

cycling utah

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UTAH
PREVIEW
ISSUE!
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PAVEMENT
ADVOCACY
RACING
TOURING
TRIATHLON**

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**SPEAKING OF
SPOKES**
*Riding the
Etape du Tour:
An Epic Trek to
Mont Ventoux*

By David Ward
Publisher

It is Sunday, July 26, and yesterday on Mont Ventoux Lance Armstrong successfully hung on to his podium spot. And since he did not win the Tour, the French love him. He is an "homme brave et courageux". I think they love former winners who lose. They should. There are plenty of French cyclists who have won a stage or two of the Tour, and maybe a few small races, and they are beloved by their fellow citizens. At any rate, I was there, just above Chalet Reynard, the café situated 6 kilometers from the Mont Ventoux summit, cheering on all the racers and Lance in particular.

But I am getting sidetracked. Just five days earlier, I rode the Etape du Tour (Stage of the Tour), the event that traces that exact same stage. It was the culmination of nearly nine months of planning and four months of training. And what a grand experience it was. Well worth all the planning, training and expense. There is an excitement, difficult to describe, in riding, in its entirety and ahead of the pros, the stage anticipated to be the most exciting and difficult, and potentially determinative, of the Tour.

As it turned out, Contador already had an iron grip on the yellow jersey, and Andy Schleck's hold on second place was pretty solid also. Though he talked about overtaking Schleck, our man Lance was really fighting to hold on for the third podium spot. Based on Stage 17 from Bourg-Saint-Maurice to Le Grand Bornand, and in particular the Col de la Colombière, it seemed more likely he would lose it. He had to ride strong and intelligently to keep it, and he had to do it on the Mont Ventoux stage I had just ridden five days before. What an exciting circumstance and experience for me.

Just nine days earlier, July 17, I boarded my flight to leave for France. My months of planning and training were over, and I was leaving for my rendezvous with the Etape and Mont Ventoux. While eventful and tiresome, and without boring you with the tiresome detail, I managed to arrive at Marseille the next day, July 18, met up with my tour group, and arrived at my hotel about 4 p.m. Shortly thereafter, my British friends, Derek and his wife Sandy, who had come to watch the Etape and the Mont Ventoux stage of the Tour, arrived with the bike Derek had arranged for me to borrow. We visited awhile, having drinks on the hotel's patio, after which Derek and Sandy left. I then installed my own pedals, seat and seat post, and I was set to go. For the next seven days, till I finally left on July 26, I pretty much just ate, rode my bike and slept. A perfect cycling vacation.

The next day, Sunday, July 19, after breakfast, a group of us rode the 25 miles from our hotel in Pont



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cycling utah is published eight times a year beginning in March and continuing monthly through October.

Annual Subscription rate: \$15

(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.
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Cover: Jenni Curtis on the Wasatch Crest Trail with Solitude, Brighton, and the Wolverine Cirque in the background.
Photo: John Shafer, flickr.com/photos/photo-john



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ROAD RACING

Larry H. Miller Tour of Utah Preview and Race Guide



Another year has come and, at least partly, gone; another Tour of California, another Giro d'Italia, another Tour de France... and now the stage is set for another Tour of Utah. That's the Larry H. Miller Tour of Utah, presented by Zion's Bank, to be precise, the fourth in what promises to be a solid legacy of bicycle racing hosted by a state fast becoming famous for great racing and even greater racers. (Don't forget, defending GC champ Jeff Louder lives here, as does stage racer extraordinaire Burke Swindlehurst.) This year's extravaganza kicks off with a prologue on Tuesday the 18th of August, and winds up on Sunday the 23rd with a crowd-pleasing criterium. In between these two downtown Salt Lake City events, the tour will visit Ogden, Lehi, and Park City, and travel through the towns of Summit, Wasatch, Morgan, Weber, Utah and Tooele counties.

In all, the race will cover 325 miles, climb 30,000 feet of spectacular mountain by-ways, and present the world with a scenic diversity that can only be described as breathtaking. The Tour's various downtown venues and high altitude mountain climbs combine to create a race that is as exhilarating for spectators as it is challenging for competitors.

For the second time in its history, the Larry H. Miller Tour of Utah is proud to be an important stop on the prestigious 2009 USA Cycling National Racing Calendar. The NRC, as it is known, showcases the high-

est level of competitive road cycling in the United States, and provides season-long points series to determine the top riders and teams in the nation. Tour organizers are working closely with all cities and counties, and tourism groups to provide the best routes and the most spectator-friendly courses. We salute all of those who are putting it all on the line for the rest of us to enjoy, including management, staff, sponsors, teams, and the hundreds of supporters and volunteers.

Of course, one of the biggest stars of this event will be the state of Utah, itself. The athletes will traverse a variety of climate and environmental conditions that simply cannot be found anywhere else in the country. Riders will find themselves pedaling over mountain passes in the shadow of the some of the highest peaks in the Wasatch Mountains; climbing high into the alpine regions that still—even in August—continue to hold snow; and racing around the circuit courses of the downtown metropolitan areas that make Utah so interesting and diverse. Twenty-one teams will be represented, including two made of amateur riders who live and work, mostly full-time, here in Utah.

If you can only get out to watch a single stage, that's OK; if you can get out for more, even better. But move heaven and earth, if necessary, to be sure that you witness at least one day of this year's Tour. The athletes, the crowds, the scenery, the excitement

and, of course, the organizations with the devotion and commitment to make it all possible. That's what makes the Larry H. Miller Utah so extraordinary. Rock on.

Where and Who to Watch

Half of the fun of being a cycling spectator comes long after the race when you can boast, "I was right there when the leader attacked on the last climb..." or, "I was standing at the exact point on the course when the decisive move came that set up the stage win."

To be able to make those kinds of claims, you have to either be lucky, well prepared, or both. So in the interests of helping our readers stake out right viewing position, at the right time, with your eye or camera trained on the right rider, Cycling Utah is providing a little advance intelligence. We asked two resident race experts to offer their opinions on where and who they're planning to watch. One is Utah pro Burke Swindlehurst, Team Bissell rider, who will be watching from the saddle of his bike, and hopefully initiating some of those moves. The other, Terry McGinnis, could be watching from just about any position, since he's the Executive Director of the Larry H. Miller Tour of Utah. Here are their observations.

In the 2008 Tour of Utah, Utah's Jeff Louder (BMC) puts the hammer down on Tanner's Flat in Little Cottonwood Canyon. This was the start of his winning move. Utah's Burke Swindlehurst (Bissell) hung on for awhile, but Chris Baldwin (behind Burke) was dropped here. Louder won the stage and the overall. Photo: Dave Iltis

Continued on page 14

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HEALTH

Cycling, The Sun, and Skin Cancer

By Christopher Hull, MD

Department of Dermatology
University of Utah

With the long, sunny, hot days of summer upon us, it is an appropriate time to remind cyclists and outdoor enthusiasts about the importance of sun safety. Heading outdoors without adequate sun protection can lead to sunburn, wrinkles, freckles, and most importantly, skin cancer. Cyclists are at high risk for the damaging effects of ultraviolet (UV) radiation because of their cumulative time spent outdoors. Previous studies have investigated UV exposure in professional cycling and triathlons. These studies have demonstrated that personal UV exposure levels of the tested athletes to be 30X higher than recommended. In fact, these UV doses were among the highest personal levels reported for any sport. However, with a few simple changes, the risks of UV light can be limited.

Soaking up the sun's rays used to be considered "healthy" before we learned the dangers of UV radiation. Overexposure to the sun can be deadly as sunburns and chronic sun exposure are known to have a cumulative effect on the skin and lead to future skin cancers. Skin cancer has become an epidemic in this country, largely a result of increased outdoor recreation (like cycling) and a failure to use sunscreens and protective clothing. As the most common type of cancer in the U.S., skin cancer is

a significant public health issue. It is estimated that half of ALL new cancers are skin cancers. This year, more than 1 million new cases of skin cancer will be diagnosed. Most of these will be basal cell and squamous cell cancers which have a better than 95% cure rate if detected early. Unfortunately, more than 10,000 individuals will die of skin cancer this year, many of these from melanoma, a cancer which is rising at a faster rate than any other cancer.

A few simple lifestyle changes may lower skin cancer risks and limit the other effects of chronic sun exposure (wrinkles and freckles). Sun protection should always start with avoiding peak sun hours (between 10 AM and 4 PM) and dressing sensibly. Most clothing absorbs or reflects UV rays but white fabric, including loose-knit cotton, does not offer much protection. When possible, people should wear a wide-brimmed hat, sunglasses, protective clothing, avoid sunbathing, and seek shady areas. If you are going to be in the sun, and especially during cycling, sunscreen should be used, even on cloudy days and at all times of the year (not just in the summer). Sunscreens work by absorbing, reflecting, or scattering the sun's rays. A higher SPF provides greater protection from developing a sunburn. For daily activities (like work) an SPF of 15 is generally adequate but during cycling or other outdoor activities, an SPF of 30 or greater should be used. Sunscreens should be labeled

"broad spectrum" and contain the ingredients avobenzone, titanium, or zinc. Sunscreens should be applied about 20 minutes before going outdoors and reapplied every 2 hours during exercise or swimming.

One myth is that a tan is a sign of "good health." A suntan is actually the result of skin injury and a response by the skin to protect itself. Indoor tanning is just as bad for your skin as natural sunlight. Several studies have shown that indoor tanning contributes to premature wrinkling and skin cancer and should not be considered a safe alternative to outdoor sun exposure. Therefore, getting that "base tan" (from natural or artificial light) before outdoor activities is not considered safe.

The 3 most common types of skin cancer are basal cell and squamous cell carcinoma, and melanoma. More than 90% of all skin cancers occur on sun-exposed skin including the face, neck, ears, forearms, and hands. Basal cell carcinoma usually develops in sun-exposed areas of the face in fair-skinned individuals. It can start as a red patch or shiny bump that is pink, red, or white. It may be crusty or have an open sore that does not heal. Squamous cell carcinoma usually appears as a scaly patch or raised warty growth. Melanoma is the most dangerous form of skin cancer. It usually looks like a dark brown or black mole-like patch with irregular edges. Sometimes it is multicolored with red, blue, or white shades. Melanoma usually develops on sun-exposed skin but can be found anywhere including the retina of the eye, mouth, and feet.

Early detection is the surest way to a cure. Develop a regular routine to inspect your body for any skin changes. If any growth, mole, sore, or skin discoloration appears suddenly, or begins to change see your regular physician or a dermatologist. If you have a history of significant sun exposure, skin cancer, or a family history of skin cancer, a baseline and regular skin examination by a dermatologist is recommended. The American Academy of Dermatology has excellent resources and can be found online at www.aad.org for additional information.

Everyone should be able to enjoy Utah's sunny weather. By using some common sense as well as following these guidelines, you can safely work, recreate, and ride your bike outdoors without worrying too much about skin cancer or wrinkles.

On August 22, 2009, a number of local cyclists will be participating in the Tour of Utah's 1,000 Warrior Bicycle Race and will be raising awareness about skin cancer. We are planning a Miles for Melanoma event that will help raise research funding for the skin cancer program at the University of Utah. If you are interested in donating to this fundraising event, please follow the instructions below.

1. Go to <http://healthcare.utah.edu/dermatology/giving.html>
2. Scroll to the bottom of the page and click on the link that says GIVE TO MELANOMA RESEARCH (on bottom right)
3. Select "I want to make a Gift" and proceed to step 2
4. In step 2:
 - a. Fill in the amount you want

to donate. For example, if you are pledging \$1 per mile for your athlete, then you will enter \$96 into the donation field.

b. In the box marked "Special Instructions and Comments," write "Miles for Melanoma" and list the name of your athlete.

5. Follow the on-screen instructions to finish your contribution.

We will have skin cancer awareness and information tents at two of the stages. Please stop by and pick up some information about skin cancer or ask us any questions you might have. We have also enlisted the support of Jeff Louder (Utah resident, BMC professional cycling team, winner of 2008 Tour of Utah). Jeff will be wearing a UV monitor on his helmet during the Cascade Classic and again during the Tour of Utah. This will allow us to collect and analyze his total UV exposure during these races and provide quantifiable information about total UV exposure during a professional cycling stage race.

**What's on your mind?
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MOUNTAIN BIKING GUEST EDITORIAL

Illegal Trail Building Hurts Mtn. Biking

By **Dave Kiel, Outdoor Recreation Planner, St. George BLM Field Office**

Over the last 2 ½ decades, mountain biking has been on a tear. Going from fringe outdoor activity to legitimate American pastime at a blistering pace, fat tires gained recreational and competitive legitimacy virtually overnight. It's still hard to believe that mountain biking breezed into the Olympic Games 13 years ago with nary a hiccup from the often stodgy International Olympic Committee.

But that meteoric growth came with growing pains and the reason was simple—the vast majority of mountain biking is recreational and it happens on public lands. And whenever a new activity crops up on lands belonging to the American taxpayer, environmental impacts, confrontation, and controversy are sure to follow.

Mountain biking weathered the inevitable faceoff with hikers and equestrians as off-road cyclists took to “their” trails in increasing numbers. This early legitimacy was due in no small part to the creation of IMBA, who, along with some very dedicated clubs across the country, helped establish the fledgling sport as a viable use of public lands. Nowadays, when land managers consider outdoor recreation opportunities, mountain bikers have parity with other outdoor recreation activities.

Sounds pretty positive, doesn't it? Well, there's one missing component to this story that threatens the hard work of all those off-road cyclists who care deeply about both the sport and the environment—illegal trail building.

We all know that onetime illegal trails form the backbone of the riding opportunities in a number of Utah counties. That's particularly true here in Washington County as a significant amount of our desert single-track has a rather murky history. A lot of people in the BLM St. George Field Office (very few of them were mountain bikers) worked very hard to jump through the proper hoops and legalize those trails. Former BLM employee Cimarron Chacon even took it a step further and obtained National Recreation Trail status for the trail system on Gooseberry Mesa.

Now that the BLM and the Forest Service have accepted mountain biking as a legitimate and responsible use of public land, the days of outlaw mountain bikers constructing secret trails are over. Right? Wrong. Fueled by glorification in some of the glossy bike rags, illegal trail building and the pioneering of new routes is still occurring.

A brand new stretch of outlaw singletrack was recently constructed on Gooseberry Mesa, crossing BLM and private lands with impunity. Another trail was constructed on Smith Mesa, primarily on state lands, but public nonetheless. The lower section of the BLM's Bear Claw Poppy Trail now has more new routes than it did when it was open to motorized use. For those of you who have ridden here over the years, this area was closed to motorized use to protect the Dwarf Bearclaw-Poppy and mountain bikes were allowed on two specified routes only. These have

been signed repeatedly but the signs are ripped out as quickly as they are installed and trail proliferation is rampant.

Now, if the first thing you thought when you read the previous paragraph was, “Hmm, I wonder where that new Gooseberry singletrack is?” Well, that kind of complacency makes you part of the problem and I'm growing weary of defending mountain bikers as being environmentally responsible—because clearly, some of them are not. Now, I am fully aware that the vast majority of mountain bikers, including most readers of Cycling Utah, are responsible public lands users. But there's an aggressive minority out there who could care less and it won't take much to wipe out all the goodwill and legitimacy it took years to build. It's gotten bad enough that I'm no longer willing to jump to the defense when disparaging comments about mountain biking spill out in planning meetings.

The other day, a friend asked me the obvious question: “What's wrong with building trails on public lands?” My first response was predictable, “Nothing, as long as the proper planning has been completed and clearances have been obtained. You wouldn't build a trail across your neighbor's property without permission, so why would it be okay to do the same on public lands?”

That's a pretty obvious conclusion but there's more to it than that. When trails are constructed illegally, all the safeguards designed to protect natural resources are being ignored and those resources are placed at risk. If you follow the rules, the proposed

trail alignment will receive a number of clearances, with the most important being endangered species and archaeological resources.

Can you imagine the fallout that would occur if a trail were put through a sensitive archaeological site? Think about recent events in Blanding. Granted, it's a bit apples and oranges, but would you really want to see mountain biking facing the same scrutiny and condemnation? And if you think you can recognize an important cultural site, trust me, I've been on the ground with archaeologists and if you don't know what you're looking for most people could walk right over a significant site and never even know it.

And what about endangered species? They come in two flavors—plants and animals, and illegal trail construction can not only damage their habitat, but once a trail is being used on a regular basis, it can disrupt the way wildlife use an area.

Finally, there's public perception. One of the biggest problems facing land managers today is the proliferation of off-road vehicle routes. Like mountain bikers, I believe that the majority of OHV riders are responsible users. The reason their impacts are so glaring is because a simple twist of the throttle by a single rider can do a phenomenal amount of damage. But the degree of damage is not a valid excuse for the construction of illegal mountain bike trails. From a land manager's perspective, both are surface disturbing activities and both are illegal. From the perspective of the public, it tends to lump mountain biking in with motorized use, rather than seeing it as a standalone non-motorized use.

The next time you hear about the new “secret” trail, think about what that really means. Yes, constructing new trails by the book takes longer,





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but it's really not that difficult and it will ensure long term legitimacy for Utah mountain biking.

For more information about public lands trail construction, contact your local BLM or US Forest Service office. These are some useful links for contacts and further research:

<http://www.blm.gov/ut/st/en/info/directory.html>

http://www.imba.com/resources/trail_building/index.html

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Coach's Corner

Stick Dog Pedicabs: A 'Green' Ride



Carston Oliver gives a ride to a couple after the Twilight Series at the Gallivan Center on July 30th. Photo: Dylan Brown.

By Dylan Brown

They came and they went, but now they are back again. And with a vengeance. Pedicabs are now appearing everywhere in downtown Salt Lake City. Whether it's a bar-to-bar ride or free food delivery, Stick Dog Pedicabs does it all.

These three wheeled human-powered transport vehicles are as efficient as they are convenient. Whether it's transporting produce from one village to the next or escorting tourists from the airfield to the hostel, pedicabs are used all around the world. Pedicabs are a worldwide enterprise and Salt Lake City, as well as many other American cities, has joined the trend.

Back in 2004, Wasatch Pedicabs paved the way for Stick Dog, but it was at a price. Time and time again, Wasatch Pedicabs rose to the occasion when they were faced with increased insurance coverage demands, but unfortunately, after the "Rocky" administration required them to buy a \$3 million personal injury insurance plan, Wasatch Pedicabs had to shutdown. Even if they could have found an insurance company to cover such expenses (there are only 2 or 3 in the country that even cover pedicabs), this premium simply would not have been feasible.

The dispute between Wasatch Pedicabs and the Salt Lake City Corporation has ended poorly; they have ended up in court. The case went to the District Court and is now pending in the 10th District of Appeals in Denver. This mishap has not been in vain though, as Stick Dog Pedicabs seems to be flourishing in the wake of Wasatch Pedicabs.

It was unfortunate what hap-

pened to Wasatch, said Bret Cali, co-owner of Stick Dog Pedicabs. Cali found it unusual for the city to require such expensive insurance coverage because "there has only been one fatality in the history of pedicab services." Luckily Stick Dog has found a company willing to insure them and they are now changing the downtown scene little by little.

Currently, Stick Dog has settled in nicely with four yellow pedicabs and a couple of delivery bikes made by Madsen Cargo Bikes, "a South Salt Lake company with a global reach." Stick Dog not only transports people, but also food. And the best part, the food delivery is free for both the restaurant and the customer (besides tips, of course). What a green concept! Included on the restaurant roster is Boston Deli, Estes Pizza, Bruge's Cafe, Lumpy's Bar and Grill, The Sandbox, and plenty more.

It's as simple as calling your favorite restaurant, ordering, then the restaurant calls Stick Dog, and walla, you have delicious food at your doorstep. Stick Dog delivers mostly around the downtown area, but has made some trips down past 2100 South and pretty far into the avenues.

"What we're doing is helping other businesses," said Cali. "Like some hotels that don't have room service now have room service. It's almost like a cooperative."

Stick Dog started operation in May 2009 and have been on the streets seven days a week since. They even include a 2 a.m. night shift. With a fully enclosed canopy, they plan on operating all through the winter, snow or shine.

Check them out:
<http://site.stickdogpedicabs.com/>
 801.637.7036 or 801.548.3775

Cyclingutah.com for trails, event links, photos, back issues, links, and more!

UTAH CYCLING INDUSTRY PROFILE

Hydration Innovation Born in Utah



Ogwa inventor Toby Hazelbaker

By Tyler Servoss

OGWA (pronounced ah-gwah) is an innovative new start-up company with a very savvy hydration pack bladder, headquartered in Utah.

V.P. of business development Toby Hazelbaker says, "We call our product a pressurized hydration reservoir or pressurized hydration system when used in a pack. It is essentially a common hydration reservoir with two separate chambers - water and air - that when the one is pressurized via a bulb pump routed to the pack's shoulder strap, it exerts pressure on the other (water) chamber which in turn allows for quick, high-volume hydration without sucking as well as a myriad of other uses (spraying off, cleaning gear, camp

applications, sharing with the dog or friends, helping flow through inline filters, etc...)"

The origins of this product draw from a medical device called a rapid infuser. These devices are used to pressurize IV bags, increasing the rate of delivery for their contents. The inventors Luke Reichert and Toby Hazelbaker wrapped one of these devices around a hydration pack to create a pressurized system.

The core product is evolving from a pressurizing sleeve that was used as an add-on to existing hydration packs to an integrated unit of bladder and pressurization device. The pressure is significant enough to spray 15ft. when inflated with just a few pumps of a palm-sized bulb.

In September 2008, the company

then called Pressure Products LLC won the first Concept-to-Company innovation competition in Ogden, Utah. As a result they received services, support and attracted the attention of an Angel Investor. Rebranding themselves and their product as OGWA they have set their sites on bigger and better things for the future.

The success in this and other innovation contests have resulted in greater media exposure and credibility. This recognition has been a factor in attracting a new CEO as well. Harlan Gardiner has been a top-level executive with such brands as Ogio, Jansport, and Eastpak. His involvement has been a major coup for the fledgling organization as Mr. Gardiner brings a wealth of knowledge and industry contacts to the turbo charge the growth of the organization.

In the current economic climate it became necessary to make a shift from working to develop a brand and shelf space at retailers, to getting their product licensed for use by other large manufactures. Hazelbaker says, "We want to become like Goretex. They don't actually make coats, but their licensed technology makes coats better." The vision is to partner with larger companies who have the ability to compete with established brands like CamelBak. Don't be surprised if you see pressurized hydration systems cropping up in the near future at you local bike shop with the tagline "pressurized by OGWA."

For more about OGWA visit www.ogwacorp.com or www.never-suckagain.com

"The way 'dem cyclists talk...it brings a tear to my eye. *sniff*"

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BOOK REVIEW

The Practical Cyclist is a Good Book for those just starting out.

Review By Lou Melini

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2009: New Society Publishers
www.newsociety.com

When doing a book review I try to categorize the book to the interested cycling group. For example, would the book be more relevant to racers, over-night bike tourists, commuters or bike advocacy groups. The Practical Cyclist by Chip Haynes or "Uncle Chippie" as he likes to be called, is placed in a new category. Mr. Haynes, AKA Uncle Chippie, sets the tone of the book on page 2 when he says "I have no intention of beating you over the head with an organic, free-range, well-hugged tree to try and make you feel guilty about driving your car and not giving it up for the good of the planet." He goes further to eliminate some user groups by saying "you don't have to be a skinny road racer, a muscled mountain biker, or a tattooed urban bike messenger to get out there on a regular bicycle, actually going somewhere and enjoy it."

After reading the first couple of chapters I thought this would be a great book to give as a gift to your friends, co-workers or relatives who say to you, "I'm thinking about getting into biking. What should I do?" Give them Uncle Chippie's book, especially if your friend, co-worker or relative just doesn't think they would look good (perhaps rightfully so) in "spandex" or going to the store for a loaf of bread on a bike would be the height of adventure. You know the person; hasn't ridden a bike since childhood and asks you if the bike at Walmart that is advertised as "Shimano Equipped" is the right bike. You will save yourself count-

less hours trying to convince them that the \$99 special is not so special and so does Uncle Chippie. Give him or her The Practical Cyclist then take them to your favorite bike shop.

However, the more I read the more I enjoyed the book. Uncle Chippie has a really humorous writing style and brings up a lot of good points that perhaps a young shop employee should know when dealing with the extremely novice customer, or what I should say to someone who is looking to buy a bike but doesn't want to read The Practical Cyclist. For example, Chapter 6 is entitled "How to Ride a Bike". This reminded that before I recommend a bike, I probably should ask if they know how to ride a bike and that some people are in real need for practical help. In this chapter Uncle Chippie also gives advice in a manner appealing to those who may not like riding on roads. "Ride with the flow of traffic. Riding on the wrong side of the road, against the flow of traffic, is probably the second worst idea ever, topped only by trying to bring democracy to the Middle East." He spends nearly 2 pages on sidewalk riding for those who have to ride on sidewalks, but summarizes this by saying "It is far more dangerous for the cyclist to ride on the sidewalk as opposed to the street." He also gives practical advice for the excuses of "It's too cold, too hot, too windy, too..."

The Practical Cyclist gives, as the title states, practical advice, DUH. Mr. Haynes has some opinions and he emphasizes this by saying "Trust your Uncle Chippie on this one". For example, he like platform pedals that can be pushed with any shoe, internal geared hubs to eliminate derailleur hassles, clothing that won't make you stand out in line at the grocery store and Schrader valves. You may not agree with his choices, but his intended audience will after reading his book.

If you are looking for a quick weekend read buy this book, you will enjoy all 169 pages. As you read The Practical Cyclist it will grow on you, make you laugh and think about what you are saying to someone who knows little about your passion but sincerely comes to you for advice. You will enjoy this book; trust your Uncle Louie on this on.

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Cottonwood, UT 84121
(800) 736-8754

Canyon Sports
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Riverdale, UT 84405
(801) 621-4662

Desert Cyclery Inc.
514 North Bluff
St George, UT 84770
(435) 313-1200

Highlander Bike Shop
3333 Highland Drive
Salt Lake City, UT 84106
(801) 487-3508

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Riverton, UT 840625
(801) 523-8268

Out 'N' Back
1797 South State
Orem, UT 84097
(801) 224-0454
Shuntavi Bikes
117 W. State Street
Hurricane, UT 84737
(435) 635-7328

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Salt Lake City, UT 84103
(801) 533-8671

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Logan, UT 84321
(435) 752-2326

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Fine Edge Ski & Cycle Shop
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Laramie, WY 82070
(307) 745-4499

Fitzgerald's
245 West Hansen
Jackson, WY 83002
(307) 734-6886

Rock On Wheels
3151 Nationway K-5
Cheyenne, WY 82001
(307) 631-0011

WESTERN COLORADO

Bicycle Outfitters
431 Colorado Avenue
Grand Junction, CO 81501
(970) 245-2699

Durango Cycle
143 E. 13th St
Durango, CO 81301
(970) 247-0747

Single Tracks
150 South Park Square
Fruita, CO 81521
(970) 858-3917

Peak To Peak
540 Sherman Street
Ridgeway, CO 81432
(970) 626-3177

Ute City Cycles
2847 East Fork Road
Aspen, CO 81612
(970) 963-2500

IDAHO

Barrie's Ski & Sport
699 Yellowstone Avenue
Pocatello, ID 83201
(208) 232-8996

Bikes 2 Boards
3525 W. State Street
Boise, ID 83703
(208) 343-0208

Idaho Mountain Trading Co
474 Shoup Avenue
Idaho Falls, ID 83402
(208) 523-6679

Meridian Cycles
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Meridian, ID 83642
(208) 884-1613

Mountain View Cyclery
9521 N. Government Way
Hayden, ID 83835
(208) 762-9253

Peaked Sports (Big Hole)
65 South Main Street
Driggs, ID 83422
(208) 354-2354

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Rexburg, ID 83440
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or go to bikethewest.com

BICYCLE SHOP DIRECTORY

SOUTHERN UTAH

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Brian Head Resort Mountain Bike Park

329 S. Hwy 143
(in the Giant Steps Lodge)
P.O. Box 190008
Brian Head, UT 84719
(435) 677-3101
brianhead.com

Cedar City

Cedar Cycle

38 E. 200 S.
Cedar City, UT 84720
(435) 586-5210
cedarcycle.com

Hurricane

Over the Edge Sports

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Hurricane, UT 84737
(435) 635-5455
otesports.com

Moab

Chile Pepper

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(next to Moab Brewery)
Moab, UT 84532
(435) 259-4688
(888) 677-4688
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Poison Spider Bicycles

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Moab, UT 84532
(435) 259-BIKE
(800) 635-1792
poisonspiderbicycles.com

Uranium Bicycles

284 N. Main Street
Moab, UT 84532
(435) 259-2928
uraniumbicycles.com

Price

BicycleWorks

640 E. Main Street
Price, UT 84501
(435) 637-BIKE
fuzzysbicycleworks.com

St. George

Bicycles Unlimited

90 S. 100 E.
St. George, UT 84770
(435) 673-4492
(888) 673-4492
bicyclesunlimited.com

Desert Cyclery

1450 S. Hilton Drive
St. George, UT 84770
(435) 674-2929
(866) 674-2929
desertcyclery.com
desertbiketours.com

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St. George, UT 84770
(435) 674-3185
redrockbicycle.com

Sunset Cycles

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St. George, UT 84770
(435) 215-4251
sunset-cycles.com

Springdale

Zion Cycles

868 Zion Park Blvd.
P.O. Box 624
Springdale, UT 84767
(435) 772-0400
zioncycles.com

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Logan

Joyride Bikes

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Logan, UT 84321
(435) 753-7175
joyridebikes.com

Sunrise Cyclery

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

Wimmer's Ultimate Bicycles

745 N. Main St.
Logan, UT 84321
(435) 752-2326

Park City

Bootworks Cycle Center

Park City Resort Center, Plaza Level
Park City, UT 84060
(435) 649-3032
bootworks.com

Brothers Bikes

520 N. Main Street, #D
Heber City, UT 84032
(435) 657-9570
brothersbikes.com

Cole Sport

1615 Park Avenue
Park City, UT 84060
(435) 649-4806
colesport.com

Dharma Wheels Cyclery

6415 N. Business Park Loop Rd. #J
Park City, UT 84098
(435) 658-0032
dharmawheelscyclery.com

Jans Mountain Outfitters

1600 Park Avenue
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Park City, UT 84060
(435) 649-4949
jans.com

Stein Eriksen Sport

@ The Stein Eriksen Lodge

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(mid-mountain/Silver Lake)
Deer Valley, UT 84060
(435) 658-0680
steineriksen.com

White Pine Touring

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P.O. Box 280
Park City, UT 84060
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whitepinetouring.com

Vernal

Altitude Cycle

580 E. Main Street
Vernal, UT 84078
(435) 781-2595
altitudecycle.com

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Boulder City

BC Adventure Bicycles

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Boulder City, NV 89005
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bouldercitybikes.com

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Eden, UT 84310
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diamondpeak.biz

Ogden

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(801) 476-1600
thebikeshoppe.com

Bingham Cyclery

1895 S. Washington Blvd.
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binghamcyclery.com

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Riverdale, UT 84405
(801) 436-2018
canyonsports.com

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Ogden, UT 84401
(801) 394-7700
skylinecyclery.com

DAVIS COUNTY

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Bountiful Bicycle Center

2482 S. Hwy 89
Bountiful, UT 84010
(801) 295-6711
bountifulbicycle.com

Saturday Cycles

2204 N. 640 W.
West Bountiful, UT 84010
(801) 298-1740
saturdaycycles.com

Kaysville

The Biker's Edge

232 N. Main Street
Kaysville, UT 84037
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bebikes.com

Sunset

Bingham Cyclery

2317 North Main
Sunset, UT 84015
(801) 825-8632
binghamcyclery.com

SALT LAKE COUNTY

Central Valley

Canyon Bicycles

3969 Wasatch Blvd.
(Olympus Hills Mall)
Salt Lake City, UT 84124
(801) 278-1500
canyonbicycles.com

Cottonwood Cyclery

2594 Bengal Blvd
Cottonwood Heights, UT 84121
(801) 942-1015
cottonwoodcyclery.com

Spin Cycle

4233 S. Highland Drive
Holladay, UT 84117
(801) 277-2626
(888) 277-SPIN
spinycleut.com

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Bicycle Center

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

Cyclesmith

250 S. 1300 E.
Salt Lake City, UT 84102
(801) 582-9870
cyclesmithslc.com

Bingham Cyclery

336 W. Broadway (300 S)
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(801) 583-1940
binghamcyclery.com

Contender Bicycles

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Fishers Cyclery

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

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3232 S. 400 E., #300
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go-ride.com

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803 East 2100 South
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(801) 484-0404
guthriebike.com

Hyland Cyclery

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(801) 467-0914

hylandcyclery.com

REI

(Recreational Equipment Inc.)

