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Lehi Cyclist Hit from Behind Dies Following Accident

Derek Lake, 26, of Lehi, Utah, was struck from behind while riding his road bike east-bound on State Route 92 towards American Fork Canyon on June 19. According to Chief Kip Botkin of the Alpine-Highland Police Department, at around 8:15 p.m., Lake was riding approximately 500 feet east of the intersection of route 92 and 6400 West close to or on the white line on the side of the road when he was hit from behind by a 52 year-old man driving a Ford Expedition SUV. The driver rendered first aid and Lake was taken to University Hospital. He never regained consciousness and his family terminated life support on June 21. "There is no indication of

any wrongdoing by Mr. Lake," said Botkin. He also stated in regards to the driver that, "there was no indication alcohol or drugs were a factor in this accident." As of July 2, no criminal charges had been filed against the driver, but according to Botkin, this remains a possibility.

-Dave Iltis

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Cycling Utah Archives Stored at the University of Utah

Have you ever wanted to read our first issue? Perhaps you've wanted to find out more about Cris Fox's fabulous 1996 season, see how Euro star Levi Leipheimer crushed the Snowbird Hillclimb, read an interview with Greg LeMond, or catch Greg Overton's Classic Corners. Well now you can since the University of Utah's Marriot Library is now storing cycling utah's archives from our first issue in 1993 to the present. Only the last four issues of volume 2 (1994) are missing.

Paul Mogren, Ph.D. Collection Specialist and Librarian notes that, "The Marriot Library is pleased to be the repository for the magazine, Cycling Utah. One of the goals of the library is to preserve information for future generations of students and researchers. It is especially appropriate for our library to focus on the preservation of local materials, from local organizations. The research value of publications such as yours is huge--it represents culture and people and documents what was happening, in your case recreationally and in sport, at a particular time."

-Dave Iltis

Letter to the Editor

Rider Courtesy (Continued)

Great article. I always say save it for the race course. I find myself going way out of the way for non-bikers, almost trying to make up for the small % of less-than-kind wheeled brothers and sisters. Conversations can be had also; and back to your point, smile and have fun, isn't that the main objective? Well mine is.

Thank you and keep up the good work!

-Andrea Cheney-Dosier
(This letter is in response to Beth Hoffman's letter on rider courtesy on the Shoreline Trail in the June issue)

Send your feedback and letters to the editor to:
dave@cyclingutah.com

Utah County Bike Route Input Needed

Would you like to voice your opinion on Utah County roads? Do you want to make sure that your favorite ride stays your favorite? Flatted on the same pothole once too often? Well, you can make a difference by submitting a comment. Jim Price, Bike/Pedestrian Program Manager for Mountainland Association of Governments, is working to update the Utah Valley Bicycle Transportation Plan, and needs help from the cycling community. Jim is working to inventory the best, and worst, biking routes in Utah County. The information will help in identifying roads that should be targeted for bikeway improvement efforts on a regionwide basis, be that striping, better paving, regular sweeping, pothole work, signage, etc. This information will go into the countywide transportation plan, and be used to advise UDOT, the county, and the cities in making such decisions. Please take a moment to write down the routes you use, for what purpose, when, and how often, and email Jim at jprice@mountainland.org or call 801-229-3848.

Cover Photo: Speed. Sugarhouse Criterium, June 7, 2003

Photo by Dave Iltis

24 Hours of Boise

Can't wait for October? The third annual 24 Hours of Boise will take place on August 9-10 at Bogus Basin Ski Resort near Boise, Idaho. The race elevations range from 5800-7600 feet. The course terrain includes fire roads, singletrack, and inner-chainwheel climbs. This year's race will have a variety of classes for individuals and teams including corporate, military, and fire squad categories for up to ten racers per team. For more information, visit www.24hoursofboise.com.



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TRAIL OF THE MONTH

"At a distance . . . a brilliant red gorge is seen." Flaming Gorge's Canyon Rim Trail has Great Views



Whether biking or boating, Flaming Gorge is a great summer getaway. Photo by Gregg Bromka

By Gregg Bromka

Gazing from atop a redrock precipice to the glistening waters far below the Red Canyon Visitor Center at Flaming Gorge, whispers of Anglo explorers who floated wooden boats down western rivers to destinations unknown can be heard in the pine-filtered breeze.

"At a distance . . . a brilliant red gorge is seen, the red being surrounded by broad bands of mottled buff and grey at the summit of cliffs, and curving down to the water's edge on the nearer slopes of the mountain. This is where the river enters the mountain range . . . the first canyon we are to explore, or rather, an introductory canyon to a series made by the river . . . We have named it Flaming Gorge," wrote Major John Wesley Powell in 1869. This was the initial leg of Powell's historic expedition down the Green and Colorado Rivers, culminating with the first-ever recorded journey through the mighty Grand Canyon.

