JOIN A CLUB TODAY!
2006 CLUB GUIDE INSIDE!

• Calendar of Events - p. 16
• Tragic Accident - p. 3
• Tour de France Climbs - Part II - p. 2
• Desert Rampage - p. 12
• Draper BST - Trail of the Month - p. 6
• Day in the Life of a Messenger - p. 22
• Moab Skinny Tire Festival - p. 13
• Results - p. 20
• Commuter Column - p. 14
• The Tour Review - p. 14
• The Dream Tour - p. 24
• Planning Your Season - p. 9
By David Ward
Publisher

[In the article “9 Days of Hell and Heaven”, published in our March issue, Cycling Utah’s publisher, David Ward, described the first 5 days of a 9-day trip to France with his friend Rick Wallin to climb many of the famous cols of the Tour de France. Part 1 described their adventures in the Pyrenees beginning with the Col d’Aubisque and concluding with Mt. Ventoux. This issue describes the last 4 days of that trip and recounts their challenges in the Alps.]

Mt. Ventoux is an anomaly, an imposing mountain jutting up in the middle of the Massif Central, a relatively flat region between the Pyrenees and the Alps. We had spent hours in the car the day before climbing Mt. Ventoux just to get there, arriving just before midnight. After finishing Mr. Ventoux, we again spent many hours in the car to reach the Alps. Our specific destination, which we again reached at midnight, was Bourg-d’Oisans, the small town at the foot of the Tour’s most well-known climb, l’Alpe d’Huez.

Continued on page 8

Cycling utah
P.O. Box 57980
Murray, UT 84157-0980
www.cyclingutah.com
You can reach us by phone: (801) 268-2652
Our Fax number: (801) 263-1010
Dave Iltis, Editor & Advertising
dave@cyclingutah.com
David R. Ward, Publisher
dward@cyclingutah.com
Contributors: Greg Overton, Neal Skorpen, Gregg Bromka, Ben Simonson, Michael Gonzales, Lou Melini, Joaquim Haller, Marty Jenison, Rick Wallin, Ron Georg, Boris Lyubner, Pat Hemrich, Jeremy Merrill, Theron Jeppson, Tommy Murphy
Distribution: Michael Gonzales, Rachel Gonzales, Doug Karcher
(To add your business to our free distribution, give us a call)
Administrative Assistant: Lindsay Ross
cycling utah is published eight times a year beginning in March and continuing monthly through October.
Annual Subscription rate: $12
(Send in a check to our P.O. Box)
Postage paid in Murray, UT
Editorial and photographic contributions are welcome. Send via email to dave@cyclingutah.com. Or, send via mail and please include a stamped, self-addressed envelope to return unused material. Submission of articles and accompanying artwork to cycling utah is the author’s warranty that the material is in no way an infringement upon the rights of others and that the material may be published without additional approval. Permission is required to reprint any of the contents of this publication.
Cycling Utah is printed on 40% post-consumer recycled paper with soy-based ink.
Cycling Utah is free, limit one copy per person.
© 2006 cycling utah
Pick up a copy of cycling utah at your favorite bike shop!

Cover Photo: Fun times and beautiful scenery at the Moab Skinny Tire Festival on the River Portal Ride.
Photo: MoabActionShots.com
See photos of the entire event on their website.

SLEEPING IN A COLD, DARK GARAGE FOR FIVE MONTHS WOULD MAKE YOU A LITTLE CRANKY TOO.

Cyclesmith
BICYCLE REPAIR
250 SOUTH 1300 EAST • SALT LAKE • 801-582-9870
www.cyclesmithslc.com
moots • raleigh • independent fabrications • phil wood
dt swiss • white industries • surly • vosa • frame • handlebar packs
same day service, great selection of new and used

As Your Realtor
You can expect the same level of service and support from me with all of the enthusiasm and passion as if you were my own family.

Chuck Collins - Realtor
949-693-1039
visit saltwest.com
Advisory Realty Group, Inc.

High Quality Bicycle Packs
Designed, Tested, and Built in Utah
seat packs, panniers, rack packs, handlebar pack, frame packs, hydration packs, hip packs, courier bags, silkscreened and custom packs.
800-777-7479 or 801-272-5217
1PACKS@AOL.COM
WWW.LONEPEAKPACKS.COM

Your ultimate bike experience is now in American Fork.
TREK
BICYCLE STORE
763-1828 • 356 N. MEADOW LANE • AMERICAN FORK
www.TrekAF.com
The best bikes. The best accessories.
The best service.
UTAH NEWS

Bill Corliss Killed in Tragic Accident

By Boris Lyubner

This year winter in North Utah was quite tough and very unpredictable for riding on the road. Finally, Saturday morning March 25th was the first promising morning for a group ride.

My good friend and neighbor Paul Moote, from Mad Dog team, sent me an email about a group ride and I sent his message to my buddies. Bill Corliss met Paul and I at my house and Paul drove us to the meeting place in Lehi. We were planning a very nice 90 mile ride by Utah Lake, to Eureka and back through 5 mile pass. The entire group had ridden this route many times. The trip to Lehi took about an hour and 15 min to drive and on the way we were having great conversations, especially about our kids. I have three kids, two teenage girls and little son; Paul has 6 kids from 8 years and up to 20+; Bill and his wife adopted their 12 year old boy from a foster family a little over a year ago. It was a very nice conversation, especially interesting and inspiring to hear Bill talk about his experience with his little boy who went through a real hell in his short life and how Bill and his wife were dreaming on raising this special guy and making the rest of his life special.

Upon arriving at the meeting spot, Bill and I quickly rode to the coffee shop. Bill bought me a coffee and I promise that it will be my turn to buy after our ride. We came back to the car, changed and by that time all other friends had gathered together; our friends from Mad Dog team with whom Paul and I just raced the 24 Hour of Old Pueblo: Chris with his wife KC and Adam; my good buddy Dave Reynolds and a new guy Alan that Adam invited.

The group was a good, strong group of eight and everybody was excited for the first long spring ride. We quickly lined up on the road: Paul was first and I was on his wheel. After setting good pace, Paul went to the back and I started pulling the group. I thought that I should keep pulling for a while, as the road was narrow with busy traffic.

Then all of a sudden, I was passed by a construction truck with trailer full supplies for concrete framing. The truck immediately went to the right and stopped. The driver jumped from the truck and yelled something about the accident that took place behind me, I immediately turned around; from this moment on it was an absolute nightmare and I’m still in shock as I write this message.

None of you need to imagine it ..........Bill was laying on the road, still clipped in to his bike, hands on the bars, helmet on the side, blood from his head and he was dead. My good friend died instantly.

Paul Moote witnessed this tragedy, as he was on Bill’s back wheel, in the strong cross wind, with heavy construction debris, Bill rubbed the rider’s wheel in front of him and crashed to the ground.
BIKES by KONA, Yeti, KHS, IRON, HORSE, LITESPEED, RALEIGH, PELICAN, and more.

Bicycles have a long history in Pocatello, Idaho, where the first bicycle club was established in the early 1900s. Cycling has a long history in Pocatello, Idaho, where the first bicycle club was established in the early 1900s. Cycling has a long history in Pocatello, Idaho, where the first bicycle club was established in the early 1900s. Cycling has a long history in Pocatello, Idaho, where the first bicycle club was established in the early 1900s.
and the roots of current club activities, rides and members date back at least 30 years.

Mad Dog Cycles Race Team
Sponsors - Mad Dog Cycles, Janina Baece, Life and Riverside, Stampede Marketing, Stonethaven Dentistry, Ishii Design, Sups by Tomorrow, Powerbar, Tick, Tifosi, Massun, Sundance Resort, Contact - Keith Payne, keith@maddogcycles.com
Website - www.maddogcycles.com
Type of Cycling - MTB racing, road racing, endurance rides, recreational MTB and Road.
Location - Orem, Utah
Club Statement: The Mad Dog race team is a community-based team focused on not only mountain bike racing, but also road riding, guided MTB rides for the public and promoting cycling awareness in our cities and state. We welcome riders of all ability levels to participate with our team, even if they don't wish to race.

Northshore Cycling Club
Sponsors - Bingham Cyclery, Contact - Skylkre Bingham, (801) 825-9632, mail@binghamcyclery.com
Website - www.binghamcyclery.com
Type of Cycling - Road Racing, Road Touring, Mountain Biking.
Location - Bingham Cyclery, Sunset, UT
Club Statement: Northshore was established in the late 1970's with a range of disciplines which help anyone desiring to race, but our focus is on fun group rides, mostly mellow but the occasional hilly ride. We hold to a set of "ride considerations" and do not allow egos in our peloton. Our mission is to see all levels of riders enjoy the sport from the week-day rides to race day. There is no rider worth leaving behind.

Park Novara Utah
Sponsors: REI
Contact - Dave Fulghum, 486-2100, Bikeexcycles@juno.com
Website - www.veloswatush.homestead.com
Type of Cycling - Road/Mountain/ Touring/Racing
Location - Salt Lake City
Club Statement: Team Novara Utah is a recreation focused club. We can and do support those desiring to race, but our primary focus is FUN! We participate in century rides, charity rides (MS 150) and supported tours, we organize weekly group rides, mostly mellow but the occasional hilly ride. Team Novara Utah meets monthly at the Salt Lake REI.

Touring/Racing
Type of Cycling - Touring, mtb biking, recreational.
Location - St. George, UT
Team Inertia Cycling Club
Sponsors: none
Contact - Lucy Ormond, 435-229-1404, clucycey@skyviewmail.com
Website - SWUBTA.com
Type of Cycling - Road touring, mn biking, recreational.
Location - St. George
Club Statement: SWUTBA’s focus is to provide recreational weekend and group rides, the annual Cactus Hugger Century, and bicycle safety, education and fun. We encourage all people willing to ride together, to join our club and participate in our events.

Southwestern Utah Bicycle Touring Association (SWUBTA)
Sponsors: none
Contact - Lucy Ormond, 435-229-1404, clucycey@skyviewmail.com
Website - SWUBTA.com
Type of Cycling - Road touring, mn biking, recreational.
Location - St. George
Club Statement: We are a loosely-affiliated group of mountain bikers dedicated to building, mapping, and Riding fine, technical singletrack trails. 4th of July Ride/Barbeque, HelpArt Fest rides, and our Spring RACE/FEST.

Salt Lake City Cycling
Sponsors - Canyon Bicycles
Contact - Mike Hassen, 801.278.1500, inahurrcanyonbicycles.com
Website - www.canyonbicycles.com
Type of Cycling - Road and Mountain Location - Salt Lake City
Club Statement: Weekly club rides for both road and mountain. Majority of members are road riders. 100% open to all to join. No clues! No high school theatrics, no judgments just having fun riding bikes.

