

VOLUME 18 NUMBER 6

FREE

AUGUST 2010

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SPEAKING OF SPOKES

A Pedaling Potpourri



Keef Millard (left) talks with David Ward and Jessica Ward about his bicycle trip around the world.

By David Ward
Publisher

Last month I wrote about a sight-seeing bike tour that members of my family and I took while visiting my daughter in Vienna and about a bike ride we took on rented bikes in Bled, Slovenia. Recently, I received an email from my sister, Mardean, who had just returned from visiting her daughter in Amsterdam. I don't want to give her age away, but she is ten years older than me, and I am 59. Anyway, during her trip,

they visited Paris where they took a bike tour. Here, in her words, is her experience.

"I just read the latest issue of Cycling Utah. I enjoyed your article describing your trip to visit Jessica. I especially appreciated your descriptions of your bicycle tours. You might enjoy hearing of my experience of a bike tour in Paris.

Shawn wrote to see if we would be interested in an "off the beaten track" bike tour in Paris. I wrote back immediately and said I would

love that. I then started to ride the old Schwinn bike we have in our garage. My only problem was stopping and getting started again but I tried to practice every day and thought (hoped) I could do ok. I imagined riding on quiet streets similar to my own neighborhood. Wrong! We were riding on relatively quiet streets for Paris but we were riding with cars, other bikes and pedestrians. I was a nervous wreck. I was so nervous that I had trouble getting started each time we stopped. In short, I was not comfortable riding a bike in such a situation. I ended up with bruises all over my legs. I fell once in a busy intersection and skinned my knees but I didn't give up. . . . At the very end, we were riding through a lot of people, [and] I got distracted and hit a woman. I didn't hurt her, she didn't fall or anything, but she was angry! Who could blame her? The people I didn't hit didn't know how lucky they were! Anyway, she turned around and shouted at me, then saw that I was an old woman who wasn't reckless [but] very sorry. She stormed off. No use yelling at me, I guess. Needless to say, I was much relieved to finish."

I say good for her to give it a go. While I am sorry her experience was not better, it was very entertaining to read her account.

###

In that same article last month, I failed to relate an item of great interest to me. We had stopped at a very attractive Russian military memorial in Vienna. We had been in Europe

for nearly a week, and it had been overcast, rainy and cool the entire trip so far. But on that day, the clouds had broken and we were graced with a warm and dry day.

I happened to glance over to a bench and saw a bicycle tourist sitting on the bench, shoes off and his heavy-laden bike to his side. The bike had a couple of stickers on it in English, so I assumed he spoke English and went over to chat with him.

His name is Keef Millard, he was indeed English and extremely friendly, and he was on a bike tour to circumnavigate the world. Like us, he had been experiencing cool and rainy weather as well. But unlike us, he was on his bike and in campgrounds rather than in a car and hotels. He had just ridden in to Vienna that morning, and had availed himself of the bench and balmy weather to warm himself and dry out his shoes.

My family and I had a lovely chat with him, during which he patiently answered our questions and told of his tour and his experiences to date. Keef has divided his tour into a series of stages. At the completion of each stage, he will plan the next stage. The first stage is from England to India. There he will spend 6 - 9 months doing charity work and planning his next stage.

Keef has a blog which he is maintaining on his bike tour. If you have an interest in reading about or following his extraordinary adventure, check out his blog: www.keefontheroad.com.

###

Today, I rode a century as part of my training for this year's LOTOJA CLASSIC. My wife and I are in Island Park, ID (close to West Yellowstone, Montana). As part of this ride, I cruised around Hebgen Lake and on to Quake Lake (a lake created by the Yellowstone earthquake in 1959, thus the name), and returned on that same route toward the end of the ride.

I relate this for the simple purpose of sharing what has to be one of the most beautiful stretches of cycling I have ridden, a reminder in part of why I love to ride a bike. The Madison River, world-famous for fly-fishing, runs into Hebgen Lake, flows out from the Hebgen Dam and below the dam has carved out a canyon so full of fantastic alpine scenery that it overwhelmingly renews my sense of what a wonderfully beautiful world we live in.

As an aside, as I rode this stretch I came across a little road kill on the side of the road. Normally, this would not even register on my consciousness. But as I approached, there was a sudden movement, and a feasting vulture arose from its meal and, with a wing span of about 5 feet, gracefully flew across my path. It was so close I could clearly make out its features and its red head.

I had never seen a vulture before. I later remarked to my wife that it is nice that, even at 59, serendipity can

Continued on page 23

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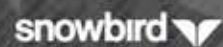
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GEAR PICKS

Fezzari Designs Bikes in Lindon, Utah

Review by Tyler Servoss

You may be aware that Specialized and some of the larger bicycle companies have strong Utah ties, but did you know that Lindon, Utah boasts a company that creates a brand of high end bikes as well?

Fezzari is a unique brand and company that has been created by cyclists for cyclists. The bicycles are value priced, designed and tested here in Utah, and then custom fit to each rider with a 23 point fit system. Virtually all bicycle manufacturers have an Asian connection and Fezzari is no different. When the bikes are dialed-in, they are manufactured in Taiwan, in a factory devoted exclusively to Fezzari.

Fezzari marketing manager Tyler Cloward says "All of our engineering, designing, final assembly, graphics, anything that has to do with the business end of it takes place right here. We do all of our final assembly, we bring all of our bikes in and we go through and custom build every bike right here. We do all of our engineering and designing here and we have our factory in Taiwan, it's our guys, our factory that we build all of our bikes in."

"90% of what we do is through the internet. We sell all over the world. People will get on our website. We are a bicycle manufacturer who sells online, instead of an online company who sells bikes. We have opened up the show room for Utah customers and for others that are passing through and want to come see what we are about."

