Sick of Winter?
It’s Time to:
   a. Race
   b. Tour
   c. Go Fast
   d. RIDE
   e. All of the Above!

- Calendar of Events - p. 12
  Over 200 Events Listed!
- Jughandle Loop Trail - p. 3
- Red Bull Rampage - p. 9
- Downhill Wrapup - p. 10
  - Results - p. 14
- Moab Singletrack Initiative - p. 4
- Cup of ‘Cross Photo Gallery - p. 8
- 24 Hours of Moab - p. 9
  - Coach’s Corner - p. 7
As I write this, I am looking out at six inches of new snow, and it is still falling. My mind moves backwards, eleven years, to March 1993, when Bob Truelsen and I launched this publication. I clearly recall setting out in my car in an equally heavy snowstorm to distribute our inaugural issue. It seemed out of place to be delivering a local cycling publication in such a storm with a foot of snow on the streets.

We had our share of naysayers at that time, who suggested such a publication would never last long. Indeed, as I look back, I realize that conventional wisdom would say they were correct. But we were willing to give it a go, and not be deterred by all the reasons why we would not be successful.

We have worked hard. Also, we have had some unusual circumstances that turned in our favor, and have had some plain old good luck come our way. There are several such instances that, but for their occurrence, cycling utah would have ceased its existence. But I firmly believe these things happen to those who move forward with determination.

My wife was reading an article about Tyler Hamilton. He stated how fortunate he had been, and how many times things just seemed to go his way to bring him to where he is now.

We have had some unusual circumstances that turned in our favor, and have had some plain old good luck come our way. There are several such instances that, but for their occurrence, cycling utah would have ceased its existence. But I firmly believe these things happen to those who move forward with determination.

By Dave Ward
Publisher

As I write this, I am looking out at six inches of new snow, and it is still falling. My mind moves backwards, eleven years, to March 1993, when Bob Truelsen and I launched this publication. I clearly recall setting out in my car in an equally heavy snowstorm to distribute our inaugural issue. It seemed out of place to be delivering a local cycling publication in such a storm with a foot of snow on the streets.

We had our share of naysayers at that time, who suggested such a publication would never last long. Indeed, as I look back, I realize that conventional wisdom would say they were correct. But we were willing to give it a go, and not be deterred by all the reasons why we would not be successful.

We have worked hard. Also, we have had some unusual circumstances that turned in our favor, and have had some plain old good luck come our way. There are several such instances that, but for their occurrence, cycling utah would have ceased its existence. But I firmly believe these things happen to those who move forward with determination.

My wife was reading an article about Tyler Hamilton. He stated how fortunate he had been, and how many times things just seemed to go his way to bring him to where he is now.
TRAIL OF THE MONTH

Jughandle Loop is a Dream Ride in Canyonlands

By Gregg Bromka

If you can’t arrange a trip on the White Rim Trail, then the Jughandle Loop is the next best thing. Like the White Rim, Jughandle is a continual scenic highlight. The loop commences along the Colorado River, rises up to the Island in the Sky District of Canyonlands National Park, and then returns you to the river. Along the way, the route crosses nearly 100 million years of geology that represent an ancient time when shallow seas, river deltas, and drifting dunes buried southeastern Utah under a massive wedge of mud and sand. The sediments’ flat-laying nature has been preserved largely intact, but headward erosion and down-cutting rivers have peeled back the earth’s skin to reveal Canyonlands, famed layer cake strata.

Hallmarking the loop is the Shafer Trail’s infamous switchbacks on a precariously emplaced jeep road scratched into the face of a sheer cliff. Whether you charge up at race pace or creep like a snail, the accomplishment entitles you to interminable chest-beating. Either way, the near 1,000-foot gain rewards you with redrock scenery that will take your breath away, what little you have left that is. And according to the laws of physics, “what goes up must come down.” Long Canyon is one long downhill thrill. You’ll need to watch your front wheel as you round switchbacks and drop through “Pucker Pass,” but if you lift your eyes they’ll fall upon the parading fins of Behind the Rocks backed by the ever-present La Sal Mountains.

Notes on the trail: First some fine print. Bicyclists must pay the park fee when exiting Canyonlands National Park on the Island in the Sky road ($5.00 in 2000).

Beginning at Jughandle Arch, follow UT 279 south along the Colorado River, and pass the potash plant. About 3 miles out, pavement turns to dirt (now called the Potash Trail), passes the boat launch, and begins climbing away from the river. The road rolls down then up then down and up again past the brick-red rocks of the Cutler Formation and Fred Flintstone’s “golf ball.” Go around the cerulean potash evaporation ponds in Shafer Basin, and then curve past Pyramid Butte on the left and a monolithic tower on the right.

Colossal amphitheaters have been stamped from the Island in the Sky’s rim like glacially-sculpted bowls. But tongues of ice had no hand in shaping these lands. Rather, the wavering cliffs and terraced strata are the result of headward erosion. This relentless pushing back of the earth’s skin gives Canyonlands its striking, wedding cake characteristics.

A long steady climb over teeth-chattering limestone precedes a pinch in the road where cliffs brush your shoulder on the right and undercut your pedal on the left. Here, you can make out the overlook at Dead Horse Point State Park above and Goose Neck mesa below, which has been the subject of countless postcards. You’ll find an outlook at the intersection with the White Rim Trail should you need to “lighten your load” before tackling the climb ahead.

The Shafer Trail makes a beeline toward the base of a 1,000-foot-tall wall of rock, and you might wonder if you took a wrong turn onto a dead-end street. But as you near the cliffs (and exhaust your gears), the task becomes all too apparent. The suffering is surprisingly short lived, so just grim and bear it, but the visually and physical rewards are interminable.

Connect with pavement, and race north across the Island in the Sky mesa for 6 miles (paying the fee at the park’s gate), and fork right on UT 313 toward Dead Horse Point State Park. After 1.7 miles, veer left on a graded dirt road where UT 313 bends right for the park. The parading fins of Behind the Rocks and the salt sprinkled La Sal Mountains are dead in your sights. Pull back on the reins as the earth opens up to Long Canyon, ricochet around the rough curves, and squeeze tightly down Pucker Pass (on the brakes that is). Pass under a huge size rock slab that fell from the canyon’s rim in 1997, and ride your two-wheeled jackhammer down around more switchbacks before enjoying the mellow cruise back to the trailhead.

General location: 18 miles west of Moab (by vehicle).

A trio of riders are drawn into Long Canyon.

Photo by Gregg Bromka

Distance: 36.5-mile loop.
Tread: 10.5 miles of pavement, 26 miles of variably sandy, rocky, and washed double-track.
Aerobic level: Strenuous. This would be a solid ride even if it was all paved, but it’s not. You’ll be huffing and puffing all the way to the base of the Shafer Trail switchbacks where you’ll have to dig deep to make the grade. The paved Island in the Sky road is a breeze unless the breeze is blowing in your face. Your legs constantly act as shock absorbers while descending Long Canyon and rarely get to rest.

Technical difficulty: Moderate. All jeep roads can exist in varying states of erosion or repair.
Elevation gain: 3,200 feet. One third comes by way of the Shafer Trail switchbacks.