Southwestern Utah Bicycle Touring Association (SWUBTA)
Sponsors: none
Contact - Lucy Ormond, 435-229-1404, clucycey@skyviewmail.com
Website - SWUBTA.com
Type of Cycling - Road touring, mn biking, recreational.
Location - St. George
Club Statement: SWUTBA’s focus is to provide recreational weekend and weekday rides, the annual Cactus Hugger Century, and bicycle safety, education and fun. We encourage all people willing to ride together, to join our club and participate in our events.

Team Inertia Cycling Club
Sponsors: none
Contact - Lucy Ormond, 435-229-1404, clucycey@skyviewmail.com
Website - SWUBTA.com
Type of Cycling - Road touring, mn biking, recreational.
Location - St. George
Club Statement: We are a loosely-affiliated group of mountain bikers dedicated to building, mapping, and Riding fine, technical singletrack trails. 4th of July Ride/Barbeque, HelpArt Fest rides, and our Spring RACE/FEST.

Salt Lake City Cycling
Sponsors - Canyon Bicycles
Contact - Mike Hassen, 801.278.1500, inahurrcanyonbicycles.com
Website - www.canyonbicycles.com
Type of Cycling - Road and Mountain Location - Salt Lake City
Club Statement: Weekly club rides for both road and mountain. Majority of members are road riders. 100% open to all to join. No clues! No high school theatrics, no judgments just having fun riding bikes.

Southwestern Utah Bicycle Touring Association (SWUBTA)
Sponsors: none
Contact - Lucy Ormond, 435-229-1404, clucycey@skyviewmail.com
Website - SWUBTA.com
Type of Cycling - Road touring, mn biking, recreational.
Location - St. George
Club Statement: SWUTBA’s focus is to provide recreational weekend and weekday rides, the annual Cactus Hugger Century, and bicycle safety, education and fun. We encourage all people willing to ride together, to join our club and participate in our events.

Team Inertia Cycling Club
Sponsors: none
Contact - Lucy Ormond, 435-229-1404, clucycey@skyviewmail.com
Website - SWUBTA.com
Type of Cycling - Road touring, mn biking, recreational.
Location - St. George
Club Statement: We are a loosely-affiliated group of mountain bikers dedicated to building, mapping, and Riding fine, technical singletrack trails. 4th of July Ride/Barbeque, HelpArt Fest rides, and our Spring RACE/FEST.

Salt Lake City Cycling
Sponsors - Canyon Bicycles
Contact - Mike Hassen, 801.278.1500, inahurrcanyonbicycles.com
Website - www.canyonbicycles.com
Type of Cycling - Road and Mountain Location - Salt Lake City
Club Statement: Weekly club rides for both road and mountain. Majority of members are road riders. 100% open to all to join. No clues! No high school theatrics, no judgments just having fun riding bikes.

Southwestern Utah Bicycle Touring Association (SWUBTA)
Sponsors: none
Contact - Lucy Ormond, 435-229-1404, clucycey@skyviewmail.com
Website - SWUBTA.com
Type of Cycling - Road touring, mn biking, recreational.
Location - St. George
Club Statement: SWUTBA’s focus is to provide recreational weekend and weekday rides, the annual Cactus Hugger Century, and bicycle safety, education and fun. We encourage all people willing to ride together, to join our club and participate in our events.

Team Inertia Cycling Club
Sponsors: none
Contact - Lucy Ormond, 435-229-1404, clucycey@skyviewmail.com
Website - SWUBTA.com
Type of Cycling - Road touring, mn biking, recreational.
Location - St. George
Club Statement: We are a loosely-affiliated group of mountain bikers dedicated to building, mapping, and Riding fine, technical singletrack trails. 4th of July Ride/Barbeque, HelpArt Fest rides, and our Spring RACE/FEST.

Salt Lake City Cycling
Sponsors - Canyon Bicycles
Contact - Mike Hassen, 801.278.1500, inahurrcanyonbicycles.com
Website - www.canyonbicycles.com
Type of Cycling - Road and Mountain Location - Salt Lake City
Club Statement: Weekly club rides for both road and mountain. Majority of members are road riders. 100% open to all to join. No clues! No high school theatrics, no judgments just having fun riding bikes.

Southwestern Utah Bicycle Touring Association (SWUBTA)
Sponsors: none
Contact - Lucy Ormond, 435-229-1404, clucycey@skyviewmail.com
Website - SWUBTA.com
Type of Cycling - Road touring, mn biking, recreational.
Location - St. George
Club Statement: SWUTBA’s focus is to provide recreational weekend and weekday rides, the annual Cactus Hugger Century, and bicycle safety, education and fun. We encourage all people willing to ride together, to join our club and participate in our events.

Team Inertia Cycling Club
Sponsors: none
Contact - Lucy Ormond, 435-229-1404, clucycey@skyviewmail.com
Website - SWUBTA.com
Type of Cycling - Road touring, mn biking, recreational.
Location - St. George
Club Statement: We are a loosely-affiliated group of mountain bikers dedicated to building, mapping, and Riding fine, technical singletrack trails. 4th of July Ride/Barbeque, HelpArt Fest rides, and our Spring RACE/FEST.

Salt Lake City Cycling
Sponsors - Canyon Bicycles
Contact - Mike Hassen, 801.278.1500, inahurrcanyonbicycles.com
Website - www.canyonbicycles.com
Type of Cycling - Road and Mountain Location - Salt Lake City
Club Statement: Weekly club rides for both road and mountain. Majority of members are road riders. 100% open to all to join. No clues! No high school theatrics, no judgments just having fun riding bikes.
TRAIL OF THE MONTH

The Bonneville Shoreline Trail is a Hoot in Sandy and Draper

By Gregg Bromka

A “work in progress” is the best way to describe the Draper and Sandy sections of the Bonneville Shoreline Trail (BST). In years past, ongoing housing developments, stalled negotiations with landowners, environmentally sensitive areas, and rugged terrain left portions of the trail incomplete or blocked completely. Despite these setbacks, ambitious trail building projects produced many miles of excellent trail. With the recent completion of the vital Lower Corner Canyon connection, you can now ride entirely on dirt from Upper Corner Canyon Road to Point of the Mountain Flight Park (north side). In time, the BST is planned to run to Little Cottonwood Canyon and link to Alpine and other regional trails.

But wait, there’s more. Whereas legal wrangling over private property and right of ways appear to have forever severed the Sandy BST, the Draper side receives a warm welcome from its neighbors at Suncrest. In fact, Suncrest offers a half-dozen miles of multi-use trails right now with more on the drawing board. If you tie together the Draper BST with Suncrest’s North and South Maple Hollow Trails, then you can log nearly 20 miles of singletrack and climb over 2,000 feet, and that’s a ride worth tout.

Details:

With many access points to Draper’s BST, you can easily customize your ride to your liking, but if you want to go the distance then you should head to the Flight Park and ride to Upper Corner Canyon Road or vice versa.

From the Flight Park, you’ll find the BST taking off from near the end of paved Steep Mountain Drive and running behind the backyards of houses that nestle against Steep Mountain. Initially, the BST makes a beeline across the brushy foothills on a near even keel for 1.5 miles, and you’ll find magnificent views of the Salt Lake Valley from gaps between the homes. The trail jogs into Maple Hollow and passes the North Maple Hollow Trail, which rises to the Traverse Mountains’ ridge at Suncrest. Legs willing, hit that trail on the return. Continuing on, the BST ducks into a tunnel under Traverse Ridge Road and then pops up to Rambling Road. Follow signs directing you back onto the dirt trail on the south side of Rambling. Quick climbs and descents coupled with smooth and chunky tread take you past Red Rock and Potato Hill before curving around the new L. D. S. church and dropping into Lower Corner Canyon.

A new section of trail, built last November so it might still be in need of getting “buffed out” this spring, angles north and zigzags up and out of the canyon. It crosses the aqueduct path and then intersects the dirt and gravel Upper Corner Canyon Road. Don’t turn around just yet because there is more singletrack ahead, and it’s sweet.

Across Upper Corner Canyon Road, the BST traces the conspicuous shoreline bench cut by the ancient lake with Lone Peak towering overhead. Ride through the brush on smooth sandy trail across Bear Canyon and to Little Willow Canyon. Now you can turn around because forging ahead requires portaging a remarkably steep trail over a rocky knoll past Flight of the Eagle Trail. If you do make the effort, you’ll have to backtrack after about a mile along the BST when you hit the trail blockage on the Sandy section, where a disgruntled landowner has prohibited trail use. No bother. The return ride to the Flight Park is a delight and neither the dead end trail or the silly hike-a-bike can tarnish it.

If you’re feeling fresh upon returning to North Maple Hollow Trail, then gear down, way down, and make the 1.5-mile, 1,000-foot climb to Suncrest atop the Traverse Mountains. The trail is a steep creep on the way up, but gravity takes hold firmly on the return descent. Don’t be hasty to point your front wheel downhill upon making the climb either because more singletrack awaits. Exit the trail at the Suncrest community park and then cross Deer Ridge Drive to pick up the South Maple Hollow Trail. Ride the 1.5-mile, down-and-back-up loop, freewheel back down North Maple Hollow Trail to the BST, and mosey back to the Flight Park to wrap up your ride.

Location: Draper foothills between Point of the Mountain and Upper Corner Canyon Road.

Length: 7.5 miles one way; 15 miles round trip; add on 4.5 miles on Suncrest trails.

Physically: Moderate (smooth-riding trails with plenty of intermittent terrain challenges). Technically: Moderate (hand-built trails are not lacking in challenging sections).

Gain: Up to 500 feet for the BST, add on up to 1,500 feet for Suncrest trails.

Trailhead Access: Point of the Mountain Flight Park: From I-15, exit 288 for Draper and Bluffdale, and go east on Highland Drive for .8 mile. Turn right onto Traverse Ridge Road; then turn right onto Steep Mountain Drive after .6 mile. Wind through the residential area for 1.5 miles to the end of pavement. Park off to the right near the launch pad and out-house.

Upper Corner Canyon Road: From I-15, take Exit 291 for Draper, and travel east on 13200 South. Turn right onto 1300 East at Hidden Valley Shopping Center, and then go left onto Pioneer Road (12400 South). Drive 1 mile east, turn right onto 2000 East, and park where pavement turns to dirt near the steel gate.

