



1987 LOTOJA RESULTS

MEN'S CAT 2/3

BIB NO	LAST NAME	FIRST NAME	CITY	STATE	FINISH TIME	PLACE
	HANSON	BRETT			8:42:39	1
	WILSON	PETE			8:42:40	2
	JAMISON	MARTY			---	3

MEN'S CAT 4

BIB NO	LAST NAME	FIRST NAME	CITY	STATE	FINISH TIME	PLACE
	OLMSTED	CHARLES			8:53:05	1
	BAUGHMAN	MICHAEL			8:53:05	2
	FOURNEY	ROBERT			8:55:20	3

MEN'S LIC VETERAN

BIB NO	LAST NAME	FIRST NAME	CITY	STATE	FINISH TIME	PLACE
	WARD	DAVID			8:55:20	1
	DALEY	RICHARD			9:30:46	2

MEN'S CIT 20-UNDER

BIB NO	LAST NAME	FIRST NAME	CITY	STATE	FINISH TIME	PLACE
	GASKILL	STEVE			9:10:00	1
	HEAPS	NATHAN			9:12:54	2

MEN'S CIT 21-26

BIB NO	LAST NAME	FIRST NAME	CITY	STATE	FINISH TIME	PLACE
	MENDEZ	FRANK			---	1
	STEINFELDT	ANREW			9:05:05	2

MEN'S CIT 27-34

BIB NO	LAST NAME	FIRST NAME	CITY	STATE	FINISH TIME	PLACE
	MALMQUIST	MICHAEL			9:05:06	1
	ROBINSON	KEVIN			9:09:58	2

MEN'S CIT VETERAN

BIB NO	LAST NAME	FIRST NAME	CITY	STATE	FINISH TIME	PLACE
	WESTENSKOW	JIM			8:55:20	1
	HEERS	ART			8:55:20	2

LoToJa: A beautiful beast of a race

By Mike Ingraham
sports editor

They wore leather helmets then, back in those days of yore that seem as long ago as Knute Rockne football. There were only nine of them starting out in 1983 from the Sunrise Cyclery and for those pioneers the experience was a little like riding out from the Mississippi in covered wagons.

As that year's winner Bob Van Slyke put it "It was uncharted territory out there."

The trail to Jackson, Wyo. over the years has turned out to be filled with peril in the form of police. It has also been filled with sheep, milk trucks, wind and sometimes rain and snow.

Where buffalo once roamed there are horses who join the race, this monster called the LoToJa Classic which holds its fifth running Saturday beginning at 7 a.m. at the appropriately named Sunrise Cyclery at 138 North, 100 East in Logan.

"There's a flat stretch from Grace to Soda Springs," says Jeff Keller of the sponsoring Sunrise. "We'll be riding our bikes along and 20 or 30 horses will start to run along parallel with us. Early in the morning with the fog lifting and the sound of the horses' thunder in your ears — that's my image of LaToJa."

Charming, especially since the horses are behind fencing. Now the sheep are another matter.



"Going along the rollers near Henry, we ran into shepherders herding their flock down the highway," recounts Steve Baker, one of the favorites in category IV this year. "The cyclists would either try to pick their way through the flock or go down in the ditch and ride."

Once past the horses and through the sheep, the cyclists are ready for the police. Or are they?

"Two years ago, the Wyoming police pulled up alongside riders," says Baker. "They flipped their car around across the highway and forced all the riders to come to a complete stop. We had a lot of fun with him."

The cops had their share of smiles too, what with all the

citations for obstructing traffic.

"Last year we had a warning for throwing a banana peel," continues Baker. "We had officers pulling over the lead pack, just as they were trying to break away."

The problem as the police see it are the support cars, clogging the roads and endangering oncoming traffic. "The closest thing to accidents we've had," said Baker, "is when support vehicles for riders pull up alongside their riders and hand them their food, which is not legal."

"We've had a couple of near head-on collisions because drivers are watching their riders instead of watching the road."

Supporters should only feed and water their cyclists at the five designated feed zones, says Baker. The support people hand

the goodies in bags to the riders, who sling the bags over their shoulders and transfer their contents into pockets on the backs of jerseys.