With a depth of 1,700 feet and a width of 4,000 feet, Red Canyon is an inspiring sight. Its maroon- and rust-colored sandstone cliffs, peppered with pine forests, cascade down to the sinuous aquamarine pool of Flaming Gorge Reservoir. Above rise the rugged slopes of the Uinta Mountains; beyond lie the endless prairies of southern Wyoming. This contrast in scenery is the West's trademark.

In addition to stunning overlooks of Red Canyon, the Canyon Rim Trail ventures to a turn-of-the-century homestead at Swett Ranch. Oscar Swett and his family worked the ranch

(claimed in 1909) in pleasant isolation until it was sold in 1968. A graveyard of antiquated horse-drawn plows, a small sawmill, and several log-hewn cabins testify to Swett's penchant for pioneer living with minimal technological influence. Today the Forest Service-maintained ranch is listed on both the Utah and National Registers of Historic Sites.

Notes on the trail:

From the Visitor Center, the Canyon Rim Trail heads south-eastward past several spur trails that access Red Canyon Campground. Be sure to stop at the lookouts of the gorge along the way. If you stay right in about a mile (the Rim Trail forks left--your return route), you'll pass East Greens Lake. Stay left at the entrance to Greens Lake Campground, and pass a junction with the Rim Trail that is posted with enough blue diamond trail markers to open a jewelry store! Several miles of lumpy and bumpy singletrack descend gradually through open pines across Skull Creek then rise to the Greendale Overlook on the highway.

If you're pooped, then head back the way you came. Feeling fresh? Then continue on the Swett Ranch loop by zooming down the pebbly doubletrack for a half mile to a four-way junction. Fork right; then after a mile, bear left to visit the historic ranch. Easy cruising on a smooth dirt road leads to the backside of the loop where a rutted doubletrack crosses two creeks engulfed by aspens. Roll across the open hills of sage, and fork left at a T-junction for the

long climb back to the familiar four-way junction and up to the Greendale Overlook. Simply retrace your tracks on the single-track to return to the Visitor

Center, or limp back on the highway if you've bonked.

A recreation use fee is charged within Flaming Gorge National Recreation Area. A pass is available at Red Canyon V.C. or at many area businesses.

Location: Red Canyon Visitor Center, 40 miles north of Vernal or 31 miles south of Manila, Utah.

Distance: 16-miles out-and-back with loop.

Tread: Rock-studded single-tracks (Rim Trail); light-duty dirt roads and doubletracks (Swett Ranch loop).

Aerobic level: Moderately strenuous for the entire ride. Moderately easy if you stay on the Rim Trail and turn around early.

Technical difficulty: Level 2-4. The Rim Trail starts out smooth then degrades to quartzite "pavers." Full suspension rigs will float over the rocks; riding a hard tail bike will harden your

tail, for sure. The Swett Ranch loop follows smooth dirt roads and lumpy doubletracks.

Elevation gain: Red Canyon Visitor Center is at 7,400 feet. Total gain is about 1,140 feet.

Season: May through October. Summer days are warm but evenings can be cool.

Finding the trail: From Vernal, travel north on US191/UT 44 and ascend the eastern Uinta Mountains. Stay left on UT 44 where US 191 forks right for Flaming Gorge Dam. Continue on UT 44 for 3.5 miles (passing the Greendale Overlook), and turn right for Red Canyon Recreation Area to reach the Red Canyon Visitor Center. (Red Canyon Lodge, which you pass along the way, is a fine trailhead as well and is exempt from the recreational use fee, but inquire about parking first.)

Excerpted from *Mountain Biking Utah* by Gregg Bromka.

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TRAIL ADVOCACY

Mountain Trails Foundation Heads Trail Movement in Park City

By Tim Henney

Oh my, how Park City has changed in the last 11 years! Back in 1992 "Slack" season lasted all spring, well into summer and often nipped at fall. If you ran a business in Park City, it was hard to call summer a season; it was more a matter of survival or a good time to close down and go on vacation.

In 1992 if you considered yourself a hiker, mountain biker, trail runner, equestrian, or simply a trail enthusiast then Park City was not likely to be found on your "must do list". Unlike many mountain resort communities Park City is bordered by private land. Most landowners were not supportive of a trail initiative that called for public access through their land. This resulted in a dearth of trails and necessitated a unique approach to trail creation.