Read more trail descriptions in Mountain Biking Utah by Gregg Bromka. Get a copy at your favorite bike shop or at cyclingutah.com.
is a dedicated group of women bike racers devoted to introducing as many women as possible to the sport and promoting the fun of competitive racing. Team Sugar provides free women's rides every Tuesday night throughout the summer, which allows women to learn MtM. Bike skills, trails, etc in a non-competitive environment. We also offer clinics teaching the basics of bike mechanics. For more information call Jean Carlan 453-515-2271

Timpanogos High School Cycling Spokesman - None Contact - Donna Marie Eisenhart, 801-223-3120 ext 181, dsm876@alpine.k12.ut, President; JT Ferrin, jr.jrvin@hotmail.com Website - None Type of Cycling - Road Racing Race Location - Orem, Utah Timpanogos High School Club Statement This is our first year at Timpanogos High School, JT Ferrin and his brother Jake asked me to sponsor the team as the school advisor. JT wrote a constitution and we were on our way. We ordered uniforms in January, designed by JT and Jake, hopefully they will be here before the spring rides begin. JT and Jake recruited other students to participate in the club, and currently we have ten members. Never before in the history of Timpanogos have we had a cycling team, so these young boys have a history of Timpanogos. We hope to have more in the spring. John administration feels that the sport is dan...cycling team, so these young boys...
Continuing from page 2...

It is quickly apparent that we were served up what was probably the best meat and cheese platter of our trip. Not so good because... well, I will explain that later.

After eating, it was another fast and fan-astic descent. By the time we arrived at Briançon, however, it was already dusk, and we still had a 27 kilo-meter climb to the top of the Col du Lautaret. Though it was quickly turning dark, the descent once it was dark could not help speaking mostly in Italian, offered to and took my picture in front of the summit marker.

We had lunch at the Refuge Napoléon, a café just a few hundred meters below the summit and so named because it had hosted Napoléon on his return from exile on the Isle of Elbe. Lunch is a relative term, as we arrived here approximately 4 p.m. We debated whether we had enough time to stop for lunch, but we were hungry, and besides, we had become at this altitude. The sun set and we were served up that...
The sport of cycling has grown tremendously here in the state of Utah thanks to the numerous event organizers and great sponsors we have throughout the state. If you are based in the Salt Lake City area you could truly race 5 days a week. There are a plethora of weekly criteriums to choose from, the Salt Air time trials and on weekends a choice of road and mountain bike races as well as various centuries and local events. With so much going on it’s vital to plan your season and respectively, your training.

In order to plan your training, you first need to determine your event calendar. Look at what’s available, not just for the upcoming months, but for the entire season. Go through and pick out the races and events you know you want to do as well as others that you are interested in. From there label them as an A, B or C event with “A” races being of highest priority. This will help you delineate which events you are training for and which ones you can use as part of your training. Here in Utah the cycling season normally kicks off in March with a number of road and mountain bike events and begins to wind down in October. This is an enormous calendar spanning 8 months of the year which doesn’t include the cyclocross season. If you incorporate ‘cross, then you’re easily looking at racing 10 of the 12 months of the year—that’s longer than the NBA or NFL season! It is crucial to look at the big picture when planning your season and respectively, your training.

After you’ve explored all of your options and you have determined your A, B and C events, the next step is to plan your training for these events. The most important piece of knowledge you need to know when planning your training schedule is that your form is going to vary throughout the year. You are NOT going to be able to maintain peak performance for 8 months. Your form and subsequently your results are going to vary from month to month. It’s like a roller coaster ride with highs and lows, so the goal in planning your training is to align these highs or peaks, with your “A” races. A highly trained athlete can usually hold a peak for 4-7 weeks before they begin to experience the low. This is why you find athletes such as Lance Armstrong, Jan Ullrich, and Levi Leipheimer focusing on one race a year, the Tour de France. Their whole season is built around preparing for the Tour. With this in mind you need to develop your training program with focus on your goal events. Periodization is the long-term planning and scheduling of training. The progression if you will. Each period builds on the next, more advanced training period to prepare you for your most important events of the year.

In the sport of cycling there are many disciplines and the preparation and training needed for these different events will vary greatly. A time trialist’s training schedule is inane to the criterium racer and a criterium racer’s training schedule is meaningless to the ultra-endurance athlete. Specific training and preparation is needed for each of these cyclists and their respective disciplines as will be the training and preparation needed for your goal events. A time trialist’s performance focus is on consistent and steady sustainable power while a criterium racer’s training focus is on acceleration and repeatability. Training the body to produce and recover from the repetitive efforts found with accelerating and decelerating in and out of corners. The specific needs of the two and training therein is greatly different.

An organized, planned training program eliminates the random, aimless approach used by many athletes. A well-structured plan gives guidance, direction, and scope to everything done. If you find yourself at the same weekly rides (Tuesday Night Worlds), doing the same weekly workouts then that’s probably a sign that it’s time to rethink your training and what specific preparation is needed in order to perform your best at your goal events.

Planning your season is the foundation of a structured training program. “In training nothing happens by accident, but by design.” (Tudor Bompa) Don’t just train, train right!!!

Tommy Murphy is a professional coach with Carmichael Training System. He works with a wide variety of athletes from the beginner to the professional athlete. Specific training is needed for these different events will vary greatly. A time trialist’s training schedule is inane to the criterium racer and a criterium racer’s training schedule is meaningless to the ultra-endurance athlete. Tommy at Tmurphy@trainright.com or check out www.trainright.com.

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 535-7391 or Brian at 987-3633.
consistent and average slope of 7.9%. You soon realize that the only reprieve you get is in many of the corners where the slope eases somewhat for the turn. You come to anticipate them, so it is a cruel corner which turns out to be as steep, or steeper, than the road itself.

Rick and I finally got on the road and rode a scant one kilometer before the beginning of the climb up l’Alpe-d’Huez. Some warmup. From there, we began to tackle the face of this mountain one switchback at a time. I arrived at the finish first, then road back along the course for about a half kilometer to where it starts to head downhill.

As I entered our room drip wet, I found Rick laying on the bed, showered, dressed, relaxed and reading. We soon determined that Rick had made a wrong turn above the Alpe d’Huez town center but before the official finish of the Tour stage. He still arrived at the finish, but must have been head- ing up a street that paralleled the street where I was waiting. Subsequently, we both wandered looking for each other but never came within each other’s line of sight. Rick did decide to continue on but, since the route to the Col de Sarenne was not well-marked, he ended up following a road that would eventually have sent him down the wrong side of the mountain and in the wrong direction. He is a smart guy, though, and realized all this. So, he decided to simply return to the hotel. He missed all the fun of 38 kilometers in the rain.

The following day, the Col du Galibier was again our goal. However, it had been raining during the night and was quite cool. Knowing that the top of the Galibier is at 2645 meters, we were concerned about snow conditions. We decided to first drive over the Galibier from the south by way of the Col du Lautaret, and then down the north side. If conditions were favorable, we would climb the Galibier from the north side. Before arriving at the top of the Col du Lautaret, it started to snow, and the temperature on our car’s thermomter was fluctuating between 1°- 2°C. At the top of the Galibier, it was windy and -4°C, with patches of ice on the road. So, the decision was made to postpone the Galibier to the next day, our last day of cycling, and to mount an assault instead on the Col de la Madeleine, which at 2000 meters is over 600 meters lower in elevation.

The drive down the north slope of the Galibier was very scenic. We descended first through barren, windswept terrain, then shrubbery and grass meadows with grazing sheep.
and goats, and finally into forested valleys and sloping base of the mountains. On the way, we passed through Valloire, a ski resort nestled just beyond and before the climb of the Col du Télégraphe, the warmup for the Col du Galibier. From there, we drove on to La Chambre, a small town sitting at the base of the south slope of the Col de la Madeleine.

From La Chambre, it is 20 kilometers to the top of the Madeleine. It had ceased raining during our drive, and so we were hoping for a bit of a reprieve during the climb. No way. As soon as we started riding, it started to rain. It rained till three kilometers from the top, for which kilometers the rainied turned to snow and fog. The climb felt like a pilgrim’s progression, continually encountering adverse conditions as we rode curve after curve through small villages till arriving at the base of the high mountain ski resort, and then through the thick fog and snow till finally emerging at the summit.

Thankfully, there was once again a restaurant to provide warmth, refuge and refreshment. We had some tasty soup, hot chocolate and bread. That was enough to prepare us for the cold descent back down. On exiting, it had stopped snowing which was nice for the descent. While it had taken over two hours to reach the top, going down took 21 minutes. Arriving at the bottom, it was nice to strip out of wet clothes into dry ones and climb into a heated car. From there, we drove up the east side of the Col du Glandon, took a side excursion to the top of the Col de la Croix de Fer, back down toward Bourg-d’Oisans, up the north slope road to Alpe d’Huez, and then down the main switchbacks to our hotel.

In doing all this day’s driving, we saw spectacular mountain scenery full of color enhanced by the glinting precipitation and fantastic views from the steep mountainsides. Between our riding and driving, this day presented the finest visual feast of the entire trip.

That evening, we dined at a restaurant where we had some excellent pasta, a friendly host, and an entertaining wall hanging on which the author had written about the 365 times he had attended the restaurant during the last year. It was a memorable final meal in the Alps.

The next morning, we arose and for breakfast finished off our pastry purchases from the previous day. We then packed up our bags, loaded them and our bikes into the car, and headed off for the final day of this ambitious trip. Twenty-four hours later, we would be winging it home.

Our plan, again, was to climb the Col du Télégraphe and on up the Col du Galibier. We drove up the Col du Glandon from the west side, only to find that as we neared the top, which was much lower in elevation than the summit of the Col du Galibier, it was snowing heavily.

Worried, I began to formulate an alternative plan which involved riding up the Col de la Croix de Fer from the east side, and then looping down around the Col du Glandon. Rick, fortunately, worried less about the weather than I did. I had told him early in our trip that my primary targets were the Col du Tourmalet, Mt. Ventoux and the Col du Galibier. He knew that if we did not ride the Galibier today, it would be a huge disappointment for me. So he said we should follow our original plan and climb as far up the Galibier as we could.

Fortunately, the precipitation had stopped and the sun was actually peaking out when we reached our starting point in St. Jean de Maurienne. We rode a fairly flat route to St. Michel de Maurienne. Leaving there, however, we immediately started climbing the Col du Télégraphe. It soon started raining, and rested the rest of the way to the top of the Télégraphe. I stopped and dressed more warmly for the five kilometer descent into Valloire where I quickly located a small café and some hot chocolate. Rick arrived shortly thereafter, and we reassessed our situation.

Given the weather, I suggested we should head back down. Rick would have kept climbing as long as possible. But, after we discussed the cold, probable snow, and what would certainly be a freezing and possibly treacherous descent, Rick agreed we should probably head back down. So, after warming up, we circled through Valloire and started the short climb back to the top of the Col du Télégraphe.

