Sat. Nov. 10 - Wheeler Farm
	Sat. Nov. 17 - Seven Peaks
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URBAN BIKING

Salt Lake Bike Cops are Mobile and Approachable

Story and Photo By Beth Hoffman

The officer chases an offending criminal on her bicycle, weaving through traffic and jumping off and over curbs. In the blink of an eye she gracefully dismounts the bike, positioning it defensively between the dangerous knife stabbing man and herself. She then pulls out her gun, for it is illegal to shoot from a moving vehicle, and expertly aims at him, her evident skill shocking him into submission.

Perhaps unlikely in downtown Salt Lake City (I haven't heard of knife stabbing men running loose lately), this scenario is one in which the Downtown Bike Patrol must be prepared to handle. Learning how to safely and legally use a gun while riding a bicycle is a skill that is taught in a 3-4 day training the patrol receives. Positioning bikes defensively when approaching a drunk or dangerous person and running technical cone drills are other skills that are taught and practiced by the squad whose area covers from North Temple to 900 S between 300E and 600 West. As opposed to the East Side Squad, the West Side Bike Patrol, also known as the Downtown Bike Patrol, receives this special training in addition to their regular police training. Candidates then apply for positions in the unit and are placed according to their success in both the bike training and their regular police skills.

A visit to the Downtown Bike Patrol's offices at 120 South Main Street yields an interesting look at the squad. The small

office is stark, the walls scantily decorated in city maps and newspaper articles. The articles highlight the two female officers on the squad and their generous commitment of time and energy to the running of two Girl Scout Troops, one of which is held at the homeless shelter school. Garbage bags full of art supplies for the scouts fill the back room of the office along with the fleet of white Cannondale bikes neatly lined against the wall. The squad contracts out all work on the bikes, although the large number of tools in the office indicates a patrol ready to take care of their own breakdowns as well.

Historically the 18-22 member team developed out of the original downtown foot patrol, a unit designed to increase both the approachability of the police and the ability of the police to get to places downtown more quickly and effectively. In the 80's, as the downtown grew and the popularity of mountain bikes increased, the police switched to bikes for patrolling.

"The bikes are a great tool for downtown," states Officer Heath Markovetz, a three-year veteran of the Patrol. In addition to navigating the traffic better than bulky cars, Markovetz points out that because the police are allowed to ride on the sidewalks they are able to get closer to incidents such as open container violations and fights quicker, and, he adds "they never see you coming." Typically the members of the unit work eight hour shifts and are only off the bikes for special events and calls. The rest of the time the police officers are found riding around

downtown or talking with citizens. In addition to the bikes, the patrol also keeps cars at the station, making the squad diverse in its ability to respond to any kind of problem, anywhere.

"Man down" or public intoxication is the most frequent type of call the evening squad receives, although they have responded to all types of crime, including theft, trespassing, and assault. On the other hand, the day patrol works more closely with the downtown businesses in addressing concerns such as shoplifting or forgery. As part of the unit's mission, police are encouraged to be on a first name basis with business owners and the patrol is dispatched for both emergency and non-emergency calls in the downtown area.

Currently the patrol is being reorganized for the Olympics and a new Mobile Field Force is

in development. Although very much still in the planning stages, it is expected that the number of bicycle police will drop and more foot police will rejoin the force in order to make the unit even more mobile when the streets are crowded. After the Olympics, the unit will likely return to its size today.

Despite the intense heat, blizzarding snow or freezing rain, the Downtown Bike Patrol can always be found out on the streets and the small office is

usually empty. "I love my job," Markovetz beams, "where else can you get paid for riding your bike all day?"



The Crew at the Downtown Station

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Route 211

Buying Full Suspension? Caveat Emptor!

By Greg Overton

I've been researching bicycle suspension systems lately, looking at rear suspension designs a lot. Trying to actually pull the MARKETING HYPE from the designs that work, and that fulfill the claims of the various designers, manufacturers and brands - rarely the same company. I spent a lot of years working in bike shops selling all the latest revolutionary designs that came along, and I've been trying to figure out which ones are still in the game. And why.

The first design I remember seeing widely was the Amp design. Simple, light and easy to manufacture. It's still around, in its basic form as well as modified forms. Specialized bought the design and uses it in the company's cross country models. While this is a good design, it has to be modified somewhat to allow for long travel - which has become the holy grail of rear suspension.

The long travel jones, along with the desire to not infringe upon someone else's design has led to many designs with various linkages, pivots and pivot points. Take a trip back in time to Trek's early designs, as well as Cannondale, GT, Mantis, etc, and you'll

see the varied schools of thought on what works/sells/is marketable. Remember the GT RTS design that used a "rocker tuned suspension", which amounted to an angled pivot that drew the rear axle forward under pedaling force to effectively lock out the shock and prevent bobbing, yet allow active pivots, and.....

Bobbing is one of the little demons to rear suspension. Designs that seem to float the bumps well do not, in most cases, use energy efficiently on the uphill part of riding. Some companies are showing the white flag after years of chasing this little demon, and taking the approach used by road racers that you must have a different bike to meet each type of challenge. These companies may have a model that goes down the hill well, and a model that climbs well which uses a vastly different design. Hmmm, maybe there's a lesson there that these two capabilities are exclusive from each other. That makes things easier!

Except, of course, for those companies who maintain that they have found the combination of pivot location, link position (and number), shock placement, wheel placement, and center of gravity that makes everyone smile. Yeah, there are several companies out



there who feel this way about their design. But wait, there have always been several companies that felt way. Remember when the unified rear triangle was the solution? For about two years, several of the big guys jumped on this wagon. Here's a challenge: try to find one in any shop in town. I mean a current offering, not one that some shop owner ordered because it was supposed to be great, only to find that they had been abruptly deemed unacceptable by the masses, and now serves as the inspiration for his shop's "retro wall".

I can't rant too loudly though, because the full suspension design that I like the most is the Klein Mantra, a version of unified rear triangle design (URT). Is it still offered? And I think Ibis is a really neat company and I feel some love for the way they look at the bike world and their place in it, and they have the BowTi, a URT bike with no moving pivots. Try that at home! But the afore-mentioned "big guys" made changes to

the URT that detracted from its performance, and almost killed the thing and left it for dead. Then they moved to next "cool" design.

Currently there are several "cool" designs. Specialized is selling a few bikes with old faithful. Trek is getting raves for its Fuel - a design perfected by Dave Turner around the same time that the Amp design was gaining a strong hold. Giant has a cool design, based somewhat upon the Horst Link dropout pivot - a component of the Amp design. For that matter, the Fuel also uses the Horst Link. Even the venerable single pivot swingarm is still in the game, mainly because it's simple to explain and simple, i.e. inexpensive to build, and almost maintenance free. And no one seems sure if anyone truly owns it, so bingo, you don't have to pay for it! It's been on motorcycles for decades. And has been on bikes nearly that long.

Speaking of being around for decades, we should mention the softtail here. Remember a few short years ago when a couple of small companies invented the ultimate cross country full suspension? It was light, quick, took the edge off the knocks, and was wildly expensive. But like most things in the design revolution category, the softtail has been around for a long time, sort of like integrated headsets and bottom brackets (a whole different rant). There is an illustration in the Data Book - a book from the fifties that contains very many cycling designs available up to that point in time - that

shows a soft tail design that comes so close to today's in design and appearance that it could probably pass for a current offering if you covered the date on the illustration.

So where does that leave one today if the search is for the design that works, does not create a huge weight or maintenance penalty, and can be offered at an affordable price? The new Maverick is cool, and is supposed to be the stuff, but it's price would allow you to buy the trio of hard-tail, big hit, and softtail bikes - then at least you have spare wheels when you need em! The Ellsworth Truth is nice, but was considered too expensive for many - at least until the Maverick came along. Ditto the BowTi.

Maybe there is no solution, or one best design. I talk with riders from other parts of the country, and their best is different than our best here in the Rockies. Different terrain, different surface etc. So the best design here may not get a second glance there. Therein lies the problem that all bike companies face: Who do we design for? Or more appropriately, how do we market this design to make all those customers feel good about our new wizzbang suspension bike?

So, does the engineer play the deciding role, and are the new designs really improvements, or do the marketing men decide what's cool and saleable, then tell us that it's revolutionary?

So the conclusion of my research? Caveat Emptor!



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MECHANIC'S CORNER**It's Open Season on Goat (heads)!**

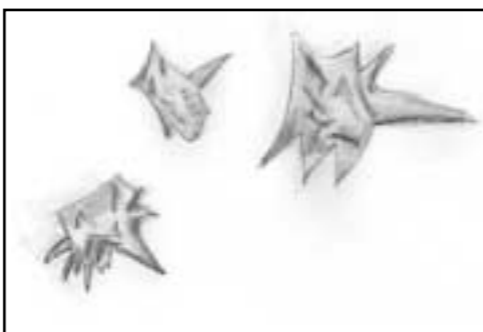
By Tom Jow

As a bicyclist, flat tires are a fact of life. Not a single ride goes by that the cyclist does not think of or suffer from a puncture. And at no time of year do we have more flat tires than in the fall. Why? Because it is goathead season.

The goathead thorn looks like just that, a goat's head. They are the seedpod of a plant called Puncturevine (*tribulus terrestris*) that grows in the foothills of Utah and other hot, dry areas of the Colorado Plateau. Like many other plants, the fall season is when their flowers turn to seeds.

In order to spread itself among the wilds, the goathead thorn has conveniently evolved so that whatever its position is on the ground, there is a spine that points up, waiting for the unsuspecting foot, paw, or bicycle tire to take it to a new location.

How can you avoid being the victim of the goathead? First, ride on the trail as much as possible. Try not to cross the green center of a double-track trail. Puncturevine is a low-lying plant that grows on



the edges and in the median of trails. Second, puncture proof your tires and tubes. Install a tire liner. This plastic layer protects the tube from debris that pokes through the tire. Or use a tube that has a sealant (e.g. Slime)

inside. Slime tubes may go flat, but when reinflated the sealant fills the holes.

In the event that you do get a thorny flat, the best method for checking the tire is to completely remove it from the wheel. Next, run your fingers along the inside of the tire feeling for sharp pointy things protruding inside. Be careful not to cut yourself. If you find only one, you are lucky. If the tire is covered with them, it is important to check not only the inside, but also the outside. It is very possible for the head to break off, leaving the spine in the tire. These spines can work their way further into the tire, causing a flat tire days or weeks afterward. Sometimes it is easier and better to just buy a new tire after getting home.

The moral of the story here is, "be prepared for flats." Road riders are not immune to goatheads either. Always carry a pump and spare tube. Where goatheads are concerned, a whole patch kit may not be enough. Goathead thorns do not go away after a few months either. They can lay dormant for several years, a tire puncture just waiting to happen. Also, remember that roads and bike paths are littered with other types of puncturing debris. But with preventative measures, a spares kit and luck, those thorny devils will not spoil your ride.