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

SLC Bicycle Collective

2312 S. West Temple
Salt Lake City, UT 84115
(801) 328-BIKE
slcbikecollective.org

Salt Lake City Bicycle Company

177 E. 200 S.
Salt Lake City, UT 84111
(801) 746-8366
slcbike.com

The Bike Guy

1555 So. 900 E.
Salt Lake City, UT 84105
801-860-1528
thebikeguyslc.com

Wasatch Touring

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(801) 359-9361
wasatchtouring.com

Wild Rose Sports

702 3rd Avenue
Salt Lake City, UT 84103
(801) 533-8671
wildrosesports.com

South Valley

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(801) 495-4455
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Sandy, UT 84092
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binghamcyclery.com

Canyon Bicycles

762 E. 12300 South
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(801) 576-8844
canyonbicyclesdraper.com

Canyon Sports

45 West 10600 South
Sandy, UT
(801) 501-9713
canyonsports.com

Golsan Cycles

10445 S. Redwood Road
South Jordan, UT 84095
(801) 446-8183
golsancycles.com

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3818 W. 13400 S. #600
Riverton, UT 84065
(801) 523-8268
infitecycles.com

Lake Town Bicycles

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(801) 432-2995
laketownbicycles.com

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(Recreational Equipment Inc.)

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Sandy, UT 84070
(801) 501-0850
rei.com

Revolution Bicycles

8714 S. 700 E.
Sandy, UT 84070
(801) 233-1400
revolutionutah.com

Staats Bike Shop

2063 E. 9400 S.
Sandy, UT 84093
(801) 943-8502
staatsbikes.com

Taylor's Bike Shop

2600 W. 12600 S.
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(801) 253-1881
taylorsbikeshop.com

Taylor's Bike Shop

3269 W. 5400 S.
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(801) 969-4995
taylorsbikeshop.com

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(801) 768-0660
bikebarn@hotmail.com

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801-756-5014

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American Fork, Utah 84003
801-763-0757
www.rcutah.com

Timpanogos Cyclery

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Pleasant Grove, UT 84062
801-796-7500

Trek Bicycles of American Fork

Meadows Shopping Center
356 N 750 W, #D-11
American Fork, UT 84003
(801) 763-1222
trekAF.com

Payson

Downhill Cyclery

36 W. Utah Ave
Payson, UT 84651
(801) 465-8881
downhillcyclery.com

Provo/Orem

Bingham Cyclery

187 West Center
Provo, UT 84601
(801) 374-9890
binghamcyclery.com

Mad Dog Cycles

360 E. 800 S.
Orem, UT 84097
(801) 222-9577
maddogcycles.com

Mad Dog Cycles

936 E. 450 N.
Provo, UT 84606
(801) 356-7025
maddogcycles.com

Park's Sportsman

644 North State St.
Orem, UT 84057
(801) 225-0227
parkssportsman.com

Racer's Cycle Service

159 W. 500 N.
Provo, UT 84601
(801) 375-5873
racerscycle.net

SBR Sports

149 W. 400 N.
Orem, UT 84057
(801) 225-0076
sbrutah.com

Taylor's Bike Shop

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Provo, UT 84064
(801) 377-8044
taylorsbikeshop.com

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Orem, UT 84058
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www.urbandownfall.com

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(801) 653-2039
epicbiking.com

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Blayn's Cycling

284 S. Main Street
Springville, UT 84663
(801) 489-5106
blaynscycling.com

cycling utah

RACE RESULTS



22nd Annual Mountain Bout, Snowbird, Utah, Intermountain Cup Mountain Bike Racing Series - Race 9 of 12, July 11, 2009 12 & Under

- 1. Tyler Mullins; Racer's Cycle Service 0:39:19
2. Drew Palmer-Leger; Young Riders 0:41:34
3. Brayden Nielsen; UtahMountainBiking.com 0:43:01
4. Zachary Peterson; UtahMountainBiking.com 0:44:14
5. Anders Johnson; Autoliv 0:50:32
9 & Under
1. Bryn M Bingham; Roosters 0:10:37
2. Jonny Vizmeg; Mad Dog Cycles 0:12:57
3. Nathan Weber; UtahMountainBiking.com 0:14:44
4. Ashley(26) Nielson; Contender 0:17:25
5. Jordan Fambro; Young Riders 0:17:29
Beg Men 19-29
1. Nima Mahak 1:03:28
2. Ted Roxbury 1:07:37
3. Andrew Weber; UtahMountainBiking.com 1:19:41
4. Sean Donley 1:28:53
5. Samuel Haas 1:31:40
Beg Men 30-39
1. Schaffor Clawson 1:03:17
2. Filip Wojcikowski 1:07:30
3. Justin Thomas; Mad Dog Cycles 1:09:44
4. Mike Robinson 1:09:47
5. Justin Mellen 1:11:15
Beg Men 40+
1. Dale Hutchings; UtahMountainBiking.com 1:14:51
2. Bryan Clark 1:18:27
3. Steve Kinslow 1:21:02
4. Neil Wieloch 1:29:54
Beginner 13-15
1. Ryan Totman; Autoliv 1:06:36
2. Dallin Johnson; UtahMountainBiking.com 1:09:25
3. Forest Johnson 1:16:26
4. Destrey Enders; Autoliv 1:23:09
5. Hayden Brooks; Mad Dog Cycles 1:23:31
Beginner 16-18
1. Jared Muir; UtahMountainBiking 1:06:38
2. Stephen Benneett 1:12:22
3. Bryce Masterson 1:13:53
4. Arnel Johnson 1:22:52
Clydesdale
1. Greg Johnson; Mad Dog Cycles 1:12:36
2. Ryan Payne; UtahMountainBiking.com 1:13:32
3. Aaron (31) Mullins; RacersCS/BlackJack Pizza 1:22:03
Exp Men 19-29
1. Tanner Cottle; Porcupine/Specialized 1:46:23
2. Kevin Wilde; Porcupine/Specialized 1:47:25
3. Brian(25) Tolbert; KUHL/Scott USA 1:47:50
4. Ryan M.(9) Blaney; KUHL/Scott 1:48:05
5. Reed Abbott; Mad Dog Cycles 1:48:55
Exp Men 30-39
1. Ryan(33) Ashbridge; Revolution/Peak Fasteners 1:46:37
2. Jared Inouye; Bikers Edge 1:47:05
3. Nathan Drozd; Great Basin Imaging 1:47:26
4. Brent(82) Pontius; Bikers Edge/Destination Homes 1:49:14
5. Chad Ambrose; Contender 1:49:24
Exp Men 40+
1. Samuel Moore; Canyon Bicycles/Draper 1:46:41
2. Brad Keyes; Vassago Cycles 1:48:32
3. Bob (10) Saffell; Revolution/Peak Fasteners 1:51:34
4. Karl(42) Vizmeg; Mad Dog Cycles 1:53:59
5. Eric Koh 1:55:36
Expert Women
1. Kelsey Bingham; Roosters 1:38:09
2. Jenelle(29) Kremer; Revolution/Peak Fasteners 1:42:36
3. Margaret Harris; Racers Cycle Service 1:47:20
4. Wendy Wimmer; Wimmers Ultimate Bicycle 1:51:58
Men 50+
1. Dana Harrison; Revolution Peak Fastener 1:23:09
2. Jay Griffin; UtahMountainBiking.com 1:27:39
3. Bruce Lyman; Mad Dog Cycles 1:29:03
4. Mark Enders; Autoliv 1:35:10
5. Tim Fisher; Mad Dog Cycles 1:35:26
Men 57+
1. Jim Westenskow; Roosters 1:02:23
2. Lewis (12) Rollins; Contender Bicycle 1:05:05
3. Joel Quinn; UtahMountainBiking.com 1:06:14
4. Bruce R.(14) Argyle; UtahMountainBiking.com 1:18:15
Pro Men
1. Alex Grant; Mona Vie Cannondale 1:34:24
2. Mitchell(4) Peterson; Mona Vie/Cannondale 1:36:02
3. Robbie Squire; US National Team 1:38:11
4. David Welsh; KUHL/Scott USA 1:38:41
5. Chris(8) Holley; Mad Dog/Subaru/Gary Fisher 1:39:34
Pro Women
1. Heather Holmes; Kenda/Titus/Hayes 1:25:07
2. Kathy(7) Sherwin; Kenda/Tomac/Hayes 1:25:10
3. Kara C.(22) Holley; Mad Dog/Subaru/Gary Fisher 1:29:15
4. Sarah Kaufmann; Titus Cycles/Roaming Mouse 1:30:10
5. Erika (24) Powers; Revolution/Peak Fasteners 1:32:30
Single Speed
1. Chris Cole 1:23:28
2. Scott Billings; Mad Dog Cycles 1:28:09
3. Shane Horton; UtahMountainBiking.com 1:31:45

Sport Women

- 1. Destiny Ortiz 1:42:32
2. Jennifer Curry; Mad Dog Cycles 1:47:06
3. Heather Edwards; Birchwood 1:48:16
4. Dot Verbrugge; Mad Dog Cycles 1:48:44
5. Alison Vrem; Revolution/Peak Fasteners 1:51:29
Sport/Expert 13-15
1. Hunter Tolbert; KUHL/Scott USA 1:29:39
2. Larsson Johnson; Autoliv 1:32:06
3. Aren Burkemo; Brothers Bike 1:32:32
4. Griffin S. Park; Jolly Circle 1:40:21
5. Russell Davis; Autoliv 1:43:23
Sport/Expert 16-18
1. Danny Van Wagoner; KUHL/Scott USA 1:20:07
2. Joseph Moffitt; Mad Dog Cycles/Subaru/Gary Fisher 1:21:43
3. Justin Griffin; UtahMountainBiking.com 1:23:15
4. Noah Talley; Racers Cycle Service 1:26:40
5. Joshua Elston; Autoliv 1:29:10
Spt Men 19-29
1. Stephen Brown; Utah Mountain Biking 1:29:28
2. Trevor(55) Marsh; Kuhl 1:30:26
3. Jack Dasilva 1:34:08
4. Ryan Washburn; Mad Dog Cycles 1:46:27
Spt Men 30-34
1. Russ Holley; Joyride Bikes/EKcessories 1:25:44
2. Jake Weber; UtahMountainBiking.com 1:42:04
3. Charlie Peters 1:42:38
4. Alaric Champine 1:43:23
5. Brian O'Donnoll 1:43:26
Spt Men 35-39
1. Robert Johnson; Skull Candy/JSA Architects 1:22:08
2. Ken Costa; Revolution/Peak Fasteners 1:30:37
3. Denmark Jensen; UtahMountainBiking.com 1:31:58
4. Ryan Nielsen; UtahMountainBiking.com 1:35:58
5. Dave Dean; Mad Dog Cycles 1:37:06
Spt Men 40+
1. John W. Higgins 1:27:58
2. Keith K.(19) Payne; Mad Dog Cycles 1:29:45
3. Reed(16) Topham; Hyland Cyclery 1:30:39
4. Jason Sparks; UtahMountainBiking.com 1:30:43
5. Brad(86) Sneed; Revolution/Peak Fasteners 1:30:51
Women 35+
1. Kendra S. Clark; Mad Dog Cycles 1:19:30
2. Jolene Nosack; UtahMountainBiking.com 1:19:45
3. Melissa Quigley 1:27:07
4. Sally(77) Hutchings; UtahMountainBiking.com 1:34:55
5. Laura Barlow 1:58:44

Sport/Expert 13-15

- 1. Hunter Tolbert; KUHL/Scott USA 1:29:39
2. Larsson Johnson; Autoliv 1:32:06
3. Aren Burkemo; Brothers Bike 1:32:32
4. Griffin S. Park; Jolly Circle 1:40:21
5. Russell Davis; Autoliv 1:43:23
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1. Stephen Brown; Utah Mountain Biking 1:29:28
2. Trevor(55) Marsh; Kuhl 1:30:26
3. Jack Dasilva 1:34:08
4. Ryan Washburn; Mad Dog Cycles 1:46:27
Spt Men 30-34
1. Russ Holley; Joyride Bikes/EKcessories 1:25:44
2. Jake Weber; UtahMountainBiking.com 1:42:04
3. Charlie Peters 1:42:38
4. Alaric Champine 1:43:23
5. Brian O'Donnoll 1:43:26
Spt Men 35-39
1. Robert Johnson; Skull Candy/JSA Architects 1:22:08
2. Ken Costa; Revolution/Peak Fasteners 1:30:37
3. Denmark Jensen; UtahMountainBiking.com 1:31:58
4. Ryan Nielsen; UtahMountainBiking.com 1:35:58
5. Dave Dean; Mad Dog Cycles 1:37:06
Spt Men 40+
1. John W. Higgins 1:27:58
2. Keith K.(19) Payne; Mad Dog Cycles 1:29:45
3. Reed(16) Topham; Hyland Cyclery 1:30:39
4. Jason Sparks; UtahMountainBiking.com 1:30:43
5. Brad(86) Sneed; Revolution/Peak Fasteners 1:30:51
Women 35+
1. Kendra S. Clark; Mad Dog Cycles 1:19:30
2. Jolene Nosack; UtahMountainBiking.com 1:19:45
3. Melissa Quigley 1:27:07
4. Sally(77) Hutchings; UtahMountainBiking.com 1:34:55
5. Laura Barlow 1:58:44

- 1. Hunter Tolbert; KUHL/Scott USA 1:29:39
2. Larsson Johnson; Autoliv 1:32:06
3. Aren Burkemo; Brothers Bike 1:32:32
4. Griffin S. Park; Jolly Circle 1:40:21
5. Russell Davis; Autoliv 1:43:23
Sport/Expert 16-18
1. Danny Van Wagoner; KUHL/Scott USA 1:20:07
2. Joseph Moffitt; Mad Dog Cycles/Subaru/Gary Fisher 1:21:43
3. Justin Griffin; UtahMountainBiking.com 1:23:15
4. Noah Talley; Racers Cycle Service 1:26:40
5. Joshua Elston; Autoliv 1:29:10
Spt Men 19-29
1. Stephen Brown; Utah Mountain Biking 1:29:28
2. Trevor(55) Marsh; Kuhl 1:30:26
3. Jack Dasilva 1:34:08
4. Ryan Washburn; Mad Dog Cycles 1:46:27
Spt Men 30-34
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2. Jake Weber; UtahMountainBiking.com 1:42:04
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4. Jason Sparks; UtahMountainBiking.com 1:30:43
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Spt Men 40+
1. John W. Higgins 1:27:58
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- 1. Hunter Tolbert; KUHL/Scott USA 1:29:39
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4. Griffin S. Park; Jolly Circle 1:40:21
5. Russell Davis; Autoliv 1:43:23
Sport/Expert 16-18
1. Danny Van Wagoner; KUHL/Scott USA 1:20:07
2. Joseph Moffitt; Mad Dog Cycles/Subaru/Gary Fisher 1:21:43
3. Justin Griffin; UtahMountainBiking.com 1:23:15
4. Noah Talley; Racers Cycle Service 1:26:40
5. Joshua Elston; Autoliv 1:29:10
Spt Men 19-29
1. Stephen Brown; Utah Mountain Biking 1:29:28
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5. Dave Dean; Mad Dog Cycles 1:37:06
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2. Keith K.(19) Payne; Mad Dog Cycles 1:29:45
3. Reed(16) Topham; Hyland Cyclery 1:30:39
4. Jason Sparks; UtahMountainBiking.com 1:30:43
5. Brad(86) Sneed; Revolution/Peak Fasteners 1:30:51
Women 35+
1. Kendra S. Clark; Mad Dog Cycles 1:19:30
2. Jolene Nosack; UtahMountainBiking.com 1:19:45
3. Melissa Quigley 1:27:07
4. Sally(77) Hutchings; UtahMountainBiking.com 1:34:55
5. Laura Barlow 1:58:44

13th Annual Chris Allaire Memorial/Utah Open State Championship, Solitude Resort, Utah, Intermountain Cup Mountain Bike Racing Series - Race 10 of 12, July 18, 2009 12 & Under

- 1. Brayden Nielsen; UtahMountainBiking.com 0:37:39
2. Drew Palmer-Leger; Young Riders 0:39:24
3. Zachary Peterson; UtahMountainBiking.com 0:41:08
4. Cameron Larson; Revolution/Peak Fasteners 0:41:32
5. Anders Johnson; Autoliv 0:42:53
6. Joshua Peterson; UtahMountainBiking.com 0:44:06
9 & Under
1. Bryn M Bingham; Roosters 0:09:36
2. Hunter Ransom; UtahMountainBiking.com 0:09:41
3. Nash Batten; Wind driven Blinds 0:10:10
4. Jonny Vizmeg; Mad Dog Cycles 0:10:53
5. Connor Larson; Revolution/Peak Fasteners 0:11:31
6. Kassidy Johnson; Skull Candy/JSA Architects 0:11:33
Beg Men 19-29
1. Ted Roxbury; Team Renata 0:59:58
2. Kevin Olsonowski 1:08:41
3. Stephen Wallingford 1:12:29
Beg Men 30-39
1. Filip Wojcikowski 1:00:21
2. Mike Home; Factory One/Epic 1:02:18
3. Mike Prichard 1:02:32
4. Jeremy Johnston 1:02:33
5. Russell Jackson 1:02:41
6. Corbin Young; UtahMountainBiking.com 1:06:28
Beg Men 40+
1. Dale Hutchings; UtahMountainBiking.com 1:07:35
2. Steve Kinslow 1:13:34
4. Jay Bischoff; Mad Dog Cycles 1:15:04
5. Eric D. Johnson; UtahMountainBiking.com 1:17:16
Beginner 13-15
1. Ryan Totman; Autoliv 1:02:05
2. Dallin Johnson; UtahMountainBiking.com 1:03:40
3. Sam Watson; Spin Cycle 1:06:52
4. Hayden Brooks; Mad Dog Cycles 1:08:51
Beginner 16-18
1. Jared Muir; UtahMountainBiking 0:56:58
2. Stephen Benneett; Autoliv 1:01:29
3. James Hulme; Mad Dog Cycles 1:04:42
4. Comi Mahak 1:52:58
Beginner Women
1. Kate Williams; Young Riders 1:05:22
2. Patty Sorenson; Mad Dog Cycles 1:09:22
3. Mindy Christensen 1:24:13
4. Rachel Hutchings; UtahMountainBiking.com 1:52:00
Clydesdale
1. Ryan Payne; UtahMountainBiking.com 1:25:00
2. Greg Johnson; Mad Dog Cycles 1:25:02
3. Aaron (31) Mullins; RacersCS/BlackJack Pizza 1:40:35
Exp Men 19-29
1. Brian(25) Tolbert; KUHL/Scott USA 2:19:18

- 2. Ryan(50) Krusemark; Kuhl/Scott 2:21:33
3. Paul Kilhefner; Bingham 2:22:25
4. Jeffrey D. Heal; Wimmers 2:25:21
5. Dylan Grulis; Contender 2:40:18
6. Paul Davis; Revolution/Peak Fastener 2:53:00
Exp Men 30-39
1. Ryan(33) Ashbridge; Revolution/Peak Fasteners 2:12:59
2. Nathan Drozd; Great Basin Imaging 2:16:23
3. Jon Rose; Revolution/Peak Fasteners 2:18:27
4. Aaron Smith; Racer's Cycle Service 2:22:11
5. Chad Davis; Kuhl/Scott 2:26:08
6. Russ Holley; Joyride Bikes/EKcessories 2:27:14
Exp Men 40+
1. Samuel Moore; Canyon Bicycles/Draper 2:12:02
2. Bob (10) Saffell; Revolution/Peak Fasteners 2:21:24
3. Fred(51) Porter; Kuhl/Scott 2:25:08
4. Karl(42) Vizmeg; Mad Dog Cycles 2:27:40
5. Tim White; bikeman.com 2:30:06
Expert Women
1. Joanne Chournos; Kuhl/Scott 1:47:46
2. Kelsey Bingham; Roosters 1:56:48
3. Lisa(57) White; KUHL/Scott USA 1:57:55
4. Jenelle(29) Kremer; Revolution/Peak Fasteners 2:00:08
5. Paula Hudson; Jans 2:05:57
6. Margaret Harris; Racers Cycle Service 2:11:11
Men 50+
1. Todd Henneman; Jans 1:39:08
2. Dana Harrison; Revolution Peak Fastener 1:44:09
3. Jay Griffin; UtahMountainBiking.com 1:47:41
4. Bruce Lyman; Mad Dog Cycles 1:48:20
5. Scott Toly; Cole Sport 1:54:30
6. Craig D. Williams; Cutthroat Racing 2:02:20
Men 57+
1. Dwight Hibdon; Mad Dog Cycles 1:11:24
2. Jim Westenskow; Roosters 1:13:06
3. Joel Quinn; UtahMountainBiking.com 1:14:02
4. Lewis (12) Rollins; Contender Bicycle 1:17:04
5. Bruce R.(14) Argyle; UtahMountainBiking.com 1:26:22
6. Gene Poncelet 1:34:11
Pro Men
1. David Welsh; KUHL/Scott USA 2:13:11
2. Greg Gibson; Racers Cycle Service 2:14:07
3. Richard D. Abbott; Revolution/Peak Fasteners 2:19:35
4. Reed Wycoff; Contender 2:23:15
5. Chris(8) Holley; Mad Dog/Subaru/Gary Fisher 2:23:16
6. Jonny Hintze; Biker's Edge/DestinationHomes 2:23:48
Pro Women
1. Kara C.(22) Holley; Mad Dog/Subaru/Gary Fisher 2:02:53
2. Roxanne Toly; Jans 2:08:02
Single Speed
1. Tim B. Lewin; Cole Sport 1:36:34
2. Chris Cole 1:41:44
3. Shane Horton; UtahMountainBiking.com 1:49:29
4. Rick Sunderlager; Omniture 1:50:55
5. Scott Billings; Mad Dog Cycles 1:51:57
6. Heather Gilbert; Cutthroat 2:29:30
Sport Women
1. Destiny Ortiz 1:17:02
2. Alison Vrem; Revolution/Peak Fasteners 1:18:39
3. Dot Verbrugge; Mad Dog Cycles 1:20:06
4. Jennifer Curry; Mad Dog Cycles 1:22:16
5. Catherine Reay; UtahMountainBiking.com 1:24:21
6. Rhonda(99) Hpyio; Revolution/Peak Fasteners 1:25:33
Sport/Expert 13-15
1. Griffin S. Park; Jolly Circle 1:06:42
2. Larsson Johnson; Autoliv 1:06:43
3. Hunter Tolbert; KUHL/Scott USA 1:08:17
4. Aren Burkemo; My Dad 1:11:30
5. Ethan Fedor; Young Riders 1:18:23
6. Kathleen O'Donnell; Contender Bicycles 1:43:53
Sport/Expert 16-18
1. Joseph Moffitt; Mad Dog Cycles/Subaru/Gary Fisher 1:14:50
2. Justin Griffin; UtahMountainBiking.com 1:18:16
3. Merrick Taylor; KUHL/Scott USA 1:20:54
4. Matt Wimmer; Racers Cycle Service 1:22:15
5. Conner Smith; Autoliv 1:25:55
Spt Men 19-29
1. Brandon Perry; Skull Candy 1:49:15
2. Neil Nelson 1:49:38
3. Jake Carroll 1:51:19
4. Frank Zgoda; Ski Utah Cycling 1:51:40
5. Christopher Workman; NRL Racing 1:52:38
6. Stephen Brown; Utah Mountain Biking 1:54:46
Spt Men 30-34
1. Jared Richards; Mad Dog 1:49:14
2. Matt Brown; Revolution/Peak Fasteners 1:54:29
3. Brian Thomas 2:04:35
4. Andrew Hpyio; Revolution/Peak Fasteners 2:07:12
5. Jake Weber; UtahMountainBiking.com 2:11:44
6. Ben(79) Hutchings; UtahMountainBiking.com 2:19:46
Spt Men 35-39
1. Robert Johnson; Skull Candy/JSA Architects 1:42:54
2. Denmark Jensen; UtahMountainBiking.com 1:47:27
3. Jim(56) White; KUHL/Scott USA 1:53:19
4. Dave Dean; Mad Dog Cycles 1:55:40
5. Ryan Nielsen; UtahMountainBiking.com 1:57:13
6. Jason Miller 2:00:32
Spt Men 40+
1. John W. Higgins 1:44:56
2. Dave G. Miller 1:46:19
3. Kevin Moffitt; Mad Dog Cycles 1:47:23
4. Reed(16) Topham; Hyland Cyclery 1:50:15
5. Brad(86) Sneed; Revolution/Peak Fasteners 1:53:02

- 6. Jason Sparks; UtahMountainBiking.com 1:54:34
Women 35+
1. Kendra S. Clark; Mad Dog Cycles 1:10:11
2. Sally(77) Hutchings; UtahMountainBiking.com 1:18:59
3. Dorothy Gibson; Mad Dog 1:25:22
7th Annual Taming the Tetons - Jackson Hole, Wyoming, July 25, 2009, Intermountain Cup Mountain Bike Racing Series #11 of 12 12 & Under
1. Tyler Mullins; Racer's Cycle Service 0:28:55
2. Evan DeGray; Young Riders 0:29:25
3. Brayden Nielsen; UtahMountainBiking.com 0:29:41
4. Zachary Peterson; UtahMountainBiking.com 0:29:42
5. Drew Palmer-Leger; Young Riders 0:29:43
9 & Under
1. Bryn M Bingham; Roosters 0:09:44
2. Jakob Haderlie; UtahMountainBiking.com 0:09:45
3. Jonny Vizmeg; Mad Dog Cycles 0:10:47
4. Nash Batten; Young Riders 0:10:48
5. Sydney Palmer-Leger; Young Riders 0:11:04
Beg Men 19-29
1. Ted Roxbury; Team Renata 1:08:58
2. Andrew Weber; UtahMountainBiking.com 1:23:59
Beg Men 30-39
1. Mike Prichard; Teton Village Sports 1:08:09
2. Filip Wojcikowski 1:08:35
3. Dan J. Barlow; Mad Dog Cycles 1:19:46
4. Nathan(38) Thayer; UtahMountainBiking.com 1:24:02
Beg Men 40+
1. Pete Kirchoff 0:46:13
2. Dale Hutchings; UtahMountainBiking.com 0:49:14
3. Todd Panlowski 0:56:19
4. Ricky Badone; Navajo Flexcrete 0:57:17
5. Scott Arrington; Nautilus 0:59:04
Beginner 13-15
1. Dallin Johnson; UtahMountainBiking.com 0:47:54
2. Forest Johnson 0:49:30
Beginner 16-18
1. Arnel Johnson 0:48:18
Beginner Women
1. Tiffany Martin 0:50:33
2. Gayle Olpin 0:53:20
3. Rachel Hutchings; UtahMountainBiking.com 1:00:12
Clydesdale
1. Ryan Payne; UtahMountainBiking.com 0:50:19
2. Aaron (31) Mullins; RacersCS/BlackJack Pizza 0:53:05
Exp Men 19-29
1. Brian(25) Tolbert; KUHL/Scott USA 1:47:10
2. Nate L. Stowers; BikersEdge/DestinationHomes 1:50:55
3. Jeffrey D. Heal; Wimmers 1:51:31
4. Christopher Workman; NRL Racing 2:00:13
Exp Men 30-39
1. Tim G. Hodnett; Mad Dog Cycles 1:44:20
2. Jay Petervary; Fitzgeralds Bicycles 1:48:54
3. Ben D. Aufderheide; Teton Training 1:50:54
4. Aaron Smith; Racer's Cycle Service 1:52:49
5. Michael C. Engberson; UtahMountainBiking.com 1:54:44
Exp Men 40+
1. Bob (10) Saffell; Revolution/Peak Fasteners 1:48:09
2. Karl Redel 1:51:54
3. Karl(42) Vizmeg; Mad Dog Cycles 1:52:58
4. Michael Piker; Fitzgeralds Bicycles 1:53:13
5. Greg Buchko; Fitzgeralds 1:54:31
Expert Women
1. Kelsey Bingham; Roosters 1:49:17
2. Lisa(57) White; KUHL/Scott USA 1:52:24
3. Stephanie Skoreyko 2:13:12
4. Margaret Harris; Racers Cycle Service 2:13:41
Men 50+
1. Tom Noaker; Young Riders 1:15:23
2. Jay Griffin; UtahMountainBiking.com 1:16:16
3. Mark Hershberger; My Wife 1:16:30
4. Bruce Lyman; Mad Dog Cycles 1:19:01
5. Hunt Sr Williams; Young Riders 1:23:02
Men 57+
1. Jim Westenskow; Roosters 1:06:07
2. Joel Quinn; UtahMountainBiking.com 1:09:38
3. Bruce R.(14) Argyle; UtahMountainBiking.com 1:19:34
4. Gene Poncelet 2:00:46
Pro Men
1. Alex Grant; Mona Vie Cannondale 1:58:12
2. Blake(11) Zumbrennen; Revolution/Peak Fasteners 2:02:17
3. Jonny Hintze; Biker's Edge/DestinationHomes 2:02:23
4. Chad Harris; Racers Cycle Service 2:05:13
5. Richard D. Abbott; Revolution/Peak Fasteners 2:05:20
Pro Women
1. Kara C.(22) Holley; Mad Dog/Subaru/Gary Fisher 2:00:22
2. Erika (24) Powers; Revolution/Peak Fasteners 2:03:24
3. Robin McGee; Hoback Sports 2:15:10
Sport Women
1. Kate Williams; Young Riders 1:31:46
2. Dot Verbrugge; Mad Dog Cycles 1:36:49
3. Theresa Carr; Revolution/Peak Fasteners 1:53:46
4. Catherine Reay; UtahMountainBiking.com 1:55:54
Sport/Expert 13-15
1. Hunter Tolbert; KUHL/Scott USA 1:17:31

- 2. Ethan Fedor; Young Riders

Advertisement for BikeTiresDirect.com. Features a cyclist on a mountain trail, the slogan 'Savings in Top Gear!', and a list of bicycle tire brands including Continental, Michelin, Schwalbe, Kenda, Vittoria, Vredestein, Geax, WTB, and Panaracer. Text includes 'Top Brand Tires to Fit All Your Cycling Needs!', 'Shop the WORLD's Largest Bicycle Tire Inventory!', and contact information for Portland, OR.

Advertisement for Sports Mall. Features a person in a gym setting and the slogan 'Keep in Shape No Matter the Season'. Includes a call to action 'CALL TODAY FOR MEMBERSHIP INFORMATION 801-261-3426' and a list of services such as Schwinn IC Elite Spin Bikes, Group Fitness, Pilates, Kickboxing, Personal Training, and more. Contact information for Salt Lake City, UT is provided.