Finding the trail: From the center of Moab, travel 4.1 miles north on U.S. 191, and then turn left on UT 279/Potash Road. Drive south alongside the Colorado River 13.7 and park at the bottom of Long Canyon, just past Jughandle Arch.

Excerpted from Mountain Biking Utah by Gregg Bromka. Available at your favorite bike shop.
MOAB MOUNTAIN BIKER

Moab's Singletrak Initiative and the Scarlet “U”

By Ron Georg

The Moab Singletrack Initiative was introduced over a year ago, it earned coverage in the national mountain biking press, and by now you're ready to plan your trip to Moab to ride fresh singletrack. So you’ll probably enjoy Wag’s Way, CCDH, Top Shelf, UPS/UPS, Dave’s, Chile, Hazard County and more.

Of course, you might also get a ticket. None of these trails are legal, and there’s not much possibility they will be (except Hazard County, but I’ll get to that). That’s because they all bear the scarlet “U”, the taint applied to any trail created by users instead of...well, that raises a big question.

The land agencies around Moab, probably like most, aren’t creating trails. The trails which exist on the lands they manage are all user created, whether those users were sheep or uranium miners. Sure, the Forest Service may have installed a road or two to help out the logging industry, but the singletrack in the La Sal Mountains outside Moab is mostly old—and current—livestock routes.

It’s only been recently that the Forest Service has inventoried their trail system. Officials acted surprised when they found Moonlight Meadows, a trail that has been in guidebooks for over a decade. Instead of accepting the omission as the bureaucratic oversight it was, they closed the trail.

Now they’ll point to Moonlight as a shining example of the fruit of cooperation. According to Forest Service history, Moonlight Meadows was a renegade trail that was saved through the cooperative efforts of local advocates and land managers. And local advocates and volunteers did cooperate, just like Patty Hearst helped rob that renegade trail that was saved from the bureaucratic oversight of those who created it.

The locals would have created a meandering, flowing route on the ground. Now it’s been marked for a reroute, again causing a regulatory wringer until it could be plunked down in any National Forest anywhere as just part of the system. There was no need for cyclists’ input, because the Forest Service knows how to build a trail.

Never mind that this trail was used pretty much exclusively by cyclists and cattle. It wasn’t relevant that no one had ever ridden up Moonlight—the Forest Service doesn’t build one-way trails. The local Forest Service Trail Specialist marked the reroute of Moonlight on his own. Where locals would have created a meandering, flowing route using indigenous materials, this cooperative effort netted straight lines and pressure-treated bridges.

Which leads us to Hazard County. The Forest Service has assured us, in the documentation approving Moonlight, that after Hazard there will be no more sanctioning user-created trails. That may be a good thing.

Hazard County was a spectacular ant that no one had ever ridden. They were designed to get cattle and cattle. It wasn’t relevant that no one had ever ridden up Moonlight—the Forest Service doesn’t build one-way trails. The local Forest Service Trail Specialist marked the reroute of Moonlight on his own. Where locals would have created a meandering, flowing route using indigenous materials, this cooperative effort netted straight lines and pressure-treated bridges.

The trail included numerous stunts, from log bridges to cliff drops. The Forest Service cleared all those out with chain saws and shovels, leaving the route on the ground. Now it’s been marked for a reroute, again without cyclists’ input. When they’re done, you should be able to ride it blindfolded, provided you’ve been on any other Forest Service route, which are all built to exacting specifications. It will certainly need a new name.

Of course, Moab’s most famous rides are on Bureau of Land Management property. They are famous for good reason, offering technical challenges in spectacular terrain. Route like Amasa Back, Pritchett Canyon, Flat Pass, and Porcupine Rim will always be classic mountain bike rides. They’re also jeep roads. Riders who’ve seen the singletrack possibilities offered on desert terrain such as Gooseberry Mesa, Thunder Mountain, or anything in Fruita are asking why Moab doesn’t have similar routes.

The BLM has responded to Moab’s Singletrack Initiative by suggesting advocates go out and find old, unused jeep routes to designate non-motorized and convert to singletrack. That would be an okay idea, if there were any. Motorized use has been allowed to proliferate to the point where every interesting route is driven, and motorized users—not to mention Grand County—will fight any effort to remove routes from their inventory.

Besides, even the good jeep routes could be much, much better for mountain biking. Jeep roads were created for utilitarian purposes like mining or ranching. They were designed to get there, not necessarily to enjoy the ride. The fact that these landscape scars make great bike rides only proves the point that well-designed routes through Moab’s desert would be mind-blowing.

Some already exist. However, so long as local agencies continue to treat all user-created trails as poison, they’ll never be legal. For a couple of years now local riders have attempted to present themselves as a responsible user group, not to mention an important economic constituency. Ironically, that’s led to more

Continued on page 5

Cycling Utah

West Yellowstone Spring Cycle Tour

Seventh Annual Lakeside Ride

May 8, 2004

• This 65-mile tour (30-mile option) will start in West Yellowstone, MT. and take you around Hebgen, Quake, and Henry’s Lake.
• A family event with fun stops, turnaround points, snack breaks and sag wagons.
• From start to finish this is one you won’t want to miss Dinner, Raffles, Door Prizes

Bike Yellowstone Before the Traffic Hits

April 1-15, 2004

• No Entrance Fee!
• Yellowstone Park opens to motorized traffic on April 16.
• Cycling, Rollerblading and Hiking. (Bring all-weather gear)
• Enjoy Madison, Mammoth and Canyon Village.
• Off-season room rates for family fun, day and night. Come for a week, or a weekend to remember!

For more information call: West Yellowstone Chamber of Commerce
406-646-7701 or e-mail wycc@wyyellowstone.com www.wyyellowstone.com/bicycle
obstacles than openings. Advocates have been simply handing over the agencies’ insider information, which has often worked against mountain biking. Problems would seem to add to this isn’t national policy. Forest Service Districts are fiefdoms of local head ranchers, who set policy. Some BLM agencies have adopted adaptive management strategies, which is bureaucrati- cal; “then we’ll just have to deal with the double life of trying to use the system and being outlawed.” I’m getting sick of it.”

Pro mountain biker Marla Streb, in her autobiography “Downhill”, goes further: “Yes, I am admitting that I have ridden illegal trails. I understand how excited people can get over this ‘criminal’ act, but many of these same people ‘roll their own’, cheat on their taxes, rip those little do-no-remove tags off their pillows. In the great scheme of things I do not think of these same people as ‘criminal’ acts, but many of us who ride bikes in our fourth Bike Bonanza course at YouthCity. Field trips have included a visit to the powdercoating factory at Steel Coatings Inc., rummaging through the Collective's used bike pile for parts, and checking up on the professionals at Contender Bicycles. However, most of our time is spent at our shop in the Central City building (SE corner 300 E 600 S) Monday and Wednesday from 4:30-6pm. If anyone out there appreciates kids and has a hangnail for wrenching used bikes, please call Jonathan at 688-0183.