It then occurred to me that one of us could descend back down and retrieve the car while the other road up toward the summit of the Galibier as far as weather and road conditions would allow without having to worry about a dangerous descent. I suggested this to Rick, telling him we would flip a coin to decide who got to head up the Galibier. I, of course, selfishly hoping to win the toss, and even more selfishly hoping he would volunteer for me to continue on while he went for the car. But I was determined to be a sport, toss the coin and go after the car if it fell in Rick’s favor. Rick, however, simply said I should go on while
MOUNTAIN BIKE RACING

Gillespie and Sherwin Say Goodbye to Winter at Desert Rampage

By Joaquim Hailer

Despite what the weather report may lead you to believe, mountain biking season is close at hand. It’s time to pull those bikes out of the garage and clean off the dirt and crud you left from last autumn’s riding. In fact, if you haven’t gotten yourself off the couch yet this year, you’re already a step behind the couple hundred racers that showed up at Gooseberry Mesa or other St. George area trails.

If you missed your chance or would like another excuse to get some of that fine red dust on your skin, the second Intermountain Cup race, the Cholla Challenge, will go down in Hurricane on April 1st. You’d be a fool to miss it.

In the pro women category, the Desert Rampage is a great race for shaking off the cobwebs, and provides a strong kick-off to the Intermountain Cup series. Not only that, it provides a great excuse to head south and get in some early-season riding at Gooseberry Mesa or other St. George area trails. The singlespeed category was surprisingly sceneic and varied for what, at first glance, seems to be a nondescript patch of desert. From the unique “Keyhole Wash” section, to open climbs with views down into the ever-expanding metropolis of St. George, to a few white-knuckle, dusty downhill sections, the race course serves up plenty of variety.

And it’s a good thing the race is held on a fun course - the overall winners in both male and female categories didn’t really have much to do but check out the scenery and enjoy the trail.

In the men’s pro category, Bart Gillespie (Raleigh) continued to demonstrate that he has most definitely not spent the winter drinking beer and watching TV. Gillespie took the lead early on in the first of 4 laps on the course, and stayed in front for the entire race. “I don’t ride a trainer,” Gillespie said when quizzed about his training regimen. “I live in Emigration Canyon, and mostly just bike commute – it’s good to ride on dirt again.” Gillespie’s finishing time was 1:57:14. He could easily have stopped to enjoy the warm weather for a while, as his closest competition, Mitchell Peterson (Balance Bar/Devo), finished a solid fifteen minutes behind, in 2:12:15.

The competition between second and third in the pro men category was a bit more exciting, with Shannon Boffeli (Revolution) coming in at 2:12:48.

In the pro women category, the race was similarly one-sided, with Kathy Sherwin (Ford Cycling) demonstrating that she’ll again be the one to beat this year. Like Gillespie, Sherwin opened up a huge gap, and came into the finish with a very comfortable lead over second place finisher Sue Abbene.

Sherwin’s final time was 1:41:28, while Abbene came in at 1:53:14. Hopefully the pro fields will heat up a bit as the race season progresses, and these riders will get some competition.

The singlespeed category was possibly the most exciting of the day, with close times and a great course for singlespeeding. Jon Gallagher (Cole Sport) didn’t take a vacation after his cyclocross season, and came in first with a time of 1:02:50. DeJay Birtch (Niner Bikes/Genuine Innovations) was close behind at 1:05:30. In third place at 1:07:24, Lynda Wallenfels (Health FX) showed that singlespeeding is mostly definitely not a boys-only club.

The Desert Rampage is a great race for shaking off the cobwebs, and provides a strong kick-off to the Intermountain Cup series. Not only that, it provides a great excuse to head south and get in some early-season riding at Gooseberry Mesa or other St. George area trails.

If you missed your chance or would like another excuse to get some of that fine red dust on your bike, the second Intermountain Cup race, the Cholla Challenge, will go down in Hurricane on April 1st. You’d be a fool to miss it.

See complete results on page 20.

By Joaquim Hailer

Despite what the weather report may lead you to believe, mountain biking season is close at hand. It’s time to pull those bikes out of the garage and clean off the dirt and crud you left from last autumn’s riding. In fact, if you haven’t gotten yourself off the couch yet this year, you’re already a step behind the couple hundred racers that showed up in St. George for the first race of the Intermountain Cup series, the Mega-Pro Desert Rampage.

The course, shared by the St. George area trails.

Huntsman Senior Games, is surprisingly scenic and varied for what, at first glance, seems to be a nondescript patch of desert. From the unique “Keyhole Wash” section, to open climbs with views down into the ever-expanding metropolis of St. George, to a few white-knuckle, dusty downhill sections, the race course serves up plenty of variety.

And it’s a good thing the race is held on a fun course - the overall winners in both male and female categories didn’t really have much to do but check out the scenery and enjoy the trail.

In the men’s pro category, Bart Gillespie (Raleigh) continued to demonstrate that he has most definitely not spent the winter drinking beer and watching TV. Gillespie took the lead early on in the first of 4 laps on the course, and stayed in front for the entire race. “I don’t ride a trainer,” Gillespie said when quizzed about his training regimen. “I live in Emigration Canyon, and mostly just bike commute – it’s good to ride on dirt again.” Gillespie’s finishing time was 1:57:14. He could easily have stopped to enjoy the warm weather for a while, as his closest competition, Mitchell Peterson (Balance Bar/Devo), finished a solid fifteen minutes behind, in 2:12:15. The competition between second and third in the pro men category was a bit more exciting, with Shannon Boffeli (Revolution) coming in at 2:12:48.

In the pro women category, the race was similarly one-sided, with Kathy Sherwin (Ford Cycling) demonstrating that she’ll again be the one to beat this year. Like Gillespie, Sherwin opened up a huge gap, and came into the finish with a very comfortable lead over second place finisher Sue Abbene.

Sherwin’s final time was 1:41:28, while Abbene came in at 1:53:14. Hopefully the pro fields will heat up a bit as the race season progresses, and these riders will get some competition.

The singlespeed category was possibly the most exciting of the day, with close times and a great course for singlespeeding. Jon Gallagher (Cole Sport) didn’t take a vacation after his cyclocross season, and came in first with a time of 1:02:50. DeJay Birtch (Niner Bikes/Genuine Innovations) was close behind at 1:05:30. In third place at 1:07:24, Lynda Wallenfels (Health FX) showed that singlespeeding is mostly definitely not a boys-only club.

The Desert Rampage is a great race for shaking off the cobwebs, and provides a strong kick-off to the Intermountain Cup series. Not only that, it provides a great excuse to head south and get in some early-season riding at Gooseberry Mesa or other St. George area trails.

If you missed your chance or would like another excuse to get some of that fine red dust on your bike, the second Intermountain Cup race, the Cholla Challenge, will go down in Hurricane on April 1st. You’d be a fool to miss it.

See complete results on page 20.
ROAD TOURING

Moab Skinny Tire Festival Hits New Highs

By Ron Georg

When 24-Hour National Solo Champion Cameron Chambers rolled over a curb at the start of the hill climb during the Moab Skinny Tire Festival, he flatted. The race is informal, a whim for the recent Moab transplant, so he had no support, just his girlfriend with her cruiser bike.

So Chambers borrowed her bike, kicked off his now useless shoes, and climbed 1,200 feet in five miles in his socks on a girl’s balloon-tire bike with a basket. He didn’t finish first.

But he couldn’t have created a better allegory for the festival, which is a fundraiser for the Lance Armstrong Foundation (LAF). With the support of a loved one, Chambers pushed on against ridiculous odds, knowing he would suffer, but digging deep just to stay in the race. At a festival filled with cancer survivors and their friends, as well as those riding in memory of others, most people could appreciate his spirit.

This was the sixth year for the Moab Skinny Tire Festival, and the event is now fully established. While its early success seemed like a fluke—a road event in a mountain bike town—the last couple of festivals have demonstrated this is a major attraction. This year, 776 riders registered, and they raised over $200,000 for the LAF.

That makes this the third largest bicycling event in Moab, behind only the venerable 24 Hours of Moab and the autumn Moab Century, hosted by the same promoter. However, combine the Moab Skinny Tire Festival’s numbers with the Moab Century, and road riding is attracting nearly as many event participants as mountain biking to Moab (though Moab still attracts many more mountain bikers on a regular, non-event basis). That sort of visibility has given the festival more drawing power in the cycling industry. This year trainer to the stars Chris Carmichael attended as a guest speaker, and he and Bob Roll led a celebrity ride followed by gourmet lunch at Newspaper Rock for the festival’s top fundraisers. Trek Bicycles also took note of the event’s success, adding a trailer full of big-name bikes to the boutique line-up (Serotta, Moots) familiar to Skinny Tire repeat participants.

The festival is unique within the LAF’s fundraising structure. The foundation, which was started with money raised in its own flagship ride, the annual Ride for the Roses in Austin, Texas, seeks out individual members for its Peloton Project. Each Peloton Project member is free to raise money as he sees fit; this allows for personal initiative from people who are passionate about fighting cancer.

Many of those people are like Mark Griffith, founder and organizer of the Moab Skinny Tire Festival. Griffith lost his brother to cancer, and that turned the LAF’s mission personal for him. He was already cycling as part of ship ride, the annual Ride for the Roses in Austin, Texas, seeks out individual members for its Peloton Project. Each Peloton Project member is free to raise money as he sees fit; this allows for personal initiative from people who are passionate about fighting cancer.

Many of those people are like Mark Griffith, founder and organizer of the Moab Skinny Tire Festival. Griffith lost his brother to cancer, and that turned the LAF’s mission personal for him. He was already cycling as part

Continued on page 21
COMMUTER OF THE MONTH
Commuting for the Cure

By Lou Meini

This month’s bike commuter-profile feature’s Steve Shoell, a bike commuter for about 12 years. He rides throughout the year and his commute is from 16-30 miles, depending on weather and extra errands such as bank, dry cleaners, groceries, etc. His total annual miles may reach 5000. He is also the father of 4 daughters.

Cycling Utah: With all of the commuting miles, do also get out and ride with your wife and kids? Steve Shoell: My wife Dayna and I do some weekend rides with the kids. I do try to ride on weekends when possible. The main reason I ride a lot is that I have type 1 diabetes. I can control my blood sugar and maintain a healthy weight by exercising every day. Commuting to work on my bike fills 3 purposes for me: it gets me to work, helps me to stay healthy and handle my disease, and gets me outside to have fun.

C.U.: Did having diabetes create a desire to be a dedicated bike commuter?
S.S.: Initially after college, I rode occasionally to a job downtown. Commuting to work on my bike begins; which answers a lot of my concern about our children and always are hoping for a cure for the disease.

C.U.: How can other bike commuters help the Tour de Cure?
S.S.: Last year we had 300 riders and this year we hope to have 500 with a goal of $150,000 to raise. The ride is now a one-day event instead of 2. It will be on Saturday, June 10th. There will be a 100, 60 and 25-mile routes for all abilities starting from Box Elder High School in Brigham City. It is well supported on rural roads without much traffic. The American Diabetes Association website for the ride is www.tour.diabetes.org and you can register.