Continued from page 9

1:22:18
3. Griffin S. Park; Jolly Circle 1:22:38
4. Dylan Noaker; Young Riders 1:39:55

Sport/Expert 16-18

1. Danny Van Wagener; KUH/Scott USA 1:09:54

2. Joseph Moffitt; Mad Dog Cycles/Subaru/Gary Fisher 1:14:28
3. Parker DeGray; Young Riders 1:15:02
4. Merrick Taylor; KUH/Scott USA 1:15:43
5. Justin Griffin; UtahMountainBiking.com 1:16:18

Spt Men 19-29

1. Jake Carroll 1:22:13
2. Dennis Jones; Mad Dog Cycles 1:41:22

Spt Men 30-34

1. Robert Hood 1:18:58
2. Jake Weber; UtahMountainBiking.com 1:24:37
3. Brian J. Thomas 1:27:12
4. Ben(?) Hutchings; UtahMountainBiking.com 1:36:33

Spt Men 35-39

1. Dave Dean; Mad Dog Cycles 1:17:29
2. Jim(56) White; KUH/Scott USA 1:17:52
3. Darren Harris; UtahMountainBiking.com 1:21:02
4. Kevin Cole 1:24:16
5. Stacy Goodrick 1:35:11

Spt Men 40+

1. Keith K.(19) Payne; Mad Dog Cycles 1:16:03
2. Reed(16) Topham; Hyland Cyclery 1:16:04
3. Kevin Moffitt; Mad Dog Cycles 1:20:05
4. Jason Sparks; UtahMountainBiking.com 1:20:47
5. Jonathan DeGray 1:34:20

Women 35+

1. Kendra S. Clark; Mad Dog Cycles 0:50:53
2. Jolene Nosack; UtahMountainBiking.com 0:52:54
3. Sally(77) Hutchings; UtahMountainBiking.com 0:58:08
4. Dorothy Gibson; Mad Dog 0:59:30
5. Beata Simms 1:02:55

Road Racing

Porcupine Hill Climb, Salt Lake City, Utah to the top of Big Cottonwood Canyon, July 11, 2009

Cat 5b Male

1. Nathan Cisney 1:05:57
2. Nick Hendrickson; Cole Sport 1:10:48
3. Ryan Wilcock; Spider Bait 1:11:07
4. Jonathan Lidden; Spin Cycle 1:15:06
5. Matthew Snyder 1:15:27
6. Bill Murray; Spin Cycle Racing 1:16:00
7. Dave Peck; Backcountry 1:16:01
8. Chas Boutiskaris; Washed-up Bike Messengers 1:22:06
9. Matthew Robbins; Porcupine Cycling 1:22:50
10. Chris Thredgolf 1:47:31
11. Travis Bowden 1:49:53
12. Nick Hendrickson 1:49:55

Cat1/2/3 Female

1. Alisha Welsh; Pcm 1:12:18
2. Alison Frye; Ski Utah Cycling Team 1:14:30
3. Inge Travis; Jans 1:16:23
4. Lori Harward; Granger Medical 1:16:23
5. Jamie Jenkins; Bountiful Mazda 1:18:31
6. Breanne Nalder; Ski Utah Cycling Team 1:19:27
7. Taylor Wiles; Pcm 1:20:00
8. Jen Ward; Ice/Rocky Mountain Surgery Cen 1:20:36
9. Jamie Carter 1:23:58
10. Lisa Palmer-leger 1:24:50
11. Nisae Antade; Pcm 1:25:48
12. Chantel Thackeray; Pcm 1:26:34
13. Roxanne Toly 1:27:45
14. Darcie Strong; Wwcc - Granger Medical Clinic 1:29:27

Master Male 55-99

1. Ken Louder; Ffrk/sportsbaseonline P/B Tour 1:16:00
2. Tek Kilgore; Ski Utah 1:16:30
3. Peter Hansen; Bcc Racing 1:18:59
4. Dan Lennon 1:20:26
5. Dwight Hibdon; Mad Dog Cycles 1:20:31
6. Shannon Storrud; Porcupine Cycling 1:21:53
7. Jeff Handwerk; Canyon Bicycles Of Salt Lake 1:24:13
8. Bradley Rich; Canyon Bicycles Of Salt Lake C 1:26:33
9. Fred Love 1:28:45
10. Gary Simmons; Bountiful Mazda 1:28:57
11. Patrick McEwen; Porcupine 1:28:58
12. Jim Gillard; Bountiful Mazda Cycling Team 1:29:50
13. Henry Ebell; Canyon Bicycles Of Salt Lake 1:49:29

Master Male 45-99

1. Mark Zimbelman; Bountiful Mazda 1:06:36
2. Zan Treasure; Bountiful Mazda 1:06:52
3. Bruce Bilodeau; Canyon Bicycles Draper 1:11:03
4. Andrew Lock; Canyon Bicycles Of Slc 1:11:26
5. Jeff Clawson; Canyon Bicycles - Draper 1:12:04
6. Dirk Cowley; Ffrk/sportsbaseonline P/B Tour 1:13:20
7. Kory Gillette; Ffrk/sbo P/B Tour Of Utah 1:13:36
8. Stephen Tueller; Bountiful Mazda 1:15:05
9. Lorin Ronnow; Ffrk-sbo 1:15:34
10. Michael Profsky; Canyon Bicycles Draper 1:15:34
11. Rob Lang; Ski Utah 1:16:46
12. Louis Rief; Canyon Bicycles - Draper

1:18:01
13. Perry Woods 1:18:05
14. Tyler Smith; Evo Racing 1:18:51
15. Ty Loyola; Contender 1:25:00
16. Charles Palmer 1:26:25

Cat3/4/5 Male Master 35-99

1. Shane Powell; Powell Ophthalmology 1:11:33
2. Adam Catmull; Spin Cycle Racing 1:12:59
3. Scott Toly; Cole Sport 1:13:36
4. Darren Marshall 1:13:50
5. Curtis Sneddon 1:14:07
6. Michael Kracht; Skullcandy/Jsa Architects 1:15:35
7. Scott Toly; Cole Sport 1:16:04
8. Darin Wilson; Spin Cycle Racing 1:17:25
9. Michael Jorgensen; Contender Bicycles 1:18:23
10. Jeffery Harris; Bountiful Mazda 1:18:50
11. Adam Catmull; Spin 1:19:32
12. Shawn Smart 1:19:39
13. Connor Johnson 1:20:19
14. Weston Hymas; Porcupine Cycling 1:21:30
15. Sam Wolfe; Canyon Bicycles - Draper 1:22:02
16. Patrick Putt; Cole Sport 1:24:03
17. Doug Hansen; Spin Cycle 1:24:26
18. Darin Armstrong; Porcupine Cycling 1:25:35
19. Scott Openshaw; Spin Cycle Racing 1:26:55
20. Shawn Haran; Canyon Bicycles-slc 1:28:44
21. Marshall Empey 1:41:52
22. Pete Kruckenberg 2:01:40

Master Male 35-99

1. Piotr Strzelec; Canyon Bicycles - Draper 1:08:59
2. Scott Allen; Canyon Bicycles Draper 1:09:28
3. Dan Minert; Bountiful Mazda 1:10:31
4. Dave Sharp; Rmcc Cyclesmith 1:13:22
5. Farrell Spackman 1:17:45
Cat 5 Male
1. Noah Hoffman 1:05:02
2. Johnny Spillane 1:08:17
3. Colin Joyce; Ice/Rocky Mountain Surgery Cen 1:09:11
4. Taylor Fletcher 1:09:17
5. Jesson Baumgartner 1:10:38
6. Kyle Nelson 1:10:50
7. Parker Conroy; University Of Utah 1:10:52
8. Chris Clyde; Evo Racing 1:10:57
9. Dwayne Alliger 1:10:58
10. Derrick Deaton 1:11:07
11. Shawn Christiansen 1:12:48
12. Aaron Hagge 1:13:10
13. Jerry Hicks 1:14:51
14. Shawn Kingrey 1:15:37
15. Ryan Tanner; Bcc Racing 1:18:11
16. Connor Matthews; Colesport 1:18:50
17. Brad Shelburne; Canyon Bicycles-salt Lake 1:19:02
18. Tim Hollingsed; Porcupine Cycling 1:19:33
19. Bill Murray; Spin Cycle Racing 1:16:00
20. Dave Peck; Backcountry 1:16:01
21. Chas Boutiskaris; Washed-up Bike Messengers 1:22:06
22. Matthew Robbins; Porcupine Cycling 1:22:50
23. Chris Thredgolf 1:47:31
24. Travis Bowden 1:49:53
25. Nick Hendrickson 1:49:55

Master Male 35-99

1. Piotr Strzelec; Canyon Bicycles - Draper 1:08:59
2. Scott Allen; Canyon Bicycles Draper 1:09:28
3. Dan Minert; Bountiful Mazda 1:10:31
4. Dave Sharp; Rmcc Cyclesmith 1:13:22
5. Farrell Spackman 1:17:45
Cat 5 Male
1. Noah Hoffman 1:05:02
2. Johnny Spillane 1:08:17
3. Colin Joyce; Ice/Rocky Mountain Surgery Cen 1:09:11
4. Taylor Fletcher 1:09:17
5. Jesson Baumgartner 1:10:38
6. Kyle Nelson 1:10:50
7. Parker Conroy; University Of Utah 1:10:52
8. Chris Clyde; Evo Racing 1:10:57
9. Dwayne Alliger 1:10:58
10. Derrick Deaton 1:11:07
11. Shawn Christiansen 1:12:48
12. Aaron Hagge 1:13:10
13. Jerry Hicks 1:14:51
14. Shawn Kingrey 1:15:37
15. Ryan Tanner; Bcc Racing 1:18:11
16. Connor Matthews; Colesport 1:18:50
17. Brad Shelburne; Canyon Bicycles-salt Lake 1:19:02
18. Tim Hollingsed; Porcupine Cycling 1:19:33
19. Bill Murray; Spin Cycle Racing 1:16:00
20. Dave Peck; Backcountry 1:16:01
21. Chas Boutiskaris; Washed-up Bike Messengers 1:22:06
22. Matthew Robbins; Porcupine Cycling 1:22:50
23. Chris Thredgolf 1:47:31
24. Travis Bowden 1:49:53
25. Nick Hendrickson 1:49:55

Cat1/2/3 Female

1. Alisha Welsh; Pcm 1:12:18
2. Alison Frye; Ski Utah Cycling Team 1:14:30
3. Inge Travis; Jans 1:16:23
4. Lori Harward; Granger Medical 1:16:23
5. Jamie Jenkins; Bountiful Mazda 1:18:31
6. Breanne Nalder; Ski Utah Cycling Team 1:19:27
7. Taylor Wiles; Pcm 1:20:00
8. Jen Ward; Ice/Rocky Mountain Surgery Cen 1:20:36
9. Jamie Carter 1:23:58
10. Lisa Palmer-leger 1:24:50
11. Nisae Antade; Pcm 1:25:48
12. Chantel Thackeray; Pcm 1:26:34
13. Roxanne Toly 1:27:45
14. Darcie Strong; Wwcc - Granger Medical Clinic 1:29:27

Master Male 55-99

1. Ken Louder; Ffrk/sportsbaseonline P/B Tour 1:16:00
2. Tek Kilgore; Ski Utah 1:16:30
3. Peter Hansen; Bcc Racing 1:18:59
4. Dan Lennon 1:20:26
5. Dwight Hibdon; Mad Dog Cycles 1:20:31
6. Shannon Storrud; Porcupine Cycling 1:21:53
7. Jeff Handwerk; Canyon Bicycles Of Salt Lake 1:24:13
8. Bradley Rich; Canyon Bicycles Of Salt Lake C 1:26:33
9. Fred Love 1:28:45
10. Gary Simmons; Bountiful Mazda 1:28:57
11. Patrick McEwen; Porcupine 1:28:58
12. Jim Gillard; Bountiful Mazda Cycling Team 1:29:50
13. Henry Ebell; Canyon Bicycles Of Salt Lake 1:49:29

Master Male 45-99

1. Mark Zimbelman; Bountiful Mazda 1:06:36
2. Zan Treasure; Bountiful Mazda 1:06:52
3. Bruce Bilodeau; Canyon Bicycles Draper 1:11:03
4. Andrew Lock; Canyon Bicycles Of Slc 1:11:26
5. Jeff Clawson; Canyon Bicycles - Draper 1:12:04
6. Dirk Cowley; Ffrk/sportsbaseonline P/B Tour 1:13:20
7. Kory Gillette; Ffrk/sbo P/B Tour Of Utah 1:13:36
8. Stephen Tueller; Bountiful Mazda 1:15:05
9. Lorin Ronnow; Ffrk-sbo 1:15:34
10. Michael Profsky; Canyon Bicycles Draper 1:15:34
11. Rob Lang; Ski Utah 1:16:46
12. Louis Rief; Canyon Bicycles - Draper

Bike&snow 1:05:35
3. Chris Mackay; Cole Sport 1:06:06
4. Alex Obbard; Spin Cycle Racing 1:07:15
5. Justin Wilson 1:09:19
6. Sean Hoover; Canyon Cycle Draper 1:09:43
7. Rob Brasher; Spin Cycle Racing 1:10:26
8. Jon Schofield; Biker's Edge / Destination Hom 1:10:37
9. Andrew Putt 1:15:01
10. Taylor Eisenhart; Ffrk/sbo P/B Tour Of Utah 1:19:24
11. Al Michini; Ski Utah Cycling Team 1:19:35

Junior Male 17-18

1. Teal Buchi 1:12:17
2. Bobby Cannon; Salt Lake City Cycling 1:31:27
Junior Male 15-16
1. Mitch Taylor 1:21:44
2. Ethan Fedor 1:24:41
3. Connor Johnson 1:25:16
Master Female 35-99
1. Margaret Douglass; Ski Utah Cycling Team 1:29:21
2. Roberta Powers; Wasatch Women 1:30:44
3. Celia Nash-underwood; Contender Bicycles 1:32:50
4. Beverly Ronnow; Ffrk Architects/sports-baseonline 1:34:48
5. Judy Lehman 1:40:14
6. Ann Hartwell; Porcupine Cycling 2:19:00

Cat 4 Female

1. Michelle Hollingsed 1:18:09
2. Beth McMaster 1:19:19
3. Robert Jones; Evo Cycling 0:18:10.70
4. Candice Lund 1:27:50
5. Elizabeth Potter; Wwcc-granger Medical 1:33:39
6. Alicia Finlayson 1:34:33
7. Katherine Smith 1:35:06
8. Roanne Sones 1:35:57
9. Cori Richards 1:37:43
Pro/1/2 Male
1. David Francis; Red Burro Racing 1:02:44
2. Chase Pinkham; Canyon Bicycles-draper 1:02:46
3. Sam Krieg; Ice Rocky Mtn. Surgery 1:02:54
4. David Clinger 1:03:54
5. Bill Demong; Spin Race 1:03:54
6. Aaron Olsen; Ffrk/sports Base Online 1:03:54
7. Benjamin D'hulst; Canyon Bicycles-draper 1:04:00
8. Erik Harrington; Rmcc/cyclesmith 1:04:37
9. Nathan Miller 1:05:12
10. Brandon Lynch; Teambobsbicycles.com 1:05:20
11. Grant McAllister; Carolina Masters Team 1:05:43
12. David Harward; Porcupine/specialized Racing 1:05:55
13. Elliott Smith; Spin Cycle Racing 1:05:56
14. David Brockbank; Canyon Bicycles Draper/gym Jon 1:06:01
15. Pete Kuenemann 1:06:42
16. Curtis Doman; Spin Cycle Racing 1:06:52
17. Dustin Thiel; Contender Bicycles 1:07:07
18. Kurt Wolfgang; Canyon Bicycles Draper 1:08:08
19. Ali Goulet; Ffrk Architects Sportsbaseonline 1:08:31
20. Robert Lofgran; Contender Bicycles 1:08:34
21. Mike Sohm; Specialized/porcupine Racint 1:08:58
22. Donald Armstrong; Barry Lasko Dds Racing/paultra 1:10:13
23. Benjamin Rabner; Contender 1:10:49
24. Michael Fogarty; Porcupine/specialized Racing 1:15:40
25. Rodney Smith; Contender Bicycle 1:19:50

Citizen 20 and U Male

1. Ptt, Chris 01:27:26.0
2. Ronnow, Christian 01:39:41.0
Citizen 20+ Female
1. Cookler, Sarah 01:37:38.0
2. Tomlin, Stephanie 01:39:10.0
3. Hoffman, Maggie 01:39:49.0
4. Tomlin, Hilary 01:43:32.0
5. Spillane, Nicole 01:52:02.0
Citizen 20+ Male
1. Grainger, Nat 5.47e-02
2. Mallin, Mike 6.13e-02
3. Meyers, David 6.11e-02
4. Memory, Russell 6.24e-02
5. Taylor, Ryan 6.81e-02
Citizen 30+ Female
1. Grainger, Samantha 01:35:15.0
2. Doman, Alisa 01:35:19.0
3. Hoevel, Laura 01:36:14.0
4. White, Melanie 01:37:57.0
5. Christian, Stephanie 01:39:08.0
Citizen 30+ Male
1. Parsons, Simon 01:11:29.0
2. Fernandez, Moses 01:11:47.5
3. Christian, Gray 01:18:15.2
4. Stucki, Clayton 01:20:00.0
5. Merkle, Ryan 01:21:34.8

Citizen 40+ Female

1. Lloyd, Erika 01:23:37.0
2. Lynch, Beverly 01:29:06.0
3. Mcauthor, Andrea 01:38:53.0
4. White, Angie 01:41:01.0
5. Golden, Tracy 01:46:35.0
Citizen 40+ Male
1. Mcewen, Dean 01:17:56.9
2. Granberg, Bert 01:18:41.6
3. Macgregor, Robert 01:20:07.8
4. Steinfeldt, Randall 01:21:34.9
5. Johnson, Michael 01:22:23.9
Citizen 50+ Female
1. Masters, Robynn 01:30:17.0
2. Burton, Lonnie 01:30:46.0
3. Wiedenfeld, Kristin 01:36:43.0
4. Beacor, Mary 01:40:01.0
5. Owen, Rebecca 01:44:59.0
Citizen 50+ Male
1. Peterson, Chris 01:22:20.0

2. Hillyard, David 01:22:22.8
3. Mchugh, Michael 01:24:48.6
4. Zaiz, Earl 01:25:08.3
5. Brubaker, Joseph 01:27:37.0

Capitol Reef Classic SR, Torrey, Utah, July 17 - 18, 2009

Stage 1: 1 mile Time Trial

Men Pro 1-2

1. Chase Pinkham; Canyon Bicycles Draper 0:15:56.66
2. Curtis Doman; Spin Cycle Racing 0:16:02.33
3. Micheal Grabinger 0:16:13.84
4. Elliott Smith; Spin Cycle Racing 0:16:36.21
5. Mark Schaefer; Barry Lasko DDS/PaulTracy.com 0:16:38.19

Men 3

1. Manny Cypers; Roosters 0:16:10.42
2. Keith Brodhagen; Carlos Obriens racing 0:16:47.22
3. Spencer Debyr; Ski Utah 0:16:50.65
4. Randy Ellis; RMRCC 0:17:07.55
5. Bruce Bilodeau; Canyon Bicycles Draper 0:17:10.13

Men 4

1. Cody Rasmussen; Porcupine 0:16:46.48
2. Tyler Kirk; Skull Candy/JSA Architects 0:17:05.76
3. Nathan Baldwin; Roosters 0:17:25.15
4. Nathan Cisney; Roosters 0:17:44.32
5. Casey Nielsen 0:17:55.93

Men 5

1. Chris Clyde; EVO Racing 0:17:36.43
2. Nolan Finlayson; evo energy 0:17:51.58
3. Robert Jones; EVO Cycling 0:18:10.70
4. Parker Conroy; University of Utah 0:18:22.61
5. Aran Johnson; Durango Wheel Club 0:18:23.39

Masters 45+

1. Mark Zimbelman; Bountiful Mazda 0:16:39.39
2. Zan Treasure; Bountiful Mazda 0:16:50.73
3. Gary Porter; Bountiful Mazda Cycling Team 0:17:34.72
4. Lorin Ronnow; FFRK/SBO P/B Tour of Utah 0:17:35.19
5. Scott Kiser; Spin cycle racing 0:17:44.41

Masters 55+

1. Duane Mulvaney; Landis Cyclery 0:18:24.27
2. Steve Moss; SC Velo Club 0:18:28.10
3. Shannon Storrud; Porcupine Cycling 0:18:36.72
4. Gary Simmons; Bountiful Mazda 0:19:10.61
5. William Mackay 0:20:09.90

Masters 35+ B

1. Adam Catmull; Spin 0:16:40.71
2. Jonathan Gardner; Canyon Bicycles 0:16:56.77
3. Steve Schoonover; Spin Cycle Racing 0:17:42.35
4. Terry Stone; Spin Cycle Racing 0:17:58.63
5. Brian Smith; Fitzgeralds 0:18:09.24

Women 1-2-3

1. Angela Axmann; Specialized D4W/Bicycle Haus 0:18:21.84
2. Taylor Wiles; Pcm 0:18:32.82
3. Kristi McIlmoli; Granger Med/JR Smith Coaching 0:20:34.23
Women 4
1. Brookanne Mickelson 0:19:28.73
2. Alicia Finlayson 0:20:23.41
3. Clare Cady 0:21:37.75
4. Kara Harris; Ski Utah Cycling 0:21:44.47
5. Janet Borg 0:22:03.53
Women Masters
1. Bev Ronnow 0:19:17.28
2. Margaret Douglass; Ski Utah Cycling Team 0:20:17.28
3. Cris Kiser; Spin Cycle Racing 0:20:19.83
4. Jo Garuccio; Canyon Bicycles 0:20:47.48

Junior Men

1. Kyle Wright(15); Redlands 0:21:17.58
2. Bradley Wright(13) 0:24:21.94
Junior Women
1. Jillian Gardner(16); Pcm 0:21:27.16
2. Catrina Johnson(14) 0:25:06.67
3. Jenna Gardner(11); Pcm 0:25:09.27
4. Clarissa Johnson(14) 0:25:34.29

Stage 2: Circuit Race

Men Pro 1-2

1. Chase Pinkham; Canyon Bicycles Draper 2:15:31
2. Micheal Grabinger 2:15:31
3. Mark Schaefer; Barry Lasko DDS/PaulTracy.com 2:18:32
4. Curtis Doman; Spin Cycle Racing 2:18:32
5. Elliott Smith; Spin Cycle Racing 2:18:32

Men 3

1. Spencer Debyr; Ski Utah 2:18:31
2. Manny Cypers; Roosters 2:18:34
3. Josh Carter; Team Wright 2:18:34
4. Jeff Herrera; Carlos Obriens Racing 2:18:36
5. Sean Hoover; Canyon Cycle Draper 2:18:42
6. Macgregor, Robert 01:20:07.8
7. Steinfeldt, Randall 01:21:34.9
8. Johnson, Michael 01:22:23.9

Men 4

1. Cody Rasmussen; Porcupine 1:31:35
2. Nathan Cisney; Roosters 1:31:49
3. Tyler Kirk; Skull Candy/JSA Architects 1:32:03
4. Nathan Baldwin; Roosters 1:32:11
5. Brooks Stevenson 1:34:04

Men 5

1. Sam Clark; skullcandy/JSA 0:46:55
2. Nolan Finlayson; evo energy 0:46:55
3. Chris Clyde; EVO Racing 0:46:55
4. Parker Conroy; University of Utah 0:46:55
5. Kade Cox 0:46:55

Masters 45+

1. Stephen Tueller; Bountiful Mazda 1:32:27
2. Mark Zimbelman; Bountiful Mazda 1:32:27
3. Zan Treasure; Bountiful Mazda 1:32:27
4. Lorin Ronnow; FFRK/SBO 1:32:27
5. James Ferguson; Bountiful Mazda 1:32:27
6. Matthew Anderson 0:43:52

Masters 55+

1. Steve Moss; SC Velo Club 0:51:11
2. Duane Mulvaney; Landis Cyclery 0:52:03
3. Gary Simmons; Bountiful Mazda 0:52:03
4. William Mackay 0:52:03
5. Dexter Morse 0:53:14

Masters 35+ B

5. Jeff Herrera; Carlos Obriens Racing 0:37:31
5. Jeff Herrera; Carlos Obriens Racing 0:37:35
6. Perry Hall; Team Wright 0:41:42
7. Bruce Bilodeau; Canyon Bicycles Draper 0:42:25
8. Randy Ellis; RMRCC 0:43:42
9. Keith Brodhagen; Carlos Obriens racing 0:45:29
10. Joshua Hickman; team wright 0:46:48:00
11. Matt Bradley; Skull Candy/JSA Architects 0:70:14
12. David Cole; Skull Candy/JSA Architects 0:72:47
13. Eeth Bradley; Skullcandy p/b JSA 0:74:28
14. Heather Albert; Riverstone WRT 0:79:17
15. Courtney Larsen; Wright Medical 0:79:46
16. Brian Randall; Wright Medical 0:71:50:50

Women 1-2-3

1. Angela Axmann; Specialized D4W/Bicycle Haus 0:50:35
2. Taylor Wiles; Pcm 0:50:37
3. Kristi McIlmoli; Granger Med/JR Smith Coaching 0:52:50
Women 4
1. Brookanne Mickelson 0:50:48
2. Alicia Finlayson 0:54:07
3. Kara Harris; Ski Utah Cycling 0:56:13
4. Anne Vincenti 0:56:54
5. Janet Borg 0:57:20

Women Masters

1. Margaret Douglass; Ski Utah Cycling Team 0:52:36
2. Bev Ronnow 0:52:57
3. Jo Garuccio; Canyon Bicycles 0:57:51
4. Cris Kiser; Spin Cycle Racing 0:59:08

Junior Men

1. Kyle Wright(15); Redlands 0:51:20
2. Bradley Wright(13) 1:06:17
Junior Women
1. Jenna Gardner(11); Pcm 1:14:50
2. Jillian Gardner(16); Pcm 1:14:51
3. Catrina Johnson(14) 1:17:21
4. Clarissa Johnson(14) 1:26:31

Stage 3: Road Race

Men Pro 1-2

1. Micheal Grabinger 3:59:02
2. Chase Pinkham; Canyon Bicycles Draper 3:59:02
3. Curtis Doman; Spin Cycle Racing 3:59:



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TOUR DE FRANCE COMMENTARY
A Couch Potato Views the Tour

By Louis Borgenicht

I had both a sense of relief and a bit of despondency when the 96th Tour de France finally ended on the Champs-Élysées on July 26th, twenty-one grueling days after it began. I have a pile of books, purchased from my favorite independent bookstore, The King's English that I been staring at for three weeks. Every once in a while I would thumb through them wistfully knowing full well that there was no chance I would be able to read anything more than the morning paper during the Tour. Even my weekly New Yorkers lay fallow.

The race ran the gamut from the predictable to the surprising, from the sad to the joyful, with always a tinge of tragedy. The crashes that have led to riders abandoning the Tour are expected. Levi Leipheimer, who went to high school five blocks down the street from my house, broke his wrist half way through the race; later on Jens Voight took a terrifying slide on the pavement briefly knocking him out and breaking his jaw. But, as always, it was the tension between the expected and the unexpected that has kept me glued to the television day after day.

Almost every stage, except those given up to either an individual or a group of riders who broke away from the peloton and were destined to win the stage as a result, has had unerring suspense. Perhaps the saddest moment occurred when George Hincapie, who was riding in his

fourteenth Tour de France, missed out wearing the maillot jaune by five seconds. The stars, the constellation of circumstances in the race that almost enabled this to happen will likely never occur again. It was one of those moments in life that you know have passed you by and George was despondent. By the next day he seemed to have regrouped realizing that recriminations about the teams that deprived him of a piece of history would get him nowhere. In-the yeoman's spirit he has exhibited over the years he road the remainder of the Tour with a possibly broken clavicle (from a fall); he would not allow his team (Columbia HighRoad) to take him to the doctor. It was irrelevant to him whether his clavicle was broken; he would ride on. Finally leading out the last sprint on the Champs-Élysées he enabled Mark Cavendish to win yet again. Hincapie proved himself a class act. My guess is he knows it and is unassumedly proud of the fact.

Then there was Lance. His legacy of arrogance seemed to have dissipated and he was a determined and eloquent spokesman for his team, Astana, and of course a little bit for him. But his comments were reasoned and generally not solipsistic. Lance's riding in the race has been tactical and sterling. Paul Sherwin and Phil Liggett, the British duo who have commented on the Tour for years, have not given him a bye; they are reverent and realistic about his ability to return to racing after a

four year hiatus. His ability to time trial, crush the mountain stages, and maintain his presence in the peloton are impressive.

The next to last stage included Mt. Ventoux, a legendary climb destined to test all riders to the max. I have seen it from a distance several times but never ventured onto its slopes although I have two friends who have ridden it from the bottom. It is, in both their estimations, "a killer". On some level the climb up the Provençal landmark was anticlimactic. Contador retained his overall lead despite attacks from the Luxembourgish Schleck brothers and Lance pulled himself into third place, a ranking unexpected for a 37 year old who had taken four years off from racing.

In the end the 2009 version of the Tour de France went remarkably smoothly without any doping scandals. Lance, as I heard it, was tested daily and had had forty lab exams since he announced his return to professional cycling.

As far as the constellation of the Tour next year there will likely be some significant shifts in team composition. Most interestingly Livestrong will team up with RadioShack in a new sponsorship arrangement. I have long considered RadioShack one of my favorite stores because you can find almost anything electrical you need for your computer, HD TV, IPOD etc. Their motto is comforting: You got questions? We got answers.

I guess I will have to wait a full year to find out how that plays out.



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COMMUTER COLUMN

Employee Car Sharing, Showers and Other Thoughts on Encouraging Bike Commuting

Kristin Wann Gorang, ready to ride.

By Lou Melini

From elementary school to her current adulthood Kristin Wann Gorang has been on her bike. By starting today's youth riding bikes to school, she thinks more youth would bike to work and other places as they get older. Kristin has more thoughts on how to get more people out commuting to work.

Cycling Utah: You have ridden your bike as transportation for quite a while despite job changes and family. How did this elementary school ride transition to riding to work?

Kristin Wann Gorang: I started riding in elementary school and throughout my schooling, though some times more than others. I went to U.C. Davis to graduate school and didn't own a car the entire 2 1/2 years I lived there, riding my bike everywhere. I was mostly a runner for exercise in my younger adult years, however I began riding more when I worked part-time for the American Lung Association of Utah in 1988-92. When I was at home full-time raising my children, I often put my daughter in a Burley trailer and rode to the grocery store, the park, to church or to visit friends with her. I went back to work full-time in 2003 and decided to try riding to my work place that was 9 miles from my house. It worked out and I continued to ride to work when I changed jobs in 2006 that is almost 16 miles from my house. I started off both jobs by riding one day a week but soon found the commute enjoyable and started riding up to 3 days a week. I generally ride April to early November.

C.U.: You seem to have figured out various options to ride to work to accommodate weather conditions and time constraints.

K. W-G.: Some days I ride in and out the entire 16 miles to Research Park, while other days when I have

limited time I will drive to 6200 South and Holladay Blvd and ride from there which is ten miles each way. In my previous job I occasionally rode my bike into work but took TRAX home to the Old Sandy stop and then rode the remaining three miles. The biggest problem with TRAX is that there is not a lot of room for bicycles plus you have to stand and hold your bike the entire time. It would be nice if there were one car dedicated to riders and their bikes or at least an area you could hang your bike up. In the winter I do not bike commute much, so I try to ride the bus in 2 days a week (the carbon footprint thing) but haven't commuted with my bike on the bus. Each bus does have a rack that holds two bikes which is great, however if more people start bike/bus commuting there could become a problem getting on a bus with your bike.

C.U.: Why do you bike commute? What limits you from doing more?