The Collective is busy working to refurbish a space in the Glendale Plaza (approximately 1200 S 1250 W). To date we have cleaned the flooded basement and prepared the basement for bike storage. The next project is to move the bikes and parts downstairs so we can fix the ceiling and paint, paint, paint! With enough construction work and adequate fundraising, we hope to open our public bicycle shop sometime this summer. We plan to offer mechanics courses and build bikes to offer the low-income residents of our community. In any of the above sounds interesting and you would like to contribute, we could sure use the help. You can call 328-BIKE or email through our website www.slcbikecollective.org.

Weber Pathways Looking For Executive Director

Weber Pathways, the Ogden area’s bicycle and trail advocacy group, is looking for an executive director. They are a non-profit organization dedicated to promoting, planning, and preserving non-motorized public pathways and surrounding open spaces in Weber County, Utah. You can reach them at weberpathways.org or via email at wp@weberpathways.org.

Southern Utah National Parks Tour

September 12-18, 2004

7 glorious days in Utah’s Dixie touring Zion & Bryce Canyon National Parks and Cedar Breaks National Monument. Camping and days off to enjoy the parks by foot or bike. Professional Mechanical Support, On-Road SAG and Gear Transport. Deluxe Continental Breakfast Daily, 3 dinners, Tour T-shirt, Pitch-In and more.

Rate One Of The Nations Best Tours For The Price Still Only $250.00!

Sponsored by:
Southern Utah Bicycle Tours, Inc.
Jon R Smith (801) 596-8430
jonrsmith@mac.com
www.southernutahtour.com

MARCH 2004
Catching Up After Hibernation

By Greg Overton

Welcome back to Route 211 and another season of Cycling (in) Utah! It’s been a long, cold and snowy winter and here’s hoping that will equalize into a terrific early spring and great riding among emerald green fields and mountains. Route 211 has been covered in snow and each of its twenty one switchbacks are icy and frozen as well, but it will be challenged by hundreds of riders in the coming months, as they try to reach the prize at the top, L’Alpe d’Huez.

It’s been an off season of note in the cycling world, with events ranging from tragic and early death to victorious celebration of life. From small companies being gobbled by conglomerates to others failing to meet the struggle to stay afloat.

The most shocking news to come to us this winter was the recent death of Italian great Marco Pantani, who’s lifeless body was discovered in a hotel room in Rimini, near his childhood home of Cesinatico.

Speculation over the cause of death has stretched the gamut from suicide to cocaine overdose. The great climber had lived in turmoil for several years after being virtually shunned from the pro peloton over alleged doping, although he never tested positive for any banned substance. There were initial reports of anti depressants in Pantani’s room, but no lethal dosages were found, and there was no sign of struggle or trauma. Later investigations by Rimini police sparked rumors of cocaine use by the rider who had been recently quoted as feeling betrayed by cycling and the Italian cycling federation.

Pantani had also talked of making a comeback to racing this year.

Pantani was certainly the greatest climber of his generation, and perhaps of all time had his racing not been fragmented by serious injuries due to crashes early on in his professional career, and the doping scandal later. He returned after a devastating crash which had him off his feet for several months with a broken femur, among other injuries, to win both the Giro d’Italia and Tour de France in 1998. During that Tour, Pantani set the record for the fastest climb of Route 211, Le Alpe d’Huez, averaging just over 17 mph from the beginning of the climb to the finish at the summit. His climb that day, the fourth major climb of the stage, was described as “looking as though he was running up the hill with a bicycle underneath.” Apparently he never stopped running. Ciao, Il Pirate.

More medical news related to another Italian rider’s comeback this season had mountain bike, and sometime road, racer Paola Pezzo being rushed to the hospital by her coach for emergency appendix removal. This year was to be the two-time Olympic gold medalist’s return to the forefront of the World Cup scene after a partial hiatus. She will be off the bike for several weeks leading to the early season races, but is expected to return to form quickly.

On a happier medical note, for those of you who have read the previous accounts in Route 211 of my longtime friend and cycling mentor Glenn Volmer, who was diagnosed just about a year ago with cancer, and given three month’s life expectancy; his latest checkup over the winter showed no sign of the cancer that nearly took his life last summer. It’s a tremendous victory for human spirit and determinance. Glenn is currently beginning his training for the Mount Evans Hillclimb in Colorado in July, and is already planning to ride several centuries this spring. No longer off the back, he will again take the pace for riders several decades younger on Mount Evans. Allez!

In the category of ‘News that we never thought we would hear’, came the announcement that bicycle industry magazine editor and mountain biking style and opinion guru Zapata Espinoza is now an employee of Trek Bicycles and moved from his beloved Southern California to Waterloo, Wisconsin, to help Trek market its bicycles. First I’ll get this out of the way. “Like they need help?” It seems incongruous for the mountain bike nation’s happiest cat to coo up to the industry’s largest corporate giant. And move to winter Wisconsin to do it! Strange times, indeed. In the opinion of the Route 211 crew (yours truly), it’s yet another terrific move in a long line of terrific moves by the big T - reference hiring Mr. Armstrong and his band of bike racers a few years back. Then there are the earlier happenings of Gary Fisher, Keith Bontrager and Greg LeMond. Trek once again proves that it is the best organization in the bicycle industry, and knows how to stay there. Best wishes to both!

In other bike industry news, aluminum and carbon fiber giant Easton recently purchased Velomax, makers of some of the best wheels available. Let’s see, the wheels are already aluminum, so is there a carbon fiber wheel in the future for Velomax? Maybe magnesium?

“It’s a huge problem for the industry, and I don’t know how we are going to regain control”, is how one bicycle manufacturing leader explained his opinion to me recently regarding how the bicycle industry is still trying to grasp the issue of Internet sales of its products. The proliferation of discounted product available online has caused many shops to begin selling online as well, either overtly or covertly, in order to stay in the game and survive. This has caused major anxiety for manufacturers and distributors who are trying to protect dealer territories and contracts. It is a real problem for local retail bike shops, that began a few years ago, but has really expanded in the past two years, and now the historical distribution and pricing channels have all but disappeared. The leaders in the industry are grappling with the issue and their strategies to regain control. Watch for changes in the dealer networks and availability of some of the major brands as they struggle to protect their product values and dealer structure. In the same conversation, we were told that Shimano has encountered problems with its new ten speed Dura Ace, and has had to re-think some of its design issues. Maybe’s that’s why Lance Armstrong chose to reach back and grab a set of 1980 Dura Ace AX brakes for his time trial rig in the recent Volta a Algarve in Portugal. Welcome to the Retro Grouch club, Lance!

Have a great March. Here’s hoping the snow melts - apologies to my skiing pals - and the roads clear soon!
COACH'S CORNER

Passion: The Fruit of Champions

By Bill Harris

“I don’t need the money… I race because I love bike racing”

-Lance Armstrong

To be really good in this sport you have to eat and breathe cycling. You have to live the life. If you want to stand on the podium you must have PASSION. If you’re into racing for the money, the glitz, or the glamour, you better look elsewhere because there is very little money to be made, we look silly in those bike shorts and most guys/think bike racers are self centered weirdo’s that ride in circles. Fortunately, like fitness, passion is something that can be and should be, trained. Fitness will only take you so far. Passion will take you the rest of the way.