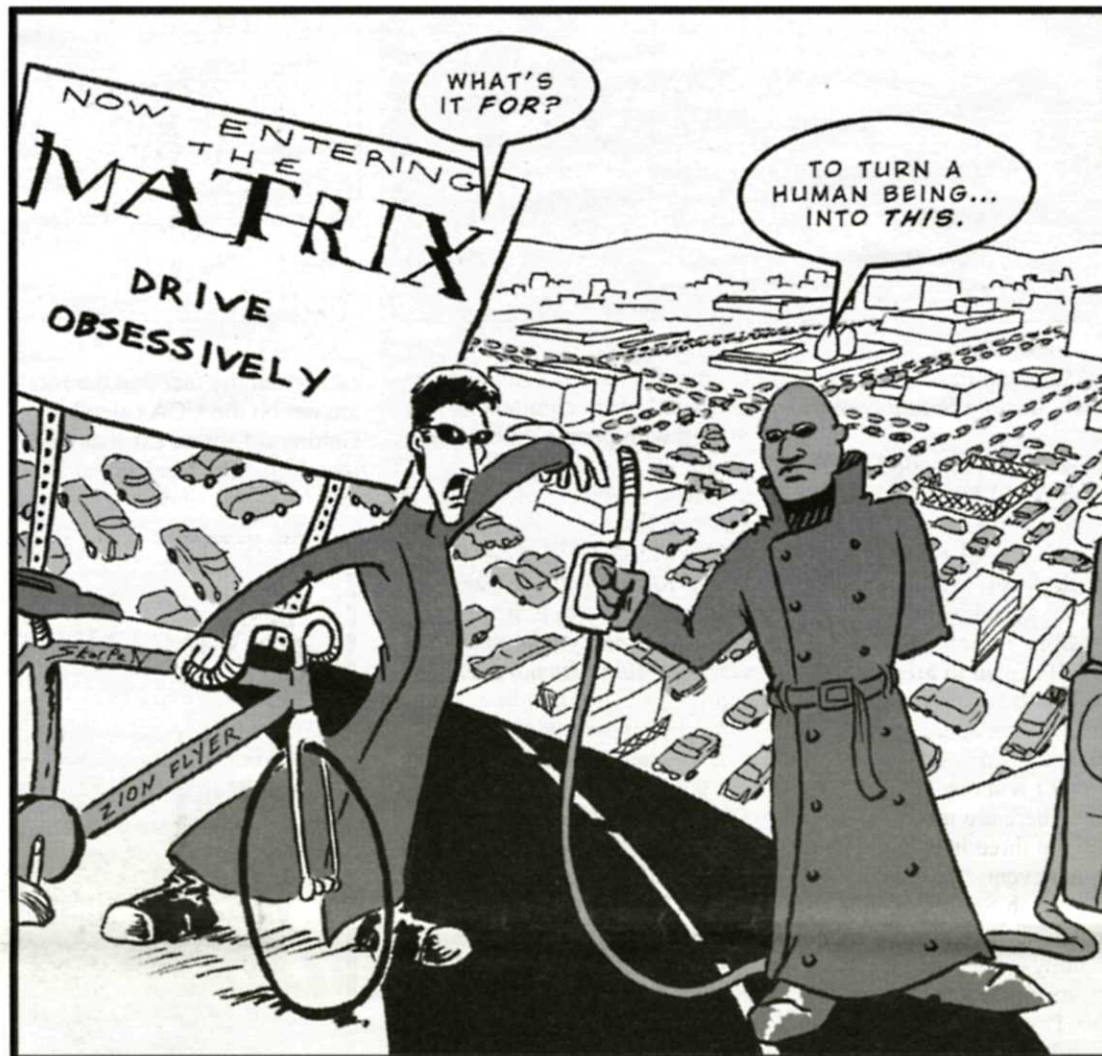
In the early '90's public trail plans were incorporated into the Park City General Plan as a requirement of the development code. In 1992 the Mountain Trails Foundation was created with support and funding from local municipalities, developers, ski resorts, and the community and began to negotiate easements, plan, and build new trails. Through this process, over 200 miles of exceptional single-track has been added to the Park City trail system in the last decade, creating a 250-mile labyrinth.

Much of the credit for the success of the trail movement in Park City goes to the Mountain Trails Foundation (MTF). The original vision for the Foundation belongs to Jan Wilking, a Park City publisher, entrepreneur, and trail advocate. Jan shared his vision for trails and his belief that a local group was needed to facilitate the movement with a small group of like-minded individuals. So, in the summer of 1992, a working board was formed and the MTF was created. It was not long after that the board realized the mission called for a paid executive director and so, in 1993 Troy Duffin was hired. Duffin came to Park City via Tahoe where he had practiced land-use law and was involved in the local trail effort. He brought the competency and expertise needed to push the trail initiative forward in Park City and was a perfect match for the MTF.

In spite of significant hurdles the accomplishments of the MTF in the past decade have been phenomenal. As a facilitator they have helped to create a regional plan for trail development by engaging stakeholders through-

CYCLOTOON

BY NEAL SKORPEN



out the county in the process. In fact, it was the Foundation that worked as facilitator and coordinator between the City and County planning agencies to extend the trail system outside the City limits. Today, the Snyderville Recreation District funds trails surrounding the City while Duffin continues to facilitate the process. The MTF administers the Historic Union Pacific Rail Trail State Park. It employs a seasonal trail crew to maintain the existing public trail system. And, it continues to build new public trails once it has negotiated all the necessary easements and obtained funding. They write grant requests, orga-

nize workdays, publish a newsletter, maintain a website, host trail seminars, promote trail etiquette, and sponsor community trail events. Yet the greatest accomplishments of the MTF may be its free trail map and the spectacular Mid-Mountain Trail.