The vision for the company began over eight years ago when the company founder was seeking to create a high quality bicycle option at a lower price point, by cutting out the middle man and becoming a manufacturer.

Bikes started popping up in



The Fezzari Fore CR5 was well built and ready to ride.

Costco's around the country, light years ahead of the typical big box store Schwinn's and Mongoose's. They offered both road and mountain bikes off the rack as well at special Fezzari shows that traveled from Costco to Costco. The business model eventually evolved away from Costco to a direct to consumer approach via fezzari.com. The next progression in the model came about when an opportunity arose to renovate a former feed store in Lindon into an in-house bike shop, with space for offices and warehousing. The current location gives Fezzari owners, as well as owners of other brands, another option for repairs and service in Utah County. The shop has a full range of accessories you would expect in a bike shop, such as clothing, helmets, tubes, energy food, etc.

An added bonus for local buyers of Fezzari bicycles is the ability to bring their machines in for 1 full year of free tune-ups. This service is also available for customers outside Utah, but requires that the client ship the bike to Fezzari.

The Fezzari bicycle lineup features the carbon framed Fore CR5 road bike (\$4495 MSRP), full-suspension Abajo Peak mountain bike (\$1,395 MSRP) and 801 freeride bike (\$899 MSRP). The full line can be seen at fezzari.com

Bike Review

I recently had the opportunity to review Fezzari's best road machine—the Fore CR5. The bicycle features the proprietary Fezzari Racing Design XR5 3K monocoque carbon frame at a claimed frame weight of 900 grams. The Fezzari website describes the frame this way; "We used the highest grade of carbon available on the market. We made it even stiffer laterally by enlarging the bottom bracket shell and strengthening the headtube. But it's even softer vertically for a smooth ride even on cobblestones". The frame's finish is a combination of clear gloss, showing off the carbon beneath, crisp paint and unique graphics including a Fezzari logo running up the fork and onto the head tube.

The component package features the flawless Shimano Dura-Ace 7900 drive train, FSA K-Force Light carbon crankset, Fezzari XrT 3K carbon fork with carbon steerer tube, FSA K-Force shallow drop carbon bars, and 3K carbon seat post.

At 15.1 pounds the Fezzari felt incredibly light and nimble. The frame is stiff under high torque such as climbing in a low gear or sprinting, with a small amount of side-to-side bottom bracket flex. I tested a small with a 53 cm seat tube and 53.5 top tube. I found the cockpit to be a bit short for my liking. This

was easily remedied by switching the standard 90 mm stem for a 100 mm which Fezzari graciously provided. This issue would have certainly been avoided had I taken advantage of Fezzari's free 23 point Custom Setup service which fits the stem, bars and other components to rider.

My test bike was well built, perfectly tuned and ready to ride. From the first ride I was impressed with how crisp the shifting was. The Fezzari shifted with zero hesitation. The 10 speed cassette and compact gearing (50/34T up front 12-27T rear cassette) always left me with a gear or two to drop into on the big climbs. The new Dura-Ace hoods and canted levers are a great improvement, offering a wider variety of hand positions and a firm grip.

The Mavic Ksyrium SL wheels are light and stayed true after several hundred miles of riding. I did have an issue with the cones loosening on the front wheel after a few hundred miles, but was easily remedied with a cone wrench.

The bike cornered very nicely. I was able to dive into and pedal through tight corners with a decent amount of clearance and hold a line with ease. The frame was comfortable over over long rides. It was supple and dampened the road vibration significantly.

The CR5 is on the level with other high end carbon bikes and provides a great value for the price and a great option for a bicycle that is a product of Utah.

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ROAD RACING

Profiles: Nicole Evans and Nicky Wangsgard — Two of Utah's Best Riders



Left: Nicole Evans en route to winning the Utah State Time Trial Championship on July 3rd. Above: Nicky Wangsgard attacking in the circuit race at the Tour of the Depot. Photos: Dave Ittis

By Tyler Servoss

Nicole Evans and Nichole Wangsgard are two of the best

pro women to come out of Utah in a decade. Both are mainstays on the local and National Racing Calendar(NRC) circuit and well

known throughout the pro ranks. With a tough job market among the women's pro teams, both riders are racing on a national level with the help of individual sponsors for 2010, with aspirations of contracting with larger pro teams for 2011.

This article sheds some light on their careers, and future goals.

Nichole (Nicky) Wangsgard

Nicky got her start with road racing through collegiate cycling. She recalls, "I got recruited in a statistics class at the University of Utah. They said, do you want to join our cycling team? We noticed that you have a bike, are you any good? I said well I race mountain bikes, and I told them I don't have any eligibility left. And they told me it was a club sport. Literally two months later I won the National Collegiate Mountain biking title."

The Collegiate success led to being identified by USA Cycling's talent scouts and encouraged her to try her hand at road racing. She found that sprinting was one of her greatest strengths. That sprint has brought her many victories. Nicky raced through the amateur ranks, eventually signing with the Subway Express Women's Professional Cycling Team

After several years on larger teams such as Colavita/Cooking Light Women's pro team, Nicky is feeling the pinch like many other professionals. The options for pro contracts for 2010 were limited.

Continued on page 10

VIVA BIKE VEGAS

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MECHANIC'S CORNER

How to Find and Silence Simple Squeaks and Creaks

By Tom Jow

What is more annoying than riding with someone who's bike makes a lot of lot creaky sounds? It's when your own bike makes squeaky, creaky sounds. And unless you're the kind of cyclist that has meticulous maintenance habits, your bike will make some noise sometime. It could be something as simple as a chain that needs to be lubricated or maybe an overdue repair on a bottom bracket. Often times the solution can be remedied easily at home. In order to find the offending component, however, some detective work must be done. Asking yourself when, where and what might be making the offending sounds are required.