Continued on page 21

BOOK REVIEW
The TOUR is the Perfect Sequel

By Marty Jemison

One of the ironies of my career as a pro cyclist is that some of the people closest to me, family members included, never really understood what I was doing for a living. Most Americans underestimate bike racing because it is a far more complex sport than it initially appears. I believe that complexity is both a barrier to attracting new fans, and one of the primary reasons the sport is so addictive for those who understand it.

After reading Dave Shields’ first cycling story, The Race: A Novel of Grit, Tactics, and the Tour de France (reviewed in our July 2005 issue available online at cyclingutah.com), a family member said, “Wow, Marty, I wish I’d understood this much about bicycle racing while you were still competing.” Even my cycling tour guests get much greater insight into the world of pro cycling after reading the book. I mail every participant a copy of The Race before our trip begins; which answers a lot of questions about the sport.

All of these are reasons that I looked forward to consulting with Dave when he told me he planned to write a sequel. But when we first met on this project and he laid out the topics he wanted to cover I became a bit nervous. The doping issue, in particular, is very complex. It’s often sensationalized and misunderstood from an outsider’s perspective. Would Dave be able to engage the reader closely enough that the very difficult decisions that pro athletes face felt real?

The answer is, “Yes.” I sweated through the choices that the main character, Ben Barnes, had to make, and I think you will too. Along the way there were all sorts of great surprises. I cringe when I hear that they’ve made a sequel of a movie that I enjoyed, while at the same time I feel anxious to see it. The reason is that on many occasions the second attempt falls short of the original. That’s not the case here. Dave’s new book, The Tour: A Novel, fills out the adventure he began in The Race perfectly. Along the way he educates readers on the issues of performance enhancing drugs. It’s a topic deserving of close inspection, and this book is a big step in the right direction.

The issue of drugs aside, though, The TOUR is a fantastic book. Just as when I read The Race, I found myself experiencing emotions that I thought had ended with my retirement from pro cycling. Dave has an almost magical way of putting the reader in the midst of an intense adventure, and turning up the heat. Whether you’re already a fan of cycling or not, my recommendation is that you read this book. You’ll be glad you did.

Marty Jemison lives in Park City, Utah, with his wife and daughter. He’s one of fewer than two dozen Americans to ever finish the Tour de France, having done it twice. In 1999 he became the United States Professional Cycling Champion, the second national championship in his career. Marty was teammates with Lance Armstrong during his comeback from cancer and played a key role in several of Armstrong’s early victories. Nowadays he runs Marty Jemison Cycling Tours, the world’s premier bicycle touring company. His trips explore France, Spain, Italy, Belgium, and other exotic locations. You can see more at www.MartyJemison.com.

You can learn more about Dave Shields and his books at www.DaveShields.com.
Do you want to spend a weekend cycling?  
Do you want the challenge of cycling 200 miles in that weekend?  
Now you too can have that chance.  
Ride through Box Elder & Cache Counties in Utah and  
Ogden & Franklin Counties in Idaho  
$5 of each rider registration fee will be  
"Habitat for Humanity"  
For more information see our website listed below or  
register on-line at Active.com
MTB Races

April 1 — Cholla Challenge, Intermountain Cup #2, in conjunction with the Cactus Hugger Mountain Bike Race, June 25-26, 2006, Beach Park, UT, (435) 649-2129

June 22 — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (307) 733-5228

June 25 — Revenge of the Singletack, Wild Rockies Series #14, XC, Twin Falls, ID, (208) 587-9530

June 29 — Cache to Game XC Race, Mike Yokel Park, Jackson, WY, 12 mile MTB, Cat. 3 (307) 923-7905

July 4 — 11th Annual WYDAO Bike Race, Grand Targhee Ski and Summer Resort Alta, WY, 1,000 TARGHEE ext. 1313 at or 307-800-2621

July 5-12 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

July 12 — Salt Lake City MTB Series #1, XC, UT, DH, freestyle, Ozone (near Wendover), NV, (307) 587-9550

July 30 — Lomac Enduro, 111 K mountain bike race, Happy Jack, Laramie, WY, 770-4454

August 9-10 — 22nd White Knob Challenge, Knobby Tire Series, and Idaho Short Track XC State Championships, Mackay and Hales, ID, Kurt Hoti at (208) 980-3118


August 13-20 — Pomerene Pounder, DH, freestyle, Utah DH Series, Wild Rockies Series #8, Burley, ID, (208) 687-9530

August 19 — Halloween Hill Climb, Teton Village, WY, 6,140 feet. (307) 733-5350

August 20-25 — Tamarack Twister Idaho State NORBA XC and DH Championship Finals, Knobby Tire Series, Tamarack Ski Resort, Cataract, ID, (307) 338-1016 or (307) 338-1016

August 26 — Durango MTB 100, Durango, CO (970) 259-7771

September 7 — Galena Grind, Galena Park, CO, (303) 725-4010 or harleyquinn@onebox.com

September 16-17 — Salmon Grand Prix, XC, DH, freestyle, Utah DH Series #7, Wild Rockies Series #9, Salmon, ID, (208) 567-9530

October 8 — 12 Hours of Bootleg Canyon Race, 2000 cm climbing lap, Boulder, City, NV, fmx-unlim- it.com, (702) 271-6550

October 8 — Rise to Boos Raniei, Wild Rockies Series #10, 15.5 mile, 4,110 vertical foot descent, Boise, ID, (208) 587-9530

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), George Heagerty, (719) 533-8113

Utah Weekly Series Races

Rocky Mountain Raceways Critterium — Saturdays at 12 noon in March, Tuesdays in April - September, A/B side 5 pm, C/D side 7 pm, 2105 S. West Valley City, UT, (801) 944-5042

Salt Air Time Trial — Every other Thursday April 13 - September 28, I-80 Frontage Road West of the International Center, (801) 944-5042

Continued on Page 18
Continued from page 17

Road Racing

Continued


Wednesday - Thanksgiving Point Critérium Series, April 5th - September 27, 6:00 pm. A flight-cat 1, 2, 3; 6:00-6:45 pm. B flight-cat 4, 5; 6:45-7:30 pm. "Women’s Flight", 7:00-7:30 pm. *Women may race any flight they choose, 3003 Thanksgiving Way, (next to #11), Lehi, UT visit www.ultavalleycycling.com for more information, or call (801) 600-1319.

Royal Street Hillclimb TT — May 18 - September 7, Every other Thursday, beginning May 18, entry fee, registration gain, Royal Street and Deer Valley Drive, Park City, (435) 655-8872.

Logan Race Club Time Trial Series — Thursdays, 6:30 pm Logan, UT, (435) 787-2534. For dates, see calendar below.

Utah Road Races

April 4,11,18,25 — RMR Crit Series, Salt Lake, (435) 944-5042
April 8,15,22,29 — DMV Crit Series, Every Wednesday, Salt Lake. (801) 651-8333
May 1 — Hell of the North, just north of the Salt Lake Int’l Airport, 8 mile circuit. includes 1.75 mile stretch of dirt road, Creighton Johnson, (801) 937-6348
May 11, 27 — Salt Air TT Series, Every other Thurs, (801) 944-5042
April 22 — Earth Day Pedal Cup, Sugarhouse, (435) 583-6281
April 22-23 – CANCELED, St. George Stage Race, 3 stages, 2 days, St. George, UT, (435) 944-5042

Annual White Pine Bike Swap!

To Benefit the Young Riders Mountain Bike Program!

MAY 6 & 7 9AM - 5PM

White Pine Touring - 1790 Bonanza Dr. (Rail Central East Side Parking Lot)

Come Out and Enjoy a Great Time, Learn more about the Recreation and Race Programs and Make Money Off Your Old Bikes!

Bikes accepted for the sale on,
Sunday, April 30 from 2 PM - 5 PM
Thursday, May 4 from 3 PM - 7 PM
Friday, May 5 from 10 AM - 6 PM
At White Pine Touring • 1790 Bonanza Dr. • Park City

For details call 655-2621
or visit us at www.youngriders.com

Idaho and Regional Bicycle Road Races

April 5, 19 — Idaho Cycling Enthusiasts Time Trial Series, Pocatello, (208) 282-2503 or (208) 233-0951
April 6, 13, 20 — Snake River

Idaho Critérium Series, Nampa, ID, (208) 465-6491
April 9 — Spring RR #3, Black’s Creek, Boise, ID, (208) 343-3782
April 11, 18, 25 — Tuesday Nighter, Boise, ID, (208) 343-3782
April 22-23 — Tour of Walla Walla, Walla Walla, WA, (509) 778-2001
April 15 — Tax Day Circuit Race, Bunt, ID, (208) 282-2503 or (208) 233-0951
May 1- 9 — Spring RR #4, Emmett-Rubbo, Boise, ID, (208) 343-3782
May 2, 9, 16, 23, 30 — Saturday Battlegrounds, Boise, ID, (208) 343-3782
May 3, 17 — Idaho Cycling Enthusiasts Time Trial Series, Pocatello, (208) 282-2503 or (208) 233-0951
May 7-9 — Treasure Valley Omnium, Pocatello, (208) 282-2503 or (208) 233-0951
May 14-16 — Tuesday Nighter, Boise, ID, (208) 343-3782
May 20 — Galena Hill Climb Time Trial, Galena Summit, ID, (208) 726-7693
May 23 — Idaho Cycling Enthusiasts Time Trial Series, Pocatello, (208) 282-5456
May 28-29 — Idaho and Regional Bicycle Road Race and Critérium, Durango, CO, (970) 259-4621

Idaho Critérium Series, Boise, ID, (208) 233-0951
June 3, 10, 17, 24 — Hailey Critérium and Regional Stage Series, Pocatello, (208) 282-2503 or (208) 233-0951
June 6, 13, 20 — Tuesday Nighter, Boise, ID, (208) 343-3782
June 9-11 — Tour of Eagle, Idaho, (208) 726-6729
July 5 — Lyte Pearson 200, team relay road race from Boise to Sun Valley, ID, (208) 627-4008
July 11 — Idaho Cycling Enthusiasts Critérium Series, Hailey Arena, (208) 726-6729
July 11 — Gannett Roubak Road Race, Hailey, ID, info@awothco.org or (208) 726-0946, ext. 1
July 17-18 — Ketchum Omnium, Thursday, Ketchum Critérium, Ketchum/Sun Valley, Idaho, Greg Scott sundrum@ketchum.com, (208) 726-0720 or (208) 726-3497
July 22-23 — Salmon Stage Race, TT, TT, Circuit Race, evening, boise, ID, (208) 343-3782
July 23-25 — Elkhorn Classic Stage Race, Baker City, OR, (503) 652-3763
July 24 — Idaho State Time Trial Championships, 8 miles south of Bellevue, ID, 7am, (208) 726-7693
July 24-25 — Dead Dog Classic Stage Race, Laramie, WY, (307) 745-4499
July 27 — Tuesday Nighter, #11, Boise, ID, (208) 443-4762
July 30 - July 2 — Big Sky Cycling Challenge, BSC, Missoula, MT, (406) 531-4033
July 1-2 — Gate City Grind Stage Race, (208) 282-2603 or (208) 233-0951
July 2 — Wood River Challenge Vermont Stage Race, Hailey, Idaho, info@awothco.org or (208) 726-0946, ext. 1
July 4, 11, 18 — Tuesday Nighter Training Ride, Boise, ID, (208) 343-3782
July 5, 12, 19, 26 — Hailey Critérium Series, Hailey, ID, info@awothco.org or (208) 726-0946, ext. 1
July 5 — Idaho Cycling Enthusiasts Time Trial Series, Pocatello, (208) 282-2503 or (208) 233-0951
July 7-9 — USA Cycling Road Festival, Elko, Masters, Junior, and Expert National C Stage Championships, Seven Springs, PA, (719) 866-4581