K.W-G: I bike commute for three prime reasons: 1. It is enjoyable, you don't hear birds singing when you are in a car, nor do car drivers wave at you like fellow bikers do, plus I've enjoyed saying hello to the same people running along Holladay Blvd. and exchanging pleasantries with the crossing guard I pass on 2100 East as I ride by on my bike. Driving on I-215 in my car doesn't afford me these small community joys. . 2. I reduce my carbon footprint on Earth, do my small part to reduce the air pollution in the Salt Lake Valley and also save money on gas (a three-fer in my mind). 3. It is a great way to get in a workout without having to try to find time before or after work. I do admit to being a fair weather rider, meaning if there is snow on the ground, or if it is below 32° I don't ride. I would like to ride more than my current 2 or 3 days a week, but I have appointments outside of my office that I need a car in order to get to the appointments at least 2 days a

week. If there was a motor pool car or a zip car available at work I could ride or take the bus to work most days. I think a car service where the employees get a card they can swipe when they use the car which tracks and charges the company for gas mileage would be a great idea. Think how much wear and tear you could save off of your car, plus how many fewer cars would be on the streets if people had efficient ways to get to work other than the one car one person route so many of us use.

C.U.: Given needs to contain costs, why would private businesses or government employers provide incentives for employees to bike to work?

K. W-G: I think businesses should be tying in bike commuting not only with the health issues of cleaning up Utah's air, but also with the health benefits of the daily exercise riding to work can provide. It's been shown that maintaining a healthy weight, diet and getting at least 30-minutes of regular daily exercise reduces chronic diseases and hence the use of medical services. This would reduce the use and cost of medical insurance that employers and employees pay. Medical costs are a large part of the huge increase in our federal budget deficit. For example, the U. of Utah has this Healthy U program with Web MD people calling you to help you make healthier lifestyle choices. If you participate you receive a reduction in your healthcare insurance fees. However they aren't doing one major thing that I think would encourage people to exercise daily by riding a bike into work or exercising on their lunch breaks and that is providing showers for employees at their worksites. Another thing I know is a benefit for some state employees, and could be beneficial for all employees, is having an extra 1/2 hour off two days a week to exercise. This could be used for the longer commute if one rides a bike into work. If it's a big hassle or a more costly choice to change an established pattern of transportation, people won't do it. We need to make it as easy and financially beneficial for people to commute by bike or mass transit as possible. I truly believe in the "Tipping Point" theory (Malcolm Gladwell; 2000, Little Brown and Co.), if enough people start doing something, eventually it reaches a "tipping point" and it'll be "cool" to be green and get your exercise by riding to work as opposed to driving your lone car by yourself. Budgets and costs are always an issue, but perhaps companies should consider putting less money into new parking facilities and more money into infrastructure like bike racks and showers to encourage people to ride their bikes to work.

C.U: We both attended the lecture series entitled "Commuting without a Car". You received quite a few kudos for your suggestion for businesses having a car available for employees so that they could leave their own personal car home. Have you followed up on this idea at your work place?

K. W-G: As I said, having a shower and a dedicated car at work for employee use would enhance bike or bus use by not only myself but for many employees who would like a shower or sometimes need to drive as part of their work. I am currently surveying my department to see how many members would consider commuting (by bike or bus) more if they had a designated work car they could use during work hours. I have contacted the Office of Sustainability and the Motor Pool office at the U to talk about what it would take to implement these ideas. Hopefully during LEED-equivalent remodels, showers will be installed such as the recent ADA-accessible unisex shower in the V.R. Turpin Building. I know the U is also talking about the use of zip car rentals with the city and UTA, but who knows if and when those ideas will become a reality.

C.U.: What advice do you have for others who are thinking about doing a rather long bike commute? What do you do to make your commute more tolerable once you get to work?

K W-G: First find a good route with a bike lane, broad street shoulder, or streets with very little traffic. Look at the city's bike map and talk to other people who ride some, or all, of your route. For example, the Dean at the medical school also lives in Sandy and commutes by bike some days and he told me about the route I take to work. Take a weekend and drive streets that you are considering riding on to help you choose your route, which is what I did on my previous job. Once you choose the route, ride it on a weekend day to see how long it takes you each way before you commit to riding it to work on a week-day. At work I have a towel and washcloth, along with a curling iron. I have a fan in my office to me cool down before I clean up during the summertime when the ride in can get pretty warm. A shower would be nice, and more people in my office who live closer to work than I, would ride to work if there were one. The lack of showers and the perception that cycling city streets is dangerous are the two main reasons I hear for why people don't choose to ride to work.

C.U: Many people will say to you and I, "be safe" when we leave the office to ride home. Why do you think people say this to cyclists and not cars? Do you think bicycling is unsafe? What would help decrease that sense of "unsafe"?

K. W-G: I think people say "be safe" because there is a perception that bicycling on city streets around traffic is dangerous. I obviously don't think it's so unsafe that I've chosen not to do it, but I ALWAYS try to keep alert and watch traffic, people walking and other bikers carefully while I ride. I have a rearview mirror on my bike that helps me be aware of riders or cars coming up behind me and I always wear a helmet, bright clothing and use a front and rear light at dusk. I think biking is relatively safe if you have a good bike lane or fairly broad shoulder to ride on and if one follows the biking rules of the road. However riding on narrow streets can be a little unnerving at times as is crossing over numerous lanes of heavy traffic to make a left turn. On the other hand, the more bikes on the road the more people will be aware of bikers and watch out for them. I do think separated bike paths are great, but they just aren't feasible in some places but I think bike lanes should be a part of the planning in every new road or repavement project.

C.U.: Any last thoughts?

K. W-G: If we could make it safe for kids to commute by bike to school again (as opposed to driving them to school) I think a lot of them would start biking at an early age and maintain it as a viable method of transportation into adulthood. Teaching kids bike riding rules and safety tips on the road is very important, as is teaching new drivers about bicycle safety rules. I've been encouraged riding past Evergreen Junior High the past three years to see more bikes each Spring on the bike racks. It gives me hope for our commuting future!

If you have a suggestion for a commuter profile, have a commuter question you wish me to address, or other comments, please send them to lou@cyclingutah.com.

SATURDAY CYCLES



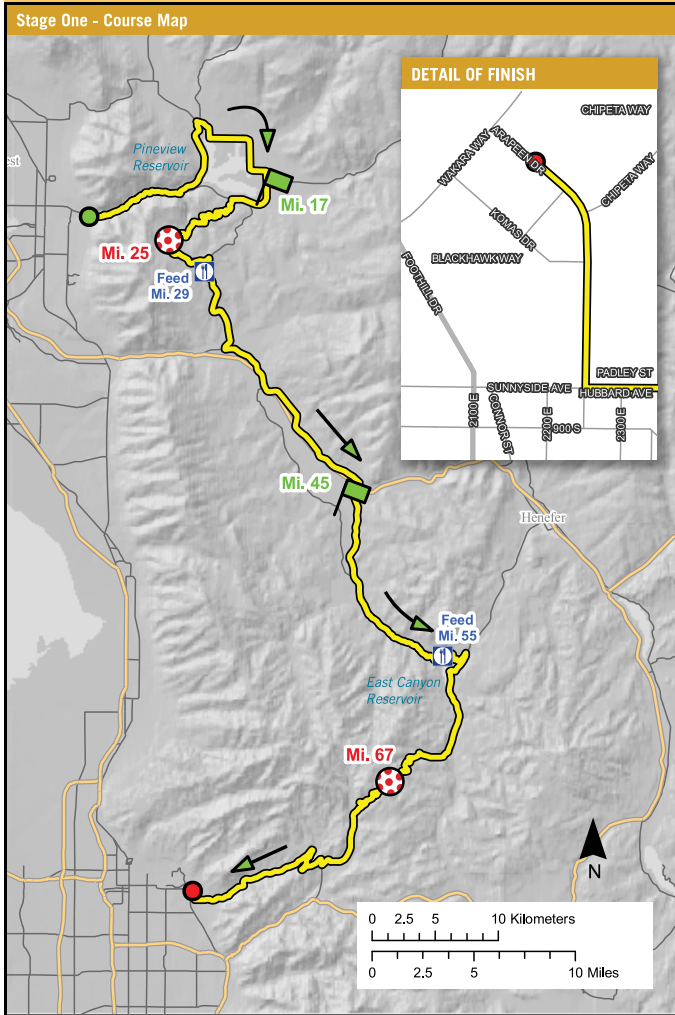
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TOUR OF UTAH PREVIEW (CONTINUED FROM PAGE 3)

Where to Watch and Who to Watch

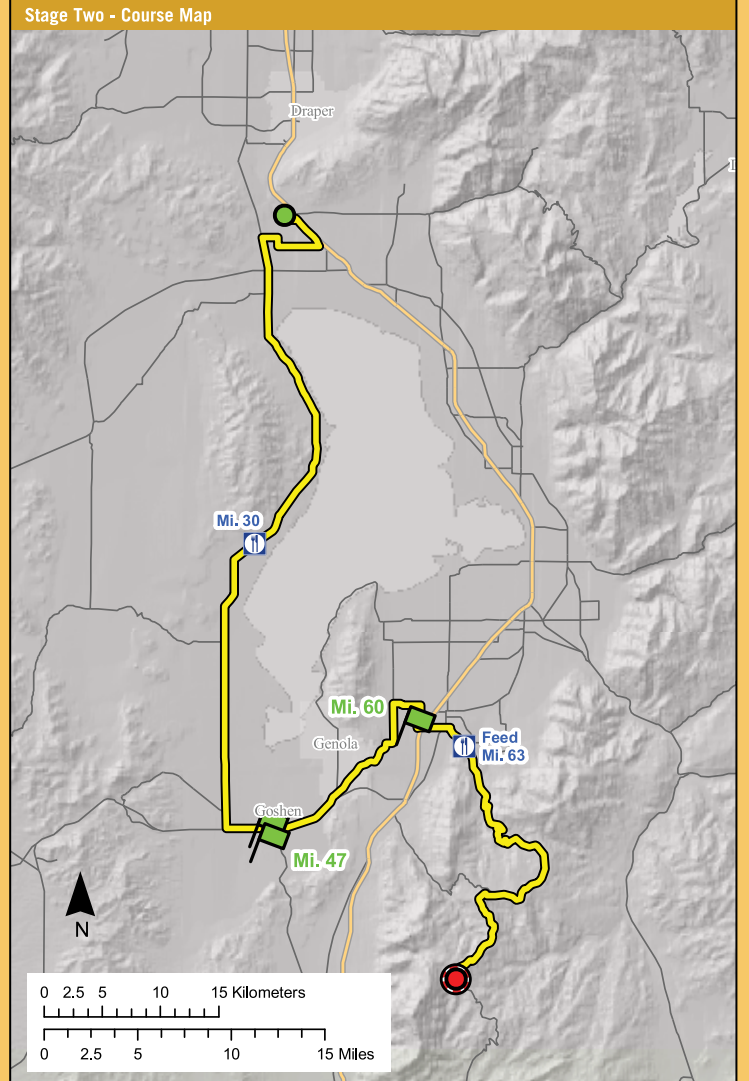


WHERE TO WATCH – Terry McGinnis, Executive Director, Tour of Utah

PROLOGUE
Time Trial
Tuesday, August 18
 Start Location: Utah State Capitol
 Length: 4.5 km (2.8 mi)
 Tuesday, August 18th
 Start time: 6:00pm
 Finish time: 7:30pm

Where to watch:
 Start/Finish: A prologue is a short time trial and the coolest aspect of the race of truth are the bikes; check them out after you park the car at the Capitol and wander through the expo to the White Chapel Church parking lot. There you will find all the Pros warming up on their sleek machines. From there stick around the start/finish area and wait for the fast times!

STAGE 1
Road Race
Wednesday, August 19
 Start Location: Mouth of Ogden Canyon
 Finish: Research Park, SLC
 Length: 136 km (84 mi)
 Wednesday, August 19th
 Start Time: 11:00am
 Finish Time: 2:30pm



Where to watch:
 Start: As with all of our road stages in the Tour of Utah, most of the action will be on the climbs.

Mile 25: If you are starting in Ogden, take Trappers Loop up and turn right on the Snowbasin Road then go two miles back to the KOM. A little further back and you can catch riders getting their first musette bag at the Feed Zone.

Mile 67: And though you will surely miss the finish in Research Park, you may want to camp out at the KOM on Big Mountain, the first riders to crest this monster will likely hold it to the finish anyway.

STAGE 2
Road Race, mountain top finish
Thursday, August 20
 Start Location: Thanksgiving Point
 Finish: Top of Mount Nebo
 Length: 128 km (79 mi)
 Thursday, August 20th
 Start Time: 10:00am
 Finish Time: 2:00pm

Where to watch:
 Start: This might be a good stage to show up late to work for; with a 10:00am start at Thanksgiving Point, the start will be a great chance to grab a bagel and an autograph before the riders tackle Mt. Nebo.

Mile 41: Catch one of the Hot Spot sprints and race past the peloton up Payson Canyon. Just about any spot along the climb will be good.

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 11: PORCUPINE HC
 17-18: CAPITAL REEF CLASSIC SR
 18: SUNDANCE HC
 25: CHALK CREEK RR**

AUGUST
 01: ALLAN BUTLER CRITERIUM*
 01: TOUR DE PARK CITY
 08: E-CENTER CRITERIUM
 15: EMIGRATION CANYON HC
 18-23: TOUR OF UTAH*
 29: SANPETE CLASSIC

SEPTEMBER
 05: CLIMBER'S TROPHY
 12: LOTOJA CLASSIC RR*
 19: UNIVERSITY OF UTAH CRITERIUM
 26: HARVEST CRITERIUM

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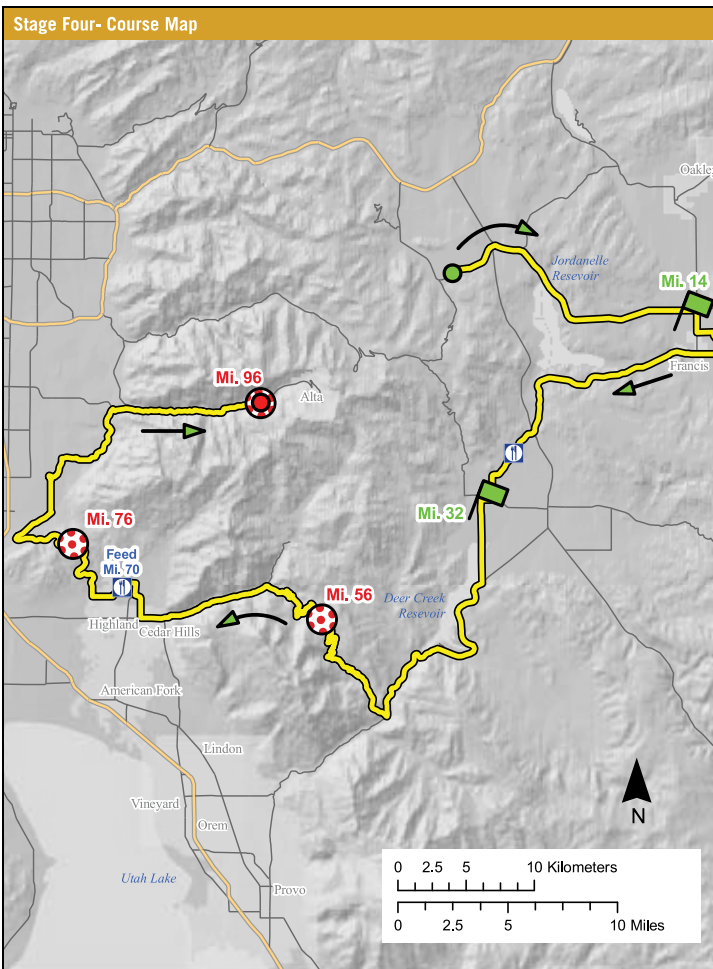
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Tour of Utah Teams and Riders

Ouch Jonathan Chodrof Cameron Evans Tim Johnson Roman Kilun Floyd Landis Bobby Lea Patrick Mccarty Karl Menzies Johnathan Murphy Andrew Pinfold Rory Sutherland	Logan Hunn Josh Bartlett Roman vanUden Jim Camut Mike Northey Evan Elken (alternate) Bobby Sweeting (alternate) Ryan Taylor (alternate)	Team Rio Grande Corey Collier Allen Krughoff Logan Garey Kiel Reijnen Jesse DeKrey Matt Shriver Caley Fretz (alternate) Ben Kneller (alternate)	Felt/Holowesko Partners/Garmin Peter Stetina Kirk Carlson Caleb Fairly Taylor Sheldon Alex Howes Raymond Kreder Walker Savidge Peter Salon Danny Summerhill
Trek/Livestrong Ryan Bauman Sam Bewley Cody Campbell Guy East Benjamin King Ryohei Komori Taylor Kuphaldt Julian Kyer Taylor Phinney Bjorn Selander Jesse Sargent	BMC Jeff Louder Chad Beyer Jonathan Garcia Brent Bookwalter Steve Bovay Nathan Miller Jackson Stewart Ian McKissick	Rock Racing Jamey Driscoll Sergio Hernandez Victor Hugo Pena Freddie Rodriguez Nic Sanderson Oscar Sevilla Cesar Grajales Ivan Dominguez Glen Chadwick	Fly V-Australia Phil Zajicek Benjamin King Jonathan Cantwell Scott Davis Ben Day Curtis Gunn Bernard Sulzberger Michael Grabinger David Kemp (alternate) Steven George (alternate)
Bissell Frank Pipp Paul Mach Omer Kem Graham Howard Ben Jacques-Maynes Tom Zirbel Jeremy Vennell Burke Swindlehurst Morgan Schmitt	Ciclismo Ben Kneller Alex Hagman Nick Frey Phil Mann Brad Cole Ian Gray Dan Workman Rolf Eisinger Paul Esposti (alternate) Jarred Berger (alternate) Ointiz Uribe (alternate)	Colavita/Sutter Home Luis Amaran Alejandro Borrajo Anibal Borrajo Davide Frattini Luca Damiani Lucas Sebastian Haedo Guido Palma Kyle Wamsley	Team Type 1 Jesse Anthony Charles Joe Eldrigge Kenneth Hanson Aldo Ino Ilesic Valery Kobzarenko Shawn Milne Matt Wilson Harold Phil Southerland
Bobs-Bicycles.com Kevin Rowe Chris Stuart Erik Slack Kai Applequist Brandon Lynch Chris Hong Matt Weyen (alternate)	Waste Management Stevie Cullinan Sean Mazich Scott Stewart Grant Van Horn Kevin Soller Larry Warbasse Carter Jones David Talbott	ZteaM Nathaniel English Luke Biker Jim Wngert Stefano Barberi Justin Laue Chris Phipps Chris Lyman	Canyon Bicycles All-Stars Dave Harward Alex Rock Jesse Gordon Chase Pinkam Norm Bryner Cameron Hoffman Michael Booth Ben D'Hulst Ryan Barrett (alternate) Cody Peterson (alternate)
California Giant Justin England James Mattis Chris Lieto Jesse Moore Adam Switters Mark Santurbane Ozzie Olmos John Hunt	Ride Clean Jake Rubelt Matt Cooke Brian Forbes Kyle Colavito Paul Thomas Nate Page David Glick Jared Gilyard Jame Carney (alternate) Ron Jensen (alternate)	Cole Sport Todd Hageman Brad Gehrig David Clinger Tanner Putt Eric Jeppsen Billy Demong Eric Pardyjak Mike Sohm Freddy Cruz (alternate) Ali Goulet (alternate) Zack Simons (alternate)	KFAN Composite Jonathan Baker Scott Tietzel Will Routley (remaining riders TBD)
Land Rover/Orbea Aaron Tuckerman Carson Miller			

expect fireworks on the lower slopes however.

Mile 76: The Summit at 9350 ft. may be a better location for this stage than the finish line located 1/2 mile further up the road. From the Summit you can see several turns down the mountain and the rider that passes you first should be able to hold it to the finish.

STAGE 3 INDIVIDUAL TIME TRIAL Friday, August 21

Start Location: Miller Motorsports Park in Tooele
Length: 14.5 km (9.2 mi)
Friday, August 21st
Start time: 6:30pm
Finish time: 8:00pm

Where to watch:
Start/Finish: Another time trial only this one is located at the premier automobile racing facility in the country, Miller Motorsports Park. All the action will be located in one spot: the Start/Finish area where you can see the riders warm up in the garages, check out the Expo area in the Hot Pit lane, listen to the live band or wander to the different locations around the track to see this wonderful circuit.

STAGE 4 Road Race, mountaintop finish Saturday, August 22

Start Location: Main Street, Park City
Finish: Snowbird Ski Resort
Length: 155 km (96 mi)
Saturday, August 22nd
Start Time: 11:00am
Finish Time: 3:00pm

Where to watch:
Start: The signature, Queen stage of the Tour of Utah is Stage 4 and it will be worth the travel time to jump around on this course for multiple viewings. Start in Downtown Park City along old Main Street as the riders do three ceremonial laps up this historic avenue.

Mile 10: Blaze ahead of the peloton and watch them crest the first of many climbs today. With Jordanelle as the backdrop, this is one great photo opp!

Mile 32: Using the farm roads, get ahead of the caravan again and make your way to the second Hot Spot sprint of the day in Midway where the town will be partying!

Mile 56: Although just about any spot along this scenic byway called Alpine Loop will be wonderful viewing, the KOM is prime viewing and has plenty of parking and a restroom to boot!

Mile 76: The top of Traverse Ridge in Draper will surely draw big crowds and great cycling; expect the top guys to fly over this climb in the big ring!

Mile 87: If you don't plan to drive to the finish, this little bump in Sandy offers great viewing as well. Park on one of the side streets and set your lawn chair out on Wasatch and listen to the coverage on KFAN!

Finish: Snowbird is the place to be on Saturday, August 22nd if you are a cycling fan. What is being billed as the biggest cycling day of the year with the Snowbird Hill climb, 1,000 Warriors and the Tour of Utah all culminating at the resort sometime during the day. Be sure to head up before

2:00pm or face a closed road!

Stage 5 DOWNTOWN CRITERIUM Sunday, August 23

Start Location: Washington & Library Squares in Salt Lake City
Presented by: Utah Toyota Dealers
Length: 90 minutes
Sunday, August 23rd
Start time: 2:00pm
Finish time: 3:30pm

Where to watch:
Start/Finish: At just one mile around, and 90 minutes of racing, a savvy spectator will be able to watch the Pros from virtually every spot around the four-corner course. Secret spot: climb the outdoor stairway atop the City Library for some killer elevated views!

WHO TO WATCH – by Burke Swindlehurst

Team BMC: As defending champion and winner of last year's queen stage to Snowbird, Jeff Louder has to be seen as the favorite going into the race. Last year he showed both patience and strength that ultimately carried him to the biggest win of his career on home soil. Also look for Brent Bookwalter to continue his trajectory as an up-and-coming stage race specialist who can both climb and time trial.

Rock Racing: On paper, this looks to be the team to beat. Leading the team will be Francesco Mancebo, a

former top-5 finisher in the Tour de France as well as a Tour of California stage winner this year. With riders like Oscar Sevilla and 2-time Tour of Utah podium finisher Glen Chadwick on the roster, this team has multiple cards to play. Add to this line-up sprint sensation Ivan Dominguez to keep things honest for the rest of the field on the new downtown criterium course.

Team Ouch: Rumor has it that Floyd Landis has spent some time recently training in the Park City area. After having a somewhat quiet first-half of the season, I expect to see him looking to make a statement on our most challenging terrain. A recent addition to the team in Chris Baldwin will bolster their strength, particularly in the time trial where Chris excels. Look for multi-time NRC champion Rory Sutherland to be aggressive in his quest for those valuable points.

Team Bissell: Carrying arguably the two best domestic time-trialists in Tom Zirbel and Ben Jacques-Mayne, Team Bissell will look to capitalize on these strengths and keep these riders high-up on GC heading into the crucial Miller Motor Sports Park Time Trial. Local climber Burke Swindlehurst will look to improve on his 2 previous 4th place finishes and finally get that podium spot that has so far eluded him in his hometown. Sprinters Kirk O'Bea and Frank Pipp will be sure to keep things interesting in the criterium.

Team Fly-V Australia: With recent

Continued on page 20

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TRAIL OF THE MONTH

Resort Riding in Brian Head: One Chango Charge is All You Get

Above: Getting warmed up on Timberline.

Right: Bob "shivermetimbers" McIntyre dropping on Timberline.

Photos: Lukas Brinkerhoff

By Lukas Brinkerhoff

If you charge more than once you should know you're already done. This is due to the inverse relationship between bravery and contemplation. Once you've chango charged, you either go or you don't. If you are still thinking about it, then it is best to just pass. Everyone knows that the longer you stand at the top of a drop the deeper the doubt sinks into your gut and once it's there, the only thing that can cure it is a decision. This relationship between bravery and contemplation is the one thing that complicates resort riding.

I'm not a purist, at least in the sense that I think that everyone should have to earn their downhill pleasure. Sure, I like a good uphill struggle as much as the next guy, but riding the lifts at a resort is some-

thing of a dirty pleasure, kind of like chocolate. But there is the one problem of the chair lift. Not that it takes away the dichotomy between struggle and pleasure; rather it gives you too much time to contemplate.

Riding the lift at Brian Head is no exception. As you sit there it is hard not to contemplate. First, you contemplate the natural beauty surrounding you. Second, you might notice how amazing it is to be in Southern Utah and have it only be 74 degrees. Third, you start to notice the riders below you. And fourth, you start to contemplate the lines. If you're smart you'll catch yourself in mid contemplation and cut the thinking back, but if you're like the rest of us, you'll have yourself worked up into a cowardly chicken by the time you dismount your chair. And

that is the only problem with resort riding, too much contemplation on the chairlift.

If you caught yourself in mid contemplation, then once you are off your chair at Brian Head Resort, you have a plethora of decisions lying before you. From the top of the chair lift you can access up to six separate runs. This does not include the access to the singletrack that drops off the back of Brian Head Peak. If you are more of a cross-country buff out for a nice relaxing ride, then you should check out Color Country.

Looking away from the lift, go right. This trail will take you down the mountain in a gentle, meandering fashion. This is the beginner to intermediate trail in the park and as such provides you with a way down the mountain without breaking your neck, but more importantly offers vistas of Southern Utah's red rock. This trail will also take you through dense forest, meadows and lush springs. You can ride Color Country all the way to the bottom or you can jump onto many of the other lines in the park as it crosses on its meandering path.

If you want to climb just a little bit, you can access the Lightning Point trail from Color Country. This will take you out of the park boundaries, but offers views of Cedar Breaks Monument and Ashdown Gorge. It will end just a short ride away from the lifts.

But of course, if you are riding chairlifts, chances are you prefer the big bikes, the big jumps and the big lines.

The most popular run down the mountain is Timberline. It's rated as a single black diamond. I personally like to use this trail as a warm up. It has plenty to keep you on your toes but not too much to make you want to stay at the bottom of the lift. There are some man made obstacles, including a latter jump, but all have b-lines that allow you to go around the bigger stuff until you feel comfortable. You can access Timberline by going left (as you face away from the lift) or by jumping on the Z-line trail.

The Z-line trail takes you right off of the lift. It is also rated as a single black diamond and drops you right into the bottom portion of the Timberline trail. This is a great path to mix things up once you've mastered the warm-up run.

The park also includes two pro-level downhill courses that are and have been used for downhill racing. These are both rated as double black diamond. The first is Wildflower. Starting just off the lift, this trail will take you almost straight down the mountain and has its fair share of rock gardens and a couple of drops to keep you checking the brakes.

However, my favorite run is Little Gritty. This is the second pro downhill course and includes a ledge drop. According to Bob "shivermetimbers" McIntyre, this run has the most technical drop of any resort. Not the biggest, just the most difficult. It's only a six foot drop, if you're liberal with your measuring, but there is a wicked rock garden lead-in and the roll out is a bit off camber and into a turning rock garden, which is exactly why I love Little Gritty. It's one big rock garden maze all the way down the mountain.

Ladder bridges can be found in the park as well. Towards the bottom of the slope you will find a freestyle section composed of all man-made obstacles. Unfortunately, it pales in comparison to the natural tests found throughout the other trails in the park.

Outside of the resort you can also find great cross-country trails as well as many fun shuttle runs. The Virgin River Rim trail offers many beautiful vistas and 32 miles of uninterrupted riding. You can hit Bunker Creek, Dark Hollow and Blow Hard for your downhill pleasuring. There is a shuttle service offered in Brian Head

if you would rather someone else did the driving. My personal favorite is Dark Hollow, again because it is five miles of rock garden.

At 11,000 feet, Brian Head is always nice and cool. During the summer, temperatures are usually around the 80's and afternoon thunderstorms are the norm. I've ridden the lifts when I felt hot at the bottom and was freezing by the time I got off. It is a good idea to plan for all weather.

Brian Head also sits right next to Cedar Breaks Monument, where the whole family can enjoy scenic vistas and hiking. Duck Creek Village is also close and offers ATV riding. Next to Brian Head Resort you will find a small market place with a coffee shop and pizza joint. Paizano's Pizza is great place for a family lunch or to grab some grub and brews after riding all day. The resort also hosts bands and other events for a bit of nightlife in the wilderness.

You can find more info about riding in Brian Head at brianhead.com. Once at the resort, there are plenty of free maps and smiling faces to help you get going. There are three bike shops in Brian Head that offer rentals and service, as well as parts. Due to the rocky nature of the runs, it is not uncommon to need a new tire after a few rides.

To get to Brian Head from the north, take the Parowan exit and then follow the signs up Parowan Canyon. This will take you directly to the resort. From the south, take the first exit for Cedar City and then drive till you see the signs directing you to Cedar Breaks, make your right and drive up Cedar Canyon. At the top of the canyon there is a sign indicating the road to the resort on your left.

Once there, just remember, only one chango charge. Try not to think about riding down the mountain until you are actually riding down the mountain.

Guthrie Wins Nationals

Ellen Guthrie, Salt Lake City, took top honors in the USA Cycling Marathon National Championships on July 5th in Breckenridge, CO. She completed the 50 mile course in 5:43:04 to take the Firecracker 50.

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MOUNTAIN BIKE RACING

Holley and Welsh Crowned State Champs at Solitude



Above: KC Holley (Subaru/Gary Fisher/Mad Dog) topped the women's field.
Right: Sam Moore (Canyon Bicycles Draper) won the men's expert 40-49. Photos of all riders are available on Zazoosh.com. Photos: Dave Iltis

By Dave Iltis
On a hot July 18th, 2009, Utah mountain bike racers lined up at

Solitude Mountain Resort to contest the Utah Open State Championships in the 13th Annual Chris Allaire Memorial Intermountain Cup Race.

The course is full of good climbs, new winding singletrack, and water crossings, and for those that are not in oxygen debt, great scenery. With close to 1600 feet of climbing and descending per lap, only the best all around riders would win.

The race is dedicated to the memory of Chris Allaire, Solitude's Public Relations manager in the 1990's, who died of cancer just prior to the first edition of the race in 1996. Chris helped develop the trails and infrastructure that made the race and mountain biking at Solitude what it is today.

In the men's Pro race, David Welsh (Kuhl/Scott) and Gregy Gibson (Racer's Cycle Service) traded the lead over the course of their four lap grueling race. Gibson led the first lap, then Welsh, then Gibson. The two traded the lead, with Gibson out descending Welsh, and Welsh out climbing Gibson. They stayed within a few seconds of each other until the last lap, "If I'm gonna take, I'm gonna have to drill it really hard. It was a hard climb, but I got a little gap and was able to hold him off on the downhill," said Welsh. "Every time on that downhill, he was taking it fast, finding lines that I didn't even see." Welsh, a law student, also

Continued on page 21

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RIDING**Riking the Canyons**

Corey LaForge on the S. Ridge of Mt. Superior.

By Tom Diegel

As cyclists here in the Salt Lake valley, we tend to view the Wasatch Mountains as our domain for either excellent, long road climbs and/or fun singletrack in Park City and Mill Creek canyons. However, it's easy to forget how many trailheads we pass that are conduits into some of the wildest, steepest, and most beautiful mountain areas in the US, yet we can't access them by bike. This unusual proximity of alpine terrain so close to our fair city provides us the unique opportunity to get in both a world class ride and hike, or "Rike."