Tom Jow is the manager of Wild Rose and a former US Women's National Team Mechanic.

TOURING**It is Definitely Not About the Bike**

By Lou Melini

As a member of John Mosley's Touring Cyclist Hospitality Directory (TCHD), I have had the pleasure of hosting cyclists from many parts of the world. Recently I have had 2 cyclists from France and one from (former) East Germany. For the past few years I have been on the e-mail list for the French Club, Cyclo Camping International. This club, I was told, has at least 6 members

doing 6 month or longer bike tours at any given time.

It has been an interesting experience, meeting people that have done bike tours for, in some cases, years. In the fall of 1998, I had Michael from France and a temporary (3 months) companion Marc from Switzerland. Michael is still touring and I am assuming that Marc has finished his 4-year tour. He was into his trek 2 years and 80,000 kilometers. I have since learned that Michael

is still traveling from Pascale and Laurence, two other club members that have been touring in southern Utah for 2 months with Pascale's 5 year old daughter.

I am also intrigued by the attitudes of the European ultra-travelers I have met. A journey is a journey, and little else matters. They are always upbeat and eager to learn about new things, usually. They usually have little idea of where they are going though they do have some goals. For the most part, they take each day for whatever may happen.

Their treks are, to borrow from Lance Armstrong, not about the bikes. Each bike that

Laurance and Pascale had were 20 kilograms, all steel, including racks and fenders. Their equipment is selected for world travel and must have the ability to be fixed or obtain parts anywhere in the world. What they carry is Spartan as is their budget. Pascale was an amazing sight, pulling her daughter in a trailer and still carrying panniers, I estimated that she was pulling 110-120 lbs including the weight of her bike. I pulled my 2 boys for short trips, nearly equal in weight, so I know it can be done. But, I don't think I would want to do it for 2 months. I have come to realize that I have paid too much attention to my bike (a 13 kilo Waterford, including racks, waterbottle cages and pump), though I would not trade it in unless I was touring in Asia.

Pascale and Laurance also did a year-long tour in Asia in 1994 and spent over 3 months on their bikes in West Africa. While in Mongolia, they carried food for a month due to the scarcity of food in the markets. Pascale had to have her bike repaired in China, which is fortunate that she had an all steel model.

My East German visitor only spent one night with me. I arrived home from a long weekend backpack trip and listened to my messages. "Hello, I will be arriving at the airport at 5:54 if you can be there" click. It was 3 PM. I never received his postcard that he had mailed. He felt

like he was the luckiest man alive when I was waiting at the oversized luggage area. I watched him leave on his department store bike, platform pedals, sandals and soft tires. I offered to pump up his tires to full pressure but he stated "this makes the ride more comfortable". He had borrowed a front low-rider rack from a friend who didn't give him all of the hardware. He waved off my attempts to help as he had his trusty leather strap, perhaps the East German equivalent to duct tape. His goal was Cincinnati in a month. I suppose my "advice" was snobbish on my part, after all it was his journey. I remembered receiving strange looks in 1975 when I crossed the U.S. on my Sears bike. I wouldn't do it again on that bike, but it makes for wonderful stories.

I was supposed to host another French couple in late July, but they never arrived. This has never happened before so I emailed some of their club members in France, another benefit of the hospitality home network. The French network includes the American TCHD, and listings from several other European countries, Australia and Japan.

If nothing else, my visitors have filled my dreams with the vision that any day could be the first of a year-long journey.

Find out more at home.earthlink.net/~jmosley/TCHD.html


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Riders go the Distance at the 8 or 4 Hours of Ogden

The 8 or 4 Hours of Ogden Mountain Bike race was held Saturday, August 25th at Powder Mountain. Racers from Boise to Moab endured the 9,000 feet of

Cup series winner, in the fourth lap and had time left so he completed a fifth.

Local Ogden area racers Derek Telleston of Huntsville and

second place behind Telleston and Hastings, Kristi took off for her fourth lap to match her husband's four. During that lap, John mentioned their average lap times were about the same. I wonder who they train with?

The most dramatic finish of the race was in the same division. Everyone had left to go home except the teammates, families of those racers, one course official, and race director Ed Dilbeck, when the course official reported there were two racers making their way towards Timberline. It was Eric Fykerud and Scott Stewart in

the 8-Hour Sport Duo division. Fykerud had started the lap with a two minute lead. As soon as Scott Stewart came out of the clearing by the lodge, the loudest roar of the day was heard. Stewart had secured third place for his team. This whole group had come to the race together and vowed to train and race again next year!

In the Men's Beginner 4 Hour Solo, Rick Berry had 70 seconds to decide

on taking another lap or not. It would have no bearing in the placings as they had secured third place, but his teammate Tom Bartlett had completed two and there was some principle involved. With only 12 seconds left, he headed up the Lodge Trail for another lap while being encouraged by the cheering spectators.

All Beginner and Clydesdale divisions raced on the short course. All other divisions were on the long course.



4-Hour Men's Expert Solo Winner Dave Reynolds



Photos by Ron Wheeler

elevation and miles of single-track offered at Powder.

Close races unfolded in many divisions including the Pro division where JJ Clark of Logan and Cris Fox of Salt Lake City set a torrid pace in the 4-Hour Solo. After two laps, the racers were only separated by 4 seconds. Clark continued the pace and came in 8 minutes ahead on the third lap. Fox, the Pro Intermountain Cup Series winner, was unable to continue which allowed Clark to win.

In the Expert Solo division Dave Reynolds, of Bountiful and Blayn Corwin of Provo were 6 seconds apart after 3 laps. Reynolds pulled away from Corwin, another Intermountain

Nate Hastings of Eden completely dominated the 8-Hour Sport Duo Team division even though Hastings had broken a chain on his first lap. He walked the bike in to complete the lap and Telleston had to do two consecutive laps to give his teammate time to drive home to get a new chain. Hastings returned the favor by completing the final two laps consecutively. Just last week these two friends were battling for first place in the final Cup series race. Telleston took top honors while Hastings finished second.

John and Kristi McImoil took second in the 8-Hour Sport Duo race. Although they already knew they had guaranteed sec-

Conservation and Reinvestment Act

A proposed \$900 million fund could enhance recreational bicycling conditions. The House Resources Committee approved the Conservation & Reinvestment Act (H.R. 701), which would create a Conservation & Reinvestment Act Fund for recreation and conservation projects. States would get half the money and the U.S. Dept. of the Interior the rest to buy land, protect the environment and wildlife, or fund recreational projects. The U.S. Dept. of the Interior would get the other half.

Additionally, the bill would reauthorize the Urban Park & Recreation Recovery Act at \$125 million a year. Interior would give grants to local governments for projects that can include maintaining bike trails, installing racks, etc. Interior may give three percent for local park and recreation grants and 10 percent on innovative grants. No state could get more than 15 percent. Interior could use the rest to buy land and restore recreation facilities.

Weber County Bike Map

Weber Pathways, Weber County's bike advocacy group, has produced a bike and trail map for Weber County. The map includes various Wasatch Mountain trails and descriptions as well as Ogden City bike routes. The map is available by calling (801) 393-2304.

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ROAD RACING

Snowbird Hillclimb Packs a Punch

Story and Photos by Bob
Truelsen

Executive Editor

The annual Snowbird Hill Climb has a long history of great racing, and to some, suffering. Usually a winner will rise above the rest to claim the win using the simplest of tactics, riding other racers off his or her wheel.

But the 2001 version of Snowbird turned into quite a chess match for the Category 1-3 Men with a little help from Mother Nature. A stiff breeze coming down the canyon helped keep the main contenders together for much of the 10.2-mile race.

Burke Swindlehurst (Navigators) came home to Utah fresh from an excellent fifth-place finish at the 140-mile Saturn Classic road race from Boulder to Breckenridge, Colorado. The race included seven mountain passes, some on dirt roads, 117 starters and only 20 finishers. In other words, he was loaded for bear.

And sure enough, Swindlehurst pressed the pace with numerous attacks once the race reached Little Cottonwood Canyon. Keeping touch during these rushes were Thomas Cooke, Richard Hatch, John Osguthorpe and Steven Tibbitts. Hatch was the first to lose touch but he was still within visual range as the miles ticked off.

Next to fall off the pace was Cooke with about 2.5 miles to go. Hatch would later join him in their pursuit of the leaders.

Meanwhile, Tibbitts and Osguthorpe hung with the active Swindlehurst and offered a few surges of their own to keep Swindlehurst honest.

Then with the one-mile marker just to his right, Tibbitts made what would result in the winning move. Swindlehurst was unable to match Tibbitt's effort while Osguthorpe's response created a gap to Swindlehurst. And that would be how they finished: Tibbitts winning in 47:36.43, 20+ seconds up on Osguthorpe. Swindlehurst was third at 48:13.61. Hatch overtook Cooke for fourth place and Cooke was fifth.

"Burke was the one to watch," Osguthorpe said, "he was setting the pace. This race was different than other years. No one was strong enough to ride away."

"There were attacks the whole race," Tibbitts said. "Burke had it buried a few times. The headwind the first five miles made it hard."

Tibbitts has spent time in Europe racing full-time. But now he just races locally, with a few national-caliber races thrown in.

"The local calendar is good," he said, "it's kinda nice to have good racing locally."

continued on page 14



Top: Heather Albert on her way to winning the women's overall



Right: Heat, a really big Hill, and a lot of fun!

2001

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SATURDAY, SEPTEMBER 15, 2001

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MOUNTAIN BIKE RACING

Evanston Wraps up ICS

Story and Photos by Nichole Wangsgard

It's back to school for Utah's kids, but what's next for the Intermountain Cup Mountain Bike racers? "Moving on to bigger races" said Jeff Bates, winner of the expert 19-29 overall series category. Jeff Bates raced in the pro division at Evanston and finished an impressive 4th, 4 minutes and 24 second ahead of 5th place finisher Cris Fox who was the overall pro/semi-pro men's Intermountain Cup champion.

Evanston's overall professional champion was Gabriel Blanco, who thrilled fans as he came through the finish line much earlier than expected. Blanco blazed the 25-mile course in one hour and 55 minutes. JJ Clark finished seven minutes behind Blanco while Jared Hynes, finished third, 52 seconds behind Clark. Blanco trailed Fox, Bates, Hynes, and Clark as they entered the first of two 10-mile laps then easily took the lead into the second lap of the race.