One of the best ways to develop your passion is to learn about the history of the sport. When Lance Armstrong first went to Europe to race he was often criticized for being a brash Texan who didn’t know and respect the history of cycling. It’s ironic how today Lance hob knobs with Eddy Merckx, the greatest cyclist of all time and he talks about how he wants to win a stage on Mount Ventoux so his name will be up there with the giants of the sport. This story of Lance reminds me a lot of our hometown boy Dave Zabriskie. When I coached Dave as a junior it was quickly apparent that he had plenty of talent and that he could go somewhere in this sport, if only he knew where somewhere was. At the time he had no clue about the history or traditions of cycling. So one of the first things I did with him was to talk with him about the different Grand Tours and how the World Cup of cycling works. I told him that if he learned about the history of these races and the great racers of the past that he would someday be a part of that history. Dave did his homework, he now races on the same team as Lance Armstrong and in 2002 Dave completed the Tour of Spain, it won’t be long before we see him in the Tour de France.

If you don’t know in which months they race the Tour of Italy, Tour de France and Tour of Spain you’re in big trouble. If the names Merckx, Ja Ja, Lemond, Hinault, Tomac, Fignon and Coppi don’t ring a bell, you better get it together. If you don’t know the difference between the cobblestone and the tarmac you’re in for a rough ride. Finally, if you don’t know the voices of Phil and Paul you might as well pack it in. If you had trouble with any of this I suggest the following immediate action be taken.

-Extensive daily readings of Cycle Sport, Velonews and Pro Cycling. These magazines are available from a good bike shop, Barnes and Noble, or www.bikingbooks.com.

-Daily surfing of cyclingnews.com, velonews.com, pezcyclingnews.com, dailyveloton.com and procycling.com

-Weekly viewings of videos purchased from www.worldcycling.com

-OLN channel subscription.

With daily readings of these magazines and websites you will start to understand the sport better. You will learn the names of the big races and the names of the best racers. From the pictures you will see the suffering it takes to win and the pleasures of winning. You’ll find hero’s in the sport and racers to admire for their courage and skill. From weekly watching of the videos and OLN you will learn the skills and tactics needed to win. The point is. Get reading and get watching. Develop and grow your love and passion for cycling and you too can stand on the podium.

I don’t ever let a cold, rainy or snowy day stop me from training, because from what I have read, it never stopped Eddy Merckx.

Bill Harris has coached regional, national, Olympic and World Champions in three different sports. To contact Bill about his cycling coaching services send e-mail to bill@yellowjersey.com or check out his website at www.yellowjersey.com
Utah Cup of ‘Cross Photo Gallery

Photos by Dave Ilts

Clockwise from left:
Sally Warner (Biogen) on her way to the women’s win.
Idaho’s Richard Feldman (Durance), Masters National CX Champion, finished fourth.
Third Place Bart Gillespie (Biogen) leads second place Adam Obye (Balance Bar/Devo).
Marc Gullickson (Redline) on his way to victory.

See results on page 14.

Photos by Dave Ilts

Editor

INTERMOUNTAIN CUP
2004
Mountain Bike Racing Series
801-942-3498 or www.intermountaincup.com

March 6 The Desert Rampage, St. George, UT
March 27 The Cholla Challenge, Hurricane, UT
May 1 Aardvark’s Showdown at Five Mile Pass, Lehi, UT
May 15 Soldier Hollow Hammerfest, Heber City, UT
May 29 The Joyride, Logan, UT
June 5 Deer Valley Pedalfest, Deer Valley Resort, UT
June 12 Utah Summer Games XC Race, Cedar City, UT
June 19 Pedal Powder, Powder Mountain, UT
June 26 The Joyride, Logan, UT
July 3 Brian Head, Brian Head, UT
July 17 The 17th Annual Mountain Bout, Snowbird, UT
August 14 Wolverine Ridge XC Race, Double Points!, Regional Finals, Evanston, WY

All races are Cross Country Events, No License Required!
Utah’s Aaron Day. Photo: Brian Schiele, mtbrian.com

The second afternoon of practice is uncomfortably quiet. Notorious big-air Tucker Josh Conway. Other freeriders, carrying specialized trail-building tools, carve in runs to cliffs, test landings, and build massive kickers. The start of the 3rd Annual Red Bull Rampage freeride mountain bike contest is less than 24 hours away. “Why isn’t anybody riding?” yells freeride pioneer and judge Brett Tippie. “It’s the calm before the storm,” replies one of the 25 photographers trying to catch a piece of the early action. Is the photographer right? Will tomorrow bring the high intensity Rampage action seen in years past? With five of last year’s top-10 finishers out with injuries— including heavy hitters Tyler “Super T” Klassen, Darren Berrecloth, and Robbie Bourdon—anything could happen. Will the bevvy of young up-and-comers break bones trying to ride beyond their abilities? And then there are the veterans. Do Richie Schley, Andrew Shandro, Wade Simmons and Cedric Gracia still have what it takes to evolve this sport? As the glare of the bulbous signals an end to practice these questions, like the red dust of the Virgin, Utah, desert, hang in the air.

On a sunny, October morning, no less than 100 photographers and filmmakers scramble for the best angle on Bender’s cliff. The local hero will be the first rider released from the Red Bull arch, poised like a tiara on top of the mountain. On a 1,500 vertical foot amplitude of stair-stepping sandstone, 27 of the world’s best freeriders must thread a line down a course that is less a trail and more a series of jumps. A panel of judges will critique the riders on style, amplitude, fluidity, difficulty of line, and overall impression. Under a new rule, riders who crash will be docked 15 points, which would knock them out of contention.

Bender knows that his jump is risky. Still, after a solid upper run, he finds his takeoff ramp, and points his bike off a near vertical wall 10 times his height. He floats in the air for several seconds, but slams hard, the soft dirt stopping his bike and sending him somersaulting toward another cliff. He’s uninjured, but his crash put him over the four-minute time limit, automatically earning a DNF for the run. Still, he remained optimistic. “I wanted to be original and creative,” Bender says. “That’s what this contest was about.”

France’s Gracia, adding a back flip to his world cup downhill racing speed and aggression, qualifies in first place. Thomas Vanderham, the 19-year-old from North Vancouver, B.C., grabs second with big, smooth drops. Crossing over from the motocross world, first-time rampage competitor Steve Romanik, riding with a broken nose and bruised ribs, nails a 15-foot, no-footer to qualifying third. Nine other competitors, including Schley, Shandro, and a host of new blood, advance to the finals.

The day two, final venue funnels into a steeper, more severe section of large cliffs, rollovers, and gaps. With a $10,000 cash purse on the line, competitors know that conservative lines won’t win. After solid performances by 32-year-old Shandro, Irishman Glyn O’Brien, and Utah local Greg Smith, Gracia is in the starting gate. He explodes onto the course, nailing multiple 10- and 20-foot cliff drops before throwing a no-hander over a gap jump. At the bottom he heads for the point-to-point, step-down gap made famous last year by Bourdon. Without hesitation he drops the 15-foot cliff and nails the narrow landing for a flawless first run. His score of 88.8 out of 100 possible points secures the championship. After two runs, Shandro and O’Brien finish second and third, respectively.