Fundamentally, the concept of a Rike is to put your running shoes and shorts (and a bit of extra food) in your Camelbak, hop on your road steed, (Riking has been officially designated as an activity that approves of the wearing of a Camelbak on a road bike) ride up one of the canyons to a trailhead, stash your bike, change your shorts and shoes, charge up into the mountains on the trails, then ride home. Pretty simple, and a great way to fully appreciate the bounty of what our canyons/mountains offer.

After a long season of riding, the prospect of simply another climb up Mill Creek or Big Cottonwood doesn't seem to have quite the same appeal as it did after a winter of chilly, salty denial. And with the waning of cycling events and the prospect of 'cross and ski seasons looming, the possibility of doing something alternative to our legs – which have been finely tuned to spin around in circles – becomes a more viable option. We all know that running – or even hiking – on legs attuned to cycling will invariably result in sore quadriceps. But the beauty of the Wasatch is that it's easy to transition into Rike season by simply going higher into the canyons. The Wasatch is somewhat unusual in that it's the closer-in mountains that are the burliest, so early in your Rike season, you can ride to Brighton and do just the couple-mile hike up to Lake Mary, or ride up into Albion Basin at the top of Little Cottonwood (the ride above the end of the pavement is fine for 23c tires) and do the little round trip to Secret Lake. Your late summer fitness is, of course, super high, so these walks are not much, but – particularly on the

descents – your muscles need to get used to this new action.

But it only takes a couple more outings to get your legs more attuned to the hiking aspect, and as such the ratio of riding to hiking or running can change, and you can start looking at outings like riding to Cardiff Fork (the flat section of Big Cottonwood) and go up the steep and craggy Kessler Peak, or from the Butler Fork trailhead (a mile below Cardiff Fork) you can access the hulking Gobblers Knob or the Desolation trail that traverses below it. From the S-turns the remote areas of Mill B South and Twin Peaks offer great hiking and boulder hopping up to the huge views from 11,000 summits or the photogenic Lake Blanche with the stunning wall of Sunset peak as a backdrop. Little Cottonwood offers excellent possibilities out of the White Pine parking lot down the road from Snowbird with trails and scrambles that lead up to White and Red Pine Lakes and the spiky summit of the Pfeifferhorn. Possibly the most classic combination – and certainly the most direct way to get 7000 feet of continuous climbing from the valley floor to well over 11000 feet – is riding up LCC, leaving your bike at Snowbird, and climbing the exposed and dramatic south ridge of Mount Superior, which though not technical in that no rope is needed, is definitely not for the faint of heart and has sections where moving slowly and carefully is strongly advised. Fortunately, this classic climb has a nice trail back down as a descent route. And American Fork – with trailheads accessing mighty Mount Timpanogos and the almost-as-mighty Box Elder Peak – offers excellent Rike options as well.

A significant issue associated with Riking is what to do with your bike while you hike? Given that trailheads are usually in/near thickly wooded areas, it's possible to just stash them in nearby woods with the rationale that "no one would think to look for \$3000 worth of carbon bikes and shoes in that thicket" or bringing a cable lock. Locking it along with your helmet to a gate/tree/signpost and stashing shoes nearby works fine too. We have found that draping our cycling shorts over the handlebars to dry with the chamois-side out has proven to be a very effective anti-theft technique.

The definitive guidebook to Riking the Wasatch is somewhat mis-titled as Hiking the Wasatch (you have to interpret it for Riking, but this gets easier with time) and is available at Wasatch Touring and other outdoor stores, and there are also excellent maps with routes clearly marked.

There are few other places in the US where it's possible to leave your house or your office and commence 7000 feet of continuous human-powered climbing, and fewer still that offer such dramatic and accessible terrain, which makes our beloved Wasatch such a stellar capitol for Riking. So as the season wanes and you're looking for something a little different, strap the shoes onto your back and Rike on into the hills.

Major Bicycle Industry Companies Host Global Events in Utah

In 2009 Utah has shown itself as an integral part of the global cycling industry with both Pacific Cycles and Specialized choosing Utah as the best venue to roll out their 2010 model year bicycles, bringing their dealer base and the press together.

The Specialized event was headquartered at Snowbird Mountain Resort for the first time ever. The resort went all out to make this a special event. One of the highlights was the cutting of a brand new 1.3 mile stretch of single track specifically for the event. Although Specialized has close ties to Utah with their operations in West Valley City, this was a truly global event. The attendees came in waves, first the press, then international dealers and distributors and finally, domestic dealers. Both road and MTB rides were available with the road rides dropping down into the valley and concluding each day with the grueling climb back to the resort. The rides were lead by local Specialized employee Glen Adams, with support from the Specialized/Porcupine Team. They used their intimate local knowledge of the best trails and road rides to put together some memorable routes. "We selected Utah and specifically Snowbird, because it is a venue that fits the lifestyle of the cycling industry" said Specialized Bicycle Components, Kim Peterson.

The Pacific Cycles event was based out of Park City's Marriott Hotel. Pacific Cycles owns the Cannondale, GT, Schwinn and Mongoose brands. Over 700 bicycles were involved in the production and over 270 riders. Top dealers from around the world as well as distributors and the press participated. "It was really cool to get to see and meet some of the big box buyers and other s that would not have been at an event like this in the past." said Cannondale's Doug Dalton. Cannondale used the venue to launch their 2010 model year bicycles.

GT Bicycles chose Utah venues and riders as the center piece of their 2010 product catalogue because of the diverse terrain and the availability of resources. "Every resource was there to get it done, with an amazing back drop" said GT's Art Director Thomas Baker. The shoots took place near Rio Grande Street in Salt Lake City as well as Deer Valley Resort and the greater Park City area. Local riders Chris Van Dine, Nick Van Dine, and "Double D" Doug Dalton, were deeply involved in scouting locations and lining up riders to participate in the shoot. Look for some of your favorite rides, landmarks and Utah riders in the catalogue set to hit dealers in late August.

Utah's riding may have been one of the best kept secrets in the West, but with events like these the word is quickly spreading.

-Tyler Servoss

Will Bike for Coffee: Bicycle Benefits Program Rewards Riders

As a cyclist, do you like receiving discounts/rewards for riding your bike? Do you like seeing more cyclists than drivers on the street? Would you rather burn calories than fossil fuels? Do you want to help fight global warming? The Bicycle Benefits program is here to promote such awareness and like-mindedness. It's a program that serves the community by providing discounts and rewards to consumers, while increasing revenue to businesses.

A couple years back, in 2004, the Salt Lake City Mayor's Bicycle Advisory Committee and the Salt Lake City Mayor's Office introduced Pedal Pass to the Salt Lake valley. It was a program that rewarded cyclists for riding and not driving. Unfortunately, after 2005 it faded away with no one to keep it running. The programs concept was inviting, but there were some mishaps, the consumers were confused on which businesses actually participated and the businesses were unaware that they were participating. It faded with the dust.

The Bicycle Benefits program some years later came to Utah and contacted Salt Lake City's Bicycle Collective with a solution, stickers. These stickers are ingenious because it eliminates confusion. If an employee is unaware of the discounts, all the customer has to do is point to the sticker in the window. The customer has proof too that he is a member because it's on his helmet and "this promotes pedal safety," said Jonathan Morrison.

As a business, to become a member, all you have to do is figure out a discount or reward you're willing to give. For example: 10% discount, free chips with sandwich, free coffee with own mug, etc. Then if you have decided you are willing to participate, you buy at least 10 stickers from The Bicycle Benefits, www.bicyclebenefits.org, at a wholesale price, \$2.50, and resell them for \$5. You will then receive a storefront decal, a counter card to inform customers of the discount offered, and will be listed on the Bicycle Benefits online directory.

As a customer, to become a member, all you have to do is buy a sticker and place it on your helmet. You can either buy it from a participating business or order online, both the directory and online purchasing information can be found at www.bicyclebenefits.org.

Whether you're a mountain biker or a road biker, this is a program we can all benefit from. It's time we start promoting green awareness and being rewarded for it. Currently there currently are 51 Salt Lake and Wasatch Front businesses that are participating including bike shops, coffee shops, cafés, record stores, etc. Such businesses as Wild Rose Sports, Sage's Cafe, Himalayan Kitchen, and Slowtrain Records can be found on the list. Search and be rewarded.

If your favorite shop is not participating in the program, then introduce them to it. Word of mouth is truly the greatest way to expand this program, so go out and get them on the ball!

To find a new favorite spot, to sign up, or to sign up your business, check out: www.bicyclebenefits.org or call Ian Klepetar at 518-396-8376 or Jonathan Morrison from the Bicycle Collective at 801-328-2453.

-Dylan Brown

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ROAD RACING

University of Utah's Cycling Team: Where Competition and Recreation are One



Above: David Welsh at the conference championships. Photo: Joel Hsia

By Dylan Brown

Several times during the week, Cyclesmith embraces a mass of crimson, the University of Utah Cycling Team. Nationally accredited and locally supported, these cyclists prove that a collegiate club not only can be extremely competitive, but also receptive to the community and new riders.

University of Utah competes in the Rocky Mountain Collegiate Cycling Conference, RMCCC D1, and ended their amazing season last year in 4th place.

"This is right behind all of the big shot schools CSU/CU/FLC. Considering our club status with the

university, we performed fabulously considering the incredible skill level of riders in the conference," said Joel Hsia, overall team president.

The RMCCC is actually part of USCF, but the difference is the orientation of the teams; they try to qualify the entire team to nationals, not just individuals. This means that the C division counts just as much as the A division. A team will not qualify without good performances from riders of all levels. RMCCC D1 includes 140 riders from Utah, Wyoming and Colorado. The last race of the season, April 28, had some astounding finishes for Utah:

Men's A Criterium – 1st Mitchell Peterson

Women's A Road Race – 1st Heather Holmes,

Men's C Solo – 1st Alex Snyder

Men's C Team Time Trial – 2nd

Men's C Road Race – 1st Brian Grier, 2nd Alex Snyder

Unlike other top schools, they did it without being a "sponsored school" or even being recognized as a NCAA varsity team.

But, don't let their competitive mindset deter you, the U's Cycling Team is always glad to see new riders. They're all about building the cycling community, especially when it comes to kids, as they are extremely adept with bike safety. In a recent event, JDRF or Juvenile Diabetes Research Foundation, they set up shop in their kits to promote cycling as a "cool sport" to the kids.

"When safety comes from a university team, it makes a big difference to the kids," said Hsia.

Coming August 29 is the infamous BYU v. U of U Team Time Trial, or as Utahns might know it as the Red v. Blue Hill Climb. Although this is an intense rivalry, both teams are there to gain community support. There will be a silent auction, where kids or other community members will be able to win a bike.

The race itself will consist of 10 designated riders racing for the their teams' prestige – to hold the trophy over the others heads'. This is a gruesome race that really shows who's on top. But, this isn't just a spectator event; there is also a public race, where anyone can ride. Both BYU and U of U are in high support of this

even because it brings all skill levels of cyclists out and about.

"It's a good race. It gets the teams together and brings out the community," said Hsia.

To meet the team and join them for weekly rides, come to Cyclesmith around 5 p.m. They sport two types of rides throughout the week: casual shorter training rides during the weekdays and more aggressive, longer rides during the weekends.

"There's no casual riding during the weekends, the pressure is on," stated Hsia. "This is when we do centuries."

During the summer months, the team operates on a smaller scale, as nearly half of their riders are out of town. Still, the many riders that do stay in town ride and enjoy all the wonderful rides in and around Utah. To keep their skills attuned, several of the U's riders compete throughout the summer too. Some of these competitions include: High Uinta's

Race, Utah Summer Games, and JDRF, Juvenile Diabetes Research Foundation.

The U of U Cycling Team is primarily road cyclists, but they do have a mountain bike team as well. Currently it consistently sends five riders to the mountain bike races. These races include cross-country, super downhill, and downhill. Last year they only had one downhill rider and five cross-country riders, but they are always hoping to expand. The first mountain bike race will be held early this year and will be hosted by Weber State University on August 22.

Come show your support at the next race.

For more information on: U of U Cycling Team – www.utah-cycling.org
Red v. Blue Hill Climb – www.bikesforkidsutah.org

Salt Lake Bike Collective News

The Salt Lake City Bicycle Collective is now offering free mechanics classes every week. Professional mechanics teach a chapter of the Park Tool School every Monday at the Community Bike Shop starting at 5pm. Classes don't build on each other, so jump in at any time. See the Collective's website for a schedule.

The Collective will also continue doing Valet Bike Parking at the Farmers' Market and the Twilight Concert Series. On August 15th the Downtown Alliance will be partnering with the Collective and other cycling agencies to host a "Pedals and Produce" day including bike giveaways from Bingham Cyclery.

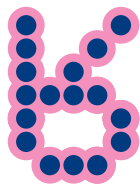
As always they need bicycles and volunteers for all of their rewarding programs.

The mission of the Salt Lake City Bicycle Collective is to promote cycling as an effective and sustainable form of transportation and as a cornerstone of a cleaner, healthier, and safer society. For more information, including crank addiction, visit www.slcbikecollective.org or call 801-FAT-BIKE.

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www.bikesforkidsutah.com



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MECHANIC'S CORNER

How to Replace a Tube with Ease



Figure 1. Roll tire back to expose bead.



Figure 2. Insert tire lever and pry up.



Figure 3: Run fingers inside to find debris.



Figure 4: Roll bead over with palm and thumb.

By Tom Jow

Every day at the shop we install a half dozen tubes or more. Last month I had four flats myself. Flat tires just happen. For this reason, a skill that every cyclist should have is the ability to replace a tube. Some riders have never learned it. Some, fortunately, just do not have to practice it very much. But practice makes perfect. If you've never done it before, it is an easy thing to learn. Once the wheels are off, just follow the simple instructions below.

After the wheel is removed, place it vertically on the ground or across your thighs with the valve at the top. Be sure all air is out of the tube. Grasp the tire and with your palm and thumb, roll the tire away from you exposing the tire bead (fig. 1). If the tire rolls easily, almost coming off by itself, it is likely the first tire bead can be removed using just one tire lever. Install the lever under the bead and pry it over the rim (fig. 2). In the single tire lever method, it is now possible to slide the tire lever around the rim disengaging the first tire bead from the rim.

If the tire is too tight, use multiple tire levers. After rolling the tire bead up. Install two or three levers under the bead. Place the first lever in line with a spoke. Place the second over a spoke if possible or a couple inches over. Same again if there is a third. Pry the first tire lever up and hook the tire lever on the spoke to hold it in place. Pry the second and hook it on a spoke if there is one there. At this point, install another (a third or remove the first) lever an inch over from the second and pry it up also. Continue in this manner until a tire lever can be slid the rest of the way around to remove the tire bead from the rim.

Now remove the punctured tube. With the tube removed and one tire bead still seated in the rim, reach inside the tire and run your fingers around the inside of the tire feeling for any sharp objects (fig. 3). Be careful not to cut yourself. At the same time, give the rim tape, which covers the spoke holes, a look to make sure it remains in its proper place.

Satisfied that the tire and rim are clean, it is time to install the new tube. First inflate the new tube just enough to make it round. Next, at the valve, roll the tire bead back and place the valve in the rim. Slide the tube inside the all the way around, carefully tucking it over the rim as well. Now, starting opposite the valve, begin rolling the tire bead into the rim (figure 4). Work it equally up both sides to finish at the valve.

Sometimes the final portion of the tire can be rolled over by hand. Sometimes the last couple inches just won't go over without using a tool. At this point, remove the small amount of air in the tube. While holding one side of the bead with one hand, install a tire lever right in the joint where the tire meets the rim. By placing the lever here, folding the lever up will be easier because it folds less tire, therefore requiring less force. Lift the lever only as high as necessary for the bead to roll on because the tire lever can pinch and puncture the tube. Remove the lever and repeat. A good tip is to massage the tire on the opposite side (where we started) to be sure the tire bead is deep inside the rim channel.

Once the second tire bead is installed the tire can be inflated. Before doing so, press the valve stem up into the tire and roll the tire back in a couple spots to make sure the tube is not caught under the bead. If it is, it can unseat the tire, allowing the tube out and often causing a loud bang.

Inflate the tire to approximately 15-20 psi. Then, inspect the bead seat line on the side of the tire. This line is molded into the tire just above the tire bead, and when properly installed, this line will be visible a couple millimeters above the rim all the way around. If it's not, massage the tire to place the bead in its proper position. Afterwards, the tire can safely be inflated to full pressure.

Replacing a tube is among the first repair skills that many cyclists learn, and that all cyclists should know. The skill of replacing a tube can be expanded into installing a new tire or wheel. Practice in the comfort of home the first couple times. The worst possible time to be learning to replace a tube is on the trail or road, cold, in the dark and/or hungry. The mastery of this skill will add a sense of security to the self-reliance and freedom of bicycling.

Got a bike question? Email Tom at 1tomjow@gmail.com.

Tour of Utah Preview - Continued from page 15

Tour of the Gila stage winner Phil Zajicek and Australian strongman Ben Day on it's roster, Team Fly-V will look to surprise the larger teams with opportunistic riding. Watch for these two riders to find their way into breakaways and give some of the favorites "the slip" before it's all said and done.

Team Type 1: Watch for aggressive riding from Team Type 1 by South African and part-time Salt Lake City resident Darren Lill. Darren's strong climbing and time trialing abilities as well as his knowledge of the courses make him a threat at any stage of the race.

Team Slipstream: At just 22 years old, Peter Stetina has been serving notice that he's a rider of the future. He's a talented climber who's shown he's unafraid to throw-down on just about anyone.

Kelly Benefits: Andy "The Baj" Bajadali is on the comeback trail

from an injury sustained early in the season. He's a strong veteran climber. He'll have backing of all-rounders like Neil Shirley and Scott Zwizanski.

Colavita/Sutter Home: A team known for it's sprinting prowess, Team Colavita will also come equipped for the hills with riders like Tyler Wren and Anthony Colby. In the finishing department, you can bet the likes of Sebastian Haedo and Anibal Borrajo will seek to continue their winning ways in the Downtown Criterium.

There's sure to be plenty of surprises from the rest of our peloton, including the talented racers from our two homegrown teams, Utah All-Stars and Cole Sport. Brimming with aspiring talent, riders from a variety of local and regional teams will be hoping to gain the notice of the larger pro teams in what is the best-ever assembled field for the Tour of Utah.

For more information, visit TourofUtah.com.

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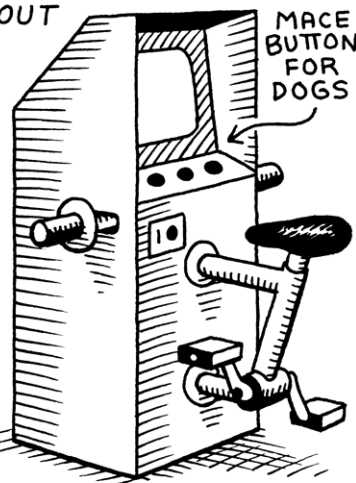
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A. SINGER

Masters Vie for Titles at Chalk Creek

On July 25, Utah road racers gathered in Coalville for the Chalk Creek Classic road race, the state championship for masters and junior racers. The 50-mile out-and-back course challenges riders with a relentless succession of wind and rollers. Once out of the canyon, racers tackle a one-kilometer climb past the local cemetery on their way to an uphill finish. Before heading up the canyon, the category 1/2 men and the category 3 men raced two 15-mile laps from Coalville to Wanship, while the masters 35A men raced one lap.

It was a day for the break-aways, starting with the category 1/2 men's race. Jesse Gordon (Porcupine/Specialized Racing) and Alex Rock (Mi Duole/Barbacoa) attacked the pack in the first five miles and Eric Jeppsen (Cole Sport), the author, quickly joined them. After a brief chase, the pack seemed content to let the break go, and the three leaders entered Chalk Creek Canyon with a lead of nearly six minutes.

Back in the pack, Dave Harward (Porcupine/Specialized Racing) attacked repeatedly on the canyon's short, punchy climbs, trimming the leaders' gap to four minutes by the turnaround and cutting the chase group down to five: Nate Page and Norman Bryner (Mi Duole/Barbacoa), Justin Healy (Porcupine/Specialized) and David Clinger (Cole Sport). However, with the same three teams represented in the break and the chase, the chasers had little incentive to chase, and the break held its lead until the end.

Gordon attacked his breakaway companions as the three leaders returned to Coalville. Rock followed, but Jeppsen missed out and was stuck chasing solo. At the finish, Rock out-sprinted Gordon for the win, with Jeppsen coming in close behind for third. In the chase group, by then down to three riders, Clinger took the sprint for fourth ahead of Harward and Page.

The masters 35A race opened with a flurry of early attacks, but none stuck until 25 miles into the race, when Elliot Smith broke away solo on a long, gradual climb. Smith's teammate Curtis Doman bridged across a couple of minutes later and the two riders worked together to establish their lead over the field. Other riders joined the break, but only one was able hold the pace; by the turnaround, the break consisted of Smith, Doman and Andre Gonzales (Canyon Bicycles Draper). The three leaders were within sight of the pack as the race approached the finish, reenergizing the chase, but it was too little, too late. Smith won the sprint and the state championship, Doman took second and Gonzales third, with the field crossing the line mere seconds behind the escapees.

In the masters 45 race, a break of five riders formed in the first 10 miles with Gary Gardiner (Bountiful Mazda), Bruce Bilodeau

(Canyon Bicycles Draper), Cris Williams (Cole Sport), Dirk Cowley (FFKR Architects/SportsBaseOnline) and Todd Taft (Ski Utah). With all major teams represented in the break, the pack was content to sit back and let the five leaders fight it out for the win. At the end of the day, Williams scored the win and the state championship, with Cowley in second and Gardiner in third.

In the category 1/2/3 women's race, Breanne Nalder (Ski Utah) won ahead of Taylor Wiles (PCIM) and Laura Howat (Ski Utah).

-Eric Jeppson

For results, see page 9.

Solitude - Continued from page 17

rides for the U of U. "It's exciting, I honestly did not think it would be possible. It just came together at the end."

Sam Moore (Canyon Bicycles of Draper) took the win in the 40-49 Expert field by having a good day climbing. "I think because they changed the start to a technical one allowed me to reach the top of the mountain first...I consider myself a descender, but I recently started to reach the weight class of my com-

petitors." This new found climbing ability allowed Moore to climb well and take the win.

The turnout was great. Promoter Ed Chauner said, "The economy has had a huge effect on us, our numbers are up more than ever. Not sure why that is. Maybe people aren't going on big expensive vacations anymore."

KC Holley (Subaru/Gary Fisher/Mad Dog Cycles) took the women's Pro win, "I was really excited about it, I had a good race." The local speed demon thought the conditions were great, "The course was in really good condition, some dusty spots and a lot

of good grip on the tires." Holley's 29er helped her even out the course and take the win over Roxanne Toly (Jan's). She's been riding it for five years. After the Intermountain Cup, Holley plans on racing in some of the endurance races including the 24 Hours of Moab and the Frog Hollow 25 Hours.

The Intermountain Cup concludes with the finals at the Canyons on August 1st.

For results, see page 9.

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CALENDAR OF EVENTS

Calendar Guidelines:

Listings are free on a space available basis and at our discretion.

Submit your event to: calendar@cyclingutah.com with date, name of event, website, phone number and contact person and other appropriate information.

Let us know about any corrections to existing listings!

Calendar of Events sponsored by



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Mooseknuckler Alliance — St. George's Advocacy Group, www.mooseknuckleralliance.org

Mountain Trails Foundation — Park City's Trails Group, (435) 649-6839, (435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

Park City Alternative Transportation Committee — normally meets on the second Tuesday of the month at Miner's Hospital at 9:00am, call to confirm, (435) 649-6839, (435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

Utah Bicycle Coalition — Statewide advocacy group, utahbikes.org

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

2008-2009 Cycling Events

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC, for more info, if you have a bike to lend, send an e-mail., slccriticalmass.org

Bike Polo League — Salt Lake City, UT, Tuesdays at Liberty Park, Salt Lake City, 7 pm, enter from 13th S, and come up the 7th East side to the road entering the center of the park. All welcome, bring bike, gloves, and helmet. Mallets provided., Scott Brown, 801-870-9292, sbrown@redrocks.com,

Bicycle Film Festival — September 19 TBD Salt Lake City, UT, showings will include films from the Bicycle Film Festival never before seen in Utah, live music afterwards, benefit for the SLC Bike

Collective, 7:30 pm, The Depot at The Gateway, 400 W. and S. Temple., 801-FAT-BIKE, jonathan@slcbikecollective.org, bicyclefilm-festival.com

September 1 — Bikes for Kids, Salt Lake City, UT, fundraising dinner and silent auction., Teresa May, 801-453-2296, teresa@bikesforkidsutah.com, bikesforkidsutah.com

September 4-7 — Great Utah Bike Festival, Minersville, UT, every kind of event for every kind of biker, 3 century rides (100, 65, 50 mile options), road and mountain recreational rides, cyclocross racing, mountain bike racing, road stage race (2 road races, time trial, criterium, part of UCA series), Bike Ed presentations, bike parade, street racing, and more., Bob Kinney, 801-677-0134, bob@bike-2bike.org, bike2bike.org

September 22 — World Car Free Day, Planet Earth, Ride your bike and leave the car at home!, worldcarfree.net



Tours and Festivals

Celebration of Pathways — 2009 TBA, Ogden, UT, Snowbasin Resort, 11 am to 7 pm, mtb and road rides, Trail Maintenance, Bike Demo, benefit for Ogden Valley Pathways., 801-920-3426, 801-528-2907, christyshaw@ovpathways.org, ovpathways.org

August 15-24 — Wheelin' the Winds, Jackson, WY, Supported mtb tour of the Jackson and Wind River area., 800-755-2453, tours@adventurecycling.org, adventurecycling.org

September 4-7 — Great Utah Bike Festival, Minersville, UT, Join the excitement of an entire weekend of all kinds of cycling. Miles and miles of roads and trails for all kinds of biking: mountain biking, road biking, racing, cyclocross, randonee, and recreational biking. There will be music, food and fun for everyone., 810-677-0134, info@bike2bike.org, bike2bike.org

September 13-19 — N Rim Grand Canyon, Jacob Lake, AZ, 148 Miles, self-contained tour of the Kaibab National Forest and Grand Canyon National Park, 800-755-2453, tours@adventurecycling.org, adventurecycling.org

September 19-22 — Women's White Rim Tour, Moab, UT, Women-only White Rim Trip in Canyonlands National Park with a focus on improving your riding technique and features daily yoga., 970-4563-4060, bitb@comcast.net, babesinthebackcountry.com

September 25-27 — Castle Country Single Track Mountain Bike

Festival, Price, UT, Great Carbon County MTB Recreational rides for all levels, evening festivities, 2 meals included, bike raffle, fun for everyone!, Kathy Smith, 435-636-3702, Kathy.Smith@carbon.utah.gov, castlecountry.com

October 3 — Take Your Kid on a Mountain Bike Ride and IMBA Trail Care Crew, Boise, ID, merlinxm@cableone.net, byrdscycling.com

October 5-9 — Gooseberry Mesa Trail, St. George, UT, 5-day tour combining slick rock and single-track trails south of Zion National Park, covering 15 to 25 miles per day, 4 nights camping and 1 night inn stay. Intermediate level. Also available 10/13 through 10/31., 800-845-2453, biking@westernspirit.com, westernspirit.com

October 30-November 1 — Moab Ho-Down Bike Festival, Moab, UT, MTB festival includes townie tour and movie premiere, group rides, Super D race, DH Race, Dirt Jump Contest, Halloween Costume Party, prize giveaways and just an all around good time., Tracy Reed, 435-259-4688, info@chilebikes.com, chilebikes.com/moabhodown



General Info

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

USA Cycling, Mountain Region, (UT, AZ, NM, CO, WY, SD), (719) 866-4581

2009 Utah MTB Races

Sundance Weekly Race Series — Sundance Resort, UT, Wednesdays, 6:30 p.m., May 20, 27, June 10, 24, July 8, 22, August 5, 19 alternates with Soldier Hollow Training Series, Kids' Races on May 20, July 22, August 19., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, weeklyraceseries.com, sundance-resort.com,

Soldier Hollow Training Series — Soldier Hollow, UT, Wednesdays, May 6, 13, June 3, 18, July 1, 15, 29, August 12, alternates with Sundance, 6 p.m., Mark Nelson, 801-358-1145, races@euclidoutdoors.com, weeklyraceseries.com

Park City/ Solitude Mid Week Mountain Bike Race Series — Park City and Solitude, UT, Park City: May 27, June 3, June 10, June 17 all at Round Valley Solitude: May 24, July 1, July 8, July 15, July 22, July 29 all at Solitude Resort Park City: August 5, August 12, August 19 Each race will be held on one of the Park City Resorts - Park City Mountain Resort, Deer Valley, The Canyons., Riley Siddoway, 435-671-5053, rsiddoway@mountainraceworks.com, solituderace.blogspot.com



Rad Canyon BMX — (801) 824-0095

Deseret Peak BMX — www.deseret-peakcomplex.com, Tooele

May - October — Rad Canyon BMX, Practice Tuesdays 6:30-8:30 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

May - October — Rad Canyon BMX, Single Point Races Thursdays, Registration 6-7 pm, racing ASAP (7:30pm). 9700 S. 5250 W., South Jordan, (801) 824-0095.

Advocacy Groups

Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7931 or (801) 328-2066.