Top: Sport Men 19-29 Overall Series Winner and Evanston runner-up Chad Wassmer
Left: Expert 19-29 Winner Kyle Wright



The 8th Annual Wolverine Ridge Mountain Bike Race in Evanston, Wyoming concluded the Intermountain Cup race series. Racers enjoyed miles of deep woods in the High Uintas. What about wolverines? Any sightings? Turns out bear, moose, and wolverines could be lurking around, but they decided to ignore the race. However, ATV vehicles frequent the beautiful trails in the area, which left race coordinators the busy job of tying off entrances to the course and planting human traffic lights to prevent any mishaps.

In the women's pro/expert race, Kathy Sherwin had only

one tactic in mind, "eating Wheaties". Her breakfast proved to be worthy as she led the entire race finishing six minutes ahead Pam Hanlon. "I got stuck behind someone slower on some downhill sections," said Pam about her chances of catching Sherwin.

While the steep climbs and fast, rocky descents challenged racers, cloud cover made the day comfortable for racing. With 15 miles for beginners and 20-25 miles for other divisions, racers were guaranteed an upper and lower body workout in Evanston. Those equipped with a full suspension bikes were the lucky ones, but racers like Dylan

Jones from the Young Riders said, "the course was rocky but I'm still satisfied with my hard-tail." Jones finished 3rd in the expert men 16-18, six minutes behind first place finisher Scott Allen and second place Tyler Turkington.

Other first place finishers in Evanston were Steve Miller (Men 50+), Bryon Wright (Clydesdale 210+), Kyle Wright (Expert Men 19-29), Robert Fornataro (Expert Men 30-39), Darrell Davis (Expert Men 40+), Kyle Wehemanen (Sport Expert

Continued on Page 19

YELLOWSTONE/OLD FAITHFUL "Fall Cycle Tour 01"

October 6, 2001

- **October 6** 9:00 a.m. ride to OLD FAITHFUL. 30 miles on new & wider roads. Enjoy the geysers & thermal features along with fall colors, bugling elk, etc. We will shuttle you & your bike back from Old Faithful or you may shuttle in and cycle back. 6:00 pm Dinner, photos and videos of the day.
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West Yellowstone Chamber of Commerce

Call for Registration forms
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www.wyellowstone.com/fallcycletour

Registration fee of \$30 (\$20 for kids) includes:

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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) 535-7738 or (801) 486-9002.

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

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

Events

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

September 27-28 — Creating Active Community Environments, Utah conference on biking and walking, South Towne Exposition Center, Sandy, (800) 822-8878

Calendar of Events is sponsored by



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Mountain Bike Racing

General Info

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

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

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

Utah Races

September 8 — Sundance Mountain Bike Races, Cross-Country, 9 a.m., (801) 225-4100

September 22 — Tour des Suds, Park City, (435) 649-4035

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

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

October 21 — Moab Rim Downhill, (801) 375-3231

Regional Races

September 1-2 — Brundage Bike Festival, Wild Rockies Series #10, McCall, ID, (208) 342-3910

September 8-9 — NORBA Nevada State Mountain Bike Championships, Pahrump NV, (775) 727-5284 or (702) 228-4076

September 22-23 — 24 Hours of Boise, Bogus Basin, ID, (208) 367-1899

Mountain Bike

Tours and Festivals

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

September 4-25 — Sundance Ladies Day Program, Tuesdays, (801) 223-4849

September 8-9 — Pahrump Mountain Bike Fest, 13 mile Poker Run with prizes for high and low hands, Pahrump NV, (775) 727-5284 or (702) 228-4076.

October 13 — Chet Peach Ride and B-B-Q, Fruita, CO, (800) 873-3068

October 17-21 — Canyonlands Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab City Park. (801) 375-3231

November 3 — 6th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (775) 727-5284.

Road Racing

General Info

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

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

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

Utah Road Races

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

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

September 6,20 — Salt Air TT Series, Every other Thurs, (801) 944-8488

September 8 — Eureka RR, great road race through the Tintic Mining District, Eureka, UT (801) 553-1065

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

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 535-7738 or Chris at 486-9002.



or (800) 497-7335

October 9-12 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsq@infowest.com

October 13 — City Creek Bike Sprint. 5 1/2 mile climb up City Creek Canyon in Salt Lake City. For road or mountain bikes, UCA Points Series Event. (801) 583-6281.

Regional Races

September 1-3 — Platte Bridge Station Stage Race, 4 Stages, Casper, WY, (307) 234-5330

September 8 — Race to the Angel, 16th Annual, Wells, NV, (775) 752-3540

September 15 — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782

September 27 — Table Rock Hill Climb, Boise, ID, (208) 343-3782

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OATBRAN 11th Annual "One Awesome Tour Bike Ride Across Nevada" September 16-22, 2001
Americas Loneliest Bike Tour - across the Silver State - 420 miles camping-style tour from the beauty of Lake Tahoe to the grandeur of the Great Basin National Park.



Tour Las Vegas Ride of the Century
Sunday October 21, 2001
From the bright lights and 24-hour excitement of the Las Vegas Strip to the unmatched beauty of Red Rock Canyon ... this ride circumnavigates the Las Vegas Valley riding through the communities of Blue Diamond, Henderson-Green Valley, Boulder City and returns along the shoreline of Lake Mead.

For More Info call 1-800-565-2704
or go to bikethewest.com

3rd Annual Cycle for Life

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

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

September 22, 2001 8:00 A.M.

Eden Park, Eden, Utah

Proudly Sponsored By:

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

Road Tours

Weekly Rides

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

Monday — Guthrie group road ride, 6 p.m., 156 E. 200 S., (801) 363-3727

Tuesday evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S. Main, Heber, 32 miles, medium paced ride (435) 657-1950

Wed evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S. Main, Heber, 32 miles, fast paced ride (435) 657-1950

Thurs evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S.

Main, Heber, 32 miles, slow paced ride (435) 657-1950

Saturday — Wasatch Women's Cycling Club intermediate weekly road ride, 10 am, 15th S. 15th E. (in front of Einstein's). ~2 hrs, www.wcccutah.org or Melissa at (801) 466-6312.

Regional Tours

September 1 — Cache Valley Century, 7:30 a.m., Richmond, UT, www.cvveloists.org, (435) 713-0212

September 9-15 — Southern Utah National Parks Tour, (801) 596-8430

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

September 16-22 — OATBRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

September 22 — Cycle For Life Benefit Ride, (801) 272-1302

October 6 — Yellowstone Fall Cycling Tour 2001, (406) 646-7701

October 21 — Tour Las Vegas - Ride of the Century, Las Vegas, Nevada, for the Leukemia Society of America's National Team in

Training Fall fund raising program, 35, 50, 100 mile options, (800) 565-2704

Cyclocross

Utah 'Cross

For More info, visit www.utah-cyclocross.com or email utahcyclocross@hotmail.com

September 29 — Utah Cyclocross Series #1, Park City Mountain Resort, Salt Lake City, UT, (801) 971-2453

October 6 — Utah Cyclocross Series #2, Logan, UT, (801) 971-2453

October 20 — Utah Cyclocross Series #3, Park City Mountain Resort, Salt Lake City, UT, (801) 971-2453

October 21 — Utah Cyclocross Series #4, Trailside Park, Park City, UT, (801) 971-2453

October 27 — Utah Cyclocross Series #5, Logan, UT, (801) 971-2453

November 3 — Utah Cyclocross Series #6, Seven Peaks, Provo, UT, (801) 971-2453

November 4 — Utah Cyclocross Series #7, Trailside Park, Park City, UT, (801) 971-2453

November 10 — Utah Cyclocross Series #8, Wheeler Farm, Salt Lake City, UT, (801) 971-2453

November 17 — Utah Cyclocross Series #9, Seven Peaks, Provo, UT, (801) 971-2453

December 1 — Utah Cyclocross Series #10,

Cycle For Life Tour Helps Injured Cyclists

It's almost time for the third annual Cycle for Life ride organized by Cyclists Against Drunk Driving (CADD). Starting at 8 am on Saturday, September 22, 2001 riders will leave Eden Park in Eden, Utah for a ride designed to help cyclists injured by drunk drivers or as a result of auto/bicycle accidents.

CADD and local cyclists worked together in 1999 to raise money for three cyclists injured by a person driving under the influence in May of 1999. Overwhelming community support made it clear that more effort was needed to raise awareness about safety on the road for everyone.

CADD is a non-profit foundation committed to continue helping injured cyclists. Their goal is to help cyclists that have been injured in auto/cycle accidents with some of their medical bills. Cyclists that may have been in an accident caused by a drunk driver are a first priority. They will also be promoting programs to teach bicycle safety to children and adults and bring attention to the importance of sharing the road.

Cycle for Life will have 4 options for it's riders: An easy 8 mile ride perfect for families or a 30 mile tour of Ogden Valley for those wanting more miles without the climb; and, both a 66-mile and a 100-mile tour of Ogden Valley, riding over Trappers Loop, touring Morgan Valley and returning over Trappers. (Whichever ride you choose, all ride support will end at 4:00 PM, so plan accordingly). Registration opens at 7:30 am and all riders need to be on the road by 9:00 am.

For registration or more information on this year's Cycle for Life see our web page at www.ut-id-cycling.com, contact Grant Aagard at 801-272-1302 (after 5pm) or e-mail him at realestate@grantaagard.com.

Wheeler Farm, Salt Lake City, UT, (801) 971-2453

December 8 — Utah Cyclocross Series #11, Seven Peaks, Provo, UT, (801) 971-2453

Idaho 'Cross

Late October - CX Race #1, Eagle Island State Park. (208) 343-3782

November - CX Race #2, Eagle Island State Park. (208) 343-3782

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Every cyclist wants to succeed. You may have the talent. The determination. And the desire to win. But do you have the one thing the world's best cyclists rely on to bring them to the top of the podium? A coach.

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Discover the champion within.



City Creek Bike Sprint

October 13, 2001

Come Ride 5 1/2 Miles up

City Creek Canyon finish at Rotary Park

Start: 10 A.M. at the Mouth of City Creek Canyon (above Bonneville Blvd)

Categories: Men, Women, Kids; Road and Mountain bikes

UCA Points Series Event



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www.binghamcyclery.com

cycling utah

CLASSIFIEDS

COMPONENTS

For Sale: Scott AT-3 Liteflite MTB Bars with built in bar-ends, brand new, \$25, Dave, (801) 328-2066

HELP WANTED

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

MISCELLANEOUS

FOR RENT: Bicycle Cargo Case. TricoSports Ironcase. \$25 minimum (up to 3 days) and \$5/day for each additional day. Deposit required. Call David (801) 261-4121 (H) or 268-9868 (W).

FOR SALE - BICYCLE, RECUMBENT - PTS Turbo 1000 indoor recumbent bike with computer, built in fan to cool you, was nearly \$1000, now \$300. 278-1118.

MOUNTAIN BIKES

FOR SALE: 1999 K2 OZ-X Full Suspension, Med-Lg., Carbon Frame, brand new Nollen Racing Crossling Fork, LX-XT, - 27 lbs., retail \$2200, now \$800, Eric (435) 649-2147.