The first thing that must be done is to figure out when the sound occurs. There are many questions to ask to find this out. Does it occur while pedaling? If so, is it louder when pedaling hard? What about when pulling hard on the handlebars? Maybe the sound comes only when turning. Is it when turning left or right? Does it come at slow speed while turning only the handlebars? What about.... I think you get the picture.

row down what region of the bicycle the offending sound is coming from. In this case, narrowing in down to front, middle or rear is great but is it possible to be even more specific? Does it sound like one of the wheels? Is there a loud sound crying out under your feet when you pedal hard?

Finally, we need to determine what kind of sound it is. Specific types of sounds can indicate different components. For example, metallic squeaking sounds usually implicate that a driveline part needs lubricating. Creaking noises are often caused by a component or fastener that needs grease and/or tightening.

Sometimes finding the component(s) that are making noise is not difficult. Other times it is extremely challenging and time consuming. If you attempt to find these creaks, squeaks and pops on your own check out the list of the most common creaky components. If you take it to a shop, doing the detective work will make it much easier to answer the questions the technician will ask you. If you wish to do neither, just turn up the iPod.

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

At the same time, we need to nar-

Most Common Creaky Components		
Component	Sound	Remedy
Chain	Rhythmic metallic squeaking while pedaling	Lubricate
Derailleur Pulleys	Rhythmic metallic squeaking while pedaling	Clean and Lubricate
Front End Cable Housing	Cracking sound when turning handlebars	Replace Housing
Seat Clamp and Bolts	Creaking sound when seated	Clean and Grease Seat Clamp and Bolts
Seat post / Frame Interface	Creaking sound when seated	Clean and Lubricate Seat tube. Re-torque Clamp to Proper Tension
Bottom Bracket Cups	Creaking under pedaling pressure	Clean and Lubricate Threads. Re-torque to Proper Tension
Crank Arms	Creaking under pedaling pressure	Clean Crank Arm/ Spindle Interface. Re-torque to Proper Tension
Bottom Bracket Bearings	Cracking or Popping under pedaling pressure	Lubricate or Replace
Suspension Pivots	Creaking or Cracking when active or out of saddle pedaling	Check Suspension bolts for proper tension. Replace if necessary

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RACE RESULTS



Dixie 311, Parowan, Utah, June 25, 2010

Dixie Rider, Finish Time, Ride Time in Days

1. Dave Harris; 6:12 Tuesday; 3:09:55
2. Adam Lisonbee; 7:08pm Sunday; 1:10:58
3. Mike Curia; 6:30 PM Sunday; 7:10:13

Honorable mentions

1. Dave Kirk; Rode selected parts of the 311 route
2. Scott Morris; Rode a combination of the Dixie Lite and 311 routes
3. Chad Brown; Rode a combination of the Dixie Lite and 311 routes
4. Lee Blackwell; Rode 271 miles of the 311 route

Dixie Lite

Rider, Finish Time, Ride Time in Days

1. Steve Cook; 3:10pm Sunday; 1:07:09
2. Adam Lisonbee; 7:08pm Sunday; 1:10:58
3. Fred Wilkinson; 7:18pm Sunday; 1:11:08
4. Lynda Wallenfels; 9:42pm Sunday; 1:13:32
5. David Jones; stopped at mile 126 in Panguitch Lake

23rd Annual Mountain Bout, Snowbird Resort, Utah, Intermountain Cup Mountain Bike Racing Series - Race #10 of 13, July 3, 2010

12 & Under

1. Joshua Peterson; UtahMountainBiking.com 0:34:59
2. Haley Batten; Mountain Trails Foundation 0:35:24
3. Anders Johnson; Autoliv 0:35:51
4. Bryn M Bingham; Roosters 0:41:43
5. Harrison Woodard; UtahMountainBiking.com 0:57:26

9 & Under

1. Nash Batten; Mountain Trails Foundation 0:11:35
2. Jack Youngblood 0:11:36
3. Lauren Bingham; Roosters 0:13:31
4. Jacey Messer; UtahMountainBiking.com 0:19:57
5. Olivia Weber; UtahMountainBiking.com 0:19:57

Beg Men 19-29

1. Kevin Olsonowski 1:18:24
2. Matt Bowen 1:19:55
3. Steve Anderson 1:22:38
4. Ryan Margetts; UtahMountainBiking.com 1:42:13

Beg Men 30-39

1. Ryan Olsen; UtahMountainBiking.com 1:08:24
2. Michael S. Macfarlane; Mad Dog Cycles 1:13:24
3. Scott Osterlon 1:14:55
4. Ryan Hadlock; Nuriche/Lifetime 1:15:42
5. Steve Warner; Madness Racing 1:24:20

Beg Men 40+

1. James Rees; Mad Dog Cycles 1:18:40
2. Steven Barlow; UtahMountainBiking.com 1:18:41
3. Brian Wells 1:20:55
4. Brad Peacock 1:23:48
5. Jay Bishop; Mad Dog Cycles 1:38:03

Beginner 13-15

1. Connor Barrett; LHM/Infinite Cycles 1:36:41

Beginner 16-18

1. Tanner Bishop; Mad Dog Cycles 1:08:59
2. McKay Johnson; Timpanogas Cyclery 1:20:33

Beginner Women

1. Stephanie Anderson 1:42:05
2. Rachel Hutchings; UtahMountainBiking.com 1:49:27
3. Mackenzie Nielson; Contender Bicycles 1:57:26

Clydesdale

1. Greg Johnson; Mad Dog Cycles 1:10:44
2. Paul Broadhurst; Lancashire Road Club 1:16:30
3. James Argo 1:21:42
4. Aaron Mullins; RacersCS/BlackJack Pizza 1:22:32
5. Dan J. Barlow; Mad Dog Cycles 1:24:43