While no one matched the 30-foot drops landed by Klassen in 2002, the 2003 Rampage saw innovation in line selection and a dramatic overall improvement in rider abilities. “This year the level of competition was ridiculous—we stepped up huge. And the good thing is we didn’t see really any hard crashes with people breaking themselves,” said an enthusiastic Gracia. “Last year I looked at [the Bourdon gap] and thought, ‘I’m not going to do this, it’s stupid.’ This year I show up and do it in training. Next year I’m scared to come—what is going to happen? Do I need to show up with a motorcycle or something?”

The Rampage was held from October 16-19 in Virgin, Utah.
February 13, Boise — Boise is home to a brand-new United States Cycling Association (USACycling) local association named the Southwest Idaho Cycling Association (SWICA) Gerard Bisceglia, Chief Executive Officer of USACycling entered into the Local Association Agreement with SWICA today.

SWICA was formed to promote amateur bicycle racing in the Boise area. SWICA is an unincorporated not for profit organization formed by representatives of Boise's nationally recognized cycling clubs. Initial board members include representatives of Intermountain Orthopaedics/Lost River Cycling Club, Boise Cycling Club, Dobbieacco, Treasure Valley Cycling Club, Boise Developmental Cycling Club, Goldy's Cycling Club, and Lactic Acid Cycling Club. All USACycling clubs in Southwest Idaho have a right to board membership positions.

It is a cooperative enterprise among the local cycling race clubs with the goal of making the Boise amateur bicycle racing scene better than ever. SWICA and its representatives will sell USACycling race licenses, upgrade racer categories, identify and assign race officials, provide race permits and insurance, obtain and share race equipment and generally serve to assist local sanctioned bicycle racing in southwest Idaho.

SWICA's board has appointed Kurt Holzer of Intermountain Orthopaedics/Lost River Cycling as manager.

Andy Bopp, 2003 USCF Idaho district representative, will continue to serve as the racer upgrade coordinator for all United States Cycling Federation (USCF) (road racing) and National Off Road Biking Association (NORBA) (mountain bike racing). Kurt Holzer will be the race-permitting representative. Holzer can be reached at kholzer@ida-honjurylaw.net.

SouthWest Idaho Cycling Association Formed

2003 proved to be a great year for downhill mountain bike racing in Utah. The series was comprised of seven races, including two in Southern Idaho.

It began last June in Bountiful, then traveled to Pomerelle (Idaho), Brian Head, Deer Valley, Lava Hot Springs and finally to Moab. Each race venue was different, and the courses all had their own unique characteristics. The steep, winding single track of the Bountiful Bomber course was a sharp contrast to the fast, technical slickrock that comprised the Moab Rim course. Even at Brian Head, where two separate races were held, the courses were quite a bit different from each other.

Over the summer, the competition among racers was intense but fun. New friendships were developed and old ones were strengthened between racers of ages ranging from 10 to 50.

Kris “Krispy” Baughman won the Pro Men’s Class State Championship with a string of impressive performances throughout the series. Expert Class stud Mark Christensen was nearly invincible winning his class. Idaho’s Denise Wardwell dominated the Women’s Expert Class winning most of the races she entered. Junior Expert Nate Davis coasted to a Utah State Championship, as most of his competition bumped up from Junior Sport Class, and those guys won State honors in the Sport Class at season’s end. Topping that excellent Junior Sport Class was Andrew Pierce, who many considered most improved racer of the year! State Championship Medals were awarded to series class winners at a special ceremony in Moab.

The 2004 Utah State Championship Downhill and Super-D Series

A few changes have been made to the 2004 series format which should add more excitement to the racing. In addition to downhill racing, Saturday Super-D races will be held at each of the Brian Head and Deer Valley events. The downhill races will also feature two runs per race this year, which means there will be no day–of–race registration due to early start times, so heads up, racers – be sure to sign up for each race at least the day before (Super-D racers can still register on the day of their race).

For a complete schedule, see the calendar section on page 12.

Moab Freeride Contest

The fourth installment of the World’s original mountain bike freeride contest was held on Sunday, October 5th, 2003 in good ol’ Moab, Utah. A big crowd of big-air fans watched as a group of incredibly talented riders navigated down some wild and gnarly terrain on the Moab Rim.

Riders were challenged by a completely new course this year, which basically ran down a section of the Moab Rim used for rock-crawling competitions. The one-third-mile long course blended scary cliff drops with very technical slickrock riding and provided spectators with some excellent vantage points. Contest judges had a mighty task to perform in scoring the competitors, as most of the riders had at least one excellent run.

After the dust settled, Lance Canfield finished at the top of the compiled scorecards. Both of Lance’s stunning runs left the crowd cheering and full of awe while Greg Smith and Krispy Baughman were both just a few points behind after delivering incredible performances to highlight Moab’s best freeride contest to date.

Law Firm of Ward & King

Attorneys and counselors at Law

DAVID R. WARD

Attorney

General practice of law including:

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

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

SouthWest Idaho Cycling Association Formed

2003 proved to be a great year for downhill mountain bike racing in Utah. The series was comprised of seven races, including two in Southern Idaho. It began last June in Bountiful, then traveled to Pomerelle (Idaho), Brian Head, Deer Valley, Lava Hot Springs and finally to Moab. Each race venue was different, and the courses all had their own unique characteristics. The steep, winding single track of the Bountiful Bomber course was a sharp contrast to the fast, technical slickrock that comprised the Moab Rim course. Even at Brian Head, where two separate races were held, the courses were quite a bit different from each other.

Over the summer, the competition among racers was intense but fun. New friendships were developed and old ones were strengthened between racers of ages ranging from 10 to 50.

Kris “Krispy” Baughman won the Pro Men’s Class State Championship with a string of impressive performances throughout the series. Expert Class stud Mark Christensen was nearly invincible winning his class. Idaho’s Denise Wardwell dominated the Women’s Expert Class winning most of the races she entered. Junior Expert Nate Davis coasted to a Utah State Championship, as most of his competition bumped up from Junior Sport Class, and those guys won State honors in the Sport Class at season’s end. Topping that excellent Junior Sport Class was Andrew Pierce, who many considered most improved racer of the year! State Championship Medals were awarded to series class winners at a special ceremony in Moab.

The 2004 Utah State Championship Downhill and Super-D Series

A few changes have been made to the 2004 series format which should add more excitement to the racing. In addition to downhill racing, Saturday Super-D races will be held at each of the Brian Head and Deer Valley events. The downhill races will also feature two runs per race this year, which means there will be no day–of–race registration due to early start times, so heads up, racers – be sure to sign up for each race at least the day before (Super-D racers can still register on the day of their race).

For a complete schedule, see the calendar section on page 12.

Moab Freeride Contest

The fourth installment of the World’s original mountain bike freeride contest was held on Sunday, October 5th, 2003 in good ol’ Moab, Utah. A big crowd of big-air fans watched as a group of incredibly talented riders navigated down some wild and gnarly terrain on the Moab Rim.