FOR SALE: 1997 Schwinn Homegrown Factory Sweet Spot Full Suspension mountain bike. Color is polished chrome,

size 17", XT shifting, LX brakes, LX hubs/Mavic 221 hard anodized rims. Judy XL 3" travel fork. Ridden lightly by a woman rider only. Excellent condition. Asking \$700.00. Please contact Tanya at 883-0974.

FOR SALE: Cannondale F700 MT Bike, blue, size Large, LX-XT, Mavic rims, Easton bars, Shimano pedals, CAAD 3 Frame, almost new, \$750, (801) 352-9509

ROAD BIKES

FOR SALE: Trek 2120 Road bike. 56cm-22" Carbon Frame. Shimano crank and shifter. Fully accessorized. Excellent Condition. Hardly Ridden. Cost new \$1500. Asking \$475. Call (435) 615-1192

FOR SALE: Eddy Merckx steel frameset road bike, 56 cm Campy Record 8spd with STI shifters, SpeedPlay pedals, 622 Mavic wheels, mint, \$1400 obo. Gary 801-963-9412 or gmccarthy@sisna.com

Tandem KHS/Milano road bike. Less than 200 miles; bought new 9 months ago. Red, large size (captain 6'1"/I am 5'4"). Will sell for \$1,000.00; paid \$1700.00 - odometer, rack and better seats and pedals included. Call Susan at 487-6392.

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Moab Nightly Rental: New 3 bedroom/2 bath condo with garage, fully furnished. Sleeps 6-8 people. Pool and hot tub. Request Rim Village unit E-3. Call 1-888-879-6622 for reservations.

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Please print or type copy of advertisement to insure legibility. Include name, address and phone number so we can verify the ad. cycling utah reserves the right to refuse any ad due to copy in poor taste or libelous in nature. Notify us within 7 days of publication of any typographical errors that may reduce the value of the ad. Credit will be given to correct these errors. Sorry no cash refunds.

Snowbird - continued from Page 10

In the Women's Category 1-3 race, the wind put a damper on any record attempts.

Heather Albert recovered from a poor start to claim the Women's win. Albert entered the race with the course record as her goal.

"I tried for the record," Albert said, "but with the wind it wasn't possible."

Her start may have made a record run more difficult also.

"I wasn't where I wanted to be at the start," she said, "so when the surge happened I had to make up time. It was a huge group."

Albert rode much of the race surrounded by men. Early in the climb she was with Laura Howat and Maren Partridge but they got separated in the crowds.

Albert crossed the finish line in 55:46 to claim the win. 30+ rider

Jessica Arbogast finished at 56:35.86 to claim her category and second overall in the Women's. Howat followed over a minute back at 56:47.95 with Partridge third in the 1-3's at 59:20.67.

For complete results see Cycling Utah's Results on page 16.

Sports-AM Widowmaker and King and Queen of the Mountain

The day after the Hillclimb, close to 100 brave mountain bike riders lined up at the base of the tram at Snowbird before embarking on the 3000'+ vertical climb to the top of Hidden Peak. Arguably a more brutal ride than the Hillclimb, the Sports-AM Widowmaker has been gaining a following since its inception seven years ago.

In the men's event, Jared Hynes prevailed over Intermountain Cup

Champion Cris Fox with a time of 55:54.51. Fox finished second at 56:37.51.

The weekend doubleheader is a stage for Utah biking's real mountain men and women. Those racers that chose to compete in both events vied for the King and Queen of the Mountain titles.

Pete Kuennemann wore the men's crown after winning the 4-5 race on Saturday and finishing third on Sunday. Chad Head and Cory McNeely rounded out second and third in the KOM.

The women's QOM was the real deal. On Saturday, Jessica Arbogast finished second overall, just 12 seconds ahead of former women's Tour de France rider Laura Howat. On Sunday, Howat turned the tables, winning the women's Widowmaker by a scant 4 seconds over Arbogast. Nevertheless, Arbogast took the combined by just 8 seconds over Howat.

Bicycling Phone Directory

National

Racing

USA Cycling - USCF, NORBA, NBL, NCCA 719-578-4581
National Bicycle League(BMX) 614-777-1625

Advocacy

Int'l Mountain Bike Association 303-545-9011
League of American Bicyclists 202-822-1333

Utah

BMX Racing

Rad Canyon BMX Track 801-964-6502

9700 S. 5250 W., West Jordan

Harbor Bay BMX Track 801-253-3065

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

Mountain Bike Racing

Intermountain Cup Mountain Bike Series 801-942-3498

Road Racing

USCF Utah Representative - Dirk Cowley 801-944-8488

Utah Cycling Association 801-944-8488

USAC Regional Representative: Rogene Killen 970-587-4447

USAC,USCF Board Member: Chuck Collins 801-582-8332

USCF Board Member: Dave Iltis 801-328-2066

Touring

Bonneville Bicycle Touring Club 801-596-8430

Advocacy

Mayor's Bicycle Advisory Committee(SLC) 801-486-9002

or 801-535-7738

UDOT Bicycle/Pedestrian Coordinator- Sandy Weinrauch 801-965-3897

Wasatch Front Regional Council Bike Planner:

George Ramjoue 801-292-4469

Bonneville Shoreline Trail Committee 801- 816-0876

IMBA Utah Representative - Jon Gallagher 435-655-7250

Useful Numbers

UTA Bikes on Buses 801-287-4636

Stop Smoking Cars (license#, model, location,date) 801-944-SMOG

Vail Valley Gears up for MTB World's

VAIL, Colorado--The stage is set for the return of mountain biking's premier event to the United States as Vail and Beaver Creek gear up for the 2001 UCI Mountain Bike World Championships September 6-16. The event will mark the second time that the Vail Valley has played host to the Championships.

The action will get underway September 7-9 in Beaver Creek with World Championships Observed Trials competition, along with a full slate of citizens' cross-country races, night rides and entertainment.

The World Championships will shift to Vail the following week, with competition and festivities set to get underway September 12 with the Team Relay and Opening Ceremonies. Junior and Under 23 Cross-Country races will highlight September 14, while Downhill and Dual events are on tap for September 15. The events will come to a close September 16 with Elite Cross-Country competition, the Closing Ceremonies and a Final Party at the Gerald R. Ford Amphitheater Vilar Pavilion.

For additional information, visit www.vail01.com or call (970) 949-1999.

Yellowstone/Old Faithful Fall Cycling Tour

On October 6, 2001, the West Yellowstone Chamber of Commerce is sponsoring a Fall Bike Ride in the area around Yellowstone's famous Old Faithful.

The tour route will pass by five geyser basins where bike tourists can explore on foot or on a two-mile bike path near Old Faithful. For those wanting an explanation of the bubbling geothermal activity, a guided ranger tour will be available.

Few automobiles, fall colors, and crisp morning and evening air lets one see the breath of the bugling elk as the bulls challenge each other for their harems. Other animals are also plentiful as they emerge from the mountains during the fall in preparation for the upcoming winter.

For additional information or registration forms, contact the West Yellowstone Chamber of Commerce at 406 640-7701.

BICYCLE SHOP DIRECTORY

NORTHERN UTAH

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Heber Mountain Sports
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Heber City, UT 84032
(435) 657-1950

Logan

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Logan, UT 84341
(435) 752-5131
www.alssports.com

Joyride Bikes

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Logan, UT 84321
(435) 753-7175

Sunrise Cyclery

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

The Sportsman Clothing, Shoes, & Equipment Co.

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Logan, UT 84321
(435) 752-0211
(888) 821-5213

Park City

Christy Sports

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Silver Lake Village
Deer Valley, UT 84060
(435) 649-2909
www.christysports.com

Cole Sport

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www.whitepinetouring.com

SOUTHERN UTAH

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www.cedarcycle.com

Moab

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Moab Cyclery

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www.kaibabtours.com

Poison Spider Bicycles

497 North Main
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www.poisonspiderbicycles.com

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www.rimcyclery.com

Price

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Red Rock Bicycle Co.

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www.bikestgeorge.com

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Bountiful, UT 84087
(801) 295-6711

Pedersen's Ski and Sports

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Bountiful, UT 84010
(801) 298-4551

Layton

Bingham Cyclery

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

Sunset

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

Salt Lake County

Holladay

Canyon Bicycles

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www.canyonbicycles.com

Golsan Cycles

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(801) 278-6820
www.golsancycles.com

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Spin Cycle

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(888) 277-SPIN
www.spincycleut.com

Murray/Midvale

Bingham Cyclery

707 East Fort Union Blvd.
Salt Lake City, UT 84047
(801) 561-2453
www.binghamcyclery.com

Canyon Sports Ltd.

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(Ft. Union Blvd.)
Salt Lake City, UT 84121
(801) 942-3100
www.canyonsports.com

Pedersen's Ski & Sports

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Fashion Place Mall
Murray, UT 84107
(801) 266-8555

Downtown Salt Lake

Guthrie Bicycle

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Salt Lake City, UT 84111
(801) 363-3727
www.redrocks.com

Wasatch Touring

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

Wild Rose Mountain Sports

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

East Salt Lake/

Sugarhouse

Bicycle Center

2200 S. 700 E.
Salt Lake City, UT 84106
(801) 484-5275

Bingham Cyclery

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www.binghamcyclery.com

Contender Bicycles

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Fishers Cyclery

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www.fisherscyclery.com

Guthrie Bicycle

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

Pro Line House of Speed

1453 S. 2300 E.
Salt Lake City, UT 84108
(801) 582-1541
www.pl-houseofspeed.com

REI

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

Sandy/Draper

Bingham Cyclery

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

Canyon Bicycles

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Draper, UT 84020
(801) 576-8844
www.canyonbicycles.com

Canyon Sports Ltd.