That's how it's supposed to be done. But there are four things to be said about the LaToJa, the first of which is that nothing goes just how it's supposed to go.

The second thing to be said is that the race is big. At 200 miles (actually 203 miles, down from 207 in 1986), Keller calls it "the longest sanctioned road race in this country, that we know of. It's more like a European one-day classic. Some of the big guns — actually I think it scares some of them."

The racers ride north through Preston and then along highway 34, continue on to Freedom, Wyo. and then pedal on to Jackson via 89. Along the way there are two peaks, the first at Treasureton Pass (5,600 feet, just before Thatcher) and the second at Tincup Pass (6,800 feet, just before Freedom). The beauty of these beasts is their steepness and their locations — Treasureton is at the 44-mile mark, Tincup is 119 miles deep into the race.

Saturday Keller expects a mob of 120 racers at his door come 7 a.m. For the first time, licensed riders and citizen riders will depart at different intervals, one reason why everyone thinks that this race will be the fastest of all.

The third thing to be said is that Scott Nielson will be there at the finish. The Salt Lake City rider has found a way to win

each of the past two years. In 1985 he struck a bargain with an exhausted Aaron Davidson, which resulted in him winning with a flat tire. In 1986 he outsprinted Brett Hanson, clocking nine hours and 27 minutes for an average speed of 21.82 miles per hour over 200 miles.

But from the looks of it Nielson's a no-show this time around. That's too bad, of course, and underscores a certain fact of life about the LoToJa, namely that it may have outgrown itself.

This year's grand prize is a Bianchi frame, nothing to sneeze at, surely. But to lure the top riders, the race will have to come up with something more than helmets and goggles and tee shirts. As Keller puts it "for the Colorado guys, if the prize list is big enough so that they can pay for their trip by placing in the top five, it's worth a gamble to them."

Whatever, 1987 belongs to Hanson, Cache Valley's only category II rider who just last weekend cleaned up at the Golden Spike Classic, beating several professionals in the process as well as the world champion veteran road racer Steve Johnson.

This doesn't mean Hanson, or whoever wins, will get the Bianchi. The crafty Keller is pro rating the times — "category II people will have to go faster. The idea is making the prize available to the widest number of people."

The fourth thing to be said about the LoToJa is that the

weather will be awful. That's the track record — last year it rained, the previous year it snowed. Only the founding fathers in 1983 enjoyed

But so far this week, so good, and if the weather holds it will only enhance the prospects for the speediest ride ever.

"I'm betting that the fastest time will be eight hours and 40 minutes," says Keller. "This year it will be faster from here to Preston. We cut off about three miles — we don't mess around in the valley."

The availability of the frame set should be an incentive to one and all, he said, and then there are the generally higher levels of skills and savvy involved as the years go by. For instance, in the past Tincup Pass has separated the leaders from the also-rans but Keller says he sees no reason why the trailing pack, working together, can't chase down the frontrunners.

"The people who finished first last year say they rolled in at 17 or 18 miles per hour. My group behind them, we rolled in at 24 or 26 miles per hour."

Van Slyke says that "none of the topography is that demanding. The climbs are not killers but they all add up. If somebody's pushing you faster than you normally would go, it can be a miserable 200 miles."

USED PIPE AND WELL CASING
Now in stock
VALLEY METALS, INC.
10th West 1st North • 752-0571

Return of the original

By Mike Ingraham
sports editor

It's true that Cache Valley cyclists are expected to dominate the Fifth Annual LoToJa Classic Saturday, but whether one rider, Bob Van Slyke, will relive 1983 remains highly problematic.



More than 100 licensed and citizen class riders will begin the 203-mile Logan to Jackson road race at 7 a.m. Saturday from the front of Sunrise Cyclery, 138 N. 100 E. in Logan. Less than nine hours later they should be pulling into Jackson, and if the past few years is any indication, the finish should be nip and tuck.

The record for the old 207-mile course is nine hours and 27 minutes set last year by Scott Nielsen of Salt Lake City, who just edged this year's favorite Brett Hanson of Logan. Organizers expect a finish this year of somewhere in the 8.40 range.

Of last year's 102 riders, 66 finished.