Exp Men 19-29

1. Noah Talley; Racers Cycle Service 1:39:12
2. Brock Cannon; Cole Sport 1:48:45
3. Justin Griffin; UtahMountainBiking.com 1:50:09
4. Sam Sweetser; Cole Sport/Shred Optics 1:54:01
5. Scott J. Allen 1:54:13

Exp Men 30-39

1. Aaron Phillips; Cutthroat Racing 1:48:08
2. Ryan W. Rose; Revolution/Peak Fasteners 1:49:03
3. Chad Ambrose; Revolution Peak Fastener 1:49:34
4. Aaron Campbell; Bountiful Bicycle 1:52:32
5. Nathan Drozd; UtahMountainBiking.com 1:53:32

Exp Men 40+

1. Bob Saffell; Revolution/MTBRaceNews.com 1:47:53

Expert Women

1. Lisa White; KUHL/Binghams 1:33:54
2. Lucy J. Jordan; Revolution/Peak Fasteners 1:39:35
3. Audrey Self; Revolution 1:39:44
4. Alison Vrem; Revolution/Peak Fasteners 1:49:33
5. Cori Spangenberg; TLC 2:03:43

Men 50+

1. Bruce Lyman; Mad Dog Cycles 1:28:16
2. Joel Quinn; UtahMountainBiking.com 1:28:41
3. Craig D. Williams; Mad Dog Cycles 1:36:47
4. Brad Betebenner 1:41:55
5. Jeff Kingsford; UtahMountainBiking.com 1:46:51

Men 57+

1. Brad A. Mullen; Mad Dog Cycles 1:04:17
2. Joel Quinn; UtahMountainBiking.com 1:06:26
3. Bill Dark; Mad Dog 1:10:39
4. Lewis Rollins; Contender Bicycle 1:13:22
5. Gene Poncelet; UtahMountainBiking.com 1:16:25

Pro Men

1. Danny Van Wagoner; Kuhl 1:40:08
2. Duff Johnson; Skull Candy/JSA Architects 1:42:46
3. Chris Holley; Mad Dog/29er Crew 1:43:43
4. Brandon Firth; Rocky Mountain Bicycles 1:49:09
5. Joseph Moffitt; Mad Dog Cycles/Subaru/Gary Fisher 1:56:51

Pro Women

1. Sarah Kaufmann; Elete/Kearing Mouse/Titus 1:28:42
2. Erica Tingey; Las Vegas Cyclery 1:28:43
3. Kara C. Holley; Mad Dog/29er Crew 1:28:49
4. Erika Powers; Revolution/Peak Fasteners 1:34:32

Single Speed

1. Chris Cole; UtahMountainBiking.com 1:21:54
3. Brian Oliver; UtahMountainBiking.com 1:33:23
4. Philip Benson; Mad Dog Cycles 1:51:19
5. Ross Deardorff 1:56:17

Single-Speed

1. Shane Horton; UtahMountainBiking.com 1:30:15

Sport Women

1. Angelica Ramirez; UtahMountainBiking.com 1:10:46
2. Catherine Finlayson; UtahMountainBiking.com 1:13:31
3. Kendra S. Clark; Mad Dog Cycles 1:27:46
4. Kellie Williams; Racers Cycle Service 1:37:49
5. Sunny Larson 1:35:45

Sport/Expert 13-15

1. Ryan Totman; Autoliv 1:50:28
2. Eric Anderson; Autoliv 1:50:29
3. Zachary Peterson; UtahMountainBiking.com 1:55:22
4. Tyler Mullins; Racer's Cycle Service 1:59:45
5. Brayden Nielsen; UtahMountainBiking.com 2:33:10

Sport/Expert 16-18

1. Larsson Johnson; Autoliv 1:22:59
2. Conner Smith; Autoliv 1:23:38
3. Zane Enders; Autoliv 1:25:12
4. Merrick Taylor; KUHL/Scott USA 1:25:21
5. Joshua Elston; Autoliv 1:27:22

Sport Men 19-29

1. Kyle Merritz; Revolution/Peak Fasteners 1:26:45
2. Casey Zaugg; UtahMountainBiking.com 1:27:16
3. Jack Dasilva 1:29:02
4. Ian Beaty; UtahMountainBiking.com 1:29:26
5. Stephen Brown; Utah Mountain Biking 1:31:47

Sport Men 30-34

1. Jason Scarbrough; Bountiful Bicycle Center 1:31:25
2. Filip Wojcikowski; Bountiful Bicycle Center 1:31:53
3. Frank Zgodaj; Ski Utah Cycling 1:32:36
4. Jake Weber; UtahMountainBiking.com 1:35:24
5. Brian Thomas; BinghamCyclery 1:36:16

Sport Men 35-39

1. Mark Messer; Utah Mountain Biking 1:30:48
2. Jonathan Kinzinger; Cutthroat Racing 1:36:11
3. Mike Horne; UtahMountainBiking.com 1:38:29
4. Ryan Nielsen; UtahMountainBiking.com 1:40:37
5. Zac Nelson; Skull Candy 1:54:44

Sport Men 40+

1. Reed Topham; Hyland Cyclery 1:28:03
2. Vern Van Leuvan; SVL Healthcare 1:28:42
3. Stan Kanarowski; Jans 1:30:16
4. Keith K. Payne; Mad Dog Cycles 1:30:25
5. Jason Sparks; UtahMountainBiking.com 1:31:14

Women 35+

1. Allison Jones; Pedros 1:17:02
2. Alison Knutson; Cutthroat Racing 1:19:48
3. Jolene Nosack; UtahMountainBiking.com 1:25:28
4. Irene Ota 1:26:31
5. Sally Hutchings; UtahMountainBiking.com 1:30:10

Solitude Resort, Utah, Intermountain Cup Mountain Bike Racing Series - Race # 11 of 13, July 10, 2010