Riders were challenged by a completely new course this year, which basically ran down a section of the Moab Rim used for rock-crawling competitions. The one-third-mile long course blended scary cliff drops with very technical slickrock riding and provided spectators with some excellent vantage points. Contest judges had a mighty task to perform in scoring the competitors, as most of the riders had at least one excellent run. After the dust settled, Lance Canfield finished at the top of the compiled scorecards. Both of Lance’s stunning runs left the crowd cheering and full of awe while Greg Smith and Krispy Baughman were both just a few points behind after delivering incredible performances to highlight Moab’s best freeride contest to date.

Law Firm of Ward & King

Attorneys and counselors at Law

DAVID R. WARD

Attorney

General practice of law including:

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

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

We’re more than just ink on paper.

Much more.
BICYCLE SHOP DIRECTORY

SOUTHERN UTAH

Cedar City
- **Cedar Cycle**
  - 38 E. 200 S.
  - Cedar City, UT 84720
  - (435) 586-5210
  - www.cedarcycle.com
- **Moab Cycles**
  - 391 South Main
  - Moab, UT 84532
  - (435) 259-7423
  - www.moabcyclery.com

St. George
- **Bicycles Unlimited**
  - 1458 Zion Park Blvd.
  - St. George, UT 84770
  - (435) 674-3185
  - www.bicyclesunlimited.com
- **Poison Spider Bicycles**
  - 497 North Main
  - Moab, UT 84532
  - (800) 635-1792
  - www.poisonspiderbicycles.com
- **Chile Pepper**
  - 391 South Main
  - Moab, UT 84532
  - (435) 259-4688
  - www.chilebikes.com
- **Cedar Cycle**
  - 38 E. 200 S.
  - Cedar City, UT 84720
  - (435) 586-5210
  - www.cedarcycle.com

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

Price
- **Decker's Bicycle**
  - 77 E. Main Street
  - Price, UT 84501
  - (435) 637-0086
  - bike4d@emerytelcom.net

St. George
- **Bicycles Unlimited**
  - 1458 Zion Park Blvd.
  - St. George, UT 84770
  - (435) 674-3185
  - www.bicyclesunlimited.com

Wasatch FRONT

Davis County
- **Bountiful**
  - Bountiful Bicycle Center
  - 2482 S. Hwy 89
  - Bountiful, UT 84087
  - (801) 295-6711
- **Pedersen's Ski & Bike**
  - 40 W. 500 S.
  - Bountiful, UT 84010
  - (801) 298-4551

Logan
- **Al's Cyclery and Fitness**
  - 1617 N. Main
  - Logan, UT 84321
  - (435) 752-5131
  - www.alsfitness.com

Moab
- **J oyride Bikes**
  - 65 S. Main St.
  - Logan, UT 84321
  - (435) 753-7175
  - www.oyridebikes.com

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

Kaysville
- **The Bike Rack**
  - 232 N. Main Street
  - Kaysville, UT 84037
  - (801) 544-5300
  - bushesbikerack@aol.com

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

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

Wild Rose Mountain Sports
- 702 3rd Avenue
- Salt Lake City, UT 84103
  - (801) 533-8671
  - (800) 750-7377
  - wildrosesports.com

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

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

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

Go-Ride Mountain Bikes
- 3232 S. 400 E., # 500
- Salt Lake City, UT 84115
  - (801) 474-0081
  - www.go-ride.com

Guthrie Bicycle
- 731 East 2100 South
- Salt Lake City, UT 84106
  - (801) 484-0404
  - guthriebicycle.com

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

Sandy/Draper
- **Bingham Cyclery**
  - 187 West Center
  - Provo, UT 84601
  - (801) 374-9890
  - www.binghamcycling.com

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

Payson
- **Downhill Cyclery**
  - 399 S. 100 W.
  - Payson, UT 84651
  - (801) 465-8881
  - downhillcyclery.com

Provo
- **Aardvark Cycles**
  - 936 E. 450 N.
  - Provo, UT 84606
  - (801) 356-7043
  - (888) 346-6098
  - www.aardvarkcycles.com

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

These shops support cycling utah. Please support them.
Cycling Utah

Calendar of Events

Calendart Guidelines: Listings are free on a space available basis and at our discretion. Submit your event to: dave@cyclingutah.com with date, name of event, website, phone number and contact person and other appropriate information. Let us know about any corrections to existing listings.

Calendar of Events sponsored by

2175 S 900 E
Salt Lake City
(801) 466-3971
fisherscycley.com

Salt Lake’s Road Bike Specialists!

May 9 — Cycle Salt Lake Mountain Bike Tour 2:30 p.m. Meet at Popperon Park at 11th Ave. & Virginia St. in SLC, Jason Bulman, (801) 485-2906

May 10 — Tandem Bicycle Tour. Downtown Historic Tour. Meet at Popperon Park at 11th Ave. & Virginia St. in SLC at 6:00 PM, Grant Agard (801) 272-1302

May 11 — Mayor’s Bike to Work Day presented by Salt Lake City Mayor’s Office and MBAC, a slow ride with Mayor Rocky Anderson under police escort from Liberty Park to the City/County Bldg. then free breakfast and raffle for all participants. Cost: free. 7:30 AM start time. Registration opens at 6:00 AM. Online registration at www.cycleutah.com. Contact Jon R Smith (801) 596-8430 or jonrsmith@mac.com

June 5 — National Trails Day, call MTO for meeting location


November 6 — 9th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride, Blue Diamond, NV (702) 288-4076 or (775) 727-5294.

Spring Events

March 26-28 — Moab Muni Festival 2004, Moab, UT. 801-245-6242

April 24-25 — Tour of Cannon_-_Didic, Moab, UT (801) 452-1099

May 1 — Aardvark’s Showdown at Five Mile Pass, Intermountain Cup #10 St. George, UT - Ed Chauner (435) 942-3498

May 15 — Hammerfest at the Moab Fat Tire Festival, St. George, UT - Ed Chauner (435) 942-3498

May 22 — Bostertown Challenge, 14th Annual, Wild Rockies Series #5, Oria, NV (802) 342-3910

May 29 — Cache Valley’s Colony, Intermountain Cup #6, Weisbode/Logan/Saline Canyon, UT (435) 246-2900

June 5 — Pedalfest XC, Intermountain Cup #6, Deer Valley, UT - Ed Chauner (435) 942-3498

June 5-6 — Bountiful Bomber Downhill Race, Bountiful, UT (801) 375-3231

June 12 — Utah Summer Games, Intermountain Cup #7, Three Peaks Recreation Area, Cedar City, UT (435) 365-8423, (800) FOR-UTAH. (435) 365-2770

July 12 — The Endurance 100 Mile Over Mountains, 100 mile team relay or solo 50 miles. Park City, (801) 649-2129

July 26 — Chris Alatare Memorial, Utah State Open Championship, Intermountain Cup #8, Solitude, UT - XC. Ed Chauner (435) 942-3498