The 25-mile Mid Mountain Trail, which links the three local ski resorts, has placed Park City on the verge of becoming a premier destination for trail enthusiasts worldwide. Historic Park City sits at 7,000 feet, the ridge-line above town at 9,500 feet with the occasional peak rising to 10,000. The 25-mile long Mid-Mountain Trail traverses the Wasatch Back between the ridge

and town at an average 8,000-foot elevation. It appeals to intermediate trail users, who can enjoy the scenery as the track rolls through aspen groves and old-growth pine forests, as well as to experts who can now link the Ridge and the Mid-Mountain trails for an epic 45-mile loop filled with spectacular single-track. Duffin continues to add

additional miles both north and south as he gains the necessary approvals, easements, and funding from the Recreation District.

As a result of all the new trail construction, the MTF realized the need for a first class map to help the tourist and casual trail user find these gems. Nine years ago the MTF produced its first Park City Trail Map with funds from the Chamber Bureau, the Park City restaurant tax, and the Snyderville Basin Recreation District, as well as gifts from private individuals, developers, and local merchants. The first year's map print run was 2,500 and was distributed to the public through the local bike shops and hotels...and it was free. The map is still free and this year's run is 15,000, the first 5,000 of which were gone by June 1st. This is not your ordinary trail map; it is a complete and accurate topographic map with shaded relief generated from aerial photos and ground surveys. There are sections on trail etiquette, events, recommended loops with elevations and difficulty ratings, and a MTF membership cutout.

To find out more or to get involved, visit the Mountain Trails Foundation website at www.mountaintrails.org and click your way through a virtual tour of the Park City trails. To volunteer, send email to troy@mountaintrails.org and ask to be added to the email list. To obtain a Park City trail map, drop in to White Pine Touring, Jans, or Colesport in Park City or REI in Salt Lake or call the Park City Chamber and Visitor's Bureau at (435) 649-6100.

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Summer Games 2003

By John McConnell

Utah's biggest cycling secret is held each year in Cedar City far away from the glam and glitter of the UCA. Let me introduce you to an event that once sampled will become a yearly adventure. First it's a four stage omnium (winner is based on points not time) filled with all the thrills, spills and competition you can handle, setting you back 20 dollars if you register early.

The stages are awesome; a hill climb from the depths of hell itself, followed later that evening by a time trial flat as an IHOP pancake, with a side of wind that only a sailor would love. Day two is the sweetest criterium, in a beautiful setting with a DMV-like hill to make keep you hon-

est. A roller climb up and over Iron Mountain Pass and back is an early treat on Saturday morning.

Now comes the good part, a freakin' YELLOW JERSEY! If you win your division, you take home a jersey like the guy who leads the Tour! There are lots of divisions based on ages; everything from 12 year-olds like Bruce Hoffman to 80 year-old Milo Hadlock, and for the macho among us there are the USCF categories 1 through 5. If you don't win one of the coveted jerseys there are medals awarded to the top three in each division for each event.

The Utah Summer Games has come along way from its humble beginnings as a road race some 17 years ago. Race director Quinn Pratt has built the games into an institution that he and

others fondly call a reunion. Comments like 'it's fun to race and visit', were common as I visited with people during the event.

The atmosphere of USG is really important to Pratt. You not only will find a small crowd of USCF roadies battling it out, but more important to him are the first timers and young kids who can compete in friendly surroundings that might be scared away in a more intense environment. Other than farm animals disrupting races of the past, past junior racers are one of Pratt's highlights. His eyes twinkled as he rattled off a long list of who's who of Utah cycling that have played in his games. Steve Tibbits, John Osguthorpe, Burke Swindlehurst and Brad Buccambuso were just a few of the names he mentioned.



Growing the USG is important to Pratt. He would love to see 150 category USCF racers, but the Thursday start is what Pratt sees as a problem for most racers and the fact that the races are not on the UCA calendar. Getting off for an extra day or two during the week is harder for most folks, but he adds that

no one has ever said that the Summer Games were not worth coming to. Just ask anyone wearing one of those yellow jerseys and they'll tell you what a great time you will have.

-See Results on page 16 for both the road and mountain events.

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ROAD RACING

The Sugarhouse Criterium - An Official's View

By Gary Bywater

Sugarhouse Park (June 7, 2003) - It was a beautiful day, the temperature just a little bit cooler than last year, with a slight breeze from the north, and the greatest thing of all, a newly paved roadway.



This brought back memories of the Vaughn Angel Race held in Sugarhouse Park in the '70's with 180 Cat 1 and 2 racers going for the money in the crit stage.