12 & Under

1. Joshua Peterson; UtahMountainBiking.com 0:34:40
2. Anders Johnson; Autoliv 0:36:17
3. Haley Batten; Mountain Trails Foundation 0:37:03
4. Luke Kallner 0:37:48
5. William Doyle 0:39:03

9 & Under

1. Katie Clouse; Cole Sports 0:08:47
2. Nash Batten; Mountain Trails Foundation 0:08:48
3. Lauren Bingham; Roosters 1:10:10
4. Payton Andersen; Chase Automotive 0:11:37
5. Jackson Barton; Revolution/Peak Fasteners 0:12:01

Beg Men 19-29

1. Brendan Money 1:05:54
2. Mitch Longson; Mad Dog Cycles 1:11:15
3. Zach Longson; LHM Infinite Cycles 1:21:42
4. Derek Pedersen 1:41:55

Beg Men 30-39

1. Michael S. Macfarlane; Mad Dog Cycles 1:06:37
2. Ryan Hadlock; Nuriche/Lifetime 1:14:05
3. Steve Warner; Madness Racing 1:14:49
4. Blake Pedersen 1:16:07
5. Rodney Miles; Cutthroat/Wild Rose 1:18:42

Beg Men 40+

1. Tom Stockham 1:08:42
2. Lynn Thackeray 1:11:05
3. Todd Cowan 1:11:06
4. James Rees; Mad Dog Cycles 1:14:31

Beginner 13-15

1. Jordan Andersen; Chase Automotive 1:21:19
2. John Andersen; Chase Automotive 1:22:37

Beginner 16-18

1. Joel A. Roberts 1:04:17
2. Angela Johnson 1:18:13
3. Marian Bonar 1:20:02
4. Cecile Allen 1:34:16
5. Mackenzie Nielson; Contender Bicycles 2:02:01

Beginner Women

1. Paul Broadhurst; Lancashire Road Club 1:26:44
2. James Argo 1:40:35
3. Ryan Payne; UtahMountainBiking.com 1:44:17
4. Aaron Mullins; RacersCS/BlackJack Pizza 1:47:14
5. Karl Parkinson; UtahMountainBiking.com 2:06:38

Exp Men 19-29

1. Noah Talley; Racers Cycle Service 1:49:13
2. Dan Harper; Timpanogas Cyclery 1:59:55
3. Michael Nunez 2:01:42
4. Scott J. Allen 2:05:07

Exp Men 30-39

1. Jon W. Rose; Revolution/Peak Fasteners 1:54:25
2. Nathan Drozd; UtahMountainBiking.com 1:56:41
3. Chad Ambrose; Revolution Peak Fastener 2:00:05
4. Tim G. Hodnett; Mad Dog Cycles 2:01:15
5. Adam Lisonbee; Mad Dog Cycles 2:03:04

Exp Men 40+

1. Kevin Moffitt; Mad Dog Cycles 1:58:10
2. John W. Higgins; Kula Yoga 2:02:22
3. Tim White; bikeman.com 2:05:26
4. Daren Cottle; Canyon Bicycle 2:08:34
5. Jim Harper; Peak Fasteners/Revolution 2:09:14

Expert Women

1. Lisa White; KUHL/Binghams 2:02:18
2. Meg Plank; Kuhl 2:06:13
3. Amy Ariola; Roosters 2:09:18
4. Lucy J. Jordan; Revolution/Peak Fasteners 2:13:43
5. Rose Kemp 2:17:45

Men 50+

1. Darrell Davis; Contender Bicycle 1:52:20
2. Bruce Lyman; Mad Dog Cycles 1:52:21
3. Chris Anderson; Autoliv 1:54:47
4. James Nelson; Autoliv 1:56:07
5. Mark Enders; Autoliv 1:58:00

Men 57+

1. Dwight Hibdon; Mad Dog Cycles 1:13:18
2. Brad A. Mullen; Mad Dog Cycles 1:20:08
3. Bill Dark; Mad Dog 1:22:43
4. Lewis Rollins; Contender Bicycle 1:26:15
5. Bruce R. Argyle; UtahMountainBiking.com 1:31:49

Pro Men

1. Alex Grant; Cannondale Factory Racing 2:20:03
2. Robbie Squire; Team Jamis 2:23:30
3. Chris Holley; Mad Dog/29er Crew 2:24:15
4. Kevin Day; Kuhl 2:25:14
5. Brent Pontius; Bikers Edge/Destination Homes 2:26:54

Pro Women

1. Zephania Blasi; Titec/NoTubes/ICE 2:01:30
2. Kathy Sherwin; Mafia Racing/Pabst/Felt 2:02:45
3. Kelsey Bingham; Roosters 2:04:45
4. Kara C. Holley; Mad Dog/29er Crew 2:05:20
5. Erica Tingey; Las Vegas Cyclery 2:13:50

Single Speed

1. Jason TRUE 1:46:43
2. Brian Oliver; UtahMountainBiking.com 1:52:33
3. Heather Gilbert; Cutthroat 2:34:20
4. Denny Kalar; Cole Sport 2:00:13

Sport Women

1. Meghan Sheridan 1:24:16
2. Catherine Finlayson; UtahMountainBiking.com 1:30:46
3. Rhonda Hypio; Revolution/Peak Fasteners 1:31:38
4. Colleen Tvorik; UtahMountainBiking.com 1:38:39
5. Angelica Ramirez; UtahMountainBiking.com 1:42:14

Sport/Expert 13-15

1. Eric Anderson; Autoliv 1:17:35
2. Zachary Peterson; UtahMountainBiking.com 1:25:07
3. Dallin Johnson; UtahMountainBiking.com 1:34:28
4. Brayden Nielsen; UtahMountainBiking.com 1:34:53
5. Tyler Mullins; Racer's Cycle Service 1:37:07