July 7 — Sundance Super-D Downhill Race, 9 am. Sundance Resort, (801) 223-4849

July 3 — Blen Head, Intermountain Cup #10, Blen Head, UT - XC. Clark Kause, (435) 566-2770

July 3-4 — Bold Mountain Challenge, Intermountain Cup #9, Deer Valley, UT (801) 375-3231

July 10 — Blen Head Epic 100, qualifier for mountain world series championships, Blen Head, (909) 866-4565

Mountain Bike

Tours and Festivals

March 26-28 — Moab Muni Festival 2004, A Unique Festival in Moab! azid@engineer.com

May 28 — Women’s Mountain Biking and Ski Society (WOMBS) informational meeting. Find out what wombats is all about, what we have in store for this season, how to become a wombat, background on the organization. Spm Contact: Stephanie Earle 364-9381 (for more info and meeting location)

April 29-May 2 — Fat Tires Fat Festival, Fruita, CO, (970) 857-7220

May 14-16 — San Rafael Swell Mountain Bike Festival, 17th Annual, Emery County, (435) 637-0086

July 31-August 1 — Blen Head Bash Fat Tire Festival, Group Rides and more, (435) 677-3310

August 6-8 — Ditonax Fat Tire Festival, Rides, Pasta Feed, Bluegrass Music, Fanning Gorge, (435) 781-2595

September 18-19 — Blen Head Fall Colors Fat Tire Festival, Group Rides and more, (435) 677-3310

October 23 — Cheet Peach Ride and B-B-Q, Fruita, CO, (970) 856-6562

October 28-31 — Moab Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab, UT (435) 260-1182 or 800-655-4562

November 6 — 9th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride, Blue Diamond, NV (702) 288-4076 or (775) 727-5294.

Mountain Bike Racing

Intermountain Cup information

(801) 942-3498.

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

USA Cycling

Mountain Bike Racing

Regional area, Region 1A, (C.O., WY-SE), Rogene Killen, (970) 587-4447.
Regional Mountain Bike Races

**March 14** — Desert Sol Cup, Mountain Bike Racing, Boulder City, Nevada, 702-277-5639

**April 3** — Desert Sol Cup, Mountain Bike Racing, Boulder City, Nevada, 702-277-6336

**April 25** — Barking Spider, Wild Rockies Series #1, Idaho Falls, ID, (208) 342-3910

**May 1** — The Vegetarian MTB Classic, Boise, ID, (208) 336-3854

**May 23** — 2nd Annual Coyote Classic, Boise, ID, (208) 336-3854

**May 20-23** — NORBA NCS #1, Snow Summit Mountain Resort; (801) 944-5042

**May 22** — Downtown Century Challenge, 14th Annual, Wild Rockies Series #1, Ogden, NV, (208) 342-3910

**May 29-31** — Iron Horse Classic Classic, Road and Mountain Events, Durango, CO, 209-879-2200

**June 6** — Revenge of the Singing Highway - Ride the Rock! Bike Race, #2, Twin Falls, ID, (208) 342-3910

**June 9-30** — Wednesday Night MTB Series, Park City MTB, #4, IL, (481) 481-0300

**June 19** — Kenny Canyon Knobby Challenge XC, Kenny Canyon Ski Resort, Idaho Falls, ID (208) 583-6291
## Cycling Utah

### 2003 Utah Cyclocross Series, Season Point Totals

**Overall A**
- 1. Bart Gillepsie: 410
- 2. David Harward: 362
- 3. Dave Wood: 307
- 4. Art Cripperton: 325
- 5. Jim Frailey: 322
- 6. Aaron Jordan: 249
- 7. Ryan Stoken: 224
- 8. Bill Harris: 148
- 9. Shaun Donohue: 147
- 10. John Bie: 139
- 11. Al Guerrieri: 118
- 12. Todd Tenner: 113
- 13. Tom Hornees: 100
- 14. Kelly Ryan: 85
- 15. Trevor Rockwell: 72
- 16. Nohan Kammert: 39

**Overall B**
- 1. Nathan Kammert: 349
- 2. Danny Kammert: 343
- 4. Lisa Smith: 157
- 5. Timmy Tapp: 132
- 6. Ben Turner: 124
- 7. George Hill: 119
- 8. Laura Hill: 118
- 10. Anne Donohue: 87
- 11. Lyna Saffell: 83
- 12. Karen Dodge: 76
- 14. Meg Horrocks: 49
- 15. Lisa Peck: 42
- 16. Tiffany Pezzulo: 42

### 2003 Utah State Championship Downhill Series 2003 Series Points Table

**Beginner A**
- 1. Spencer Molder: 86
- 2. Andrew Pierce: 85
- 3. Rileigh Aller: 80
- 4. Dave Mosher: 49
- 5. Anna Donohue: 40

**Beginner B**
- 1. Spencer Molder: 86
- 2. Andrew Pierce: 85
- 3. Rileigh Aller: 80
- 4. Dave Mosher: 49
- 5. Anna Donohue: 40

### 2004 Salt Lake's Road Bike Specialist!

- 1. Justin Kuzma: 90
- 2. Brandon Winnie: 37
- 3. Tyler Dautel: 30
- 4. Taylor Dennis: 26
- 5. Cash Kiez: 22
- 6. Andrew Pierce: 21
- 7. Dave Kozdoba: 20
- 8. Doug Sheneman: 19
- 9. Dave Kozdoba: 18
- 10. Brandon Winnie: 14

**Men's A**
- 1. Mike Cottrell: 297
- 2. Wayne Cottrell: 297
- 3. Greg Florez: 358
- 4. Greg Cottrell: 358
- 5. Alvi Cottrell: 358

**Women's A**
- 1. Denise Wardwell: 296
- 2. Sally Warner: 192
- 4. Dave Fox: 163
- 5. Sally Warner: 163

**Men's B**
- 1. Mike Cottrell: 297
- 2. Wayne Cottrell: 297
- 3. Greg Florez: 358
- 4. Greg Cottrell: 358
- 5. Alvi Cottrell: 358

**Women's B**
- 1. Lisa Smith: 157
- 2. Karen Dodge: 139
- 4. Alice Mosher: 123
- 5. Linde Cotton: 123

## Movie Review

**Triplets of Belleville** is a Must See for Cyclists

This feature-length, animated film is about a French boy named Champion who’s only joy is riding his bike. Trained by his adoptive grandmother, Madame de Souza, he grows up to compete in the Tour de France. The scene involving his training will be vaguely familiar to all cyclists; after all day in the rain and cobbles with Souza, Champion stumbles into the house and collapses on the table. Grandma Souza then proceeds with a post ride ritual that is weird yet strangely familiar.

During the Tour de France, Champion and a few of his fellow racers are kidnapped by box-shouldered French Mafia thugs who spirit them off to Belleville (a surreal impression of 1930s-1950s Manhattan) where they are forced to race each other on a strange three-rider compturainer of sorts as part of a clandestine gambling operation. It is obvious that Champion has been driven too hard, to the point where he has become something less than human (during their capture, their cleats sound like hoofs when they walk and the only sounds they make is a whirly). There are also images of Dop ing, though the substance in question is intravenous French wine. The other cyclists who have been kidnapped express fear and exhaustion, but Champion pedals away, accepting his new fate because cycling is his passion. It is likely that he misses his grand mother, but he is simply resigned to wait for rescue.