In 2003, we had a full slate of racing to fill the day. Junior's, Cat 4 women, and



masters 35+ women started the day's racing with a combined total of 23. In the masters women category, a name from the past joined in the fun, Bev Ronnous. Nancy Cleveland won the masters women's race, with Mike Schmidt leading the junior men. The women's Cat 4 race was won by Laura Patten with a group of 14 riders following her to the finish.

Next on top, the men's Cat 4/5 race. With 35 Cat 4's and 50 Cat 5's the roadway was filled. The racing was fast and furious with many fast laps put in. At the finish for the Cat 4's Casey Simmons was the leader. For the Cat 5's, Scott Allen came out in

front. The spectators were treated to a very clean sprint to the finish that set the stage for the other fields for the day.

Next aboard were all the masters men categories, 35+, 45+, 55+. Each race was run separately. The masters 35+ race came with a few surprises. With a bunch of primes to go for, it made for some very fast racing. One surprise was Wayne Cottrell coming up the hill ahead of the pack by 10 meters to win a prime. The masters 35+ was won by Don Pollari. The masters 45+ race laps were the fastest of the day to that point. Dirk Cowley sprinted out ahead of the pack to win. Ken Louder

rode out solo to win the masters 55+ race.

The women 1-2-3 race brought 10 riders to the line. The course seemed kind of empty for their race with only 10. When it came to the finish, maturity won over youth as Laura Howat, another name from the past, came forward to win.

Next up, the Cat 3 men lined up 42 deep and ready to duke it out. With primes taking their toll on the pack's cohesion, the racing was very hard. Many different faces won primes, which is a delight since that means we have some new rising stars. Down in the pack, Maren Partridge took 11th place while Jon Braddley finished in the top spot.

With one race left, the Pro/1/2 field took the line 50 strong. What a field - we all know who they are. We also know that it was going to be a knock down

drag-out-and-fight race, and it was. For 1 hour and 15 minutes they fought it out. Two riders took off. Allan Butler and Burke Swindlehurst opened up a large gap and held that to the end of the race. The rest of the racers were split into 4 small packs, who tried to catch but couldn't. When it came to the finish Swindlehurst took the sprint ahead of a spent Butler. When asked after the finish Swindlehurst said, "I enjoyed racing on the new surface. I'll tell a few other people about their race for next year." Butler said, "I just ran out of gas with three laps to go and just hung on."

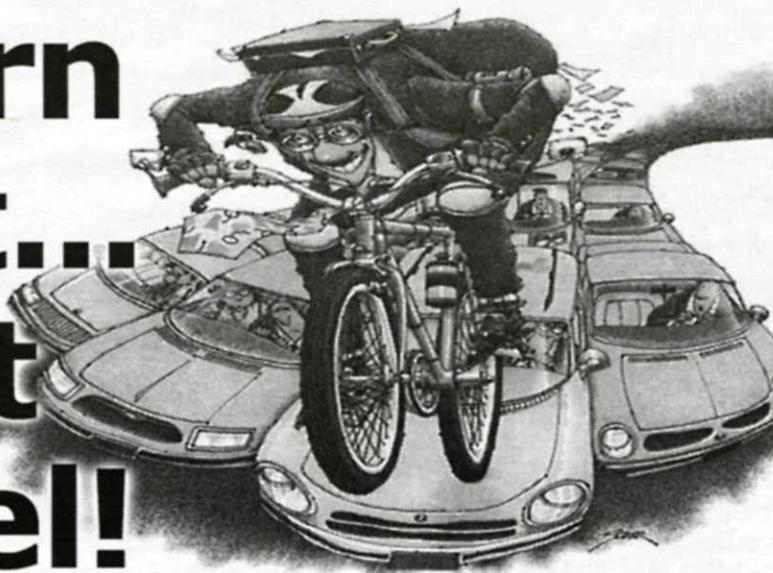
Being able to watch the riders over the years, I see a new group of riders with some positive skills that will lead to their becoming champions. This does my old bones some real good. I'll offer suggestions now and again to riders hoping in some way it might help. From the racing I saw a Sugarhouse Parks we have those champions now.

-See results on page 16



Left: Former Tour de France Feminin Rider Laura Howat takes the win in the Women's 1-3 field
Top: Navigator's pro Burke Swindlehurst leads UCA points leader Allan Butler through a corner.
Above: The Men's Pro/1/2 field digs on the start hill.
Photos: Dave Iltis

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ADVOCACY

Utah and Idaho Lag Behind in Bike/Ped Enhancements

By Charles Pekow

The nation is getting better at distributing Transportation Enhancements money, but Utah and Idaho are lagging behind most states. The National Transportation Enhancements Clearinghouse's (NTEC) annual report, "Transportation Enhancements: Summary of Nationwide Spending as of FY 2002," shows that states obligated \$647.6 million last year, the highest amount since the program started in FY 92. And that may spell good news for the program as Congress is scheduled to reauthorize it this year as part of reauthorization of the Transportation Equity Act for the 21st Century. In its proposal to Congress, the Bush Administration suggested leaving Enhancements law as it is.