Salt Lake County Bicycle Advisory Committee — Meetings are the second Monday of each month from 5-7 p.m. in suite N-4010 of the Salt Lake County Government Center, 2001 S. State, SLC, (801) 485-2906

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

Davis Bicycle Advisory and Advocacy Committee — Contact Bob Kinney at (801) 677-0134 or Bob@bike2bike.org

www.SummitChallenge100.org
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Mountain bike, trail run or off-road duathlon on the famed City Creek Trail System
EnduranceFestival.com • 866-8-ECO-FUN

Snowbasin/Biker's Edge Mtn. XC Race Series — Snowbasin Resort, UT, Dates July 8, 22 August 5, 19, Registration- 5pm-6:30pm at Grizzle Center, Race Start: 6:30, Jonny Hintze, 801-544-5300, jonny@bebikes.com, bebikes.com

August 1 — Rock the Canyons Intermountain Cup Grand Finale, Intermountain Cup, Canyons Resort, UT, ICS #12, Snowbird, Open to all, XC course starts and finishes at Smokie's Bar and Grill at the base of the gondola at The Canyons Resort. The course is about 90% wide single track, Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

August 14-16 — Flyin' Brian Gravity Festival, UT Downhill Series, Brian Head, UT, New format to include Super D race, Dual Slalom, Downhill and more., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

August 20-23 — Great American Mountain Bike Stage Race, CANCELLED, Brian Head, UT, 4 stages, 280 miles, Brian Head, Utah., Tom Spiegel or Jeff, 435-884-3515, teambigbear@aol.com, teambigbear.com

August 22 — Mt. Ogden 50 K MTB Race, Snowbasin, UT, 50 K (2 25K loops) starts 9 am at Snowbasin, Solo or 2 person relay teams, Jonny Hintze, 801-544-5300, jonny@bebikes.com, bebikes.com

August 29 — 12 Hours of Bear Lake Mountain Bike Relay, CANCELLED, Garden City, UT, 6 a.m., 15-mile XC loop, climbing from 6,000 to 8,000 feet in elevation through cedar and pine tree and open mountain terrain, Food, water and toilets will be available at staging, Registration and lodging will be at Blue Water Resort, just 800 meters away from the staging (start/finish) line., Kevin Rowher or John Hernandez, 435-752-1987 ext 109, krowher@s-spover.com, s-spover.com, bearlake.com,

September 4-7 — Great Utah Bike Festival, Minersville, UT, 3 century rides (100, 65, 50 mile options), road and mountain recreational rides, cyclocross racing, mountain bike racing, road stage race (2 road races, time trial, criterium, part of UCA series), Bike Ed presentations, bike parade, street racing., 801-677-0134, bob@bike-2bike.org, bike2bike.org

September 5 — 6th Annual Sundance Single Speed Challenge, Sundance Resort, UT, 10 am start, Sundance Resort., 801-223-4121, czarj@sundance-utah.com, Sundanceresort.com

September 5 — Park City Point 2 Point - presented by MTB racenews.com, Park City, UT, Ultra mountain bike race featuring the regions best single-track-trails and hitting each of the 3 world class resorts (Canyons, Park City, Deer Valley), Jay Burke, 801-330-3214, info@thepcpp.com, thepcpp.com

September 12 — 12 Hours of Sundance, Sundance Resort, UT, 7 a.m. to 7 p.m., 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

September 19 — Widowmaker Hill Climb, Snowbird, UT, 10 AM, 3000' vertical race to the top of the Tram, Gad Valley, Snowbird Resort., 801-583-6281, sports@sports-am.com, sports-am.com

September 20 — Tour de Suds, Park City, UT, 27th Annual, Park City, 6 mile hill climb to celebrate the end of mountain bike season., Carol Potter, 435-649-6839, carol@mountaintrails.org, mountaintrails.org

October 5-17 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older, three events: hill climb, downhill, and cross country., 800-562-1268, hwsq@infowest.com, senior-games.net

October 10-11 — 24 Hours of Moab, Moab, UT, 14th Annual, solo, duo, 4 and 5 person team categories, men, women, and coed., 304-259-5533, heygranny@granny-gear.com, grannygear.com

October 31-November 1 — 25 & 6 hours in Frog Hollow, Hurricane, UT, 25 hour event is from SAT 10am to SUN 10 am with the bonus double midnight lap6 Hour event and Costume contest is from Sat 11 am to Sat 5 pm- contest and awards at 6 PM, Other fun Halloween fun TBA, Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

2009 Idaho and Regional MTB Races

August 1 — Laramie Enduro, Laramie, WY, 111 K mountain bike race, Happy Jack., Richard Vincent, 307-745-4499, Enduro. RV@gmail.com, laramieenduro.org

August 1 — Butte 100, Butte, MT, Fundraiser for Mariah's Challenge. 100 mile endurance race. Single track heaven on the Cont. Divide Trail. loop course., Bob Wagoner or Gina Evans, 406-490-5641, gettripleringprod@hotmail.com, bwtripleringprod@hotmail.com, tripleringprod.com

August 1-2 — Pomerelle Pounder, UT Downhill Series, Albion, ID, Right off I-84 Burley Exit come try your tech skills on day one and speed skills on day two (2 DH days): Wild Rockies Series DH #6, Utah DH, Series, 2X DH., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

August 1 — Targhee Downhill Race, Driggs, ID, Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

August 5 — Teton Village Short Track XC Series and CX, Tentative, Teton Village Short Track XC Series, Teton Village, WY, August 5, 19, 6:30 pm. MTB Races, CX race on August 12, Brian Schilling, 307-690-9896, schildog@hotmail.com, ucjh.org

August 7-9 — Blast the Mass, Mountain States Cup, Aspen, CO, Cross country and mountain cross on Saturday. Super D and downhill on Sunday. Mountain cross and downhill are UCI Class 2 events. Snowmass Resort., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

August 8-9 — Silver Creek Pedal and Plunge, Knobby Tire Series, Garden Valley, ID, 208-338-1016, info@brokenspokecycling.org, brokenspokecycling.org

August 8 — Big Hole Challenge MTB Race and Duathlon, Driggs, ID, 15 mile MTB race, 7.5 mile bike and 5 mile run Duathlon, Horseshoe Trail, 11 miles west of Driggs., Dick Weinbrandt, 208-354-2354, info@peakedsports.com, peakedsports.com

August 15 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, 9 am reg., 10:30 am race, Brian Schilling, 307-690-9896, schildog@hotmail.com, ucjh.org

August 15-16 — Tamarack XC, Tamarack Resort, ID, XC, STXC, DH, Dual Slalom, Tamarack Ski Resort., 208-338-1016, davey@knobbytireseries.com, janelle@knobbytireseries.com, knobbytireseries.com

August 15 — Pierre's Hole MTB Race, Driggs, ID, 50 and 100 mile distances., Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

August 29-30 — 24 Hours of Grand Targhee Mountain Bike Race, Alta, WY, XC, Grand Targhee Ski and Summer Resort, 1st place solo male /female and Dou teams will receive \$1000 / over \$10,000 in cash and prizes., Andy Williams, 1-800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

August 29 — Knobby Tire Series Finals, Boise, ID, Only 15 minutes from Boise. There'll be plenty of single-track to get your heart pumping with enough double-track to keep you honest., Hal Miller, 208-869-4055, info@brokenspokecycling.org, brokenspokecycling.org, knobbytireseries.com,

September 12 — Endurance Festival in Pocatello, Pocatello, ID, 20K, 40K and 50 mile half century trail course on the famed City Creek Trail system. Also trail running, mountain biking, DuXtreme off-road duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

September 12-13 — Bogus Samuraj, Wild Rockies Series, Bogus Basin, ID, 2-3 hr XC and 2hr Trail run. New route with single track and good marking this time., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

September 12 — Endurance Festival in Pocatello, Pocatello, ID, 20K, 40K and 50 mile half century trail course on the famed City Creek Trail system. Also trail running, mountain biking, DuXtreme off-road duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

September 12 — Targhee Downhill Race, Driggs, ID, Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

September 13 — Bogus Kamikaze DH #2, Bogus Basin, ID, 2-3 min DH course. Newer route with fast, flowing single track and individual time trial! We use digital timing, very accurate. On this course, you'll find gap jumps, drop-offs, wooden bridges and flowing boulders. Lots of fun all day and super easy shuttle., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

September 19-20 — Bogus Banzai, Wild Rockies Series, Bogus Basin Resort, ID, STXC/Trail run/CX, Super D., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

September 19 — Bogus Hari-Kari STXC, Bogus Basin Resort, ID, 20-30 min Short-track and 45-60 min cyclo-cross course. New route with single track and barriers set-up for the CX race., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

September 26-27 — Cactus Cup MTB Race and Festival, Las Vegas, NV, Cottonwood Cross Country Race on Saturday, and the Super D and Fat-Tire Criterium on Sunday, all categories, Ashley Forgay, 706-549-6632, info@cactuscuplasvegas.com, cactuscuplasvegas.com, gobike1.com,

October 24 — 6 Hours of Bootleg Canyon, Bootleg Canyon, NV, 6 Hour Cross Country race, 1, 2, 4 person teams, David Collins, 714-222-8064, crashinnovations@cox.net, crashinnovations.com



Road Racing

General Info

Utah Road Racing - USCF, Utah Cycling Association - James Ferguson, 801-476-9476, utahcycling.com

USA Cycling, Mountain Region Road Racing (UT,AZ,NM,CO,WY,SD), George Heagerty, (719) 535-8113.

Utah Weekly Race Series

Cyclesmith Rocky Mountain Raceways Criterium — West Valley City, UT, Saturdays at 12 noon in March, Tuesdays in April - September, 6 pm, 6555 W. 2100 S. March 7,14,21,28, 31, April 7,14,21,28, May 5,12,19,26, June 2,9,16,23,30, July 7,14,21,28, August 4,11,18,25, September 1,8,15,22,29., 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Salt Air Time Trial — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center; April 16, 30, May 14,28, June 11, 25, July 9, 23, August 6,13., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

DMV Criterium — West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700 S. 2780 W., A Flite - 6pm. B Flite - 6:55 pm. (April - September), April 1,15,22,29, May 6,13,20,27, June 3,10,17,24, July 1,8,15,22,29, August 5,12,19,26, September 2,9,16,23,30., Clint Carter, 801-651-8333, cdcarter44@msn.com., utahcritseries.com

Royal Street/Emigration Canyon Hillclimb — Park City/Salt Lake City, UT, Every other Thursday, Dates TBA, 900 ft. elevation gain, Royal Street and Deer Valley Drive, Alternating with Emigration Canyon TT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Logan Race Club Time Trial Series — Logan, UT, Thursdays, 6:30 p.m., 435-787-2534, jke@cookmartin.com, loganraceclub.org

Powerhouse UVU Crit series, presented by UVU Cycling — Orem, UT, May: 7,14,21,28 June: 4,11,18,25 July: 2,9,16,23,30 August 6,13 Time: 5:30: kids 5-7 / 8-9 / 10-12 yrs 6:00-6:55 A Flight (cat 1,2,3) 6:00-6:40 B Flight (cat 3,4) 7:00-7:30 C Flight (cat 4-5) 7:00-7:35 Women (women may ride in any group) 7:40-8:00 D Flight (beginners) UVU, 1062 W 800 S, Orem, UT 84058, Lot V, Mason Law, 801-891-5275, masons@hotmail.com, www.thefancycling.com

Utah Road Races

August 1 — Tour de Park City, UCA Series, Park City, UT, Same great 170 mile race through Northern Utah's beautiful mountain valleys. Great improvements for 2009. All men's and women's categories and masters., Riley Siddoway, 435-671-5053, rsiddoway@mountainraceworks.com, fourde-parkcity.com

August 8 — E-Center Criterium, UCA Series, West Valley City, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

August 15 — Emigration Canyon Hill Climb, UCA Series, Salt Lake City, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

August 18-23 — Larry H. Miller Tour of Utah Presented by Zions Bank, UT, America's toughest stage race, 6 stages, 325 miles, \$45,000 purse, Pro/1 Men only, Salt Lake, Ogden, Utah County, Tooele, Park City, Snowbird, Salt Lake., Terry McGinnis, 801-558-2136, terry@tourof Utah.com, tourof Utah.com

August 22 — Snowbird Hill Climb, Snowbird, UT, 32nd Annual, 8 AM, registration from 6-7:30 am, Climb ~3,200' from the Swamp Lot on Wasatch Blvd to Snowbird's entry ll., Misty Clark, 801-933-2115, misty@snowbird.com, snowbird.com/events/competitions/summer/hillclimb.html

August 23 — Larry H. Miller Tour of Utah Presented by Zions Bank USCF Criterium, Salt Lake City, UT, Around the City County building and Library Square. Fast and furious, the circuit is one mile in length, licensed riders and kids criteriums, Terry McGinnis, 801-558-2136, terry@tourof Utah.com, tourof Utah.com

August 29 — Sanpete Classic, UCA Series, Spring City, UT, Main Street, Spring City will serve as the Start/Finish for loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Courses are mostly flat with some rollers and false flats, 2 feed zones, with one fully supported, BBQ lunch after race., Eric Thompson, 801-541-3840, jericthompson@comcast.net, skiutahcycling.com

August 29 — Bikes for Kids Annual Red vs. Blue Time Trial presented by O.C. Tanner, Draper, UT, Benefits Bikes for Kids, 9:00 a.m., 272 E. Traverse Point. 1300' elevation gain with 10 percent to 12 percent grades in some locations., Teresa May, 801-453-2296, teresa@bikesforkidsutah.com, bikesforkidsutah.org

September 4-7 — Great Utah Bike Festival, UCA Series, Minersville, UT, 2 road races, time trial, criterium, 3 century rides (100, 65, 50 mile options), Bike Ed presentations, other events., Bob Kinney,

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801-677-0134, bob@bike2bike.org, bike2bike.org

September 5 — Climber's Trophy, UCA Series, Salt Lake City, UT, Individual time trial up the south side of Big Mountain from MM 3 to MM 9., first rider up at 11 AM., Jon Gallagher, 435-901-8872, sportsbaseevents@gmail.com, teamcsr.org

September 12 — LOTOJA Classic RR, Logan, UT, 206 miles from Logan, UT to Jackson, WY., Brent Chambers, 801-546-0090, info@lotojaclassic.com, lotojaclassic.com

September 12-14 — Hoodoo 500, St. George, UT, 500 mile Ultramarathon bike race in Southern Utah. Voyager Start: 5am, Solo Start: 7am, Two-Person Relay Teams Start: 9am, Four-Person Relay Teams Start: 11am., Deb Bowling, 818-889-2453, deb@planetultra.com, Hoodoo500.com

September 19 — Cyclesmith Criterium, UCA Series, TBA, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

September 26 — Harvest Moon Historic 25th Street Criterium, UCA Series, Ogden, UT, Downtown Ogden in the Municipal Park between 25th & 26th Streets., Steve Conlin, 801-589-1716, steve@newcastle mortgage.com, ogdenone.com

October 5-17 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race., Kyle Case, 800-562-1268, hws@infowest.com, seniorgames.net

November 10 — City Creek Bike Sprint, Salt Lake City, UT, 10 am, 5 1/2 mile climb up City Creek Canyon, road or mountain bikes., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

Regional Road Races

August 1 — Allan Butler Criterium, Idaho Falls, ID, Twilight Criterium in downtown Idaho Falls in memory of Allan Butler. Course is flat, technical, L-shape, 1 km in length. Racing starts at 6 p.m., Rob Van Kirk, 208-652-3532, rob.vankirk@gmail.com, idahocycling.com

August 1 — Mt. Harrison Hill Climb, Albion, ID, Triple Crown #1., Brad Streeter, brad.streeter@gmail.com

August 2 — Fitzgerald's Criterium, Jackson Hole, WY, Brian Schilling, 307-690-9896, schildog@hotmail.com, ucjh.org

August 4-8 — Idaho Senior Games, Boise, ID, Criterium, hill climb, 10k TT/20k RR, 5k TT/40k RR., jolson@allidaho.com, seidahosenior-games.org

August 8 — Lamoille Hill Climb, Lamoille, NV, Climbs Lamoille Canyon Road, 12 miles, 2900' vertical feet., Dean Heitt, 775-738-2497, dgheitt@frontiernet.net, elkvelo.com

September 5 — Bogus Basin Hill Climb, Boise, ID, Triple Crown #3, 37th Annual., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

September 12 — Race to the Angel, Wells, NV, 23rd Annual, 3000' climb., 775-752-3540, chamber@wrecwireless.coop, wellsnevada.com

September 12 — Endurance Festival, Pocatello, ID, 20K, 40K, 50 mile Half century distances on a 20K circuit course, running, road cycling, DuXtreme duathlon and kids events, mountain biking, road cycling, trail running, road running, off-road duathlon, and road duathlon, Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

September 19 — Mt. Charleston Hill Climb, Las Vegas, NV, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort, Begins at the base of Highway 156., Steve Clause, 702-252-8077, steve@

mcghies.com, mountcharleston-hillclimb.com

September 24 — USA CRITS Finals, Las Vegas, NV, Criterium, Part of USA CRITS Championship, during Interbike, Mandalay Bay Resort, staggered start times for the different races, Men and Women Pro races, various amateur classes, and an Industry Cup Challenge., Casey Lamberski, 706-549-6632, casey@swagger.us, usacrits.com, swagger.us



2009 Utah and Regional Road Tours

Celebration of Pathways — 2009 TBA, Ogden, UT, Snowbasin Resort, 11 am to 7 pm, mtb and road rides, Trail Maintenance, Bike Demo, benefit for Ogden Valley Pathways., 801-920-3426, 801-528-2907, christyshaw@ovpathways.org, ovpathways.org

August 1 — Tour de Park City, Park City, UT, Fully Supported Road Rides starting and finishing at Park City. Great improvements for 2009. Three ride options: 50, 100, 170 miles through Northern Utah's beautiful mountain valleys., Riley Siddoway, 435-671-5053, info@mountainraceworks.com, tourdeparkcity.com

August 1 — Around the Block Ride, CANCELLED, Wilson, WY, Starts in Wilson, Wyoming to Victor and the Swan Valley and ends in Wilson after 109 miles and two mountain passes, 40, 70, and 109 mile options, fundraiser bike ride for the Growth Grant Program., Sarah Mitchell, 307-734-8600, info@pursuebalance.org, pursuebalance.org

August 1 — Ride the Rails, Hailey, ID, 20 mile ride on the Wood River Trail, Eric Rector, 208-788-2117, ext 212, erector@bcrd.org, bcrd.org

August 2 — Preride ULCER, BCC SuperSeries, Lehi, UT, BCC SuperSeries #12, Thanksgiving Point to Goshen and west side of Utah Lake, self-supported., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 3 — R.A.N.A.T.A.D., Sundance Resort, UT, Ride Around Nebo And Timp in A Day. Start at Sundance and ride down and around the Nebo Loop to Nephi and then back to the mouth of American Fork Canyon, over the Alpine Loop, finishing back at Sundance, 165 miles with over 12,000 feet of climbing. New this year: a shorter 100 mile option from Sundance around the Nebo Loop and back to Payson., Czar Johnson, 801-223-4849, czarj@sundance-utah.com, sundanceresort.com

August 5-10 — High Country Relaxed, Silverthorn, CO, Silverthorn, CO - Silverthorn, CO., 800-755-2453, tours@adventurecycling.org, adventurecycling.org

August 8 — ULCER, Lehi, UT, Century Tour around Utah Lake, 100, 74, 56, and 24 mile options, Thanksgiving Point in Lehi., 801-641-4020, president@bbtc.net, bccutah.org

August 8 — Blue Cruise - Pocatello, Blue Cruise of Idaho, Pocatello, ID, Recreational bike ride with 15, 30 and 50 mile routes beginning at 8:30 a.m. Lunch & t-shirt included w/ registration. Benefits the Portneuf Greenway., Karri Ryan, 208-387-6817, 208-331-7317, KRyan@bcdidaho.com, bluecruiseidaho.com

August 9-15 — Ride Idaho, Nampa, ID, 7 day supported bicycle tour, 360 total miles, Nampa, Payette, Cambridge, McCall, Garden Valley, Idaho City, Boise., Emily Williams, 208-344-5501, Emily.Williams@ymcatvidaho.org, rideidaho.org

August 9-15 — Oregon Bicycle Ride

XXIII, Monument, OR, Monument, John Day, Unity, Sumpter, Ukiah., 541-385-5257, 800-413-8432, info@oregonbicycleride.org, oregonbicycleride.org

August 15 — BCRD Sawtooth Century Tour, Ketchum, ID, Downtown Ketchum, fully supported, half and full century routes, t-shirt and aid station included. A portion of the proceeds from the Tour will go to the BCRD Galena Summer Trails Plan as well as the Davis Phinney Foundation for Parkinson's Disease Research., Janelle Conners, 208-788-9142, jconners@bcrd.org, bcrd.org, sportsbaseonline.com

August 15 — Ride for Teens, Provo, UT, 2 to 50 miles options in all three forks of Provo Canyon. Proceeds benefit local at-risk youth services. Prizes and post ride meal, the event starts at 8 am at the Ronald Williams Last Park, essentially Heritage Schools, 5600 N. Heritage School Dr. Provo., Jesse Ellis, 801-367-3599, ellisadvocate@gmail.com, heritagertc.org

August 15 — Blue Cruise - Coeur d'Alene, Blue Cruise of Idaho, Coeur d'Alene, ID, Recreational bike ride w/ distances of 15, 30 and 62 miles, 8:00 a.m., lunch & t-shirt included, Benefits North Idaho Centennial Trail Foundation., Karri Ryan, 208-387-6817, 208-331-7317, KRyan@bcdidaho.com, bluecruiseidaho.com/

August 16 — Promontory Point 120, BCC SuperSeries, Ogden, UT, BCC SuperSeries #13, 5 Points Ogden to Golden Spike, Tremonton and back 120 miles self-supported, shorter options available., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 20-22 — Bear Pa Challenge Charity Cycling Tour, Garden City, UT, Fully supported ride from Bear Lake to Park City over the Uinta Mountains for children's hospital, Saturday "family ride" in Park City (35 miles), Tyler Hooper, 801-292-9146, tyler.hooper@gmail.com, thinkoutsideCC.org

August 22 — Tour of Utah 1000 Warriors Ride, Park City, UT, 96 miles, 11,000+ vertical feet, Park City HS at 6:00 am, finish: Snowbird. Wounded Warriors (Marines) Charity Event. Toughest Stage of the Nation's Toughest Stage Race. Beat the Tour of Utah pro time, win the purse and the glory., Rick Bennett, 801-571-3100, rick@rickbennett.com, 1000Warriors.com, tourofutah.com

August 22 — Desperado Dual, Panguitch, UT, 200 mile double century in Southern Utah, 100 mile option, Utah's only fully supported, 200 mile, one day cycling adventure., 435-674-3185, gurr@redrockbicycle.com, desperadodual.com

August 22 — Bike the Bear Century, Garden City, UT, 50, 100 mile rides, starts at Camp Hunt, register through Trapper Trails Boy Scout office, supported ride, includes t-shirt and goodie bag w/registration., Jason Eborn, 801-479-5460, jeborn@bsamail.org

August 22 — CASVAR 2009, Afton, WY, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley., Howard Jones, 307-883-9779, 307-413-0622, info@casv.org, casv.org

August 22-23 — Bike MS Road, Sweat, and Gears, McCall, ID, Benefits the MS Society of Idaho and multiple sclerosis research, 20, 25, 40 & 60 miles, Camp Pinewood., Erin Farrell, 208-388-1998, idi@nmss.org, bikems.org, msidaho.org

August 22 — HeArt of Idaho, Idaho Falls, ID, 25, 50, 62, and 100 mile options. Entry fees are \$22.00 and \$32.00 that will cover entry, t-shirts, goody bags, and post ride BBQ at the museum. Routes are flat to rolling, easy to moderate difficulty. Sponsored by IF Art Museum, in conjunction with a show of antique bikes., Alpine Cycle, 208-523-1226, alpinecycle@one-west.net, theartmuseum.com

August 29 — Cache Valley Century Tour, Logan, UT, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle

Touring Club. 8 am, in Richmond (12 mi north of Logan on Hwy 91), Bob Jardine, 435-752-2253, veloistbob@yahoo.com, cvveloists.org

August 29 — The Big Ride, BCC SuperSeries, Richmond, UT, BCC SuperSeries #14, Richmond City Park over Strawberry to Montpelier, West to Soda Springs, loop route on LOTOJA course., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 29 — Hess Cancer Foundation Legacy Parkway Tour, Bountiful, UT, 20 mile bike ride, half marathon, and 5K run on Legacy Parkway. Ride will begin at 8:30 am. All proceeds go directly to the Hess Cancer Foundation, a non-profit that provides financial assistance to families who lose a child to cancer, (www.hesscancer.org), Travis Hess, 801-520-9755, hessstravis@hotmail.com, tourlegacy.com, hesscancer.org

August 29 — Sanpete Classic Road Race and Fun Ride, Spring City, UT, Non-competitive fun ride and Road Race (UCA) for all classes, fully supported, 75 miles, route will circle the Sanpete Valley and will be on mostly flat roads with a few short moderate grades., Eric Thompson, 801-541-3840, jericthompson@comcast.net, skiutahcycling.com

August 29 — Riding for a Reason Charity Bike Tour, Salt Lake City, UT, The ride begins at Sunnyside park (7:30amPlace: Sunnyside Terrace @ Sunnyside Park, (840 South 1600 East)) and climbs Emigration Canyon & Big mountain, then drops into Henefer and loops back (approx 80 miles). Participants may ride any distance they choose. Elevation map available online. Jerseys are available for purchase on our web as well., Melissa Phillips, 801-463-0044, mphilips@alpinehme.com, alpinehomemedical.com/registration

August 29 — Wasatch Vert, Pleasant Grove, UT, 50 miles, 5092 feet of climbing, Alpine Loop, S. Fork Canyon, Squaw Peak loop, Shannon Finch, 801-224-4479, shannonfinch@gmail.com, karmabe.com

August 30-September 5 — Tour of Southern Utah, St. George, UT, Carmel Junction (via Zion National Park), Bryce National Park, Escalante, Torrey, Panguitch, Cedar City and back to St. George., Deb Bowling, 818-889-2453, deb@planetultra.com, planetultra.com

September 4-7 — Great Utah Bike Festival, Minersville, UT, Every kind of event for every kind of biker, 3 century rides (100, 65, 50 mile options), road and mountain recreational rides, cyclocross racing, mountain bike racing, road stage race (2 road races, time trial, criterium, part of UCA series), Bike Ed presentations, bike parade, street racing, and more!, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 5 — Summit Challenge, Park City, UT, To benefit the National Ability Center, 15 and 50 mile ride and 100 mile ride, check-in starts at 7 am at NAC's Bronfman Recreation Center & Ranch, rides start at 8:30 and 9 am. at the National Ability Center in Park City., Jennifer Atkin, 435-200-0985, jennifer@discovernac.org, discovernac.org, summitchallenge100.org

September 5 — Hooper Horizontal 100, BCC SuperSeries, West Point, UT, BCC SuperSeries #15, West Point Park to West Weber and Hooper, self-supported century, 30 and 65 mile options., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 10-19 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Blanding, UT, 3 ride options: September 10-19, 10-12, or 13-19, Blanding to Cedar City, 400 miles, 3 National Monuments, 5 State Parks, 4 National Forests., Les Titus, 801-654-1144, lestitus@lagbrau.com, lagbrau.com

September 12 — 10th Annual Independent Living 5K Run and Roll, UT, Hand-cycle, wheelchair

& walk/run categories. Course TBA., Debbie or Kim, 801-466-5565, uilc@xmission.com, uilc.org

September 13 — Tour de Tahoe - Bike Big Blue, Lake Tahoe, NV, Bike Big Blue, 7th Annual, ride around Lake Tahoe on the shoreline, food and support, 72 miles. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9658, tgft@bikethewest.com, bikethewest.com

September 18-20 — Moab Century Tour, Moab, UT, Moab to La Sals and back, 45, 65, 100 mile options, century on Saturday, social rides on Friday and Sunday, benefits the Moab Cancer Treatment Center., Beth Logan, 435-259-2698, info@skinnytirefestival.com, skinnytireevents.com

September 19 — Tour de Vins, Pocatello, ID, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, ride through Buckskin and Rapid Creek, fundraiser for FS Alliance (family violence prevention), Idaho State University., Sarah Leeds, 208-232-0742, sarahl@fsalliance.org, FSAlliance.org

September 19 — Randy's Fall Colors Classic, BCC SuperSeries, Salt Lake City, UT, BCC SuperSeries #16, Sugarhouse Park over Big Mtn, Coalville, Wanship, Browns Canyon, and back via I-80, self-supported century., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 19 — I Think I CANYons, Salt Lake City, UT, Benefit ride for the Fourth Street Clinic, A nonprofit healthcare clinic in Salt Lake that provides free healthcare for the homeless, Little Cottonwood Canyon, Big Cottonwood, Millcreek, and Emigration, start and finish at the Olympus Hills Shopping Center located on Wasatch Blvd. near 3900 South. Start time 7 am; registration begins at 6:30 am., Joel Welch, 801-631-7872, rjoelwelch@hotmail.com, ithinkicanyons.com

September 19 — Fifth Annual Josie Johnson Memorial Ride, Salt Lake City, UT, This memorial ride is dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back, no charge to participate., Jason Bultman or John Weis, 801-485-2906, 801-278-3847, john.weis@path.utah.edu, josiejohnsonride.com

September 26 — Heber Valley Olympic Century, Heber, UT, 25, 50, 62, 100 mile options. Also, Biathlon option! Enjoy scenic Heber Valley in its autumn finest during this fun and challenging ride that visits the Olympic venues, fundraiser for Huntsman Cancer Institute., Bob Kinney, 801-677-0134, Bob@Bike2Bike.org, bike2bike.org

September 26 — Yellowstone Fall Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, Supported ride., Sara Hoover, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

The Salt Lake City 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 www.slcgov.com/bike or call the Mayor's office at 801-535-7931 or Dave at 801-328-2066



com
September 27-October 3 — OATBRAN, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 18th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully Supported motel style tour., Curtis Fong, 800-565-2704, 775-588-9658, tgft@bikethestwest.com, bikethwest.com

October 2-4 — Sawtooth Cycle Challenge Bike Ride and Race, Sun Valley, ID, 4 rides/races, all start in Sun Valley, Galena Summit Challenge (30 Miles), Metric Century to the Top of Galena and back, Century to Redfish Lake and back, Extreme 150 mile Road Challenge from Sun Valley to Idaho City, benefits Leukemia and Lymphoma Society, Rob Nesbit, 208-371-5198, sccinfo@cableone.net, sawtoothcyclechallenge.blogspot.com

October 10 — Trek WSD Breast Cancer Awareness Ride, American Fork, UT, 10 a.m., Trek Bicycle Store of American Fork, UT, 10 or 20 mile casual ride for all riders. All registration contributions go to Breast Cancer Fund. Raffle, S.W.A.G. & light food. For more information contact Trek Bicycles of American Fork, 356 North 750 West, American Fork, Vegas Sharp, 801-763-1222, Vegas@trekaf.com, trekaf.com

October 10 — RTC Viva Bike Vegas, Las Vegas, NV, 118-mile century ride, a 62 mile metric-century ride and a 35-mile ride. Proceeds benefit the Nevada Cancer Institute and Las Vegas After-School All-Stars Program., Alison Blankenship, 702-676-1542, blankenshipa@rtcnsnv.com, rtcnsnv.com

October 17 — Tour de St. George, St. George, UT, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at 900E & 100S (Dixie State College), Tim Tabor, 435-229-5443, timbosplace@msn.com, tourdestgeorge.com

December 31-January 1 — New Year's Revolution, Goodyear, AZ, Join us on this special occasion to celebrate the end of one year and the beginning of the new year as we Ride out the Old and Ride in the New Year. What better way to celebrate than on your bike. Two different routes in warm & sunny Arizona. Escape the cold. Three distances each day (100, 70, 50) as we ride and enjoy the warmth., 801-677-0134, Bob@Bike2Bike.org, Bike2Bike.org

com, laytontriathlon.com
August 1 — Payette Lakes Mountain Triathlon, McCall, ID, Olympic, Sprint, Teams, Kurt Wolf, kwolf@epikosdesign.com, littleskihill.org

August 8 — Aspen High Country Triathlon, Aspen, CO, This multi-sport event consists of an 800-yard indoor pool swim, 17-Mile bike (gaining 1,500 feet in elevation) to the spectacular Maroon Bells, and a 4-mile run in the Elk Mountain range and the scenic Maroon Creek Valley. This is the perfect triathlon for beginner triathletes looking for a unique challenge and seasoned racers wanting to compete on a short, but challenging course. The triathlon is a USA Triathlon sanctioned event. New for 2009 is the Swim/Bike Duathlon, which consists of an 800 yard swim the Aspen Recreation Center pool and a 17 mile bike., Aspen Recreation, 970-920-5140, aspenspecialevents@ci.aspen.co.us, aspenrecreation.com

August 15 — Utah Half Triathlon, Provo, UT, 1.2 mile swim, 56 mile bike, 13.1 mile run., Travis Snyder, 801-465-4318, salemsspringtri@hotmail.com, racetri.com

August 15 — Rush Triathlon, Rexburg, ID, 208-359-3020, chish@rexburg.org, rushtriathlon.com

August 22 — TriUtah Jordanelle Triathlon, Park City, UT, Jordanelle Reservoir, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, One of Utah's oldest triathlons now in its 11th year!, 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

August 23 — XTERRA Wild Ride Mountain Triathlon (American Tour Points), McCall, ID, Ponderosa State Park next to Payette Lake, 3/4-mile swim, a 19-mile mountain bike and a 6.2-mile trail run, mass start at 9:00 am in the Park and the finish line festivities begin at 12:00 noon with the racer feed and music, followed by awards at 3pm., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

August 29 — Bear Lake Classic Triathlon, Garden City, UT, the last race in the ELEVATION TRIFECTA series in Northern Utah, Sprint and Olympic distances., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