Sport/Expert 16-18

1. Eric Anderson; Autoliv 1:22:08
2. Jared Muir; UtahMountainBiking 1:22:40
3. Aren Burkemo; Skull Candy 1:23:14
4. Zane Enders; Autoliv 1:23:29
5. Joshua Elston; Autoliv 1:24:19

Sport Men 19-29

1. Kyle Merritz; Revolution/Peak Fasteners 1:21:44
2. Derek Dixon 1:21:44
3. Jake Carroll; Bountiful Bicycle 1:22:13
4. Brent R. Randall 1:22:34

Spt Men 30-34

1. Jack Gage; UtahMountainBiking.com/Lovelands Cycle 1:25:43
2. Frank Zgodaj; Ski Utah Cycling 1:25:59
3. Filip Wojcikowski; Bountiful Bicycle Center 1:27:30
4. Jeff Wilson; Bountiful Bicycle Center 1:30:03
5. David Vogelsberg; Bountiful Bicycle Center 1:35:07

Spt Men 35-39

1. Dave Stockham 1:23:21
2. Mark Messer; Utah Mountain Biking 1:26:08
3. Eric Dupuis; SLC Bicycle Co. 1:29:02
4. Ryan Nielsen; UtahMountainBiking.com 1:30:54
5. Mike Horne; UtahMountainBiking.com 1:30:56

Spt Men 40+

1. Reed Topham; Hyland Cyclery 1:24:07
2. Jonas Croft; Revolution/Peak Fasteners 1:24:11
3. Michael Moody 1:26:43
4. Jason Sparks; UtahMountainBiking.com 1:30:33
5. Vern Van Leuvan; SVL Healthcare 1:30:51

Women 35+

1. Roxanne Toly; Jans 1:02:31
2. Lina Saffell; Revolution/Peak Fasteners 1:13:41
3. Alison Knutson; Cutthroat Racing 1:15:34
4. Sally Fairbairn; UtahMountainBiking.com 1:20:12
5. Irene Ota 1:20:13

Exp Men 19-29

1. Jon W. Rose; Revolution/Peak Fasteners 1:54:25
2. Nathan Drozd; UtahMountainBiking.com 1:56:41
3. Chad Ambrose; Revolution Peak Fastener 2:00:05
4. Tim G. Hodnett; Mad Dog Cycles 2:01:15
5. Adam Lisonbee; Mad Dog Cycles 2:03:04

Exp Men 30-39

1. Kevin Moffitt; Mad Dog Cycles 1:58:10
2. John W. Higgins; Kula Yoga 2:02:22
3. Tim White; bikeman.com 2:05:26
4. Daren Cottle; Canyon Bicycle 2:08:34
5. Jim Harper; Peak Fasteners/Revolution 2:09:14

Expert Women

1. Lisa White; KUHL/Binghams 2:02:18
2. Meg Plank; Kuhl 2:06:13
3. Amy Ariola; Roosters 2:09:18
4. Lucy J. Jordan; Revolution/Peak Fasteners 2:13:43
5. Rose Kemp 2:17:45

Men 50+

1. Darrell Davis; Contender Bicycle 1:52:20
2. Bruce Lyman; Mad Dog Cycles 1:52:21
3. Chris Anderson; Autoliv 1:54:47
4. James Nelson; Autoliv 1:56:07
5. Mark Enders; Autoliv 1:58:00

Men 57+

1. Dwight Hibdon; Mad Dog Cycles 1:13:18
2. Brad A. Mullen; Mad Dog Cycles 1:20:08
3. Bill Dark; Mad Dog 1:22:43
4. Lewis Rollins; Contender Bicycle 1:26:15
5. Bruce R. Argyle; UtahMountainBiking.com 1:31:49

Pro Men

1. Alex Grant; Cannondale Factory Racing 2:20:03
2. Robbie Squire; Team Jamis 2:23:30
3. Chris Holley; Mad Dog/29er Crew 2:24:15
4. Kevin Day; Kuhl 2:25:14
5. Brent Pontius; Bikers Edge/Destination Homes 2:26:54

Pro Women

1. Zephania Blasi; Titec/NoTubes/ICE 2:01:30
2. Kathy Sherwin; Mafia Racing/Pabst/Felt 2:02:45
3. Kelsey Bingham; Roosters 2:04:45
4. Kara C. Holley; Mad Dog/29er Crew 2:05:20
5. Erica Tingey; Las Vegas Cyclery 2:13:50

Single Speed

1. Jason TRUE 1:46:43
2. Brian Oliver; UtahMountainBiking.com 1:52:33
3. Heather Gilbert; Cutthroat 2:34:20
4. Denny Kalar; Cole Sport 2:00:13

Sport Women

1. Meghan Sheridan 1:24:16
2. Catherine Finlayson; UtahMountainBiking.com 1:30:46
3. Rhonda Hypio; Revolution/Peak Fasteners 1:31:38
4. Colleen Tvorik; UtahMountainBiking.com 1:38:39
5. Angelica Ramirez; UtahMountainBiking.com 1:42:14

Sport/Expert 13-15

1. Eric Anderson; Autoliv 1:17:35
2. Zachary Peterson; UtahMountainBiking.com 1:25:07
3. Dallin Johnson; UtahMountainBiking.com

- Beverly Lynch 01:27:11.00
- Mary Beacco 01:37:20.00
- Maggie Loring 01:40:01.00
- Patricia Stephens-french 02:01:02.00
- Reatha Whiting 02:05:18.00
- Kris Bates 02:17:24.00

Citizen Female 40-49

- Erika Lloyd 01:24:59.00
- Julie Evans 01:28:19.00
- Heidi Nielson 01:32:23.00
- Stacy Bracken 01:35:04.00
- Melanie White 01:36:44.00
- Denise Dearing 01:45:14.00
- Syau-fu Ma 01:56:38.00
- Karen Heichman 02:04:09.00
- Kristy Phillippi 02:07:51.00