The Enhancements program remains the largest source of federal aid for bicycle projects - having included \$5,967,916,235 since FY 92. More than half of the funds go for some type of bicycle/pedestrian endeavor.

Previous NTEC reports have found that states lagged behind on spending the money for various reasons. Despite progress, NTEC reports that "obligations and reimbursements of (Enhancements) funds are low compared to other Federal-aid Highway programs."

Utah and Idaho are moving more slowly than most states in paying for bicycle projects, which can include building and maintaining bike paths, safety and education programs, scenery, and converting rails to trails. Since the program began, Utah received

\$45,558,157 in federal dollars and programmed 68.1 percent of it while Idaho programmed \$28,800,431, or 58.8 percent of its \$48,992,693. These figures refer to the money the states have earmarked for specific projects. On this measure, both states lag far behind the national average of 94.2 percent.

The states have done even more poorly in terms of the money they've spent. Utah ranks 30th out of 52 states (including the District of Columbia and Puerto Rico) by having obligated only 73.95 percent of its Enhancement funds, or \$33,689,759. Idaho did even worse, committing only 63.5 percent or \$31,112,092, putting it near the bottom at 44th place. National average: 72.2 percent.

The two states differ in how quickly they reimburse grantees. (Unlike other federal grants, projects don't get Enhancements money up front; they get reimbursed for money they spend.) Only eight states have shelled out a bigger proportion of their Enhancements cash than Utah, which has doled out \$29,941,626, or 65.72 percent of its money. Idaho, on the other hand, is still sitting on most of its money. It has reimbursed grantees for only \$21,001,086, or 24.87 percent of its cash. Only nine states have done worse. National average: 50.6 percent.

Finally, the stats can be read positively or negatively on how much local cash Idaho and Utah put up, depending on which figures you want to use. Federal law requires that states or grantees put up at least 20 cents per federal dollar. But

most states show enthusiasm by putting up more, 28.7 percent on average. Both states rank below average on that

score, as Idaho puts up only 26.6 percent, and Utah puts up 26.1 percent. But by another figure, they score highly. Only

16 states put up a higher match than Idaho and 18 put up a bigger percentage than Utah.

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Finish: Hidden Peak

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Widow Maker, at 9:00 a.m.

\$25 Pre-registration - pick up a form at most local bike shops or from Snowbird's Entertainment/Special Events office in the Cliff Lodge, or register at any Canyon Bicycles, 3969 So. Wasatch Blvd. or in Draper at 762 East 12300 South.

Enter both events and take \$5 OFF your total registration fee! For more information call Snowbird: 933-2110, Sports Am: 583-6281.

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Name _____ Age _____ Sex _____

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Route 211

Choppers!

by Greg Overton

I saw a kid the other day on a bike that made me laugh out loud as I went by. I laughed out of disbelief and out of sentimentality at the same time. The bike was an old twenty inch-wheeled something-or-other. One of those "could've been anything because they were all copying Stingrays back then" bikes from probably the early seventies. Any remnant of decals or brand names was long gone, but it had pretty good paint, chrome fenders, and a chrome sissy bar behind the banana seat. It also had an "ape hanger" handlebar, the kind that puts your hands above your head in a way that drains all the blood from them after a few laps riding around the neighborhood.

As I approached, I saw this bike weaving along in a familiar style that could mean only one thing: Chopper! That's right, a chopper. And no store-bought, johnny-come-lately chopper that was intended that way. I'm talking two sets of forks from "donor" bikes hammered onto each other and then onto the ends of the bike's original forks in a strange, front wheel twice removed, manner. A death machine. It was so cool, I had to slow down and admire it as I drove by. A glorious blue bike with a set of orange fork legs hammered onto the bike's fork, and a set of green legs hammered onto those and holding the front wheel. The wheel was about three feet further away than anyone the slightest bit concerned with safety would have approved. It was awesome! Hardly rideable, perhaps, but a great machine nonetheless.

The pilot of this Road Warrior-esque contraption was making his way slowly down the street while juggling. No, I don't mean physically juggling, but he had a look on his face that you see on the faces of those jugglers who are tossing around a bowling ball, a butcher knife and a feather, or something

like that. This kid's conundrum was in his attempt to stay cool (most important), keep the bike



out of traffic (these choppers have a mind of their own), and hope all those fork blades stay securely pounded onto the ones originally intended to hold the front wheel. He was managing, but he was concerned. What great memories it brought back.

Mine was a yellow Stingray. Wide slick on the back and skinny tire up front - way up front. I harvested a set of fork blades from another Stingray, and then went crazy with my Dad's hacksaw, and relieved a Schwinn Varsity of its 27" fork blades. I hammered the short ones on upside-down to compensate for the extreme curvature of the longer ones, the piece de resistance that would send my front wheel so far away from my bike and common sense that all the other fellas would ooh and ahh for sure! All that was left was to slip into my "Keep on Truckin'" t-shirt and hit the street.