September 7 — Youth and Family Triathlon, Murray, UT, Start time: 8 AM, Murray Park. Youth 7-10 years: 75 yard swim, 2.3 mile bike, 6/10 mile run. Adults/Youth 11+ distances: 150 yards, 4.3 miles, 1mile., Jo Garuccio, 801-566-9727, jo@agegroupsports.com, greatbasincoaching.com

September 12 — Bear Lake Brawl Triathlon, Garden City, UT, Olympic and Sprint., Bill Rappleye, 801-492-3442, bill@goldmedalracing.com, goldmedalracing.com

September 12 — Alta Canyon Sports Center I Can Triathlon, Sandy, UT, 400m swim, 9 mile bike and 5K run., Alta Canyon Sports Center - 9565 S. Highland Dr., 801-568-4602, sandy.utah.gov

September 12 — Camp Yuba Triathlon, Yuba State Park, UT,

Travis Snyder, 801-465-4318, salemsspringtri@hotmail.com, racetri.com

September 12 — TriUtah Ogden Valley Triathlon, CANCELLED, Eden, UT, Pineview Reservoir, 1000 meter swim/15.2 mile bike/4 mile run, Utah's only "Battle of the Sexes" Equalizer triathlon followed by the post-race Taste of Ogden Valley Festival., 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

September 12 — Endurance Festival, Pocatello, ID, 25K Sprint (5K run-20K bike), 50K Olympic (10K run-40K bike), 101.5K Xtreme (13.1 mile half marathon-50 mile half century) distances on 5K run and 20K bike circuit courses. Also running, road cycling, DuXtreme duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

September 12 — DuXtreme off-road duathlon at the Endurance Festival, Pocatello, ID, 25K Sprint (5K run-20K bike), 50K Olympic (10K run-40K bike), 101.5K Xtreme (13.1 mile half marathon-50 mile half century) distances on 5K run and 20K bike circuit courses. Also trail running, mountain biking, DuXtreme off-road duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, DuXtreme.com

September 12 — SunDog Gunlock Triathlon, TBA, UT, TBA, jcsteere@gmail.com, sundogsport.com

September 19 — Daybreak Tri - Salt Lake Triathlon Series, Salt Lake City, UT, Race the only open-water triathlon in the Salt Lake Valley! Pristine lake, bike course in the Oquirrh Mountains, running on over 13 miles of run trails, sprint and olympic distances., Greg Fawson, 602-288-9079, greg@ustrisports.com, ustrisports.com

September 19 — DuXtreme road duathlon at the Endurance Festival, Park City, UT, 5K Sprint (5K run-20K bike), 50K Olympic (10K run-40K bike), 101.5K Xtreme (13.1 mile half marathon-50 mile half century) distances on 5K run and 20K bike circuit courses. Options for running, road cycling, DuXtreme duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, DuXtreme.com

September 26 — Kokopelli Triathlon, St. George, UT, Sprint and Olympic distances, the third race of the SG TRIFECTA series at Sand Hollow, post race food included., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

September 26 — XTERRA USA Championship/ XTERRA Utah, Ogden, UT, XTERRA Utah on Saturday: 750m / 19K mountain bike / 5K trail run; XTERRA USA Championships on Saturday too (Pros only): 1.5k swim / 30k mountain bike / 10k trail run; he XTERRA USA Championship is the culmination of a series of more than 50 qualifying events across the US that award points to the top athletes in XTERRA's eight regions., Ann Mickey, 877-751-8880, info@xterraplanet.com, xtterraplanet.com

October 5-17 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older, Cycling Road Race, Time Trial, Hill Climb and Criterium along with Mountain Biking and a Triathlon., Kyle Case, 800-562-1268, hws@ginfowest.com, seniorgames.net

October 17 — Powell3 Triathlon Challenge, Page, UT/AZ, Sprint-750m swim, 20k bike, 5k run/Olympic- 1500m swim, 40k bike, 10k run., Bill Rappleye, 801-492-3442, bill@goldmedalracing.com, goldmedalracing.com

October 17 — 2009 Land Rover Pumpkinman Triathlon, Boulder City, NV, Intermediate, Short, and Halfmax, info@bbsctri.com, bbscendurancesports.com

October 17 — SAC Triathlon, St. George, UT, Sprint, Beginner and Kids Triathlon at the Summit Athletic Club., Gene Trombetti, 435-628-5000, gene@thesummitac.com, mysummitathleticclub.com

October 31 — Rocktober Triathlon, Alpine, UT, Travis, 801-465-4318, salemsspringtri@hotmail.com, racetri.com

November 7 — Telos Turkey Triathlon, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., 801-678-4032, shaun@t3triathlon.com, t3triathlon.com

November 8 — 5th Annual Nevada Silverman Full and Half Triathlon, Henderson, NV, Full and Half Distances, Lake Mead., Frank Lowery, 702-914-7852, info@silvermannv.com, silvermannv.com



General Info

Utah Cyclocross Series - utahcyclocross.com, Matt Ohran, utahcyclocross@msn.com

Utah and Regional Cyclocross Races

September 4-7 — Great Utah Bike Festival, Minersville, UT, every kind of event for every kind of biker, 3 century rides (100, 65, 50 mile options), road and mountain recreational rides, cyclocross racing, mountain bike racing, road stage race (2 road races, time trial, criterium, part of UCA series), Bike Ed presentations, bike parade, street racing, and more., 801-677-0134, bob@bike2bike.org, bike2bike.org

September 12 — Cyclocross Clinic, Salt Lake City, UT, Cross skills/coaching for Beginner to Elite level riders; Mountain bikes welcome; the perfect primer for the upcoming Utah racing season! with Bart Gillespie (Mona Vie/Cannondale & 2007 Utah Cyclocross Series Champion), Kathy Sherwin (Velo Bella- Kona) and Ali Goulet (Ridley). Cross skills, bike set-up, training, racing tactics and other secrets of speed, Ali, 801-560-6479, ali20vt@aol.com, myspace.com/BSgevents

September 19 — Bogus Hari-Kari STXC and CX races, Bogus Basin, ID, 20-30 min Short-track, Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

September 23 — CrossVegas Cyclocross Race, Las Vegas, NV, UCI Cat II event, Elite Men and Elite Women only, also Industry Race, Desert Breeze Soccer Complex, a Clark County facility in western Las Vegas 6 miles from the "Vegas Strip", during Interbike., Chris Grealish, 303-619-9419, contact@crossvegas.com, crossvegas.com

September 26 — Idaho Cyclocross Series, ID, Idaho Cyclocross Series, Eagle Island State Park, tentatively scheduled on September 26, October 25th, and November 21st 2009. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs., Brad Streeter, 208-866-3384, brad@aerospecialties.com, idahocyclocross.com

October 3 — Utah Cyclocross Series Race #1, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

October 4 — Bikes and Brews Cyclocross Festival, Cancelled, Tamarack Resort, ID, Jessica Joy, 208-325-1005, Jjoy@TamarackIdaho.com, tamarackidaho.com

October 10 — Utah Cyclocross Series Race #2, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

October 11 — Utah Cyclocross Series Race #3, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

October 17 — Utah Cyclocross Series Race #4, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

October 17-18 — Moose Cross, Victor, ID, 2 day 'cross festival, party, camping, motel, host housing, David Bergart, 307-690-4373, dave@moosecross.com, moosecross.com

October 21 — Crosstoberfest Practice, Ketchum, ID, Practice for the Idaho State CX Championships, River Run Plaza, Base of Bald Mountain, Billy Olson, 208-788-9184, billy@mobilcycclerepair.net, powerhousefitstudio.com

October 24 — Utah Cyclocross Race Series #5, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

October 24-25 — Crosstoberfest, Ketchum, ID, Idaho State CX Championships, River Run Plaza, Base of Bald Mountain, Billy Olson, 208-788-9184, billy@mobilcycclerepair.net, powerhousefitstudio.com

October 31 — Utah Cyclocross Series Race #6, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

November 7 — Utah Cyclocross Series Race #7, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

November 7 — The Cube Cyclocross Series, Rexburg, ID, November 7, 14, 21 at the Nature Park, 9 am, Ben Eaton, 208-359-3020, races@rexburg.org, rexburg.org/play/races/thecube.aspx

November 15 — Cutfthroat 'Cross, Tentative, West Valley City, UT, Hunter Park, 3600 South 6000 West, West Valley City (Parking on 3500 South side of park), Directions: Highway 201 Westbound, left on 56th West, right on 3500 South, Hunter Park on the left, 10:30 AM, 970-274-6455, rmiller@azteca.com, cutfthroatcross.blogspot.com

November 21 — Utah Cyclocross Series Race #8, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

November 22 — Utah Cyclocross Series Race #9, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

November 28 — Utah Cyclocross Series Race #10, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

December 5 — Utah Cyclocross Series Race #11, Utah Cyclocross Series, TBD, UT, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com

December 10-13 — US National Cyclocross Championships, Bend, OR, 719-866-4581, tvinson@usacycling.org, usacycling.org/cx

December 19 — Last Call CX (Non-Series Event) & Awards Party, Utah Cyclocross Series, TBD, UT, CX race and End of Season Party at location TBD, Matt Ohran, 435-901-8872, utahcyclocross@msn.com, utahcyclocross.com



August 1 — Layton Triathlon, Layton, UT, Mini-sprint at Layton Surf and Swim, info@onhillevents.

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TRANSCRIPT BULLETIN SINCE 1894 Publishing

Stop Global Warming, Ride Your Bike!

INTERVIEW

Ann Hoffman, Steve Dwyer, and the Bad Ass Cycling Charity Team Work to Stomp Out Pain and Suffering through Cycling and Fundraising

By David Ward

Interview with Ann Hoffman
July 9, 2009

DRW: First of all, briefly tell me how you and your husband became involved with Bad Ass Coffee.

AH: We both do other things, and my husband, Steve, was looking for a business. He has an MBA and he wanted to do something other than work for somebody else. He has been an independent contractor for many years now in real estate. We have rental properties and he manages those. He was looking for a business and one of the reasons this business, in particular, interested him was that it would allow us to get more involved in the community by having a business where people come in. I don't think he particularly went after this business because it was coffee, even though we love coffee and really appreciate good beans. Especially if they are grown locally, meaning the U.S. We mostly have a variety of Hawaiian coffee beans we get in every week. It was something that we kind of fell into. A friend of his was representing the franchisors who were interested in selling their corporate store. So that is what they did. They sold us their corporate store

DRW: How long have you had this franchise?

AH: We have had for about four and one-half years.

DRW: How long have you and your husband been involved with cycling?

AH: I guess you could say we've been involved all of our lives because everyone grows up on a bicycle. But specifically here in Utah, it started with the MS 150. Steve is the one that got me into it and he has ridden almost every one. We moved here in the winter of 1982 and I believe his first one was the second MS 150 that was here in Utah. Then I came into it a couple of years after that. Both of us have ridden almost every one of them since then. So that was sort of the spring board of getting into cycling. At that time, we would ride pretty much once a year and we would start training a week before the event. Then we would ride 75 miles a day for the two days and that would be it for the year. He would get out his old Raleigh Grand Prix and I had an old Peugeot. Everybody made fun of us because of our bikes. The cycling part of it was just a bonus. It was really the Multiple Sclerosis event that brought us into it.

DRW: Do you have a particular reason why the MS event attracted you? Do you have family with MS?

AH: The funny thing is, neither one of us has MS in our families, although both of us know a number of people with MS. The community here that supports them is a great community. One thing that is really important to me is to understand where the money goes. I was impressed by the amount that actually goes to programs and how much is kept here in Utah. It

think over 50% of the money that is collected from this one event stays in Utah to support local programs and research. The rest goes to the national society and a lot of that goes to fund research programs.

DRW: So when you purchased the Bad Ass business, is that when you organized your team? Tell me a little bit about the history of your club.

AH: It's really not a club. We don't have dues and we're not a real club. I call it a charity team because that's our focus. It is 100% focused on that. The bonus is that you get to get out and ride bikes with all your best friends. For MS, it started really with Steve, my husband, who always got his employer at the time, or whatever association he had, to try to sponsor a team. So he has been team captain for many, many years with all these different organizations depending on where he worked. When he went back to school to get his MBA at Westminster College, Westminster actually sponsored the team for several years and when he graduated that ended. Then we kind of just became a group of friends. Once we bought the coffee shop, it just seemed natural. Because we were involved in the community anyway in South Salt Lake, this was just something that was really fun for us and a spring board for a lot of reasons. One thing, we really needed the advertising and having 100 people ride around with Bad Ass on their jerseys is not a bad idea. We have also, since then, gotten very involved in the American Diabetes Association and the Tour de Cure. So those are the two events that the team sponsors. We sponsor rest stops and provide the coffee for both events.

DRW: So your team was actually, more or less, in existence prior to buying the store.

AH: Yes. The team consisted of what was Westminster College mostly and what ended up being just a group of friends called Spoke Folk, and then the other half of the team came from our association with Team In Training for leukemia and lymphoma. So you have these two groups that were pulled together because we were associated with those two groups separately, and there was really no cross, or very little cross, between the two. And they were both pretty large groups of people. Then when we got the Bad Ass Coffee Company and just said, "Well, we are going to start a team," and everybody just joined that one team. So you have two groups of people who were already involved in charity and very passionate about it. So I think that is the reason why we are so successful and we have such a good team.

DRW: Do you have a formal organization for the team, like a team constitution or bylaws?

AH: We don't have bylaws. We have a mission statement. And then we have the culture which I think is what really keeps us together. The culture is basically a group of people who really want to improve the lives of other people, and as I said before are really passionate about it. The only requirement we have is that you are a

good person, a nice person, because we want you as a friend. We consider it just a group of friends. As far as our mission, our mission statement is "To stomp out pain and suffering through cycling". Those are our two big events that we sponsor [Tour de Cure and MS 150], but beyond that we also do other smaller events, not as huge fund-raising efforts but as participants. So any event, any of these cycling events that are for a cause, we promote that. Sometimes we provide the coffee. We are a non-competitive group of people, although there are very competitive people on the team.

DRW: I am sure there are.

AH: It's interesting because we have a group of people where some of them are racing, and some of them used to race and are very strong and really good. When it comes to these event rides, they know that their job is to help keep the group together. You have people going different courses, the 100 mile course, the 75 mile course, and then the 40 mile course, and even shorter sometimes. If you are riding the long course, the 100 mile course, the goal is to try to keep the entire group together. Like for MS, I think there were 35 of us that all rode across the finish line together. We lead our group in with our top fund-raiser. We choose who leads our riders in carefully. He is the one that we are most proud of because he raised the most money. On the second day, we have a guy who has ALS [Amyotrophic Lateral Sclerosis, or Lou Gehrig's Disease] and this was a real major feat for him. So he led us all in the second day. Those things are important to us. It is more important to look after each other and make sure that everybody enjoys their ride.

DRW: Who led you in on the first day?

AH: It was Willey Blocker and he was the top fund-raiser of the entire event last year and will probably be the top fund-raiser this year too.

DRW: Do you know how much he raised?

AH: Last year he brought in \$30,000.00 and this year \$30,005.00.

DRW: And the person that led you in on Sunday, who was that?

AH: That was Rich Abbey. That is an interesting story because he is extremely fit and has been raising money for MS for years. He has always been a real strong fund-raiser and then a year ago he was diagnosed with ALS which is really not a good diagnosis to get.

DRW: How many team members do you have? Do you keep track of numbers?

AH: We do keep track of numbers. I don't know if you would call them team members, but we have an email list. We don't have a website but we have a Yahoo group site (sports.groups.yahoo.com/group/badasscycles) and that's where we post all of our emails. Pictures and our ride calendar are posted on there. There

are probably close to 400 people who are on the email list. A lot of those, I would say probably close to half, are inactive. They are just interested. I ask people who have been on it for years but have never shown up for a ride, do you want to stay on the list? They say, oh yeah, I really enjoy your stories

DRW: Do you have team meetings or do you do this all through email?

AH: It's email and then we have weekly rides. We originally called the Saturday rides our training rides. The idea was to bring new people into it, and make it fun so that new people would not be intimidated. We start as early as we can. This year we started really early, but the official ride calendar does not come out until April. You have April, May, pretty much two full months of Saturdays, and when possibly Wednesday evenings after work, to get new people in shape enough to ride 100 miles. It's successful in that we get a lot of people coming. Sometimes we get up to 40 people who show up for a Saturday ride. What we get is every ability, every age. In that way, it is a lot of fun because you see all these people. You see a lot of new people and you see a lot of friends, old friends. So I try to make it more fun. I feel like it is my job to make it fun so that people want to join and they want to raise money because that is our focus. I don't hide the fact that this is a charity team and if you don't raise money then you should donate. Donate to your favorite ride, donate to the team, volunteer, or help out with the rides. Do something. We have a really, really good group of people and if it doesn't suit them then they can go somewhere else, and that's okay, too. There are a lot of good and very active cycling clubs that you can go to and their purpose is to get out and ride where our purpose is a little different.

DRW: But the events through which you raise money are restricted to cycling events, right?

AH: Yeah. There are a lot of triathletes on the team but we don't get involved in that, or at least we haven't.

DRW: How much money did your team raise for this year's MS ride?

AH: So far, we are over \$72,000.00. And for the Tour de Cure, we are, I think, close to \$40,000.00, and they are still open so we are still collecting money. I put the team goal for the MS ride at \$80,000.00 and I think if we don't hit it we are going to be really, really close. The minimum amount required by the MS organization is \$250.00 per rider. There are still some people listed at \$0.00 and it's because the money they brought in hasn't been recorded yet. We have until the 14th or 15th of August to bring in the rest of the donations. I think next Monday is the last day for the Tour de Cure. That was the second weekend in June. They keep it open for about a month after.

DRW: Repeat for me your team's mission statement.

AH: To stomp out pain and suffering

through cycling. It's pretty simple.

DRW: To the point.

AH: It's not just to do the charity events but it is also to get people out on a bicycle. One of the things we are going to start now, I just sent out an email this past week, is what originally I was thinking would be a leisure ride on Sunday morning. But I think it's going to be more of a recovery ride for some people. So it's for a slower pace. A lot of new people are intimidated by a group of people who have been riding for 2 or 3 months now and who can already ride 100 miles, or 150 or 200 miles, in a day because there are a lot of LOTOJA people on the team. So, this will strictly be a slow pace ride. You don't have to be slow to ride but you need to ride slow that day. There is a lot of interest. The interest really comes from those who are riding with a team on a regular basis who want to bring their spouses into it, or kids or parents. So I will probably meet at the same place every week and maybe increase the distance every week, but keep it fairly flat to start out, ride through the neighborhoods, nothing intimidating, no traffic.

DRW: Where do you meet?

AH: We meet at a different place every Saturday. The rides start out pretty short at the beginning of the season and then they get longer with more climbing. We try to mix it up. They range from 20 plus miles to 70, 80 miles in a day. The summer season is starting now and the rides are, I think, more fun because we meet in Park City and ride out in that area, or we meet in Wanship and do Chalk Creek. We are planning possibly an overnigher to go out to Vernal and do two days. One day, we would do Duchesne, and then ride a day out in Vernal in Dinosaur, I feel like it is my job just to make it fun so that people want to come and be a part of it and enjoy these big events. There is an energy there that is really hard to match. This year, I wanted my mom, who is in her 80s, to experience the energy. So I flew her out from California and I put her in a tent and sleeping bag for the first time in her life. And she volunteered for both Saturday and Sunday for the MS 150. She was cutting fruit and handing out Powerbars and being hugged by all the team members for two days straight. She had one of the best weekends of her life. And she's had a pretty fulfilled life. So now she is talking about coming back next year.

DRW: Good for her. Do you have any specific plans for developing the team in the future? What do you project for the future?

AH: We have had several people make a lot of suggestions to drive it in different directions. I think what we would like to do is to keep it a charity team, but it has gotten too popular to be just a group of friends now. We have had a lot of people just sign up for the events under the team who I had never met before, and that scared me. It scared me because these are people I don't know. They turned out to be fantastic people and they have been riding ever year and were



Above: Ann Hoffman and Steve Dwyer dedicate their time to fundraising. Below: The Team at the MS Bike Tour. Photo: Jay Elgrena. Bottom: The team rolls in at the finish of the MS Bike Tour.



either not associated with a team in the past or the team broke up. I ask, "Why do you want to be a part of this team?" What they say, first of all, is that we ride as a team. To see a group of 40 or 50 people together, riding together, coming in together is really impressive. Just the energy from the team alone and the camaraderie is something people want to be a part of it. We want to keep it a charity team, but it is going to have to become more organized, not just a ride calendar where we meet and talk every week. But where we have clinics and teach people how to take care of their equipment and learn how to ride safely. We had a clinic this year because it became very obvious to me that there are people who are really fit that don't know how to ride a bike. They are really strong and can ride 100 miles with no problem but don't know some of the basics. We also had a safety clinic. I would like to implement more of those types of things. And then also with the Sunday leisure ride or the recovery ride, it is going to be important too because there are going to be new people coming in for the first time and it is going to be very important that they know and get used to people riding around them and also understand the laws. You always have to be watching out for everybody, not just cars but other cyclists. Do you know Bob Bills?

DRW: Yes.

AH: Steve knows his brother and they are on the team. They are really good coaches and they have been fantastic in just keeping an eye on people and giving pointers here and there. They have helped so much. Also, we have a guy named Ted who takes care of all the bicycles at the University of Utah and on his own time he keeps the whole team going. He will build a bike for someone who doesn't have one, just from spare parts. We are really lucky. The other thing that was big to us this year was that Spin Cycle came in as a sponsor. We got to the point where we were so big that we really needed to have a sponsor like that. They are providing a lot of support for people in a lot of ways. They have been great.

DRW: If a person is looking to join your team, what do they do?

AH: They usually send an email or come by the coffee shop. I will collect the email addresses and add them to the list and they are invited to join the Yahoo group. The Yahoo group is sports.groups.yahoo.com/group/badasscycles.

DRW: All of these events are now over. Do you have events later in the year that you support?

AH: We usually support with riders the ULCER and then this year I think we are going to be doing the rest stop. Also the Heber Valley Ride by Bike2Bike. Bob Kinney is an old friend that we met through Team In

Training. Also, the Bikes for Kids Time Trial which is no fun at all.

DRW: No time trial is fun.

AH: It's funny how you can ride and really enjoy yourself, and then you put a clock to it and it turns into a totally different experience. I think I may be just serving coffee and hot chocolate this year. The first year I did it was when Dave Zabriskie rode it, and I was just shocked how he could ride that fast going uphill.

DRW: Let me come back to the team's organization. It sounds like, on the one hand, it is a fairly loose organization that communicates through email and you personally manage that email and communication. But you mentioned ride captains. Do you have officers or is it just you and the ride captains?

AH: Yeah, pretty much. We have a lot of help. Everybody helps. That's the amazing part. I mentioned the culture of the team and that is something everybody feels. I hear it from everybody. I hear it from people who have just joined. We have a guy who just joined this year. He races with a team and he's been riding MS for years but could never get any of his race team to join. And he had the most fun this year. He had never been, and I hear this from many people, in a group that really, really cares about the other person. If somebody is not doing well, you go back and you help them along. I am really proud to know so many people of that caliber.

DRW: You mentioned that you don't charge membership dues and that you rely on sponsors. Who do you have as sponsors?

AH: Paradise Bakery sponsored us this year, which was really nice. I guess I should explain the incentive program. We've always been really proud of our team kits and they attract a lot of attention. The way that we incentivize people to raise more money is by the kits. If they raise \$1,000.00, we will provide the shorts and a jersey. If they raise \$500.00, they get a discount on the shorts and we provide the jersey for free. If they raise \$250.00, they get a discount on everything. That is why we need sponsors. So we have Paradise Bakery, who has been a really great sponsor this year. We have several other important sponsors, including:

ALSCO
Alta Vista Chiropractor
Spectra Capital
Fiddler's Elbow
Ghirardelli
Monin
Pro Bar
Our franchisors
Spin Cycle
Park City Ski Boot and Pedorthic

DRW: Do you foresee a time when you will start charging membership dues?

AH: I would like to steer away from that for a number of reasons, but mostly because I like the focus of the team. I like it the way it is. I love the team. And I'm afraid that expectations would change. You know, people pay dues and expectations change. Right now we don't have any complainers.

DRW: Which you don't want.

AH: We just have people who are

ROAD RACING

Capitol Reef Classic



Above: Setting up for the sprint finish at 200 M to go during the circuit race in Teasdale, Utah on July 17th. Photo: Tina Anderson See results on page 9.

thankful that we do this. Everybody is so appreciative because we essentially do it in our spare time. I manage the team between 10 p.m. and midnight. I was told that if we became a real club, then we would charge dues and hire people to do things for us. I am not so sure that I want to do that. It is not that I don't want to lose the control, that's not it at all. It's losing the focus. Right now, I like the focus.

DRW: That focus being on the fundraising and the culture of the club.

AH: Yes. Like I said, there are a lot of people on our team who fund-raise and who ride with us on Saturdays and on other days who are a part of other clubs.

DRW: You mentioned that about 200 people are active to a greater or lesser degree. Do you have a close knit group of people that are almost always there, always volunteering, always helping?

AH: I would say close to 100. You have over 100 people between the MS 150 and the Tour de Cure that actually fund-raise. It is close to 120 to 150, and some of those people will fund-raise for one event and volunteer for the other event because it is difficult to ask people for donations more than once. The other thing is, there are family members involved. They may not be team members but they are just involved. There are spouses that are always there and they do a lot of work.

AH: I want to make sure we get the right names for our sponsors because we really couldn't do it without them. We could not give incentives for people to raise money. It is funny. You put a target out there and people will do whatever it takes to get that. Even if it means writing a check for \$100.00 to save them \$20.00. They will do it. And that's fine. Because it is like a badge. "I got my shorts for free this year."

DRW: Tell me about the involvement of your husband, Steve, and

what he does.

AH: Steve takes care of the hard things. He gets the sponsors and he is the one who organizes the pick-up and delivery of supplies. Putting up the team tent. Brewing coffee. Dropping off supplies and coffee at the rest stops. For the MS 150, he was up at 4:00 in the morning on Sunday brewing coffee for thousands of people.

DRW: You mentioned that the team was his idea.

AH: This was his idea. He wanted to sponsor a team as Bad Ass Coffee and I told him that's great, it's your team, you have to do it, you have to manage it because I don't have the time. And now I am fully sucked into it.

DRW: I'm sure. When did started with Bad Ass Coffee get started?

AH: It has been around for several decades. The shop on State Street has been around for 15 years.

DRW: Well, it is certainly a business name that catches attention.

AH: Yeah, it does.

DRW: Particularly around here. I remember when I first heard the name. It took me aback.

AH: I know, it did the same thing to me. It is a little difficult, but it's all about the donkeys. It's the donkeys that carry the beans down the mountain, and that is what it is named after. I guess they really wailed a lot, made a whole lot of noise, and so they called them bad asses.

DRW: That's very funny. All right. Thank you for sharing your time and your thoughts with me.

SPEAKING OF SPOKES

Etape du Tour (from page 2)

St. Esprit to the starting point of the Etape in Montélimar where final registration for the event was taking place. (Actually, we rode about 32 miles, picking up an extra seven miles by getting lost while looking for the Etape village where registration was located. An older Frenchman, who realized we were headed the wrong direction, came back for us and led us to the Etape village.)

Once there, I was amazed at how efficient the registration process was. I had been assigned and sent a number about a month prior to the Etape. With that, I was through the registration process in less than 15 minutes. Riders who finish the Etape are awarded either a gold, silver or bronze medal, depending on one's finishing time. There are cut-offs for gold and silver, and everyone else who finishes gets bronze. These times were posted on a board at the Etape village. In looking them over, I quickly recognized that gold and silver were out of the question for me. The only time with any relevance for me was the elimination time. We were treated just like the Tour riders, needing to finish within a certain time or be eliminated. I had to make certain I stayed ahead of that elimination time, 10:42:00, though I was not too worried about that.

After completing registration, I perused the booths of the sponsors and merchandisers, picking up a few useful freebies along the way. I also bought a water bottle cage from the Specialized people as my loaner bike only had one cage. After purchasing it, I realized it had no bolts for fastening it to the bike. Later, at another merchandiser, I tried to buy a second cage, a carbon fiber one that came with bolts, for 29 Euros only to be told my MasterCard would not work. It does not have the electronic chip in it like the new ones do, and the part of their credit card machine where you swipe a card was apparently not working. I only had 20 Euros in cash left at that time, so I told the salesman I could not buy it because I did not have enough cash. He must have felt bad for me, because he then offered it to me for those 20 Euros. In the end, it was lucky I bought it because, as will be detailed later, I needed this second cage for the riding I would be doing the rest of the week.

After finishing my perusal of the

Etape village, I rode to our bus where I would make the final adjustments to my bike prior to loading it on the bus where it would remain till the start of the Etape the next morning. I had realized, while riding to Montélimar, that the seat was a little too high and the stem too long, stretching me out. I had brought my stem as I had been told beforehand the length of the stem on the bike. In removing the original stem and attempting to install mine, I realized that mine was for smaller diameter handlebars. So, I had to put the original stem back on, and slide the seat as far forward as I could. It still had me a little stretched out, but not uncomfortably so, and those adjustments worked well for the entire week.

After that, I went to lunch with Graham, one of the men from our group and, at 72 years old, easily the oldest. From England, this was his 9th Etape. Graham has an interesting history. He started racing at age 14, but then quit at age 29 and hardly ever rode a bike. At age 59, he went to and watched the Tour when it started in London. He was, in his own words, extremely big and "had difficulty getting up off the couch". While watching the Tour, he realized he needed to get back on a bike. That was 14 years ago, and he now feels and looks good, and is quite a strong rider. Indeed, after my own experience, anyone who can ride up Mont Ventoux after already putting in 90 miles over rolling terrain and four prior cols is a strong rider.

Graham and I, in looking for a restaurant at which to eat, found they were nearly all closed. It was after 2 p.m., and I should have remembered that, in France, restaurants are typically open only during normal meal-time hours. Finally, we grabbed lunch at a fast food place called "Kabob". The picture of the plate at the ordering counter looked reasonable, but when they brought it out, it was huge, filled with rice, salad, fries and a pile of meat. I managed to eat it all, thinking I would pay the price the next day during the Etape. In truth, I believe it ended up being a great pre-ride meal. After lunch, we returned on the bus to our hotel where I commenced my own personal preparations for an early (5 a.m. with breakfast at 4:30 a.m.) departure on the bus.

On Monday, July 20, the day



Top: Dave Ward (right) five kilometers into the climb of Mont Ventoux. Photo: Derek Francis

of the Etape, we were supposed to be in our starting "pens" by 6:30 a.m. I was worried because I knew the traffic would be heavy getting into Montélimar and I was not sure our guide had allowed enough time. However, our driver had studied the routes out beforehand and figured out that by looping around to the north he could avoid most of the traffic. Indeed, he had us there by 6 a.m., and I was in my pen before the requisite deadline.

The official start was at 7 a.m., and the mayor of Montélimar counted it down. After the gun sounded, it was another 15 minutes before I actually started to move, and five more minutes before I crossed the official starting line. We were given electronic transponders, though, so my official time did not start till I crossed the start line.

I was off. All my training and planning had brought me to this point, and I was finally starting the Etape.

Immediately after crossing the start line, this huge peloton was sufficiently spaced out so that each rider was able to go at his or her desired pace, the slower people keeping to the right and the faster ones passing on the left. It was all quite orderly, really. In fact, I was quite surprised at the level of riding skills of virtually all riders. I quickly realized that it was not necessary, as in most large events I ride, to identify the squirrely riders to avoid. I never saw any. I suppose that should be expected at an event of this nature which draws dedicated cyclists from around the world.

I was also surprised at the relatively large crowds we had throughout the Etape. They were not Tour crowds, to be sure, but they were also not just friends and family, either. These crowds were large, and they cheered us on as we passed by.