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

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(801) 944-8038
(877) SKI-PHAT
www.altacam.com

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Suite G
South Jordan, UT 84095
(801) 446-1415

Taylorsville

Swen's Cyclery

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Bennion-Taylorsville, UT
84123
(801) 967-9585

West Valley City

Bike World

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

Utah County

Orem

Mad Dog Cycles

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

Pedersen's Ski and Sports

University Mall E-98
Orem, UT 84097
(801) 225-3000

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Ogden, UT 84403
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www.thebikeshoppe.com

Bingham Cyclery

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Ogden, UT 84403
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www.binghamcyclery.com

Oshman's Supersports

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(801) 392-5500
www.oshmans.com

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**Taming the Tetons
Jackson Hole Resort, Wyoming
- August 11, 2001
Intermountain Cup Race # 11**

12 & Under

- Derek Owen; 12:46:05
- Matthew Downing; 12:46:09
- Dutch Wiehe; 12:53:58
- Dustin Nordman; 12:56:50

Beg Men 13-15

- Zachary Ramras; 12:52:18
- Tyler Scott; 12:59:16
- Jeffrey Lowe; 1:02:49

Beg Men 16-18

- Michael Brown; 12:49:22
- Chad Hut; 12:58:55
- Christopher Adams; 1:01:32
- Jefferson Fericks; 1:09:55
- Ben Burns; 1:18:02

Beg Men 19-29

- Charles Sirjesse; 12:50:34
- Luke Van De Malle; 12:58:22

Beg Men 30-39

- Danny Kelly; 12:43:24
- Glade Sherry; 12:49:42
- Jay Bartlett; 12:50:37

Beg Men 40+

- William Marchand; 12:59:38

Clydesdale

- Aaron Mullins; 2:14:00

Exp Men 16-18

- Paul Clark; 2:13:22
- Tyler Turkington; 2:51:45

Exp Men 19-29

- Kyle Wright; 1:54:01
- Brian Smith; 2:01:29
- Zeppelin Tittensor; 2:02:27
- Stephen Fullmer; 2:03:19
- Chris Christiansen; 2:06:45

Exp Men 30-39

- Tom Diegel; 2:09:28
- Robert Wesemann; 2:10:36
- Josh Woodbury; 2:13:39
- Bart Adams; 2:16:50
- David Titmus; 2:21:25

Exp Men 40+

- Bruce Allen; 2:08:38
- Blayn Corwin; 2:16:51
- Jim Mitchell; 2:25:44
- Robert Owen; 2:30:25
- Steve Wimmer; 2:34:43

Men 50+

- Dwight Hibdon; 1:40:38
- Bill Dark; 1:43:18
- Galen Downing; 1:55:23
- Joseph DiPrisco; 2:00:45
- Don Winsor; 2:13:29

Pro Men

- Cris Fox; 2:28:10
- Troy Barry; 2:29:22
- Robbie Stone; 2:31:00
- Shannon Boffeli; 2:32:57

Pro/Exp Women

- Pamela Hanlon; 2:16:14
- Robin Folweiler; 2:16:52
- Jennifer Agger; 2:18:08
- Kathy Sherwin; 2:19:49
- D.J. Morisette; 2:32:39

Spt Men 16-18

- Derek Telleson; 1:28:07
- Nick Wilcox; 1:29:40
- Dustin Wynne; 1:30:44
- Nate Hastings; 1:32:07
- Nate Gines; 1:39:49

Spt Men 19-29

- Ron Prue; 1:21:52
- Chad Wassmer; 1:25:46
- Chris Sherwin; 1:26:19
- John Derby; 1:27:18
- Josh Mortensen; 1:27:36

Spt Men 30-39

- Bill Mosher; 1:29:00
- Doug Pierini; 1:32:37
- Bob Saffell; 1:37:22
- Jim Schulz; 1:46:01

Spt Men 40+

- Michael Martersteck; 1:35:00
- Edwin Dilbeck; 1:39:03
- Paul Rossolo; 1:41:40
- Jim Pitkin; 1:48:00
- Thomas Altland; 1:51:53

Spt Women 19+

Race Results are
sponsored by



**DOWNTOWN
156 E. 200 S.
801-363-3727
SUGARHOUSE
731 E. 2100 S.
801-484-0404**

- Romana Smidlova; 1:47:34

- Jennifer Hanks; 1:53:40
- Stacy McClurg; 1:58:12
- Peggy Boggs; 1:59:27
- Kristina Olson; 2:06:37

Spt/Exp Men 13-15

- Sam Jurekonja; 1:21:10
- Jim Brumder; 1:47:53
- Andrew Downing; 1:54:57

Women 13-18

- Hilary Wright; 1:02:29
- Allison Lewis; 1:02:33
- Lindsay Owen; 1:08:50

Women 35+

- Sheri Thomas; 1:05:43
- Barbara Clark; 1:10:11
- Carma Owen; 1:19:32

**Claimjumper's Mountain Bike
Races, Austin, NV, August 18-
19, 2001**

Cross Country

Pro/expert Men 12-18

- Robert Jameson; 1:58:48
- Jermey Powell; 2:17:52
- Chris Griffo; 2:19:53

Pro/expert Men 19-24

- Corey Hansen; 2:09:19

Pro/expert Men 25-34

- Dustin Sweet; 1:49:16
- Joel Davis; 2:02:41

Pro/expert Men 35-44

- Scott Fifield; 1:15:37
- Anthony Anderson; 1:56:57
- Eric Hayes; 2:06:21

Pro/expert Women 35-44

- Alexandra Fabbro; 2:40:01

Sport 12-18

- Juozas Martunaitis; 1:22:04
- Jacob Gunter; 1:28:48
- Michael Dowell; 1:33:21
- Sean Francis; 1:38:07
- Colin Carleson; 1:38:58

Sport 25-34

- Shawn Pearson; 1:24:51
- Kent Purser; 1:27:33
- Troy Delong; 1:30:30
- David Lindsey; 1:34:52
- Rick Clark; 1:37:12

Sport 35-44

- David Anderson; 1:15:57
- Chris Thompson; 1:17:00
- Peter Rissler; 1:27:05
- Jeff Griffo; 1:30:36
- John Wright; 1:33:34

Sport 45-64

- Jack Taylor; 1:43:00
- Bob Knoll; 1:56:22
- Nilus Carleson; 2:02:18

Sport Women 35-44

- Kemp Rebecca; 2:15:41

Beginner Men Under 13

- Trevor Carleson; 1:14:46
- Joey Griffo; 1:52:54
- Ander Wright; 1:54:15
- Mykal Peterson; 1:54:58
- Josh Chartier; 2:33:24

Beginner Men 14-18

- Steve White; 1:10:05
- Keith Hinman; 1:16:44
- Phillip Griffo; 1:17:00
- Garrison Maddox; 1:30:35
- Nicholas McCormack; 1:31:58

Beginner Men 19-24

- Alan Wakefield; 59:00:00
- Patrick Garrett; 1:22:58

- Wes Woodhall; 1:27:06

Beginner Men 25-34

- Nate Hansen; 1:04:12
- Cole Freestone; 1:06:12
- Michaelmilliken; 1:06:19
- Charles Keeports; 1:06:54
- Craig Newman; 1:07:01

Beginner Men 35-44

- Kirk Stock; 1:13:27
- Ray Chartier; 1:17:34
- Ross Kelly; 1:31:54

Beginner Men 45-64

- Kevin Dinwiddie; 1:09:38
- John Werth; 1:11:27
- Steve Safford; 1:13:57
- Jim White; 1:23:48
- George Purser; 1:36:12

Clydesdale 19-65

- Donald Tom; 1:18:36
- Thomas Wood; 1:19:35
- Jessie Allen; 1:20:13
- Darren Dilleshaw; 1:29:15
- Rick Crawford; 1:30:37

Beginner Women Under 13

- Danielle Griffo; 1:41:40

Beginner Women 19-24

- Becky Sherwood; 1:56:46

Beginner Women 25-34

- Jennifer Rarden; 1:23:14
- Jennifer Mcmillan; 1:32:01
- Pam Jarnecke; 1:43:38
- Christy Chamberlain; 1:45:29
- Becky Stock; 1:48:55

Beginner Women 35-44

- Kelli Dufresne; 1:50:12

Beginner Women 45-64

- Barbara Hatch; 1:53:21
- Jean Holveck; 2:53:33

Downhill

Pro 18-99

- Sean Hawkins; 2:54
- Carl Rogue; 2:55
- Jon Wilson; 2:57
- Paul Tindal; 3:02
- Eric Palmer; 3:04

Women 18-99

- Paula Santerior; 3:52
- Kosia Stabon; 4:23

Expert 18 & Under

- Monte Brewer; 3:19

Expert 31 & Over

- Greg Lee; 3:33
- Phillip Sorenson; 3:34
- Jimmy Allred; 3:46

Expert 19-29

- Amos Colleberger; 3:51
- Garth Alling; 3:59

Expert 31 & Over

- Andrew Revel; 3:51
- Jack Taylor; 4:44

Beginner Men 1-18

- Lane Mitchell; 3:49
- Chris Hooley; 4:32
- Steve White; 4:37
- Juozas Martunaitis; 4:39
- Sterling; Oakland; 4:54

Beginner Men 19-29

- Art Clark; 4:09
- Jay Karl; 4:28

Beginner Men 31 & Over

- Justin Darling; 4:59
- Brian Mccrae; 6:12
- Richard Renel; 10:21

Beginner Women 31 & over

- Christi Gott; 6:01

**Wolverine Ridge XC,
Evanston, WY, August 18, 2001
- Intermountain Cup Race #12**

JUNIOR 9 & UNDER

- Carson Ware; 9:25:00
- Christian Treanor; 10:17:00
- Konner Hall; 11:07:00
- Wyatt Moore; 11:11
- Codey Albertson; 12:17
- McKay Johnson; 14:14
- Hanna Stoner; 14:19
- James Nordwall; 14:50
- Brianna McIntire; 15:46
- Brandon Pace; 18:02

JUNIOR 12 & UNDER

- Dutch Wiehe 0:32:44
- Derek Owen 0:32:45
- Parry Higginson 0:33:02
- Chris Peterson; :33:31
- Matt Dawning; :33:54
- Blayde McIntire; :43:04
- Tyler Albretson; :48:58
- Tyler Wall; :49:43
- Nick Hendrickson; 2:00

- Andrew Cassidy DNF

BEGINNER MEN 13-15

- Zachary Ramras; 1:59:10
- Mitch Peterson; 2:06:36
- Gregory Reynolds; 2:08:54
- Rick Grahn; 2:15:47
- Aaron Danforth; 2:20:46
- David Lund; 2:25:22
- Kevin Urasky; 2:27:43
- Justin Moote; 2:40:35
- Keith Burnaugh; 3:20:18

BEGINNER MEN 16-18

- Michael Brown; 1:54:37
- Ladd Bangerter; 2:05:03
- Dadd Sarette; 2:16:07
- Chris Boor; 3:02:09
- Christopher Adams; 3:51:06

BEGINNER MEN 19-29

- Shane Kershaw; 1:51:23
- Jason Sanford; 1:59:01
- Mark Lehmkuhle; 2:02:09
- Jason Crompton; 2:02:50
- Justin Cagle; 2:03:08

BEGINNER MEN 30-39

- Paco Swauger; 1:49:23
- Phillip Busch; 1:49:55
- Keith Payne; 1:52:55
- Patrick McConnell; 1:54:34
- Jay Bartlett; 2:00:19

BEGINNER MEN 40+

- Mark Sarette; 1:58:37
- Jeff Street; 2:01:58
- Chris James; 2:07:17
- William Marchand; 2:09:29
- Brent Jarvis; 2:12:19