Citizen Female 30-39

- Jody Jones 01:21:41.00
- Ellie Hirschberg 01:27:26.00
- Mardi Kimball 01:27:27.00
- Jeanette Pierce 01:28:41.00
- Lisa Fountain 01:35:05.00
- Laura Hoebel 01:36:13.00
- Heather Richerson 01:49:05.00
- Rain Gibbs 01:49:22.00
- Gindy Solomon 01:59:43.00

Citizen Female 20-29

- Colleen O'Connor 01:27:03.00
- Sarah Cooker 01:31:48.00
- Ashley White 01:32:50.00
- Courtney Carsen 01:36:33.00
- Kathryn Dennett 01:54:25.00
- Ashley Muhlestein 02:29:52.00

Cat 3

- Chris Mackay; Cole Sport 1:02:36
- Tyler Kirk; Skullcandy/jsa Architects 1:03:48
- Eric Ellis; Bike Fix 1:04:36
- Roger Arnell; Bountiful Mazda 1:04:48
- Nate Pack; Big Ring / Gym Jones 1:05:28

Cat 4

- Brian Cadman; Team Big Ring/realcy-dist 1:08:04
- Norman Frye; Ski Utah 1:08:43
- Kyle Nelson; Spider Bait 1:08:53
- Brandon Judd; Skull Candy/jsa Architects 1:09:24
- Derrick Deaton; Spider Bait Cycling 1:10:22

Cat 5

- Samuel Dearden 1:03:38
- Tim Matthews; Team Big Ring/ Real Cyclist 1:08:30
- Bill Murray; Revolution-cafe Rio 1:12:19
- Miles Fink-bray 1:01:43
- Gavin Fitzsimmons 1:12:27

Jr 10-12

- Noah Putt 1:26:45
- Harrison Slighting; Hakenya 1:42:01

Jr 13-14

- Griffin Park 1:10:44

Jr 15-16

- Connor Johnson 1:14:30
- Sam Watson; Young Endurance Athletes 1:23:00

Jr 17-18

- Teal Buchi; Ffrk 1:10:20
- Jim Yehle 1:30:01

Mast 35+

- Dave Sharp; Rmcc Cyclemith 1:09:40
- Mike Hanseen; Millcreek Bicycles 1:09:56
- Dan Kadmas; Bountiful Mazda 1:13:35
- Michael Fogarty; Velocity Cyclists/canyon Bicy 1:15:09

Mast 35+ B

- Dwayne Alliger 1:08:16
- Travis Mickelson; Millcreek Cycles 1:08:17
- Albert Dalcanto 1:09:49
- Curtis Sneddon 1:10:20
- Richard Dalcanto 1:11:43

Mast 45+

- Mark Zimbelman; Rocky Mountain Spine & Sport - 1:04:58
- Cris Williams; Rocky Mountain Spine & Sport - 1:07:07
- Gary Porter; Autoliv 1:08:08
- Shane Powell; Powell Ophthalmology 1:08:10
- Kory Gillette; Ffrk/sbo P/B Tour of Utah 1:09:31

Mast 55+

- Dirk Cowley; Ffrk/sportsbaseonline P/B Tour of Utah 1:08:21
- Lorin Ronnow; Ffrk Architects/sports-baseonline.com 1:11:00
- Tek Kilgore; Mi Duole 1:11:11
- Daniel Moser; Miduole 1:14:53
- Shannon Storrud; Porcupine Cycling 1:15:44

Pro/1/2

- Christopher Hong; Exergy 1:02:10
- David Talbott; Exergy 1:02:12
- Aaron Olsen; Ffrk/sbo P/B Tour of Utah 1:02:17
- Erik Harrington; Rmcc/cyclesmith 1:02:22
- David Brockbank; Canyon Bicycles Draper/gym Jon 1:02:29

Wms 123

- Nicole Evans; Millcreek Bicycles 1:07:46
- Alisha Welsh; Peanut Butter & Co. Twenty12 1:08:47
- Stephanie Skoreyko; Pcm 1:12:37
- Lori Harward; Ski Utah Cycling Team 1:12:45
- Alison Frye; Ski Utah Cycling Team 1:14:10

Wms Mast 35+

- Bev Ronnow; Ffrk Architects/sports-baseonline 1:24:48

- Ruthie Shapiro; Ski Utah Cycling Team 1:28:22
- Betsy Spiegel; the Contender Club 1:28:38
- Christy Donaldson 1:38:57
- Cris Kiser; Revolution Cafe Rio 1:39:04

Capitol Reef Classic Stage Race, UCA Series, Torrey, Utah, July 16-17, 2010 Time Trial**Men Cat 3**

- Bruce Bilodeau; Canyon Bicycles 17:06
- Cody Haroldsen; Ski Utah 17:08
- Tyler Kirk; Skullcandy/JSA architects 17:14
- Nathan Baldwin; The Bike Shoppe 17:16
- Ken Webster; Revolution Cafe Rio 17:17

Men Cat 4

- Ryan Tanner; SLC Bicycle Co 17:18
- Nolan Finlayson; Porcupine Racing 17:24
- Parker Conroy; University of Utah 17:29
- Timothy Mulvihill; U of U 17:37
- Mike Oblad; PORCUPINE RACING 17:50

Men Cat 5

- Todd Hamblin; Noble Sports 18:47
- Bill Murray; Revolution Cafe Rio 18:54:00
- Kenney Davis; Clean Management 18:55:00
- Courtney Carsen 01:36:33.00
- Benjamin Cook; Porcupine Racing 19:09:00
- Paul Scott; Scott & White Community Cycling 19:32:00