The riders will be competing for \$1,000 in cash and prizes, the centerpiece of which is a Bianchi bike frame.

This is an improvement over the original 1983 version in which winner Van Slyke came away with not much more than numb hands (numb even after waving like the pope to the rest of the field while Van Slyke was on

his way home and the others were still struggling ahead to Jackson.)

"For two weeks afterwards," the Logan City fireman says, "there was a tingling just from compressing the nerves. I learned from that to put extra padding on the handlebars."

When Van Slyke dismounted from his bike in Jackson that day, it was to stay dismounted. But he insists that the ordeal had nothing to do with his four-year vacation from the sport. "A change in priorities," he explained.

This year at age 33 he's back again, but with modest expectations. "I was getting out of shape and needed something to get me going again." Judging from 1983, all Van Slyke needs is his

wife Kathy not to overleap that morning. He'll take care of the rest, just as he did that in the first LoToJa, soloing over the peaks and through the rolling prairie like Lindbergh across the Atlantic.

"We all lined up for the start," he recounts. "All" was nine riders. "There was a little starting line there in front of Sunrise. Somebody said 'On your mark, get set, go,' and we all took off. I think we had a police escort which dropped us off in North Logan.

"We rode as a group through Smithfield. Back then we wore leather helmets — it was a token effort.

"My wife likes to kind of sleep in. We were leaving at 7 a.m. and I figured that I could carry enough food to get me to Soda Springs. I told

her 'Just sleep in and when you wake up get in the car and meet me at Soda.'

"She met me there right at about the time I was running out of food and water.

"Hopefully this year I'll have somebody to ride with. Back then I was by myself from Preston. Really, all I remember was the boredom of the whole thing, sitting on the bike for nine hours. Every five miles I would pass Kathy and she would holler and I would holler back.

"I had set a time goal of about 10 hours for the 185 miles. The furthest I had ever ridden was 110 miles. I'd raced all season, and four weeks in succession I'd ridden long road races. But that was the only preparation. The LoToJa was uncharted territory.

"I didn't care if somebody beat me by an hour just as long as I finished in 10 hours.

"I did it in nine hours 36 seconds. I was really pleased with that. There were no crowds at the finish. There was a guy with a stopwatch and my wife. As soon as I crossed the finish line I got off the bike and put it on the roof of the car. Then we went into a Sizzler. I had a steak and that was it.

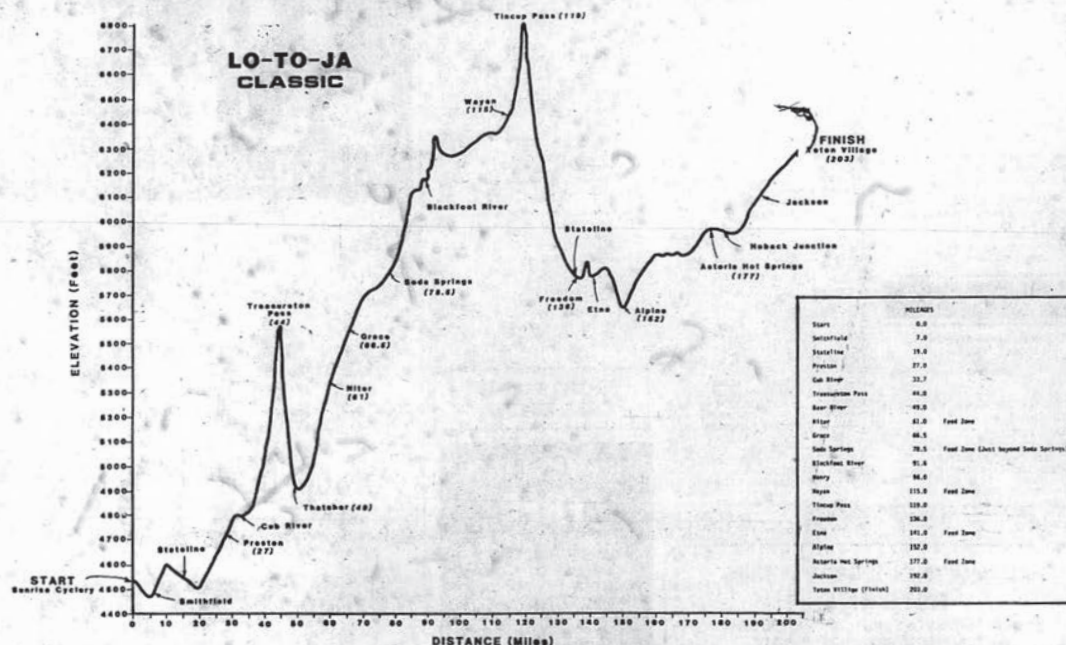
"We drove back to Logan that night. We passed most everybody else who was riding and we waved to them. They were spread out — the second place finisher came in about an hour after I did."