To see the full list of events, visit www.ultavalleycycling.com.
## Mega-Pro's Classic Desert

**Racing Bike Series Race #1**

### Men 13-15

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jesse Sorenson</td>
<td>Desert Cycle</td>
<td>35:39:00</td>
</tr>
<tr>
<td>2</td>
<td>Scott Read</td>
<td>Dixie Desert</td>
<td>52:49:00</td>
</tr>
<tr>
<td>3</td>
<td>Creed Naylor</td>
<td>Ence Homes</td>
<td>43:10:00</td>
</tr>
</tbody>
</table>

### Men 16-20

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dallin Searle</td>
<td>LGT</td>
<td>11:39:00</td>
</tr>
<tr>
<td>2</td>
<td>Mark Zimbelman</td>
<td>OgdenOne</td>
<td>11:11:11</td>
</tr>
<tr>
<td>3</td>
<td>Candace Fisher</td>
<td>OgdenOne</td>
<td>11:11:21</td>
</tr>
</tbody>
</table>

### Women 13-15

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jon Kolon</td>
<td>White Pine Touring</td>
<td>1:16:51</td>
</tr>
<tr>
<td>2</td>
<td>Kyle Erffmeyer</td>
<td>Utah Mountain Biking.com</td>
<td>1:21:51</td>
</tr>
<tr>
<td>3</td>
<td>Jennifer Hanks</td>
<td>Team Revolution</td>
<td>1:54:41</td>
</tr>
</tbody>
</table>

### Women 16-20

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cara Bell</td>
<td>Revolution</td>
<td>1:40:21</td>
</tr>
<tr>
<td>2</td>
<td>Carolyn Hunsaker</td>
<td>Bingham Cyclery</td>
<td>3:59:53</td>
</tr>
<tr>
<td>3</td>
<td>Ashley Stine</td>
<td>Revolution</td>
<td>3:59:54</td>
</tr>
</tbody>
</table>

### Beginner Men

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jed McArthur</td>
<td>Dixie Desert</td>
<td>13:14:00</td>
</tr>
<tr>
<td>2</td>
<td>Jed Watts</td>
<td>Nu Vision</td>
<td>1:44:45</td>
</tr>
<tr>
<td>3</td>
<td>Rick Watts</td>
<td>Revolution</td>
<td>1:44:45</td>
</tr>
</tbody>
</table>

### Beg Women

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mark Budley</td>
<td>OgdenOne</td>
<td>0:59:16</td>
</tr>
<tr>
<td>2</td>
<td>Mark Mueller</td>
<td>OgdenOne</td>
<td>51:03:00</td>
</tr>
<tr>
<td>3</td>
<td>Cam Smith</td>
<td>Revolution</td>
<td>44:15:00</td>
</tr>
</tbody>
</table>

### Exp Men 13-15

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jed McArthur</td>
<td>Dixie Desert</td>
<td>13:14:00</td>
</tr>
<tr>
<td>2</td>
<td>Jed Watts</td>
<td>Nu Vision</td>
<td>1:44:45</td>
</tr>
<tr>
<td>3</td>
<td>Rick Watts</td>
<td>Revolution</td>
<td>1:44:45</td>
</tr>
</tbody>
</table>

### Exp Women 13-15

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mary Bria</td>
<td>Utah Mountain Biking.com</td>
<td>1:33:12</td>
</tr>
<tr>
<td>2</td>
<td>Madi Jensen</td>
<td>Ames Promoting</td>
<td>38:03:00</td>
</tr>
<tr>
<td>3</td>
<td>Cale Pilling</td>
<td>Revolution</td>
<td>30:07:00</td>
</tr>
</tbody>
</table>

### Exp Men 16-20

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Zebastion Tittensor</td>
<td>Revolution</td>
<td>2:08:34</td>
</tr>
<tr>
<td>2</td>
<td>Zan Treasure</td>
<td>Autoliv</td>
<td>1:38:44</td>
</tr>
<tr>
<td>3</td>
<td>Jayne Stringfellow</td>
<td>Revolution</td>
<td>49:26:00</td>
</tr>
</tbody>
</table>

### Exp Women 16-20

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lindsey Clark</td>
<td>Revolution</td>
<td>1:30:40</td>
</tr>
<tr>
<td>2</td>
<td>Melissa Davis</td>
<td>OgdenOne</td>
<td>1:30:44</td>
</tr>
<tr>
<td>3</td>
<td>Jennifer Hanks</td>
<td>Team Revolution</td>
<td>1:54:41</td>
</tr>
</tbody>
</table>

## Psion Spider Bicycles

### Hillclimb, 5 miles, March 3, 2000

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chad D. Hunter</td>
<td>Utah Mountain Biking.com</td>
<td>1:21:51</td>
</tr>
<tr>
<td>2</td>
<td>Steve Mc Daniel</td>
<td>OgdenOne</td>
<td>1:24:45</td>
</tr>
<tr>
<td>3</td>
<td>Cameron Smith</td>
<td>OgdenOne</td>
<td>1:27:09</td>
</tr>
</tbody>
</table>

## Women's Overall

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Gwen Erffmeyer</td>
<td>OgdenOne</td>
<td>21:27:00</td>
</tr>
<tr>
<td>2</td>
<td>Tom Henning</td>
<td>Canyon Bicycles</td>
<td>21:32:00</td>
</tr>
<tr>
<td>3</td>
<td>Mark Zimbelman</td>
<td>OgdenOne</td>
<td>21:40:00</td>
</tr>
</tbody>
</table>

## Men's Overall

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dave Larsen</td>
<td>OgdenOne</td>
<td>1:26:11</td>
</tr>
<tr>
<td>2</td>
<td>Zan Treasure</td>
<td>Autoliv</td>
<td>1:38:44</td>
</tr>
<tr>
<td>3</td>
<td>Jayne Stringfellow</td>
<td>Revolution</td>
<td>49:26:00</td>
</tr>
</tbody>
</table>

## Rocky Mountain Racetrack

- **West Valley City**
  - **A Flite**
    - Tom Henning, Canyon Bicycles
  - **B Flite**
    - Tom Henning, Canyon Bicycles
  - **C Flite**
    - Zan Treasure, Autoliv
  - **D Flite**
    - Jayne Stringfellow, Revolution

### Unders 12 & Under

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Josiah Halverson</td>
<td>Revolution</td>
<td>1:25:26</td>
</tr>
<tr>
<td>2</td>
<td>Zac Freestone</td>
<td>Revolution</td>
<td>1:22:12</td>
</tr>
<tr>
<td>3</td>
<td>Victor Murdock</td>
<td>Central Utah Cyclers</td>
<td>1:23:26</td>
</tr>
</tbody>
</table>

### Upgrade

<table>
<thead>
<tr>
<th>Place</th>
<th>Rider</th>
<th>Team</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Brad Pilling</td>
<td>Revolution</td>
<td>1:38:34</td>
</tr>
<tr>
<td>2</td>
<td>Terry McGinnis</td>
<td>Vanguard Media</td>
<td>1:39:26</td>
</tr>
<tr>
<td>3</td>
<td>Cameron Smith</td>
<td>OgdenOne</td>
<td>1:40:05</td>
</tr>
</tbody>
</table>

## Keep in Shape No Matter the Season

- **27 Schwinn IC Elite Spin Bikes**
- **Group Fitness**
- **Kickingball**
- **Personal Training**
- **Cyclus, Nautilus, Ground Zero Circuit**
- **Trainer, Elgintone, Bike, Stair Climbers**

### Adults Only Free Weights

- **Tone Free Weights**
- **Indoor and Outdoor Track**

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

### Painting - Crafting - Photo/Design

## Much more.

---

### What's on your mind?

Send your feedback and letters to the editor to:
dave@cyclingutah.com
Climbing the Alps - Continued from page 11

he went after the car. He had achieved his primary goal, the ascent of l’Alpe d’Huez, and was content to allow me the privilege of riding upward.

I returned to Valloire and started the climb. It was a relentless 17 kilometers from Valloire to the summit, with the last 8 kilometers being exceptionally tough. It took me two hours to ride those 17 kilometers.

Just above Valloire, I passed a small chapel dedicated to St. Bernard, patron saint of highlanders ("des Montagnards"). Quickly, though, I was above all development. I first climbed above tree line. From there, I had the road to myself except for a herd of sheep and goats, their shepherd and two cars.

It rained and then snowed, but only lightly. With 8 kilometers to go, I encountered fog for about 4 kilometers. In those four kilometers, the road zigzagged back and forth, and as I approached each turn, the names of famous Tour climbers painted on the encroaching rock walls would emerge like ghosts from the surrounding ether.

Finally, I climbed above the fog, and rounded a bend circling a high alpine sheep corral to enter into a broad, snow-dusted glade. From here, the road swept broadly around the glade toward the top.

There is a tunnel through the mountain which cuts off an additional kilometer of climbing to the true summit. However, how could I climb all the way to this point and not make the final ascent? Well, for one thing, most traffic goes through the summit, and the road over the top is older and not as weather friendly. So, doing this final kilometer meant riding through patchy snow and ice.

Not to be deterred, I headed up on the last half kilometer, I could maneuver around the ice and snow. Then, instead of patches of ice and snow, it was patches of asphalt. I had to start riding across the ice and snow from asphalt patch to asphalt patch. Finally, it was all ice and snow, and at twenty yards from the summit, my skinny tires could negotiate these conditions no more. I climbed off the bike and trundled those final meters through three inches of snow and ice to the summit sign post and the memorial to Henri Desgranges.