I was King on that chopper. No one could touch me. They all had just one extra fork, but we had more bikes around our house. And I had the longer, more swoopy Varsity forks with the chromed lower half. I got oohs and ahhs for sure as I juggled that thing up and down the street. I later decided it needed to be all one color, and somehow convinced myself that I could make it slick and shiny with a can of my Pop's spray paint. I carefully disassembled it to

protect the chrome parts. I sanded a little, but that was just too time consuming and, frankly, too much effort. I didn't mask the decals or anything, because I was going to hand paint my own name on there after the custom paint job was dry. I hung it from a tree branch and sprayed away. In the places where the paint actually made it through the Georgia summer breeze and onto the metal, it glopped or ran down the frame tubes like a dagger, ruining my vision. My youthful logic said the only way to save it was to apply more paint. Of course! It was a mess. An ugly, part yellow, part "candy apple red" mongrel that I lost all interest in during the ten minutes, longer in some spots, it took for the paint to dry. I used a whole can of paint on several spots across that chopper's frame, and it was hideous. I couldn't show it in public. It was finished.

I felt like crying. I wanted to get rid of it before anyone saw it, especially my Dad, and asked what in the world made me think of doing that to a perfectly good bike!? I traded it to a kid in the neighborhood who had not had a spray paint experience yet. I remember him saying that all it needed was another coat or two, just thicker coats. I patted him on the back and agreed with him as though he was teaching me something about painting. In return I got an older, not so nice Stingray. It was blue with hardly any decals or stripes left. It was a lot like the one I saw the other day. And I think it may be safe to admit, at 40 years of age, that I am the perpetrator who hacksawed my older brother's forks off his bike. They were chrome, and with a little paint, they made a great chopper!

Editor's Note: Greg can be reached at: grego@encore-sports.com

COACH'S CORNER

Off the Dirt and onto the Road

By Bill Harris

What's the secret to successful mountain biking? There are many, but one of the best secrets is lots of miles and racing on a road bike. Did you know that many of the world's best mountain bike racers are also accomplished road racers? In fact, a few of the best mountain bike racers in the world over the past few years have made the switch to full-time professional road racing and we'll soon be watching them in the Tour de France. Why do the best spend so much time of the road bike? Well, to become a top mountain bike racer you have to put in a lot of miles and hard workouts on the bike, just like a road racer. The problem is, if you do all of your rides/workouts on a mountain bike you really beat up your body, especially your upper body. This extra punishment takes its toll on your ability to recovery, the quality of your workouts and the amount of time you can be on the bike. To maximize recovery between workouts, to keep every workout high quality and to get all those miles in, the best mountain bike racers have turned to the road. You can do the same workouts and the same amount of miles as if you were on the dirt, but spare your body in the process and be fresh when you really need to be.

Here is one workout you can do on the road that will help with your race climbing.

- Ride at an easy warm-up pace to your favorite steady climb, like one of the many canyons we have.
- Then do 2 or 3 x 9min race pace (that means a fast, intense pace you would attempt in a race) efforts staying seated. Now here is the kicker. At the top of every minute, shift one gear harder, stand up and attack (accelerate) for 10sec, then sit back down, shift to one gear easier and maintain race pace. You will do 9 attacks per interval and they will become harder and harder, stay focused, grit your teeth and visualize yourself in a race dropping all the people behind you.
- After doing these intervals you spin back home nice and easy. Have a recovery drink and lay on the couch.

I'm not suggesting that you do ALL your workouts on the road bike, but I would recommend at least 50%. You still need to spend a lot of time on one of the other components of successful mountain bike racing, your handling skills. You can only work on this in the dirt and this should be the focus of most of your dirt rides. Another advantage to riding the road is that it adds variety to your training which will help prevent burnout and keep your head in the game. So peel off your knobbies and put on some slicks and I'll see you at the next Rocky Mountain Raceway Criterium.

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



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**High Uintas -
Continued from page 20**

The Descent

We passed the KOM point and we were able to shift back into our big ring as we started the descent. Life was good. With our joy came the roar of thunder and the buckets of rain, but we were descending, who cares if we got a little wet. We would have 30 miles of rolling highway into Evanston to dry off and warm up.

At about that time the rain drops turned white and solid and the wind whipped across the road. The grape size hail hit us as if it was shot out of a shotgun. The stinging was so intense that the motorcycle cops pulled off the road and took shelter in the trees while all the racers in their cute little shorts and jerseys rode on. The hail came down so hard that the entire road was covered and no pavement could be seen.

"Freshies" is the term used in the winter when you are skiing in untracked snow. This was my first occasion to be able to use this term in a road race and I was going to mention this to my teammate Dan, but my face was too frozen to talk. We followed each other's tracks and eventually the pavement came back into site. The hail turned back into rain but the temperature stayed very low. As we came to the 50-mile mark, a racer asked me if our finish had been changed to this location. My spirits soared at this thought, and then we rode over the citizens' finish line and begrudgingly continued on toward Evanston.