BEGINNER WOMEN 13-18

- Hilary Wright; 2:14:02
- Allison Lewis; 2:22:41
- Lindsay Owen; 2:45:22

BEGINNER WOMEN 19+

- Jennifer Shoemaker; 2:27:02
- Christa Jensen; 2:35:35
- Lyne Saffell; 2:39:50
- Robin Christiansen; 2:48:38

WOMEN 35+

- Patricia Garcia; 2:34:49
- Barbara Clark; 2:47:44
- Carma Owen; 2:47:46

SPORT EXPERT MEN 13-15

- Kyle Wehemanen; 2:09:30
- Mike Schmidt; 2:10:27
- Mitchell Morse; 2:34:26
- Andrew Downing DNF

SPORT MEN 16-18

- Derek Telleson; 1:58:02
- Nicholas Wilcox; 1:59:51
- Nate Hastings; 2:03:52
- Dustin Wynne; 2:05:08
- C.J. Reed; 2:05:15

SPORT MEN 19-29

- Ron Prue; 1:49:16
- Chad Wassmer; 1:49:17
- John Derby; 1:49:40
- Josh Mortensen; 1:50:17
- Fredrick Marmsater; 1:52:56

SPORT MEN 30-39

- Dennis Potter; 1:52:38
- Chris Rowley; 1:55:03
- Brian McGee; 1:57:50
- Tom Knopp; 1:59:54
- Bill Mosher; 2:00:40

SPORT MEN 40+

- John Knopf; 2:00:35
- John McConnell; 2:05:33
- Kevin Nelson; 2:08:44
- Jim Pitkin; 2:11:00
- Scott Toly; 2:11:15

SPORT WOMEN 19+

- Sharon Payne; 2:18:31
- Stacy McClurg; 2:20:14
- Jennifer Hanks; 2:27:41
- Tanyon Manson; 2:28:41
- Liz Zumbrennan; 2:33:15

Men 50+

- Steve Miller; 2:16:40
- Mike Putnam; 2:54:38
- Jay Crosby; 3:06:22
- Galen Downing; 3:15:43
- Bob Stevens; 3:18:48

CLYDESDALE 210+

- Bryon Wright; 2:15:09
- Justin Griswald; 2:26:28
- Aaron Mullins; 2:42:55
- Criss Cornia; 3:34:15
- J.R. Dean; 4:02:57

EXPERT MEN 16-18

- Scott Allen; 2:27:26
- Tyler Turkington; 2:29:48
- Dylan Johns; 2:33:26
- Sam Jurekovic; 2:37:25
- Trevor Lee DNF

4 Hour Men's Clydesdale

1. Craig Povey, 4 laps, 4:32:30
2. Barton Clapier, 3 laps, 3:23:34
3. Marty Connors, 1 lap, 1:14:04

4 Hour Beginner Duo Team

1. Ken Martin/Jon Levy, 5 laps, 4:54:12
2. Jason Broome/Christy Broome, 4 laps, 4:56:00
3. Rick Berry/Tom Bartlett, 4 laps, 5:21:24
4. Brent Wise/Chris Cornea, 4 laps, 5:33:15
5. David Galloway/Lonnie Peterson, 3 laps, 4:13:01

30 minute 9 and under**Male****Men's 1+**

1. Mitchell Peterson: 1:15:02.85
2. Kyle Wehmanen: 1:25:00.54
3. Ryan Harrison: 1:47:12.23

Men's 19+

1. Jared Hynes: 55:54.51
2. Cris Fox: 56:37.38
3. Pete Kuennemann: 57:29.57
4. Chan Head: 58:58.42
5. Ty Hansen: 1:03:07.55

Men's 30+

1. Brent Peacock: 56:50.72
2. Cory Mcneely: 58:01.87
3. Jack Dainton: 59:20.45
4. John Griffiths: 1:00:14.66
5. Jon Gallagher: 1:00:40.56

Men's 40+

1. Rob Westermann: 59:29.39
2. Charlie Lansche: 1:06:32.48
3. Asa Kelley: 1:11:39.61
4. Scott Toly: 1:15:00.48
5. Bill Peterson: 1:15:08.12

Men's 50+

1. Steve Miller: 1:10:04.69
2. Jeff Handwerk: 1:11:02.17
3. Greg Nelson: 1:15:22.29
4. Scott Jones: 1:17:53.97

Clydesdale

1. Bill Perkins: 1:31:45.40

Female**Women's 19+**

1. Marian Amavor: 1:18:37.48
2. Nicky Wangsgard: 1:29:14.34

Women's 30+

1. Jessica Arbogast: 1:04:40.97
2. Priya Noronha: 1:47:45.94

Women's 40+

1. Laura Howat: 1:04:36.64
2. Ellen Guthrie: 1:20:14.50
3. Judy Allen: 1:22:58.31
4. Sheri Dunleavy: 1:24:13.21

**Road Racing****Utah State Time Trial Championships, Elberta, UT, July 28, 2001****Men's Pro/1-2**

1. Brad Buccambuso, 00:41:50:80
2. Steven Tibbits, 00:42:15:46
3. Ian Howells, 00:42:17:90
4. Christian Johnson, 00:44:00:92
5. Richard Hatch, 00:44:03:39

Women's 1-3

1. Andrea Foster, 00:52:21:24

Men's 3

1. Marek Shon, 00:44:18:01
2. Kevin Radzinski, 00:44:41:74
3. Stephen Fullmer, 00:45:02:59
4. Shane Clinger, 00:47:20:14
5. Greg Jex, 00:47:36:95

Women's 4

1. Brook Mickelson, 00:48:59:42
2. Jo Garuccio, 00:49:53:22
3. Heather Mastakas, 00:50:16:76
4. Michelle Keller, 00:50:39:10
5. Nancy Cleveland, 00:51:11:85

Men's 4/5

1. Maikel Wise, 00:45:52:05
2. Ian Harvey, 00:45:55:92
3. Bart Nichols, 00:45:58:51
4. Jason McClennan, 00:46:04:93
5. Tim Hollingsen, 00:48:01:80

Master's Women

1. Susan Armstrong, 00:52:42:50

Master's 35+

1. Dan Murray, 00:44:06:86
2. Dennis Porter, 00:45:49:12
3. Eric Schramm, 00:45:56:23
4. Chuck Collins, 00:46:00:16
5. Steven Lewis, 00:46:23:62

Master's 45+

1. Lance Ghristiansen, 00:43:19:55
2. Larry Strom, 00:43:23:49
3. Bill Corliss, 00:43:26:91

4. T Lasse Bjerga, 00:44:15:51

5. Dirk Cowley, 00:44:31:98

Master's 55+

1. John Haney, 00:45:36:82
2. Paul Scarpelli, 00:46:44:07
3. Lee Bourne, 00:57:21:39

Junior Men

1. David Blanco, 00:23:46:34
2. Paul Garbett, 00:27:22:45

Utah State Criterium Championships, Kaysville, UT, August 4, 2001**Men's Cat1/2**

1. Steven Tibbits, 58:02:60
2. Sandy Perrins, 58:02:60
3. Christian Johnson, 58:02:60
4. Gardie Jackson, 58:02:60
5. Scott Martin, 58:02:60

Women's Cat1/2/3

1. Maren Partridge, 45:56:40
2. Laura Howat, 46:36:51
3. Margaret Douglass, 46:37:38
4. Karen Dodge, 47:31:50
5. Andrea Foster, 49:39:17

Men's Cat 3

1. Aaron Schoenberg, 49:23:38
2. Tom Knopp, 49:34:96
3. Kevin Day, 49:39:43
4. Jeremy Smith, 49:42:99
5. Kevin Radzinski, 49:42:99

Women's Cat 4

1. Brook Mickelson, 46:05:97
2. Nancy Cleveland, 46:06:24

Men's Cat 4

1. Jim Morgan, 44:57:36
2. Jon Baddley, 44:57:36
3. Robert Kunz, 44:57:36
4. Evan Hepner, 44:57:36
5. Fred Porter, 44:57:36

Master's 35+

1. Mark Schaefer, 37:16:39
2. Michael Fogarty, 38:01:75
3. Barry Makarewicz, 38:02:59
4. Terry Mcginnis, 38:05:00
5. Rich Vroom, 38:05:00

Master's 45+

1. Dirk Cowley, 38:05:00
2. Bill Corliss, 38:05:00
3. Robert Walker, 38:05:00
4. Charles Palmer, 38:05:00
5. Don Winder, 38:05:00

Junior Men

1. Bruce Hoffman, 44:25:10
2. Dana Hoffman, 44:27:17
3. David Blanco, 45:58:73

Junior Women

1. Christine Kish, 44:32:66

Snowbasin Earl Miller Hill Climb - August 4, 2001**Men****EXPERT/PRO 19 -39**

1. KEVIN DAY, 37:47
2. CHAN HEAD, 38:17
3. JESSE WESTEGAARD, 38:43
4. CRIS FOX, 39:27
5. STEVE SCOVILLE, 40:04
6. TIM GRUBB, 41:32
7. JOHN GALLAGHER, 42:42

EXPERT/PRO 40-59

1. ZAN TREASURE, 38:13
2. BART ADAMS, 38:45
3. DONALD ARMSTRONG 39:29
4. PERRY WOODS, 41:53
5. MARK ENDERS, 42:10
6. DON HALL, 42:58
7. JOHN HANEY, 43:07
8. GARY PORTER, 45:27

EXPERT/PRO 60 +

1. ALAN STOCLAND, 46:18

SPORT/INTERMEDIATE 18 AND UNDER

1. DEREK TELLESON, 40:12
2. NATE HASTINGS1, 41:28
3. CLINT CHILD, 43:35
4. DAVID COX, 70:51
5. CHRISTIAN PEREIRA, 41:59
6. GEO GALBRAITH, 42:20
7. MIKE MONTGOMERY 43:20
8. DENNIS KALAR, 43:32
9. RYAN SPARKS, 44:32
10. SPENCER ECCLES, 46:53
11. JARED WILLDEN, 48:45
12. SHAUN MECHAM, 52:20
13. TONY FELDKAMP, 60:20

SPORT/INTERMEDIATE 40-59

1. KURT GAMMILL, 42:24
2. ED BROWN, 43:30
3. DAVE REYNOLDS, 43:31
4. JIM WESTENSKOW, 44:05
5. MARK BATES, 45:05
6. SCOTT HOFFMAN, 46:51
7. MIKE KOBE, 47:41
8. GARY PENNINGTON, 48:44
9. DON KEIPP, 49:05