What an exhilarating end to my 9 days of climbing the famous cols from the Tour de France: Alp d’Huez, in between those early meetings. Initially, the handful of volunteers hardly dared imagine a 500-ride event. Now it seems likely that Griffith will have to enforce the festival’s 1,000-ride cap, and it is easy to share his enthusiasm as he muses about raising $1,000,000 for the LAF.

Since the Festival is Griffith’s vehicle for raising money as a Peloton Project member, he was recognized last year as the LAF’s top individual fundraiser—when the Skinny Tire Festival earned one-third of this year’s total. He has been recently invited to the Ride for the Roses as a guest of the LAF. And still, when he talks about his motivation, choking up as he speaks, he invokes the memory of his brother, not Lance.

The sense of purpose that drives Griffith is the same that draws so many riders to Moab each spring, and it is tangible to anyone who witnesses the Friday and Saturday mass starts for the festival’s group rides. As hundreds of cyclists fill the highway through town, the whir of drivetrains and the hum of tires feel like electricity; so much power, so focussed, so invincible.

You can get more information on the Skinny Tire Festival or the Moab Century at www.skinnytirefestival.com. See hillclimb results on page 20.

Commuter Column - Continued from page 14

I loved this trip. For years I had dreamed of such a trip, and it exceeded my greatest expectations. It was fantastically memorable, the bicycling trip of a lifetime.

I wish we had both ridden up. The descent back down would indeed have been cold, with the first kilometer really sketchy, but it would have been a fast descent. I was always that cafe in Valloire.

But every plan, after its execution, will have some regrets. I was glad that we had few regret. Rick was as always very gracious, reaffirming that he had met his main goal, and no regrets. So, I have been consoled by that.

Well, that was it. From there, we drove back to Bourg-d’Oisans, made a stop at the local Casino grocery store, stocked up on cheese and Orangina to bring home, and then made the drive to Lyon for our flight the next morning. Within 24 hours of boarding the plane, we were back home.

Rick was the perfect cycling companion, able to put up with my eccentricities and always pleasant. Besides, he speaks better French than I do, so that was helpful as well. By sharing the cost of the car and rooms, it was an extremely affordable trip. My necessary expenses totaled about $1100 (excluding airfare for which I used Sky Impluses). And that was with a poor exchange rate.

I loved this trip. For years I had dreamed of such a trip, and it exceeded my greatest expectations. It was fantastically memorable, the bicycling trip of a lifetime.

U of U Cycling Fundraiser

Dave Shields and Marty Jemison will be speaking at a U of U cycling team fundraiser in the Fine Arts Building on April 13th at 7:00 pm. A $5 donation from students and a $10 donation from others is requested.
ESSAY

A Courier Kind of Day

By Jeremy Merrill

I am a bicycle courier. I get up a little before 8:00 AM when I need to have my radio on and be ready to go. By the time the coffee starts to kick in and I begin to wake up, I’m flying downhill on South Temple to our office downtown. A rough looking fellow in the lane next to me, riding a Harley, looks at me, then his speedometer, and again turns his head and gives me a thumbs up. I nod and see 33 on my cyclometer. For just a moment I feel like I am accepted as traffic on the city streets. Seven minutes later I land at the office, lighten my load, and lightening back into the streets.

“10-16 VaDer to 215, Rush,” from my radio. “10-4.” I respond, turn right crossing over the rails, and am on my way in a new course through the ever-changing route map inside my mind. A few stops later I arrive on an urgent call to a handful of nervous attorneys waiting for me with documents in hand. “This needs to be stamped in by nine o’clock at the bankruptcy court or a family will lose their home.” I check my watch, 8:51. One of them anxiously adds, “That’s less than ten minutes!” I hit the elevator call button and reply, “Two minutes tops for the four blocks to the court, and...” one to five, who knows for the elevators. If I am lucky I’ll be there in three.” Not one of them is relaxed or entertained by my confident remark. The elevators’ dinger dings saving me from the awkward silence and concerned stares. I go faithful and feel the elevator doors open at my will and the lights change at each hopeful thought. I arrive and file the documents with four minutes to spare, so I call the firm to relieve the worry that had them so wound up. As I walk out of the court I feel like I should be wearing a cape.

After a couple of runs, a chat with the elevator with a federal judge, and a few minutes listening to a startling sweet story from a homeless street guy, I take the train eight miles out of town. I get a signature and the track rolls back in, but decide to get off early. The last stop before the office is the 13th South, 200 West stop. After exiting I cut through a small park and wait on the road by the tracks to give the train a fair start.

The first mile we have all the stoplights on our side and he gets a whole train length ahead of me. Huffing and puffing I think to myself, “They never go this fast downtown, he must know I’m racing him.” As the train makes its first right at 7th South, I split two lanes of stopped traffic to saunter out my line through the corner and gain some ground. I know we have to make a left on to Main two blocks up. Stoplights are still with us, but the train has to slow for the turns. I don’t, so I pass it there. A couple blocks later I stop for a red to rub it in. When the train pulls up I hear the conductor crackle something over the loudspeaker which is usually used to yell at us “for crossing the tracks.” I can’t make out what he’s saying. I am the only one around so I show off a little by standing tall in a no-handed trackstand and look over with my hand to my ear. “We were going over thirty back there,” he repeats.

“I know,” I think to myself, and give him a thumbs up. The next few blocks are in the center of the city. We both know he won’t have a chance from here. Understanding the race is won, I smile and split – its lunchtime. Always a buffet, it’s the only way to afford the fuel for my function on a business-day. Then, on this slow afternoon, I relax in the office for...about forty-five minutes, sharing the day’s events and dreaming about our life’s loves with my close friends and coworkers. I fall asleep for about fifteen. Thirty seconds after my dispatcher calls out a run for me I am back on the road pounding the pedals, dodging pedestrians, and slipping by clumsy cars. I have a heated confrontation with an aggressive driver (luckily for him I had no time to prove my point or throw blows), a few miles later I get to dodge a bottle thrown at me, from another car. It hummed by my head gracefully before shattering into the barrier beside me. Now I had the time, but couldn’t catch them with the 45 mph speed limit, and lights stretched multiple blocks apart.

So I’m heading down South Temple again...fast. The pressure is on. I’m coming up on a three-way intersection at 200 East; South Temple continues straight while 200 East T’s into it on the other side of the road. I figure I don’t need to stop if I stay close to the gutter. With cars stopped at the light about ten deep and two lanes wide, I have three to five feet between the cars and the curb. I figure it’s a pretty solid space to pass them all on the right. Generally passing on the right is rarely a good idea, but I judged the situation safe. As I let my speed coast down to the low twenties, and begin to pass the waiting cars, my opening between the cars is only close. Two cars had stopped short leaving room for an oncoming truck to turn left into a parking garage. I had a line of cars on my left, three feet of street beneath me, a wall on my right, and no time to reach for my brakes. All I could do was jump to get as high as possible to avoid taking the impact directly. I guess I was hoping to get some air and go from there. Luckily I broadside the little truck right behind the cab. I had just enough height that my bike hit the soft spot between the cab and the rear wheel, and I flipped into the bed, landing on my back with my legs hanging over the opposite side.

I stood up slowly, paying close attention to my extremities, knowing from experience that it may take a moment to realize if bones are broken when the adrenaline is flooding your veins.

All seemed well as I jumped out of the truck bed, my head was not touched, my legs supported my landing, and my arms appeared straight. I was overcome with relief. I couldn’t help cheery for about a minute so I could hear a woman screaming, “Call 911! Somebody Call 911!” I let them know I was fine, and that wouldn’t be necessary. The ambulance and the cops came anyway. I radioed the office and informed them of my pitch. Another messenger came to get the heat (time sensitive paperwork) off my back while I did the accident paperwork with the police. After losing a precious 40 minutes, I hopped into the front of the truck I had just hit. The owner gave me and my twisted bike a ride to the office. I grabbed my slightly neglected mountain bike and a pump to fill up a flat. BOOM! Tire blows up right in my face, loud, and with such force it completely separated the sidewall of my rim for a third of its braking surface. Still strung out some from the wreck, I could have gone without that last sprinkle on the cake. I grabbed another wheel from a dormant bike, threw it on and limped out a few more runs to help with the Four to Five O’clock rush. By the end of the day, an elbow was pretty swollen and my knee was bruising nicely. Nothing a few beers couldn’t fix. I’ll be back on the road tomorrow.

My dad used to tell me, “If you choose to dance son...from time to time you’ve got to pay the fiddler.” Luckily their insurance paid for all of it, 3000 for the truck, almost a grand for the bike repairs, and exactly 420 for the pain meds, and X-rays. As for me, the cost is more than worth it. Sure there’s the skidded up elbows, the occasional bruises, and having to dodge open doorways...and then some from trying to hack out an inflated bug from time to time, but when I’m downtown I get treated like a rock star, fighter pilot, superhero. Girls dig bike messengers. I’ve listened to people in the elevators tell stories about me, and recount with excitement 15 seconds that they saw of my eight hour day. The intensity rocks! Close calls are measured in millimeters and microseconds. Most days as I finish work I feel like I’m ten feet tall and bullet proof just for making it through the day in one piece. I ride to work in the mornings feeling like I’m getting away with something when I remember I get paid for this. The winter days can get harsh and sketchy, but not with out some sense of satisfaction. It will never make me rich, but I can afford my rent, pay my bills, and I always eat like a king.

My life is good when I am living it up on my bike.
By Theron Jeppson
Utah Department of Health

Bicyclists of all ages and skills levels know the joy and fun of bicycling. But with any sport or activity, bicycling comes with risks. One common misconception regarding bicyclists is safety while sharing the road with motor vehicles. Many drivers may not even know how to safely drive around bicyclists.

Our traffic system is complex mix of pedestrians, bicyclists and motor vehicles, all governed by traffic laws for the safety of each road user. For that very reason a driver is required to go through driver education and pass a written and driving test to receive a driver license. But does having a driver license guarantee a driver knows all he or she should to safely operate an automobile? Probably not.

In Utah, students in a public high school have completed a 12-lesson video for driver education called Sharing the Road With Bicycles. The video covers 10 different content areas, ranging from areas, the only subject matter that is important for all drivers to know and understand how to safely operate around bicyclists. During the summer of 2005, the Utah Department of Health, Public Safety, and Transportation produced a 12-minute video for driver education programs. The Utah State Office of Education (USOE) has embraced the “Sharing the Road With Bicycles” driver education video and its companion educational product, Bicycling Street Smarts. The video is available online at bikexprt.com/streetsmarts/usa/index.htm

The “Sharing the Road With Bicycles” video presents a series of practical tips and two booklets to students that teachers can use to complement the video. In addition, the video includes special segments on sharing the road with motorcycles, pedestrians, and bicyclists. In the event of a collision, bicyclists are responsible for our protection of their vehicles, bicyclists are for the most part unprotected and vulnerable. In the event of a bicycle-motor vehicle crash, the biker has the greatest risk of suffering serious or fatal injury. A slow speed, fender-bender involving two motor vehicles often results in minor injury or very minor injury for the occupants of the motor vehicle. But in a similar crash involving a motor vehicle and a bicyclist, chances are good that the cyclist would be seriously hurt or even killed.