And the adventure that his club-footed grandma and morbidly obese dog go through to rescue him is another truly bizarre segment of this virtually dialogue free 78-minute film. They set out across the sea in a paddle boat to rescue their boy, but once ashore they soon become lost, hungry and penniless, that is until the frog-eating sea monster a three-rider computrainer of sorts as part of a clandestine gambling operation. It is obvious that Champion has been driven too hard, to the point where he has become something less than human (during their capture, their cleats sound like hoofs when they walk and the only sounds they make is a whirly). There are also images of Dop ing, though the substance in question is intravenous French wine. The other cyclists who have been kidnapped express fear and exhaustion, but Champion pedals away, accepting his new fate because cycling is his passion. It is likely that he misses his grand mother, but he is simply resigned to wait for rescue.

And the adventure that his club-footed grandma and morbidly obese dog go through to rescue him is another truly bizarre segment of this virtually dialogue free 78-minute film. They set out across the sea in a paddle boat to rescue their boy, but once ashore they soon become lost, hungry and penniless, that is until the frog-eating sea monster a three-rider computrainer of sorts as part of a clandestine gambling operation. It is obvious that Champion has been driven too hard, to the point where he has become something less than human (during their capture, their cleats sound like hoofs when they walk and the only sounds they make is a whirly). There are also images of Dop ing, though the substance in question is intravenous French wine. The other cyclists who have been kidnapped express fear and exhaustion, but Champion pedals away, accepting his new fate because cycling is his passion. It is likely that he misses his grand mother, but he is simply resigned to wait for rescue.
**April 26 — Dead Dog Classic**

Boise, ID, (208) 867-2488

**May 11 — Lava Hot Springs Hill Climb**, Pocatello, ID, (208) 343-3782

**May 22 — Nye County sour 100**

Pocatello, ID, (208) 282-8526

**June 14 — Carson Valley Hill Climb**, Gardnerville, NV, (801) 943-2117

**September 5 — Quail Hollow**

Boise, ID, (208) 343-3782

**September 30 — Lougheed Mountain Classic Hill Climb**, Kamloops, BC, (250) 377-4300

---

**Wednesday Rides**

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

**Sunday Group Ride** — 9 am, cottonwood canyon road, Salt Lake City, (801) 587-8844

**July 12 — Tour de Bighorn Bike Race**, Jackson, WY, (307) 745-4499

**August 13-14 — Red Bike Race**, 500 mile double century in Southern Utah, (435) 259-2698

**September 30 — 4 Planes 100 mile double century in Southern Utah**, Bountiful to Kayenta/Ivins, St. George, (435) 259-2698

---

**Tell our Advertisers that they saw your ad in cycling utah!**
GEARHEAD

Three Hot New Component Designs
Mean it’s Time to Upgrade!

By Tom Jow

Each new season brings hot new bicycle and component designs. As always, some of the finest technical innovations are for mountain bikes. I’ve chosen three products I like to mention here. The first is new front and rear shock designs from manufacturers Progressive, Manitou, and Fox Shox. The second is tubeless tire and wheel systems from Mavic and Stan’s No Tubes. The third and final is Shimano’s STI paddle shifter, which debuted with the new XTR group in 2003. These new products will change the way mountain bikes and riders perform.

In 2004, full suspension bikes will be more efficient than ever. More efficient because front and rear shocks have been redesigned to better resist the downward forces of the rider.

This season, Fox Racing Shox feature the “Inertia-Valve” in their F80x and F100x suspension forks. The inertia-valve utilizes a valve which remains closed when forces are exerted downward (from the rider), but opens when forces are upward (from the ground). This allows all of the rider’s power to be transferred to the drive train when sprinting or on smooth surfaces. The standard Fox rear shocks now use a special low-speed compression circuit called Pro-Pedal. Pro-Pedal damping greatly reduces the effect of pedal forces on the rear suspension, therefore transferring more power to the pedals.

Progressive, maker of the Fifth Element rear shock and Manitou are using stable platform valving (SPV). SPV uses an adjustable air chamber to allow the rider to fine tune the amount of low-speed compression damping (pedal input). In other words, more air equals more damping, less bounce. However, where tires are concerned using less air is better. In 2001, the French company Mavic introduced the Universal Systeme Tubeless (UST) wheel set. The UST wheel is similar to an automobile wheel, having no holes in the rim for spokes. And because there is no tube, tire pressures can be reduced. This increases traction, decreases rolling resistance and the risk of pinch flats. The Mavic UST wheels can be used with or without tubes and are now available for prices as low as $230.

Rather than redesign the whole wheel, Stan’s No Tubes developed a rim strip and a lightweight sealant to allow the use of tube tires and wheels without tubes. The result is a very light tubeless system that has puncture resistance from goat heads, cactus and ten penny nails. For 2004, Stan has designed a tubeless specific rim that will inflate and seal better than any other. This new wheel set was ridden to victory by 2003 NORBA Women’s National Champion Mary McConneloug.

The third product I like is the Shimano STI paddle shifters for XTR and XT groups. These shifters now operate like the STI road shifters. To operate the shifters, press the lever down for a harder gear and lift up with the back of the hand for an easier gear. In addition to new shifters, Shimano has also reintroduced the rapid rise (low normal) rear derailleur. This makes shifting smooth and quick and precise. However awkward it may seem at first, it is easy to adapt to.

These are just some of the many technical innovations for 2004. These components will take mountain biking to a new level. New shocks with platformvalving will make every full suspension bike climb better. Tubeless tires will increase traction and puncture resistance. And new shifters will make hitting that crucial gear a breeze. If there was ever a time to upgrade your mountain bike, this is it.

MOUNTAIN BIKE RACING

24 Hours of Fun

By Cindi Hansen

Some say that if you race the 24 Hours of Moab more then once, you’re crazy. During the race, I’ve heard people swear that they’ll never do it again. But once the race is over, and you’ve had time to reflect on what an amazing experience you had, you can’t wait to do it again next year. Even if your race wasn’t a success, the limit you take or exceed should be the one you set for yourself, because you’re on a test run for that success.

If you’re lucky enough to claim your camp spot before the valley turns into a tent city, you watch as thousands of people close in around you, and settle in for a long night. Every year, campsites are more and more elaborate. Anything from sofas and a T.V. to a full on circus tent equip with heaters and an industrial size kitchen.

Although, campsite arrangements make the stay a bit more comfortable, meal preparation and appetites and sometimes, the only thing you can do is force the food down.

There are sections on the race course that many people fear to ride during the day when they can see the terrain before you ride it. It just happens.

When it’s all said and done, and you’re racing back to the course, the sun is about to peer over the La Sal’s, and ‘Hear Comes The Sun’, is playing over the loud speakers, an amazing feeling comes over you. You’ve just survived 24 Hours of hell on bike, and are thinking on to next year.