The 30-Mile "Spin" into Evanston

I took a bottle at the second feed and continued pedaling. At this point we had been in the rain and hail for about an hour and we were all soaked and frozen, but we persevered. The smart people found a support vehicle and ended the agony.

The feeling was gone from my hands, feet and legs. It was impossible to drink or eat because my hands would not function enough to grab my bottle or get something out of my jersey. Shifting became a major chore, as I had to try to push the lever with all my fingers. Working with other riders was pointless because the



Thomas Cooke in the road race.
photo: Jeff Anderson

spray off of their tires and the relative ease of drafting caused you to really freeze. At one point my shivering became so intense that my bike was all over the road and I knew I had to drop out of the race. I looked for a support vehicle but there was not one in sight; so I had no choice but to keep pedaling to try to stay warm.

My progress toward the finish had nothing to do with the race but everything to do with surviving. I know Paul Knopf, the race director, quite well and I knew he and his crew would have things dialed at the finish, if I could just make it that far.

The Finish

I saw the 1 km sign then the 200 m sign and I sprinted to the finish, NOT! My body was totally numb as I slowly crossed the finish line the uncontrollable shivering started. The race staff directed me into a large room where there were at least 100 other racers wrapped in blankets, drinking warm beverages and all telling the same painful stories.

After about 30 minutes of violent shaking I could at least hold a cup steady enough drink a hot drink. Normal body functions soon returned. Thank you Paul, Cheryl, Ernie, Rick, Ellen, Kim and the rest of the staff for saving all the racers.

The Question

"How did you do in the race", my wife asked. "I survived", I answered, "and I can't wait to do it again next year." We are a very sick group of people.

Editor's Note: Ed continues his 'treatment' by promoting the Intermountain Cup Series when he's not racing.
-See Results on page 16.

Letter to the
Editor

**University of Utah
Master Plan and
Bicycles**

The University is quite possibly the single largest bicycle destination in the state and yet it's design is quite unfriendly to cyclists. The bicycle is a great way access the campus and my hope is that the University recognizes cycling as a significant alternative to automobile commuting and a way to reduce demand for more parking. Even for those arriving by Trax (or car) the bike is a great way to get around once on Campus.

Presently there are three bike routes leading to the campus but each dwindles once the perimeter road system is reached. It is very unfortunate that recent road construction has not improved the situation. South Campus drive, a road that should have marked bike lanes due to its heavy bike traffic volume instead has been made much more dangerous by recent road and Trax

construction. There is no safe way to get past the stadium other than down the center of the lane, blocking motorists. There are other routes at the University that also seem built to discourage cycling as a commuter alternate. The University would be well served to hire a consultant to identify the several bike hazards on and around campus and recommend long and short term solutions. Then the University must implement them.

I encourage the University to take on an attitude of, "What can we do to help cyclists," instead of, "How can we get cyclists out of the way of motorists" that seems to be the attitude many cities and towns around the country adopt. As an Architect and Planner I would be more than willing to donate some of my time to assist in any endeavor to improve cycling safety on

and around the University Campus.

-Malcolm Campbell

Editor's note - The University of Utah is soliciting comments on their master plan, with a specific question regarding transportation use. "What changes in transportation modes (pedestrian, bicycle, vehicular, transit, parking) would you recommend to

improve the quality of life on and around campus? What would you recommend as possible resolution to conflicts between travel modes (including pedestrians)?"

You can find out more at: www.alumni.utah.edu/services/u-news/July03/LRDP.htm

You can submit comments online by following the links at www.utah.edu/fyi/newsletter/LRDP051403A.html

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| June 14 | Utah Summer Games XC Race, Cedar City, UT |
| June 28 | Pedal Powder, Powder Mountain, UT |
| July 5 | Brian Header, Brian Head, UT |
| July 12 | Chris Allaire Memorial/Utah State Open, Solitude, UT |
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ROAD RACING

Herriman Redux, Utah State Road Race Championships June 14, 2003



Top Left: Karen Dodge leads Maren Partridge through the corner.

Top Right: John Osguthorpe (left) and UCA points leader Alan Butler punch it on the hill.



Left: Marc Yap grimaces on the climb.

Story and Photos by
David Ward
Publisher


Just days prior to the Utah State Road Race Championships in Herriman, the distances for the Men's Category 1-2 and Category 3 races were increased. This generated a fair amount of email activity following one racer's complaint that this would turn the race into one of attrition. He was right, though most responding had no problem with that. Indeed, most recognized that attrition is an integral part of many road events.

In both races, the gentle but deceptively draining slope from the start/finish line of the 9 mile race loop to the base of the short but steep climb at the mid-point of the loop, plus the fatigue, heat and dry summer wind, worked the riders over enough that the push over the climb nar-

Continued on page 19

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