10. JOHN SUTTON, 49:17

11. FRED DUBEROW, 50:40

12. FORREST DAY, 50:44

13. RUDY CURINGA, 51:30

14. MARK HART, 51:42

15. MIKE MCMALLOM, 62:15

16. STEVE FARR, 68:27

17. GREG NORTON, 69:27

18. JAMES FERGUSON, 73:43

NOVICE/BEGINNER 18 & UNDER

1. TAYLOR FOSS, 57:25

NOVICE/BEGINNER 19-39

1. MIKE PAYAN, 42:59
2. ERIC GREENWOOD, 44:19
3. RICHARD NEFF, 45:36
4. BEN COGDILL, 46:23
5. BRANDON FULLER, 47:07
6. EDSON LEITE, 48:06
7. STEVE CONLIN, 48:09
8. KERRY ROBBINS, 49:38
9. JOHN MORTENSEN, 53:05
10. JEFF GOOD, 54:09
11. BRANDON COURTNEY 60:18

NOVICE/BEGINNER 40-59

1. CHAD PERKINS, 50:16
2. SCOTT SMALLEY, 50:59
3. DEAN DESMOND, 58:19
4. HOWARD ADAMS, 59:57
5. STEVE WRIGHT, 60:46
6. MACK FOSS, 61:05
7. MARK RASSMUSSEN 65:29
8. JON BINGHAM, 70:52
9. DENNIS MONTGOMERY 70:53
10. INGAR BOTTEN, 77:31
11. JOHN PARKER, 84:04

Women**EXPERT/ PRO 19-39****SPORT/INTERMEDIATE 19-39**

1. TONYA KJELDSBERG, 43:55

SPORT/INTERMEDIATE 40-59

1. ELLEN GUTHRIE, 49:42
2. ANN MILLER, 53:35
3. PAM MITCHELL, 77:18

NOVICE/BEGINNER 19-39

1. LORI MORTENSEN, 64:49
2. ASHLEE ESCCKERSLY, 66:40

Tandem

1. KEITH AND BELINDA ROUNKLES,

74:22**Snowbird Hill Climb, August 25, 2001****Men's Pro 1-3**

1. Steven Tibbits: 47:36.43
2. John Osguthorpe: 47:56.67
3. Burke Swindlehurst: 48:13.61
4. Richard Hatch: 48:16.21
5. Thomas Cooke: 48:19.69

6. Kevin Day: 49:45.73

7. Chan Head: 49:50.81

8. Gardie Jackson: 49:51.93

9. Bryson Perry: 49:57.76

10. Nate Page: 50:14.13

Cat 4

1. Pete Kuennemann: 49:59.65

2. Ian Harvey: 50:48.87

3. Cory Mcneely: 50:55.28

4. David Garbett: 51:31.95

5. Blake Zumbrun: 52:41.53

6. Tony Chesrow: 52:52.32;

7. Aaron Packard: 52:54.66

8. Chris Christanson: 53:30.49

9. Alex Rock: 53:38.93

10. Robert Kunz: 53:50.61

Masters

1. Robert Hatch: 48:32.25

2. Tom Rogers: 50:01.89

3. Ed Chauner: 51:00.85

4. Darrell Davis: 51:55.87

5. Mike Fogarty: 52:06.92

Juniors

1. Brandon Burtenshaw: 53:48.86

2. David Bahler: 1:27:10.91

Men's 15+

1. Ian Keller: 56:34.65

2. Mckay Pollei: 57:06.16

3. Mitchell Peterson: 1:00:11.07

4. Paul Garbett: 1:01:09.68

5. Tyler Evans: 1:01:15.18

Men's 19+

1. Gabriel Blanco: 49:55.46

2. Gary McLaren: 53:14.17

3. Nate Palma: 53:55.81

4. James Clark: 55:27.97

5. Jeff Larsen: 57:16.37

Men's 30+

1. Chris Chamberlain: 50:26.29

2. Jeff Galbraith: 54:15.38

3. James Fowler: 55:06.03

4. John Whitehead: 55:16.72

5. Scott Allen: 55:55.76

Men's 40+

1. Rob Westermann: 54:19.11

2. Bill Remillard: 54:33.85

3. Chris Peterson: 56:38.16

4. Matthew Clevenger: 56:41.09

5. Tom Banks: 58:09.56

Men's 50+

1. Jim Westenskow: 58:13.22

2. Mike Mchugh: 59:23.87

3. Steve Miller: 1:01:27.57

4. Tom Green: 1:01:42.39

5. David Douglass: 1:04:37.93

Men's 60+

1. Stan Swallow: 1:01:16.99

2. Alan Stockland: 1:02:33.79

3. Carl Kjeldsberg: 1:09:28.82

4. Dick Arner: 1:13:51.46

Letters To the editor

Why Drivers hate Cyclists

As I was driving down 1300E in Draper the other day. I was stunned as a cyclist shot out of a side street into my lane of traffic then cruised on down the middle of highway making me change lanes to go around. It scared me because I almost hit him, but anger was my greatest emotion. Why didn't he stop? Why did he ride in the middle of the street when a wide shoulder was available?

I moved to SLC about a year ago. One of the stats I looked up while researching the area was its cycling community. I noted that SLC ranked the 13th most bike un-friendly city in the US.

Once I arrived, the first thing I noticed was that cyclists here ignore traffic laws except in cases of eminent death, then maybe. I cannot count the number of times I have seen cyclists run stop signs, red lights, change lanes without signaling, ride in the middle of the road and ride 2 and 3 across on busy streets. Lack of respect makes a city bike un-friendly very quickly.

I have ridden about 2000 miles this season. Three times I have picked up with small groups only to be dropped as I slowed at stop signs or red lights. I stopped trying to catch back on after a couple of times. Mentioning it to the offending riders I am given the "traffic's not bad", "it's a slow weekend", "don't want lose momentum" etc.... excuses. Sorry, to tell you folks but this is why drivers hate cyclists. There is never an excuse for breaking the law. It really pisses off a driver when you ride in the middle of the road when 3-foot shoulder is available, or shoot a stop sign while they wait. I will not mention team or club names, but do you think you sponsors want you out riding around breaking the law with their name on your back?

I raced for 7 years, and commuted to work on a bike for a total of 5000-8000 miles a year on the road. I hail from North Carolina, the home of rednecks, hillbillies, and roads without shoulders. You ride as close to the white line as possible and depend on the drivers not to kill you. Why do riders and driver get along? Because cycling clubs and teams use peer pressure to make sure riders are obeying the law. Shooting a stop sign on a club ride will get you a verbal undressing, and repeat offenses will get you out of the club. Riding contracts for even the smallest teams made it clear that you were to follow all traffic laws. You are, after all, wearing their logo.

You just need look at Boulder CO. to see what lack of respect gets cyclists. Restrictive laws, angry drivers, over zealous cops etc.... So think about how you are behaving, who is watching, whose name you have on you back, and what you want riding to be as SLC grows. It is up to the cyclist to make the driver respect you. You reap what you sow.

Regards,
Warren Hunt, Draper, UT

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NUTRITION

Don't Go Broke, Make Your Own Energy Food!

by John Foster

The Fringale. Doing the Funky Chicken. Seeing Stars. The Bonk. Whatever you call it, total glycogen depletion is one of the worst things that can happen to a racing cyclist. Under normal circumstances, replenishing glycogen stores after a ride can take up to twenty-four hours. Bonking, no matter how long or how hard the ride, can push that number to forty-eight hours or beyond. Prevention seems simple: consume enough calories to avoid the bonk. The tough questions are what to eat and exactly how much.

A teammate once walked into a store the night before a race and exclaimed "How did we do it before Power Bars? It was such a pain to figure out what to eat during a race." He was right, the overwhelming popularity and availability of "energy food" has made feeding strategy much easier. But unless a cyclist receives a weekly shipment of free product, staying stocked with "energy food" is expensive. Assuming a bar for every two hours of training, for most people it adds up to over \$50 per month. When gels are added that number can double. The best remedy for most of us is to go back to what that teammate thought was the hard way. That teammate was wrong. Our bodies are used to regular, healthy, every day food and that's what they should be fed off the bike and on. Here are a few ideas that should save time and money. As always, try these items at least twice before using them during a race.

Gel Replacement

- **Pre-packaged applesauce.** These come in one-cup, individual servings that can be squeezed easily into a hungry mouth. A pack of six costs less than one 100 calorie gel pack.

Cost- \$2.29. 100 calorie servings- 3

- **Honey.** Seriously. Squeeze honey into a pre-made sports squeeze tube (available at most outdoor stores) and add a bit of water to help the consistency. It works very well.

Cost- \$2. 100 calorie servings-13

- **Fat-free pudding.** Another product perfect for refillable squeeze tubes. These are also available in pre-packaged servings, and come in non-dairy varieties.

Cost- 1.49. 100 calorie servings- 4

- **Juice concentrates.** These come many flavors and are sold in soda cans. They pour easily into squeeze tubes, taste excellent and pack more calories per ounce than gels.

Cost- \$1.59 100 calorie servings- 7

- **Light Caro Syrup.** Mix with a bit of water and your favorite flavor of Kool-Aid – it tastes better than most gels and has the same consistency. Brown rice syrup can be substituted for Caro Syrup.

Cost- \$2.50 100 calorie servings- 18

Solid Food

The following are recipes for making your own "energy food." The ingredients are simple and healthy, and each batch takes about 30 minutes to make. Once they cool, simply cut into the recommended portions, wrap in aluminum foil and stuff them in your pocket.

- **Oat Bombs** (12 servings. 225 calories per serving.)

Directions: Whip the following with an electric mixer at medium speed- 4 tablespoon low-fat margarine, 4 tablespoon applesauce, 1 tablespoon all-natural peanut butter and 1 ripe banana, diced. At medium speed, mix in 3/4 cup brown sugar, 3 tablespoons molasses and 1/3 cup of grated carrots. At a low speed mix in 1 egg and 1 tablespoon vanilla. At medium speed mix in 1 tablespoon baking powder, 1/2 tablespoon baking soda, 1/4 tablespoon salt and 1 cup unbleached all-purpose flour. Then, by hand, fold in 2 cups rolled oats, 1/2 cup raisins or diced figs, 1/2 tablespoon cinnamon, 1/4 tablespoon cloves and another 3/4 cup of flour.

Pour the batter into a 9x13x2" baking dish that has been sprayed lightly with cooking oil. Bake 13-15 minutes at 350 degrees. After it cools thoroughly, cut into 12 squares.

- **Fig Crispies** (12 servings. 225 calories per serving.)

Directions: In a large saucepan over medium heat, melt 5 tablespoons low-fat margarine and 1/2 cup all-natural peanut butter. Into the melted butter stir in approximately 40 large marshmallows, bringing them to a boil over medium-high heat, continuing to stir. Remove from heat and immediately stir in 5 cups of crispy rice cereal and 1 cup of diced figs. While hot, spread the mixture into a 9x9x2" pan and refrigerate for one hour. Cut into 12 squares.

- **Fruity Rice Bars** (10 servings. 200 calories per serving.)