I had not ridden ten miles when, while trying to replace my water bottle, half of the front cage broke off. So much for carbon fiber cages. Here I was, over 40 miles away from the first feed station, holding my water bottle with no place to put it. The possibilities for fashioning a quick temporary repair passed quickly through my mind. Quickly, I say, because there were none. Finally, thinking of the numerous water bottles a domestique can carry, I stuffed my bottle down the back of my

jersey. (One time, while switching bottles, I forgot to close the spout and began feeling my energy drink seeping out onto my back when I leaned forward on my handlebars. I had to fish the bottle out and close the top.) Later, I realized I had sufficient room in my middle back jersey pocket to stuff the smaller bottle, and that was much more convenient. Still, I did not particularly like riding a hundred miles with a water bottle stuffed down my jersey back or in the back pocket. But I had no other equipment problems, so I cannot complain.

Shortly after the cage issue, I started the first climb of five climbs, the 3rd category Côte de Citelle. It was a nice leg warmer, and by the top I was feeling good. The temptation was there to push the pace, but I kept remembering that Mont Ventoux was awaiting me at about the 90 mile marker, so I tried to keep my pace up while not overextending myself. As I started the descent, I had my first reminder that, despite the high caliber of the Etape riders, I still had to be careful: We had to slow for a rider laid out on the road and being attended by emergency personnel. Off to the side I saw a couple more riders, who had obviously been involved in the same crash, nursing their wounds.

We rode under a clear blue Provençal sky, rolling through verdant foothills and canyons as we made our way through the quaint French countryside. It was a thrill to be doing a ride of this magnitude on closed roads, just like the pros. We snaked through narrow village streets and parted like a flowing river around the many roundabouts and traffic islands, just as you see the professional peloton do on TV.

After the second climb, the Col d'Ey, also a 3rd category climb, we descended to the first feed zone at Eygaliers. I know by experience that I should head to the end of these zones and not the start. People always crowd at the start. I had to fight my way in to grab four bottles of water and a banana. After quickly downing a bottle of water, refilling my bottles and adding my electrolytes, eating the banana and giving away the fourth water bottle, I jumped back on my bike and was on my way.

Upon leaving Eygaliers, we

immediately started the climb of the category 4 Col de Fontaube, our third climb of the day. There was a short descent and then a long, steady climb, neither named nor categorized on the map, to the second feed of the day at Sault. One of the three approaches to Mont Ventoux, the eastern approach and the one I would take to go watch the pros race up Mont Ventoux, begins at Sault. This time, I went to the end of the feed zone where I easily scooped up my water and banana.

From Sault, which sits on a hill-top, it was another short descent to the river valley which we crossed before starting our fifth climb of the day, another category 3 climb, up the Col des Abeilles. The categorization process is interesting. This was a much longer and somewhat harder climb than any of the others so far. Based on the category 3 climbs we had already done, I would have thought this a category 2 climb. It must have been on the far end of the category 3 scale.

From the top of the Col des Abeilles, it was a long descent, about 15 thrillingly fast kilometers on a wide, smooth road to Mormoiron. From there, we worked our way across the valley to the food stop in Bédoin, the town sitting at the base of the steepest and hardest approach to the top of Mont Ventoux. Life was about to become interesting.

When you leave Bédoin, you roll along for a couple of kilometers before making a hard left turn on to the Mont Ventoux road. Then, after about one kilometer, you start to climb . . . and climb . . . and climb. On this road to the top, there is no reprieve.

Just a few kilometers up the road, you come to a sign stating that it is 15 kilometers to the top with an average grade of 9.1 percent. There are kilometer markers along the way and each shows the current elevation and the average pitch for the next kilometer. These markers consistently showed grades of 10 - 11%, with one showing a pitch of 12.5%.

This climb is relentless. On most difficult climbs, you have stretches where you can ease up a little and catch your breath. Not Mont

Continued next page

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HEALTH

Sources of Foot Numbness and Pain

By Erik Moen PT, CSCS

Introduction

Endurance bicyclists can develop foot numbness and pain in various ways. Feet are at risk for these issues due to the repetitive and forceful nature of bicycle pedaling. Feet are one of the three body contact points to the bicycle and serve as the primary force transference point to the drive-train. Foot numbness and pain usually comes from neurological (nerve) or vascular (blood vessel) origins. The most common origin of pathology is irregular and prolonged compression of either nerve or vascular tissue. The scope of this article is directed towards bicycle-related foot numbness and pain. Numbing of only one foot in certain patterns may indicate pathology from the spine rather than directly from the foot. There are other pathologies that cause foot numbness, such as diabetes, drug sensitivities, and other rare peripheral neuropathies. Please consult your healthcare provider if your symptoms are progressive in nature and do not seem to be directly related to the bicycle.

Pathomechanics

Origins of foot numbness and pain come from a variety of sources on the bike; environmental/training factors, musculoskeletal issues and pedaling skills. On the bike sources might include poor cleat position (too forward, too in/out/rotated), too narrow or short shoes, too thick of sock, low saddle (increased emphasis of push to pedal), excessive stiffness or flexibility of shoes and poor support of the foot within the shoe.

Examples of environmental/training factors include excessive increases in training volume, long days of climbing, rough road surface, and excesses in temperature (high and low). Musculoskeletal contributions most often times originate from feet that are either too rigid or too loose. These are simple terms, but these conditions lead to all sorts of irregular mechanics of the foot (compressions and irregular frictions). Lastly, irregular pedaling skills most often include low cadence (high force) and quadriceps biased (forceful pushing) styles of pedaling. These patterns increase foot compression within the shoe.

Acute intervention

Episodic presence of foot numbness should be treated with relative rest. The presence of simple, bike related foot numbness and pain is often times correlated with a ride that had some sort of excess (increased distance, climbing, heat, etc.). Avoid immediate returns to that condition. Steps should be taken to improve circulation at the foot in the absence of obvious swelling, such as warm water, or gentle stretching. Use comfortable shoes with plenty of room in them. If swelling is obviously involved take steps to lessen the swelling, such as elevation of the legs or cold water soaks. Relative rest is crucial. You should consult your healthcare provider if symptoms do not obviously lessen within 1-2 days of modified activity.

Long Term Intervention

The best strategy to avoid continued episodes of foot numbness and pain is to define the source of

the irritation. Make sure that your shoes fit well. Shoes should not be too tight. You should choose an appropriate pair of socks to allow appropriate room in the shoe. Shoes that are too rigid or too soft may be the source of your pains. A foot with excessive motion will benefit from some sort of "foot bed" or orthoses. There are easily accessible bike-specific models available at your local bicycle retailer. Ensure that these off the shelf models are trimmed to fit cleanly in the shoe. If you have existing orthoses made for walk/run shoes you may find that these will not fit well within a cycling shoe. You may need another pair of orthotics fabricated so as to best fit in a cycling shoe. Work on your pedaling skills. Excessive "mashing" of the pedals will result in increased foot compression. Learn to pedal "circles" and work to improve your endurance cadences closer to 90 revolutions per minute. Make sure your bicycle fits you well. Irregular saddle positions (low saddle and downward tilt) can result in excessive foot compression. Make sure your cleat is appropriately positioned under the ball of your foot. Make appropriate training progressions towards your riding goals.

A well prepared endurance cyclist will be able to avoid foot numbness and pain. Consult a healthcare provider if there are no obvious simple solutions and resolutions of your issues.

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Ventoux. I kept looking at my computer, and I was consistently somewhere between 3.2 and 3.8 mph during this climb. There is one break about 50 meters long as you come to a café named Chalet Reynard which marks the point at which you have six kilometers left to the top. The last feed station was there, but when I arrived, they were out of water. However, because there is a steady stream of cyclists challenging this climb throughout the year, the Chalet Reynard maintains a water pipe with a bunch of spigots. So, people were being sent there.

However, I chose to hit the café. I bought three cans of Coke, drank half of it and put the other half in my bottle to get me through the last 6 kilometers to the top. That's an old trick I learned long ago doing the 206 mile LOTOJA Classic, and it worked. The climb, for the first three kilometers is actually a little easier, and I could get up to 5-6 mph on occasion, but the last three kilometers were back to steeper grades, and I was back to doing 3-4 mph, with the final 50 meters to the finish being, I am sure, almost straight uphill. Seriously, it had to have a pitch of nearly 20%.

As I came around the final corner, I stood on the pedals for those last 50 meters. Crossing the finish line at the top was both exhilarating and a relief. This relentless climb was finally over. I had mastered it, albeit slowly, but it had hammered me in the process. I felt great.

I have done this climb before, and though hard, it was not this hard. That is the difference 90 miles and five previous, albeit much shorter and easier, climbs can make. And I was dying on the Ventoux, I gained a profound appreciation for the pros

who, riding the same course we rode, doing the same 90 miles and climbs we did, would race up this mountain. They are amazing.

(A couple of weeks before I left, I received an email from Steve Johnson, the CEO of USA Cycling and a former resident, rider and racer in Utah. He complimented me on our publication and told me he had been reading my columns regarding my entry into and preparation for the Etape. He also said, "You will get a kick out of riding Mont Ventoux, although I think you would enjoy it more if you skipped the first 100 miles or so." Good point. But I have to tell Steve, now that it is over, that I made the right choice.)

I was slow going up the Ventoux. I am typically a slower climber, and most people were passing me on the way up. I did pass a few myself, plus I passed hundreds of people walking and stopped. And many laying down who really looked wasted. Walking made no sense. You would never get there that way, and walking in cycling shoes is terribly awkward in any case. Stopping to rest made more sense, but I chose not to. To me, it made sense to just keep grinding along, and grinding along, in my lowest gear, is exactly what I did. Plus, there was a little matter of pride involved.

I was fortunate that my legs did not cramp at all. I had a couple of slight twinges toward the top of Mont Ventoux, but that was it. I drank a lot of water, and kept loading it with Elite, the electrolyte product I add to my water bottles. Plus, I was well-hydrated before I started the race. So, other than a broken water bottle cage, all went really well for me.

After the top, as there is no room for everyone to gather, we descended

six kilometers down the back side to the ski resort of Mont Serein where the Etape finish village was located. There, my transponder was retrieved from my ankle, and I was given my bronze medal and meal ticket for the meal prepared for the Etape riders. After eating the meal, I headed down the remainder of the mountain to Malaucene, the village that sits at the base of the western approach to the top of Mont Ventoux, where we were to meet our bus.

That was it. The Etape was over. Many months of planning and training had come to fruition and were at an end. I had set myself a goal of riding and completing the Etape, and to do so with panache, with gusto. As part of that, I set goals of losing a certain amount of weight and doing the necessary training. Well, I was not exactly feeling a lot of gusto and panache going up Mont Ventoux, and it did not appear anyone else was either. Nevertheless, after the 90 miles of rolling terrain and climbs already ridden, I felt great that I could make it to the top of Mont Ventoux without stopping. That was panache for me.

My time per the Etape's electronic timing system was 9:09:47. That, of course, included my feed and other stops. The one luxury we did not have that the pros do when racing was having our food handed up to us as we rode along. My bike computer accounted for that, though, and my actual riding time was 8:26:42. (Five days later, Juan Manuel Garate Sepa would win the Mont Ventoux stage with a time of 4:29:31. Ouch!) My time from just outside Bédoin to the top of Mont Ventoux as electronically timed (including the feed stop at Chalet Reynard) was 2:51:47, while my actual riding time to the

ADVOCACY

Causes of Bicycling Injuries

By Charles Pekow

Winter weather contributes to more bicycling injuries than anything else, at least in Sweden. Slippery surfaces contributed to 23 percent of bicycle accidents, according to a Swedish study. "Snow and ice were undoubtedly the main cause but loose gravel/grit (from winter maintenance) was also frequently given as a reason," says Injured Cyclists: Analysis Based on Hospital Registered Injury Information from STRADA, a new report from the Swedish National Road & Transport Research Institute, an independent research organization.

The institute examined four years of data from the Swedish Traffic Accident Data Acquisition and data from the Swedish national travel survey. The figures include 17,989 hospital accident reports between 2003 and 2006, though the reports varied in their details as hospitals did not use standard reporting forms. "The data for the study were therefore in some cases regarded as slightly indefinite but not so indefinite as to prevent a meaningful analysis," the institute concludes.

Snow and ice helped cause 66 percent of single-cyclist accidents occurring in Januarys and Februarys. Even during Aprils, when most snow had melted, 15 percent of accidents involving a cyclist and no other person/vehicle were caused at least in part because loose gravel/grit caused a cyclist to lose grip.

In addition to warning of the dangers of winter cycling, the data provide other cautions.

Cyclists, for instance, also got hurt a lot because of encounters with the curb: sometimes they accidentally hit it but at other times they toppled over trying to jump a curb – a problem "more common in the older age groups," the report states. Cyclists also got hurt a lot because of uneven road surfaces or hitting everything from light posts to trees, road humps and barriers.

Demographics played a role in likelihood of getting injured in a crash. Female riders were proportionately more likely to be injured than males. Those aged seven to 14 and 75-84 were more likely to get hurt than those of ages in between.

Alcohol played a role in six percent of cases – most prevalently in cyclists aged 25-64 than in older or younger cyclists, a factor in six percent of accidents in this age range.

Cyclists were more likely to get involved in an accident on their own, amounting to 72 percent of cases. Only 17 percent of cases involved a motor vehicle and eight percent involved more than one bicycle. Relatively few involved pedestrians.

Another useful finding of the study: age plays a role the cause of injuries. It states, "Older cyclists were often injured when getting on and off their bicycle." And for the very young (those under seven) "the dominant cause of accidents was when a foot came in contact with the rear wheel. Objects, including parts of the cyclist's body, which came into contact with one of the wheels was generally a frequently occurring accident cause. The object was often a bag or something similar."

top was approximately 2:30. Overall, I finished 5552 out of the 9500 total riders, and 1144 out of the 1598 riders in my age group who finished. (My age group was 50 – 59. I feel compelled to point up, probably for self-justification, that I am 58 myself, clearly one of the oldest in my age group. And while 1598 in my group finished, I cannot find out how many started or how many did not finish or were eliminated by time.)

But while those numbers are inter-

esting and, to be truthful, of personal importance to me, they are antiseptic, failing to convey the sensuous experience of riding a full stage of the Tour, being part of a peloton flowing through the French countryside and villages, and experiencing the crowds, the closed streets and the hard climbing that is the experience that awaited Lance, Alberto, Andy and the rest of the professional peloton. The Etape was an experience to remember. I hope to do it again.



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TOURING

The Kindness of Strangers; Bike Touring across the Southern United States

Top left: Barb Hanson and Zig Sondelski at the beach in San Diego at the start of their tour. Hanson rode to Phoenix. Sondelski rode the full Southern Tier to Florida.

By Lou Melini

The Southern Tier (ST) is a 3,110-mile bike tour mapped by the Adventure Cycling Association. As the name implies the route runs across the Southern length of the United States from San Diego, California to St. Augustine, Florida. Late in 2006, Brock Place did the Southern Tier followed a few months later by Dean Lang in early 2007. In early 2008 Zig Sondelski also did the Southern Tier.

Cycling Utah: What were the dates of your trips, and why did you do the trip when you did.

Brock Place: I did the trip from Oct 2nd to Dec. 2nd of 2006. I added another 600 miles by riding to Columbia, South Carolina to my daughter's wedding. I was 58 years old at the time. I decided to "retire" by quitting my job as a Health Care Administrator.

Dean Lang: I did the ride from early March of 2007 to early May. I had

just turned 60 the month before. My health was good, I could afford the trip financially, and my employer was willing to work with me, though I am now retired. I received a 90-day leave of absence.

Zig Sondelski: I did the S.T. March and April of 2008, right after I retired. It was the right time of the year, a good transition to retirement and a way to celebrate and mark the next stage of my life. I spent the first 2 months of 2008 using all my vacation doing research and getting me and my bike and gear ready.

C.U.: What influenced you to do a long tour?

B.P.: Just something I always wanted to do based on my past experience.

D.L.: I really enjoyed doing a self-supported trip across Iowa in 2006 that made me determined to something bigger. I just love camping, meeting new people and seeing new places on my bike.

Z.S.: there is a long tradition of truck



Above: Dean Lang likes the trailer option.

drivers in my family and I drove truck for a time. I love the feel of being on the road early in the morning and seeing it stretch out before me, full of sights and discoveries. Here is what I said on Crazyguyonabike.com:

1. I like the idea of a sustainable activity, where I can pace myself, balance my energy input and output, maintain supplies and equipment and keep going endlessly vs. a weekend or week-long activity where I need to recuperate after.

2. Embracing the solitude of a solo trip. "Solitude" maybe more in terms of relying on only myself, as obviously I will be interacting with people every day. It is still in my "bucket" to explore this more in solo backpacking. I did have company from San Diego to Phoenix in Barb Hanson, who helped share the excitement and frustration of the preparations and to help keep me going. (Ed. Note: Barb is doing the Northern Tier, a 4316 mile route across the northern U.S. in 2009)

3. I come from a long line of truck drivers, the name of my bike—a Surly "Long-Haul-Trucker" is perfect.

C.U.: How did your family and friends feel about the trip?

B.P.: My wife and family were very supportive.

D.L.: My wife (bless her heart) was very supportive, as was most everyone else. However, I think some of them thought I was nuts.

C.U.: What was your cycling background before this trip?

B.P.: I had done some shorter bike tours so I thought of myself as experienced.

D.L.: Since the early '80's both my wife and I were active recreational cyclists, though we drifted away from cycling at times. I did the self-supported tour across Iowa in 2006.

Z.S.: When my sons were in their teens, they got me back into bicycling to the point that I did some century rides in Utah. My first and only previous bike tour was the "Rendezvous at Rockcliff"; a one night, 2-day tour with the Wasatch Mt. Club and the Bonneville Bicycling Club.

C.U.: Are you members of the Adventure Cycling Association (ACA)? Did you use their maps and how were the maps for your trip? What other navigation aides did you use?

B.P.: I am a member of the ACA. The maps were outstanding! I knew exactly what was ahead of me. I just supplemented the ACA maps with state maps to get a general overview of the area that I was traveling through.

D.L.: I am a member of the ACA. I found their maps to be quite helpful. I did use state maps to get the big picture of where I was, as the ACA maps don't do that. I also had a small computer with a GPS that was very helpful. I posted on Crazyguyonabike.com with my computer as I advanced (along with some help from my wife).

Z.S.: I am a member of the ACA and primarily used their maps but supplemented with state maps to get on bigger (safer) roads and find more direct routes. Some of the roads are now overloaded with traffic due to population growth. I rode a few days with someone using a GPS, which was really good for finding alternative routes in residential areas a few blocks from and parallel to the overloaded main routes in cities. Also I would call my brother in Phoenix to look up routes on Google and give me directions over the cell phone. Getting directions from locals was mixed. I received 3 different routes to the same campground by 3 different people. I got a lot of good suggestions from Dean.

C.U.: The ACA has 30,000+ miles of mapped routes. Why did you choose the Southern Tier?

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B.P.: It just worked for me given the time of the year that I retired.

D.L.: I did the Southern tier because of other responsibilities I have during the summer months. In addition to a large yard, I also have rental property that needs attention during summer months, so by doing the S.T., I was able to skirt that responsibility.

Z.S.: The time of the year was a big factor. I had read articles about this route, plus Dean had ridden it the year before. I also have friends and relatives along the route.

C.U.: Did the trip go as expected? What were some of the unexpected highlights of the trip?

B.P. Absolutely great trip! The food and culture of the people and the small town atmosphere were definitely the highlights. I left a wallet on the counter in one town and rode to the next town before I realized what I did. The local mailman was in the store so he drove me back 50 miles to get my wallet. I also met a couple in Florida that just gave me the keys to their cabin while they took off. They just said, "Well you're a biker". I also went to Big Bend National Park that is about 100 miles off the ST, but well worth the detour. Overall I was impressed with the goodness of people and the beauty of this country.

D.L.: Better than expected! The overwhelming kindness of people and how much I enjoyed being out in nature were 2 of the highlights. I knew I would enjoy my daily ride, but I was surprised how much I enjoyed sleeping out in a tent. I got to the point where I resented the thought of sleeping in a motel, so I didn't often sleep indoors.

Z.S.: Better than I hoped! The highlights were just beyond my expectations. The people I met, the sights I say and the simplicity and solitude I experienced. Most truck drivers are the best drivers out there; people in RV's are the opposite. Besides all of the Warmshowers people who were absolutely wonderful, 2 people who really stand out are Dean Lang, my bike tour mentor, who not only gave me so much valuable information, but also helped me get the right attitude about touring (wave at everybody) and Ed Lorenz, whom I was lucky to meet and ride with for 7 days through MS, LA and AL and became a good friend while we dealt with terrible bridge crossings, dogs and alternate routes through what I feel was the most difficult stretch of the trip.

C.U.: Disappointments? Would you do anything different?

B.P.: Dogs, I got chased by 50 dogs. Trash! The amount was staggering

along the roads. Also I chose the wrong bike. I pulled a BOB trailer behind a Trek Madone. I couldn't stand up without a wobble. Trek replaced a wheel for me in Arizona that went bad. I kept my weight light, about 38 lbs including the trailer weight. I used a Fuji touring bike for my 2008 Europe tour, much better.

D.L.: The lack of tent camping in many RV parks was disappointing otherwise just how fast the time flew by. Next time I would use different tires such as Schwalbe Marathon Plus tire. I had so many flats, and people I know such as Zig used the Marathons without a single flat the entire tour.

Z.S.: The disappointments were also not unexpected. The number of dogs to fight off got to be a real drag in Mississippi and Louisiana. And of course a few inconsiderate or oblivious people in oversized vehicles with or without trailers.

C.U.: Best State and the Worst State?

B.P.: Louisiana and I also like Texas. Seeing the differences in West, Central and East Texas was interesting. It took me 2 weeks to ride across the 1100 miles of Texas. I got caught in a tropical storm in Mississippi and in a Georgia rainstorm I had a lady turn in front of me, fortunately not damaging my bike. Otherwise there wasn't a worst state just desert heat being the worst experience. I also had 10 flats I think.

D.L.: I was pleasantly surprised by Louisiana. There were many pretty towns full of friendly people, not the impoverished shabby towns with swamps that I was expecting. Each state had its' great points and low points, but in general my experience was very positive. The large

cities were not a lot of fun and the people were less friendly. Small town America is what I enjoyed the most.

Z.S.: Best state for me was New Mexico for the solitude. Worst was Mississippi for the damn dogs. Best place was Black Jack campground in Gila Nat'l Forest in NM. Texas was bad for me, but Mississippi, Louisiana and Alabama were worse due to road and traffic conditions, went through too many cities and the dogs and humidity were bad.

C.U.: Any recommendations for others doing the Southern Tier?

B.P.: Just be prepared for heat, rain, wind and long distances between towns.

D.L.: I would recommend the S.T. but be advised that the weather in West Texas can be brutal with very strong winds, and there is a lot of West Texas with great distances between towns.

Z.S.: Wind, I cursed the wind, yelled and screamed at it blowing from 3 out of 4 directions. The hill country west of Austin should be avoided but I don't know how.

C.U.: Zig, would you do the S.T. again? Have you done other trips? Any plans for future trips?

Z.S.: There are too many other rides to do before going back to the ST. I don't think I will live long enough to do it again. Since that time I did RAGBRAI and a Southern Utah trip with Cheryl Soshnik and friends, similar to the trip you published in Cycling Utah last year. I plan on a New Zealand, Tasmania and Australia tour next winter. I am currently considering some loop tours

from my front door with no car or plane ride to start or end the tour, again similar to what you published in Cycling Utah earlier this year.

C.U.: Brock, you recently did a follow-up tour. What was that about?

B.P.: In 2008 I did a 3-month tour of Europe. I contacted and met up with 3 other cyclists (2 Canadians and one from Holland) in Amsterdam. We were similar ages but I ended up riding most of the tour with one fellow from Canada, as the other 2 decided to go on their own within a month. I did it on a bike set up for touring, a better choice. It was another great experience that I am glad I did while I could.

C.U.: Dean, how would you sum up your Southern Tier experience for the readers?

D.L.: Some planning is important, especially on one's first long tour. After a few weeks, however, you should have found your rhythm and can limit your plans more on a day-to-day basis. Too much planning can focus you on what's ahead and take away from the experience. It can be too structured. I made two time related commitments to visit relatives along the way and I found myself feeling a bit rushed on a forced time schedule.

I've told so many that one of the best parts of the tour was how it restores one's appreciation of the kindness of others. I've forgotten how many acts of kindness I experienced nearly every day. There seems to be something about how people accept you when you ride on a bicycle pulling a trailer or fully loaded panniers.

As much as I wanted to prove to myself that I had the toughness to complete a long tour, my main

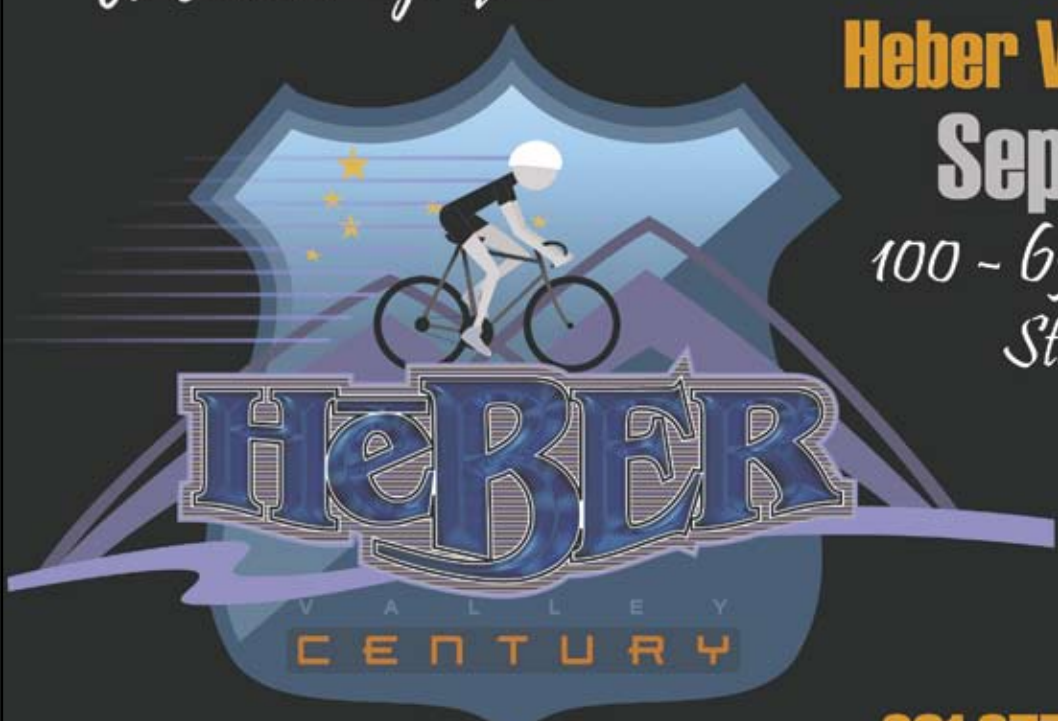
objective was to enjoy the day-to-day experiences, meet new people, try different food, experience different climates and geography, and simply saddle up and enjoy riding my bicycle. There is no way to experience a place like from the seat of a bicycle (or perhaps walking).

C.U.: Same question Zig.


Z.S.: Planning is part of the trip and should have some fun involved-like meeting people and hearing about their experiences and getting advice. Dean's help made the preparation a great learning experience. Keeping plans flexible kept me open to opportunities that came along, like spending an extra day helping with the cotton gin festival east of Austin. The wonderful experiences with people were so much more than the few bad apples. I had someone drive by in a car and invite me to spend the night east of Baton Rouge. I didn't feel so much like proving something to myself but rather enjoying myself. If I were not having fun, I would go home. I admit there were days that were a struggle and I quit a lot of time but a good night's rest made things fun again. The bottom line-at least for me- is that simple is good and being outside is good. Eat/sleep/ride is a simple existence that had a rhythm and peace and calm. The environment I am made for does not have walls and ceiling and floor.

C.U.: To read more about Dean and Zig's adventure on the Southern Tier check out CrazyGuyonabike.com and search for Dean Lang or Zig Sondelski.


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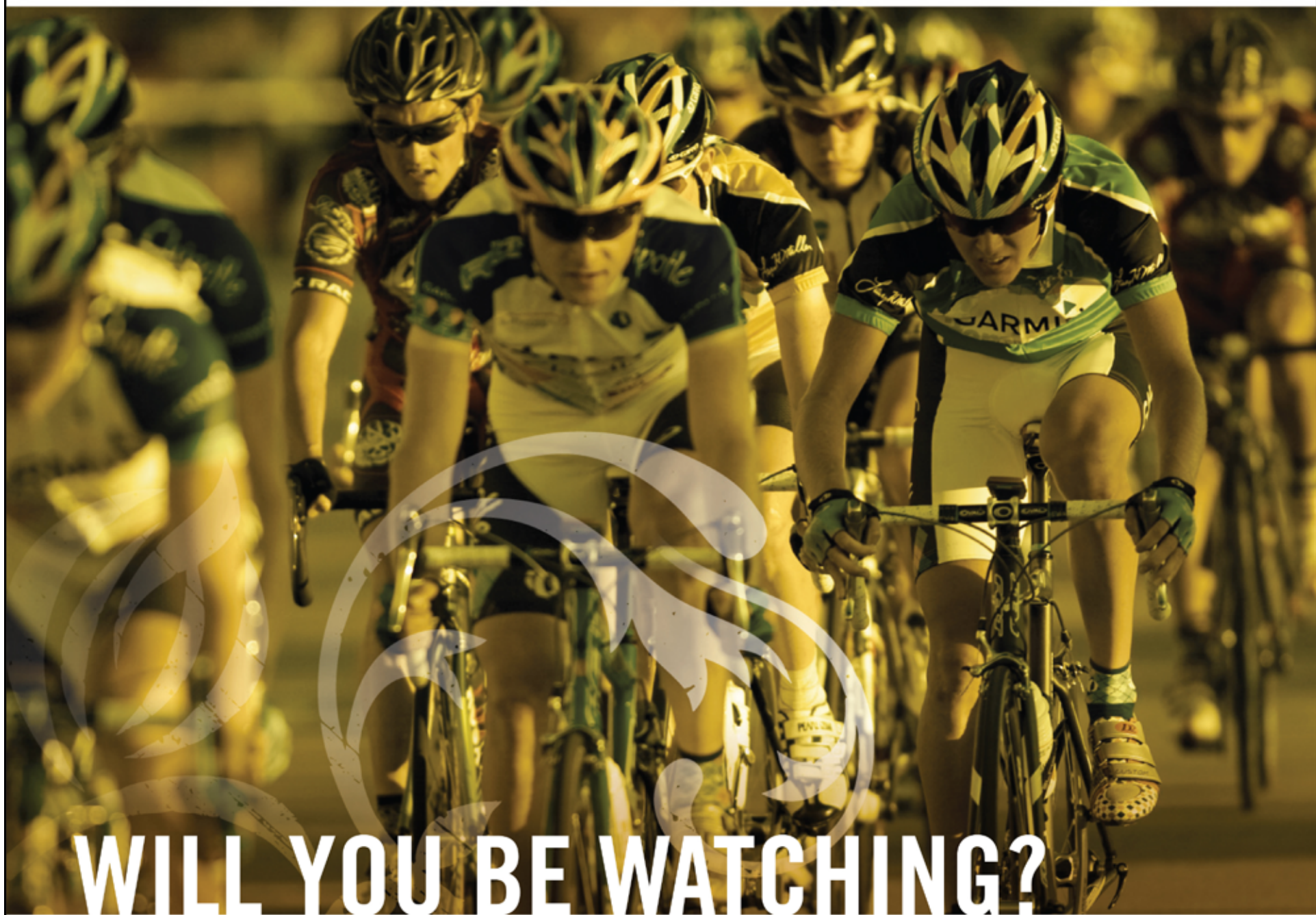


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