Things have changed since that inaugural nine-man outing. For one thing there are women present, although organizers doubt they will be among the licensed riders.

Instead of a steak eaten in solitude, there is an awards brunch Sunday at 11 a.m. in Wyoming. As a matter of fact, Friday before the race there is an "All you can eat" pasta dinner.

Van Slyke's feat, of pushing himself all that distance when there was no competition and of making his own way without drafting behind others, set a high standard for this race. This time, he's got certain advantages — an aluminum bike — and Kathy's got certain advantages — a newer car. But on the other hand, he's not practicing his victory waves.

"Then I was in really good shape and kind of knew my cycling self better than I do now. Now I'm not sure I can sit on a bike for ten hours."



Point	MILES
START	0.0
Smithfield	7.0
Stettin	19.0
Preston	27.0
Van Slyke	35.7
Transannon Pass	46.2
Miller	49.0
Thatcher	49.0
Green	88.6
Soda Springs	78.6
Blackfoot River	81.4
Wayne	86.0
Tinsop Pass	119.0
Freedom	139.0
Elva	141.4
Alpine	142.0
Astoria Hot Springs	177.0
Jackson	203.0
Team Willapa (1983)	203.0



Teresa Smith/Herald Journal

A total of 131 riders set off from Logan early Saturday morning in the 203-mile Lo-To-Ja Classic, a bicycle race from Logan to Jackson, Wyo.

Hanson, Wilson shatter record

Special to the Herald Journal

TETON VILLAGE, Wyo. — Logan cyclist Brett Hanson trimmed more than 45 minutes from the course record that cost him first place a year ago and claimed victory in the fifth annual Lo-To-Ja Classic bicycle race Saturday.

Hanson completed the trip from Logan to Jackson in an unofficial time of 8:42:39. The previous fastest time was 9:27, set a year ago by Scott Nielsen of Salt Lake City, who beat Hanson by seconds.

Nielsen's record was for a 207-mile course, four miles longer than this year's 203-mile version, but Hanson can still claim a faster overall finishing time.

Pete Wilson, also of Logan, finished a minute off Hanson's pace, posting a time of 8:42:40.

"I needed to win this one," Hanson said after the grueling race. "After last year, I wanted it bad."

Lo-To-Ja Classic

The weather cooperated throughout the day Saturday. Expected rain showers did not materialize and the temperatures were cool to moderate all the way along the three-state course.

A total of 131 cyclists — 48 licensed, the rest citizen class — entered the race, which began early Saturday in front of Sunrise Cyclery in Logan. The course wound through Idaho, over Treasureton and Tincup Passes to an elevation of nearly 6,800 feet above sea level, and finished in Teton Village, Wyo., a small town just outside Jackson.

Most of the cyclists were planning to stay in Teton Village Saturday night. An awards

ceremony was scheduled early today.

Last year 102 riders entered and 66 finished. No figures on total finishers this year were available Saturday night.

Many of the results were also unavailable or untabulated by press time Saturday.

Art Heers, who posted one of the fastest citizen times at 8:55:20, had good reviews for the race.

"It's a great experience," he said. "I didn't expect to do this well."

He said many of the cyclists rode in packs and provided support for one another.

"There was a lot of comradery," he said. "Everyone felt good. We kind of introduced ourselves."

Charles Olmsted and Michael Baughman posted a tie in the licensed Category IV division, finishing in 8:53:05. Robert Fourney was close behind with a time of 8:55:20.