Directions: Using an electric mixer at medium speed, whip 4 tablespoons low-fat margarine, 5 tablespoons applesauce and 5 dried prunes. Mix in 1 cup brown sugar, 1/4 cup orange juice and 1/2 cup peeled, diced apple. Then add 1 egg and 1 tablespoon vanilla. Mix in 1 cup unbleached all-purpose flour, 1/2 tablespoon baking soda, 1 tablespoon baking powder and 1/4 tablespoon salt. By hand, fold in 3/4 cup more flour, 2 cups crispy rice cereal and 1/2 cup raisins or diced figs.

Pour the batter into a 9x13x2" baking dish that has been sprayed lightly with cooking oil. After it cools thoroughly, cut into 10 squares.

Idaho's Feldman Scores a Rainbow Jersey

ST. JOHANN, Austria (posted Aug. 29, 2001) -- The 2001 Masters World Road Cycling Championships were held in St. Johann Aug 22-26, bringing together hundreds of the best masters cyclists from all over the world. The United States sent some tough competitors in the search for gold medals and rainbow jerseys.

Richard Feldman was a man on a mission when he set foot on the Austrian soil.

"My qualifications for myself to come to this event and compete were to be in the top three in the United States," said Feldman, a 32-year-old from Ketchum, Idaho. "I took second in the time trial at nationals so I knew that I was right on track."

Feldman went to the world championships with high expectations for himself and hoped his training would pay off. With close to 75 finishers in his age group, Feldman had a tough field to beat, but he was confident.

"The night before my race someone said 'Good luck -- it's going to be tough out there.' That made me think, because I know that the hard part was done with. The hard part is going out on rides in the rain, doing interval sessions and making myself do those long miles when my friends are out doing other things. It's all about preparation. If you do the proper training, it'll all come on race day. You have to give yourself every opportunity to have your best race. I feel fortunate to have placed second at nationals because it kept a fire under me to train for this event."

Feldman's training obviously paid off as he captured his first world title, taking first place with a fastest overall time of 25:44 over 20 km in the individual time trial in the men's 30-39 age category.

"I was incredulous when a friend came up and said that I had won," Feldman said. "I just didn't believe it so I went to find the results and read them over and over. I even asked the officials three times to make sure. It's still hard to believe. When you have a lifetime goal to wear those rainbow stripes, it's almost a little bit of a letdown when you finally get them. I was so proud to stand on that podium, hear the national anthem and see the Stars and Stripes being raised. I truly cherish this experience because I don't know if I'll ever reach that level again."

The time trial was not Feldman's only success. He also won the Master's Omnium Championships in Deutschlandsberg, Austria grabbing three second place finishes and two fourths along the way. Utah riders Dirk Cowley and Jeff Sargent also participated. Cowley finished 14th in the 45-49 TT.

Also scoring medals for the U.S. squad were Susan Shook, Christina Underwood and David LeDuc.

-courtesy USA Cycling



Action in Downtown Boise

Salt Lake's Harris is Boise's Bridesmaid

BOISE, IDAHO -- The sound of 12,000 fans and noise-makers once again filled the air of Downtown Boise this evening, Saturday, July 28, 2001 -- the site of the 15th annual Wells Fargo Twilight Criterium presented by PowerBar and sponsored by George's Cycles. With a \$10,000 cash purse for the Main Event, the West's top riders, including a former member of the New Zealand Olympic team, competed in one of the top three criterium's in the county.

The main event came down to a two-person break away with Chris Horner from Bend, OR and team Mercury prevailing over Bill Harris from Salt Lake City and The X-Men team. Graeme Miller, from team Net Zero and New Zealand finished third.

In what has become one of the hottest races in the country, Horner told the crowd if 12,000 that he decided to enter the event just four days ago and traveled to Boise this morning to compete. For his racing efforts Horner received a check for \$3,000.

The USCF sanctioned event is a 55 lap criterium, which is run on a 0.6 mile (1 kilometer) course through downtown Boise.

Eric Carlson of team Union Bay Cycling won the Category 3 race and Greg Friedt of Lactic Acid Cycling took top honors in the Category 4-5 event.

A Love-Hate Relationship - a Race Report by Bill Harris

You either love it or you hate it. You love it because you have the chance to win some decent cash if you have a good race. You hate it because

the chances of winding up with road rash and a broken bike are quite high. The 4-corner 1km course is raced at a blistering pace for 55 laps. The 9pm start and the relative darkness adds to the danger. With cash primes from 20-100 bucks every lap, it's total pandemonium. By the race's



Harris, Horner, and Miller on the Podium

mid-point, Utah boys Littlefield, Cooke and Martin hated the race, brought down in a pile up. Zabriskie, Swindlehurst and Butler were still in the race using their strength to collect some of the cash primes. With 9 laps remaining Chris Horner from Team Mercury went for a prime and never looked back. This was the move. My teammate Rabner lit it up and brought me across to Horner. Horner and I had about 10-18 seconds on the field as we blasted the course at 33mph. 4 laps to go and I was in a world of hurt and couldn't decide if I was loving this race or hating it. I made a deal with Horner that would ensure I went home loving it, if I could just hang onto his wheel. Horner won and I took second. I had a big smile and a pocket full of cash. If you've never done this race you should. It's the best criterium this side of the Mississippi and it's called the Boise Twilight.

Idaho Bicycle Commuter Guide

The Idaho Department of Transportation recently made available the Idaho Bicycle Commuter Guide. The guide contains basics on commuting, repair, preparing for inclement weather, working with your employer and more. The guide is available by from the Idaho Transportation Department by calling (208) 334-8272.

Evanston - continued from page 11

Men 13-15), Derek Telleson (Sport Men 16-18), Ron Prue (Sport Men 19-29), Dennis Potter (Sport Men 30-39), John Knopf (Sport Men 40+), and Sharon Payne (Sport Women 19+).

As the last race of the Intermountain Cup Mountain Bike series, Evanston meant party time for the racers, fans, and coordinators. After the race, everyone was invited to a ban-

quet celebrating the year's hard work, success, and stories.

Intermountain Cup race coordinator, Ed Chauner, was nothing but smiles after the race. He will continue with the challenging race series next year. In the mean time, sign up for Ed's bicycle clinics. You'll come back to the 2002 Intermountain Cup series with new and improved biking skills.

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Critical Mass takes Hold in Utah

by Brian Price and
Camilla Taylor

As cyclists take to the streets, they are often subjected to motor noise and pollution, the lunacy of motor traffic, and the general disrespect for cyclists by motorists. To say cyclists are often seen as second hand road users is an understatement. Many motorists believe cyclists have no real right to share the road. Critical Mass may change all that.

Critical Mass is a monthly bicycle ride that celebrates the virtues of cycling as an appropriate and viable form of transportation. Started in 1992 by a group of frustrated cyclists in San Francisco, Critical Mass refers to the minimum amount of something needed to enact change. It has since grown into a social movement in which over 100 cities and thousands of cyclists worldwide now participate. In Utah, Salt Lake, Provo, and Moab currently hold Critical Mass rides on the last Friday of every month.

On Friday, August 31st, a Critical Mass was held in downtown Salt Lake starting at the Gallivan Center. As cyclists of all ages, abilities, and cycle configurations rolled in, it quickly became clear that no one is in charge, that there is no real organization, and that decisions are made by general consensus. The only thing that everyone who attends has in common, is a passion for cycling. Helmet use is also encouraged.

The Mass begins by heading east, but soon turned south and then west, keeping the route random and varied. There is no real leadership, cyclists take a turn at the front, then are soon replaced with others. It is a fun and friendly ride, with discus-



The Mass in Downtown Salt Lake photo by Brian Price

sion of experiences of cycling on the roads in Utah, mixed in with jokes and frequent laughter. A couple with a three-year-old in a bicycle trailer rides next to a group of teenagers on BMX style bikes while a retiree on a older road bike brings up the rear. At one point, three cyclists riding on the sidewalk spot the Mass and quickly join in. The cyclists ride slowly to allow for all levels of ability, and move in a tightly packed group, displacing motor traffic in a number of lanes. The cyclists do not antagonize the motorists, but simply assert their presence and equal right to the public roads. At one stoplight a motorist rolls down his window and questions the purpose of all these bicycles in the street. A cyclist hands the motorist a flyer and explains the ride's function quickly, before the light changes and the Mass continues.

Critical Mass is a kind of political space, not about protesting, but about celebrating a vision of a preferable transportation alternative. It challenges the transit priorities of this society, and by extension, the priorities of this culture in general. Critical Mass examines issues pertaining to road safety,

and the rights to equal access of public roads. It is also an environmental movement, one that recognizes the "eco-friendliness" of bicycles, and endorses their energy efficiency. Critical Mass wants to show that there is a better way to get around, one that is fun and safe, and one that makes city streets a more pleasant place to be.

Every person who attends a Critical Mass does so for a variety of reasons, as varied as the individuals themselves. Some participate to provide a show of strength for cycling, some to show the positive environmental effects of cycling, and some to show motorists an alternative. Some may simply enjoy riding their bicycles, and want to meet others who do as well. Critical Mass happens on the last Friday of every month at 5:30 P.M. at the Gallivan Center in Salt Lake and at the same time in other cities around the world.

For more information on rides in Salt Lake City and Moab, go to www.slccritical-mass.org and www.moabutah.org/critical, respectively.

Visit www.critical-mass.org or www.criticalmasshub.com for world wide information.

Young Riders Clinch Intermountain Cup

The Young Riders Mountain Bike Racing Team based in Park City, Utah, secured first place over competing teams by the closest margin in Intermountain Cup Mountain Bike Racing history. Thirteen teams competed in 12 events over the last 6 months in Utah and Wyoming.

The Young Rider Team had a slim 25 point lead going into the final event over the defending champion, Dixie Desert Racing, out of St. George, Utah. Dixie Desert had won 6 of 11 events preceding the Evanston event and they were determined to take "The Cup" home with them. Dixie Desert did win the final event by 12 points to no avail. The Young Riders ended with a 13 point margin after the final calculation.

The Young Riders were fueled in Evanston by the first place finishes of Scott Allen, Dutch Weihe and Hilary Wright along with top 3 finishes by Tyler Turkington, Dylan Johns, Allison Lewis and Barb Clark.

Final team standings follow: Young Riders - 1,541 points, Dixie Desert Racing - 1,528 points, Canyon Bicycles - 1,253, Cole Sport (Park City) - 451, Color Country (Cedar City) - 421, Spin Cycle (SLC) - 397 followed by Team Red Rock (St. George), Golsan-Azonic (SLC), Jans/Trek (Park City), T&T Bike & Ski (Sandy), Young Living (Santaquin), Team Biogen (SLC), Utah Racing (Wellsville)

For complete team point standings and results from all of the Intermountain Cup races check www.intermountaincup.com.

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