Because of the bicyclists’ vulnerability while riding in traffic, it is important for all drivers to know and understand how to safely share the road with bicyclists.

The Utah Driver Traffic Safety Education Association (UDTSEA), an association led by the Utah State Office of Education (USOE) to establish standards for driver education in Utah, has embraced the “Sharing the Road” message and is working with several driver education groups to test the Share the Road With Bicycles video in the classroom.

Gail Johnson, USOE Driver Education Specialist and a leader in UDTSEA, pushed to have the Share the Road messages to the keynote topic at the UDTSEA annual conference set for April 24, 2006 in Provo. This conference will bring together more than 300 driver education instructors from across Utah.

The “Share the Road With Bicycles” presentation will consist of a video used in the classroom and a booklet and advocates representing the following organizations: Utah Bicycle Coalition (UBC), Salt Lake County Bicycle Advisory Committee (SLCBC), Salt Lake City Mayor’s Bicycle Advisory Committee, and the Mooseneubruck Alliance of St. George, Utah.

Conference attendees will learn valuable tips about having the courtesy to share the road from these experts. They will also receive a copy of the “Sharing the Road With Bicycles” video and a booklet with worksheets and classroom activities to be used to complement the Share the Road video. UDTSEA has produced 300 copies of “Bicycling Street Smarts” by John S. Allen. Each person attending the conference will receive a copy.

This is a great step for bicycle safety in Utah. The challenge from here for all bicycle riders and motorists is to help the drivers understand what it means to share the road with bicycles. We are excited for this opportunity and look forward to riding a bike next to a motorist who is more aware and understand what it means to share the road with bicycles.

As a bicyclist myself, I’m excited for this opportunity and look forward to riding a bike next to a motorist who is more aware and understand what it means to share the road with bicycles.

If you would like more information about the Share the Road With Bicycles driver education video and project, please contact Theron Jeppson by email at jeppson@utah.gov or by phone at 801-538-6156.

Bicycling Street Smarts is available for free individually to do at bikes.xp.com/streetsmarts/usa/index.htm

Legends National Championships in Park City. Bill loved the mountains and the outdoors. His hobbies also included nordic and alpine ski racing, snowshoeing, hiking, running, skating and walking his Huskies.

Bill was also very active in bike advocacy. He fought hard for bike lanes and state legislation that would make the roads safer for all cyclists. This tragedy is a reminder that bike safety and advo

MS 150 Looking for a Few Good Riders

The National Multiple Sclerosis Society will celebrate the 20th Anniversary of the MS 150 Bike Tour on June 24 and 25. Over 2,000 cyclists are expected to put the pedal to the metal for the Society’s largest fundraising event. The yearly fundraiser, which will take place along the scenic roads in Cache Valley, supports nationally-funded research. The MS 150 Bike Tour, produced by John S. Allen. Each person participating in the event, which raised over $1 million.

Utah’s MS 150 Bike Tour began in 1986 and was originally held in Park City; it was later moved to Cache Valley in 1993. The route is well known for its unmatched terrain. The annual tour also has a reputation for its great food and family-friendly atmosphere, with many riders and their families making it a campout to escape the heat. Each rider raises an average of $389. Last year nearly 1,900 Utahans participated in the event, which raised over $1 million.

The ride begins early Saturday morning with a sea of cyclists gathered at the start line looking sharp in their team’s individually designed jerseys. Whether you are a beginning rider or you’re Lance Armstrong, cyclists of all abilities ride together in a 150 mile tour during the fully-catered, two-day tour that begins and ends each day at the Cache County Fairgrounds. Rides will have access to rest stops; food and water; first-aid support; and supply, assist, and gear SAG support along the tour. Saturday night, riders and their families will enjoy a pool party and an awards dinner presentation with MC, Bill Allred of the April 15 — 4th Street Clinic Benefit Triathlon, Swim 250 yds, Bike 8 miles, Run 3.1 miles. University of Utah, med.unmed.utah.edu/Triatlon

April 22 — In Training Spring Triathlon (road 300 Metes, Swim/10 mi Bike/5k Run) and kitup for the 1st annual Tri for a Cure (Swim/3 mi Bike/1K Run), location TBA, 801-631-2614 or 801-631-2624 or e-mail: 3129trictr2006@aol.com


May 20 — In Training Women’s Mile, 300 meters, 10 mile bike, 5k run, Riverfront Ut, Nuftah.com, (801) 631-2614

The Tour de Tahoe — Bike Big Blue September 10, 2006

Lake Tahoe, NV - 4th Annual. Another opportunity to enjoy the end of summer and ride around Tahoe’s 72-mile shoreline.

Calendaring • September 24-30, 2006

15th Annual “One Awesome Tour Bike Ride Across Nevada” — Fully supported multi-day tour across the Silver State on US Hwy 50 — Americas Loneliest Road, from Lake Tahoe to the Great Basin National Park.

For More info call 1-800-565-2704 or go to bikewesthem.com

The “X” Rides — The Road Is Out There May 6-7, 2006

Racel, NV - 9th annual. Does Area 51 exist? Join in the fun 40-mile night ride and 27-mile mountain bike ride to Area 51.

America’s Most Beautiful Bike Ride - Lake Tahoe June 4, 2006


Tour De Tahoe - Bike Big Blue September 10, 2006

Lake Tahoe, NV - 4th Annual. Another opportunity to enjoy the end of summer and ride around Tahoe’s 72-mile shoreline.

OATRAN • September 24-30, 2006

13th Annual “One Awesome Tour Bike Ride Across Nevada” — Fully supported multi-day tour across the Silver State on US Hwy 50 — Americas Loneliest Road, from Lake Tahoe to the Great Basin National Park.

For More info call 1-800-565-2704 or go to bikewesthem.com

Yellowstone, MT, (406) 646-7701

October 7 — 3rd Annual Joesie Triathlon. Memorial this year is dedicated to the memory of the late Joesie Allred. This memorial ride is being dedicated in an effort to get our community together to raise awareness of bicycle safety, meet at Sugahouse Park, ride will start at 10:30, will travel to mouth of Big Coffee Creek. Contact: www.dbcab.org or call Jason at (801) 474-2000 or John Wees at (801) 278-3847

Cycling to 48 States on the Dream Tour

By Pat Hemrich

Salt Lake City cyclist Pete Hoogenboom is living his dream to bicycle to all 48 contiguous United States in a 10,000 mile tour that started March 18th in Salt Lake City, headed south to Arizona, and now is turning east toward Colorado, New Mexico, Texas, Oklahoma, Kansas and Missouri. By late April, Pete will cycle further south into Arkansas and Louisiana, then further east to Mississippi, Alabama, Florida and Georgia. Pete plans to average just over 60 miles a day, five days a week, about 320 miles a week. After the southern states, he’ll turn north up the east coast through the Carolinas, Tennessee, Kentucky and the Virginias. He’ll be in Washington D.C. in June then bike up the east coast to New England before returning west through the Great Lakes states, the upper Midwest and the northern Plains. He’s doing a combination of camping and moteling along the way, and has a support vehicle driven by his wife, Pat.

This tour is a dream Pete has had for twenty years. Thanks to Bayer HealthCare’s Diabetes Care Division Pete’s dream is becoming a reality and the fact that he has had Type 1 diabetes for 31 years is not getting in the way. As the 2005 winner of Bayer’s Ascensia Dream Fund Contest (www.bayerdreamfund.com), Pete is cycling America to show that having diabetes does not mean you have to give up your dreams.

The tour’s first night, Saturday, was in Provo. On Sunday morning there was four or five inches of snow on the ground, and it was still coming down hard. Not the best cycling weather. Pete and his cycling buddy Marty Krueger waited out the storm, hoping for the best. About 11:00 the snow let up enough that they decided to ride, and by noon they were on the road albeit in full rain gear.

Day three the weather started out looking good. At 10 am, Nephi had some sun peeking out of the clouds, so both riders were surprised when they rode into a virtual snowy whiteout on the first climb out of town headed west on Highway 132. As Pete wrote on the weblog he’s keeping of the tour at www.thedreamtour.org, the third day’s weather can be neatly summed up as “wind and sun, wind and rain, snow, then snow and howling wind. Rinse and repeat three times.” And in spite of lousy conditions another long-time cycling buddy of Pete’s Paul Stempniak drove to just outside of Delta and rode back to meet Pete and Marty on the road. Paul later entered a generous post on the blog, “Good company outweighs bad weather.” Yeah, we all know that’s true; but thanks, Paul, for saying it.

The next day was the 75-mile ride from Delta to Milford, most of it on Highway 257. This stretch of road may not be “the loneliest road in America,” that moniker is already taken by Highway 50, but 257 has to be running a close second. Course, if you like sagebrush and rocks and more sagebrush you’ve got nothing to complain about. The weather was improved from previous days with only a 10 mph headwind instead of the predicted 20 to 25 mph. It was even mostly dry, up until about three miles outside of Milford, right near the municipal airport, when, “Holy hailstones, Batman!” it started snowing and sleeting and blowing like there was no tomorrow. Lucky for the riders they knew the way to the motel and arrived safely.

Wednesday dawned cold (mid-30s) but dry. This day’s destination was Cedar City, and it was also Marty’s last day of riding with Pete. It was great having him along, but Thursday Marty flung his bike into the trunk of a rental car and drove home to Salt Lake City. It probably took him 4 hours in a car what took them five days on a bike.

Thursday was a rest day for Pete. Friday he started toward Hurricane with the accompanying 2600 ft. drop in elevation, which would have been easy riding, even that stretch on I-15, except for the headwind. He’s been on the road for one week covering approximately 325 miles, still in relatively familiar terrain. Next he’ll be into Arizona and all points east as he starts a large, counterclockwise path around the United States.

LITTLE RED RIDING HOOD
Women Only Bike Ride
Saturday, June 3rd 2006
Cache Valley, Utah

38.62 & 100 Mile Options
Benefit Ride for Breast Cancer Research
Huntsman Cancer Institute
For Information see web site: BBTC.NET

ROBIN & PENNY PERKINS: perk@networld.com (801)486-8140

HUNSTMAN WORLD SENIOR GAMES
October 9-21, 2006
St. George, Utah

Cycling
Hill Climb Criterium
Time Trial Road Race
Mountain Biking Triathlon

Men & Women ages 50+
Compete in:
- 4 Skill Levels
- 5-Year Age Divisions

800-562-1268 www.seniorgames.net