Junior Men

- Gianni Kennard; RMCC/CYCLESMTIH 22:32
- Marshall Markham 24:28:00
- Jayden Ellett; Team SR3 25:33:00
- Seth Taylor 26:42:00
- Rhys Martin; Skullcandy/JSA Architects 30:05:00

Junior Men 13-14

- Tyler Spence; Sun Summit 20:47
- Brad Wright; Team PossAbilitiesGaryFisherSub 22:59
- Jacob Markham 25:13:00
- Chris Fedor 28:52:00

Men Master 35+ 1-2-3 35-99

- Mark Schaefer; Barry Lasko DDS 16:34
- Zan Treasure; Bountiful Mazda 16:47
- Donald Armstrong; Barry Lasko DDS Racing 17:09
- Mark Larsen; Team Red Rock 18:25
- Dan Kadmas; Bountiful Mazda 18:44

Men Master 45+ 1-2-3-4 45-99

- Gary Porter; Autoliv 17:07
- Mark Zimbelman; Rocky Mtn Spine & Sport / Jumex 17:11
- Jerald Hunsaker; Bountiful Mazda 17:32
- James Ferguson; Bountiful Mazda 18:15
- Todd Taft; Ski Utah Cycling 18:17

Men Master 55+ 55-99

- Ken Louder; FFRK/SPORTSBASEONLINE 17:15
- Lorin Ronnow; FFRK/SportsBaseOnline 17:23
- Shannon Storrud; Porcupine Racing 18:31
- James Morehouse; Paramount Racing 18:52
- Michael Macdonald; Bountiful Mazda 18:57

Men Master B 35-99

- Scott Kiser; Revolution Cafe Rio 17:12
- Heather Albert; Riverstone 17:48
- Payton Nishikawa; Simply Mac 17:52
- Herman Vandecasteele 17:57
- Jerrel Storrud; Porcupine Racing 18:02

Men Pro/1/2

- Curtis Doman; Revolution Cafe Rio 16:08
- Drew Miller 16:12
- Elliott Smith; Revolution Cafe Rio 16:20
- Scott Allen; Canyon Bicycles 16:38
- Spencer Debyr; Revolution Cycling 16:43

Women Cat 2/3

- Jamie Jenkins; Bountiful Mazda 19:26
- Heather Albert; Riverstone 19:27
- Kelly Dailey; Bountiful Mazda 19:28
- Alison Frye; Ski Utah 19:37

Women Cat 4

- Jamie Wood; Simply Mac 20:28
- Toby Nishikawa; Simply Mac 20:29
- Alicia Finlayson; Porcupine Racing 20:37
- Barbara Sherwood; Ski Utah 21:19
- Kara Harris; Ski Utah 21:27

Junior Women 15-16

- Kennedy Powell; Powell Ophthalmology 32:28:00
- Catrina Johnson; Team SR3 25:40:00
- Clarissa Johnson; Team SR3 25:47:00

Women Master 35+ 35-99

- Beverly Ronnow; FFRK/ SportsBaseOnline 19:08
- Cris Kiser; Revolution/Cafe Rio 19:39
- Margaret Douglass; Ski Utah Cycling Club 20:38
- Karen Steele; Contender 20:54
- Janet Borg; Team SR3 22:00

Circuit Race**Men Cat 3**

- Steve Albrecht; Revolution Cafe Rio 2:19:19
- Nathan Cisney 2:19:20
- Will Hanson; Revolution Cafe Rio 2:19:20
- Robert Chapman; Jans Mountain Experts 2:19:20
- Courtney Wood; Simply Mac 2:19:20

Men Cat 4

- Timothy Mulvihill; U of U 1:28:52
- Andy Earl; UVU 1:28:55
- Parker Conroy; University of Utah 1:28:55
- Ryan Tanner; SLC Bicycle Co 1:28:57
- Patrick Davis 1:28:57

Men Cat 5

- Bill Murray; Revolution Cafe Rio 0:45:33
- Todd Hamblin; Noble Sports 0:45:35
- Benjamin Cook; Porcupine Racing 0:45:36
- Jayk Mcmillan; The Bike Shoppe 0:45:45
- Dan Funsch; Le Petit Outre Wheelmen 0:45:46

Junior Men

- Gianni Kennard; RMCC/CYCLESMTIH 0:57:01
- Marshall Markham 1:03:56
- Jayden Ellett; Team SR3 1:11:00
- Rhys Martin; Skullcandy/JSA Architects 1:11:00
- Alex Powell; Powell Ophthalmology 1:50:28

Junior Men 13-14

- Tyler Spence; Sun Summit 0:52:09
- Brad Wright; Team PossAbilitiesGaryFisherSub 0:57:00
- Jacob Markham 1:06:06
- Chris Fedor 1:31:23

Men Master 35+ 1-2-3 35-99

- Zan Treasure; Bountiful Mazda 1:33:49
- Mark Schaefer; Barry Lasko DDS 1:33:49
- Mark Larsen; Team Red Rock 1:33:53
- Dan Kadmas; Bountiful Mazda 1:34:55
- Donald Armstrong; Barry Lasko DDS Racing 1:36:37

Men Master 45+ 1-2-3-4 45-99

- Mark Zimbelman; Rocky Mtn Spine & Sport / Jumex 1:33:49
- Shane Powell; Powell Ophthalmology 1:33:51
- Gary Porter; Autoliv 1:33:52
- Todd Taft; Ski Utah Cycling 1:34:55
- James Ferguson; Bountiful Mazda 1:35:02

Men Master 55+ 55-99

- Lorin Ronnow; FFRK/SPORTSBASEONLINE 0:47:58
- Ken Louder; FFRK/SPORTSBASEONLINE 0:47:58
- James Morehouse; Paramount Racing 0:48:39
- Shannon Storrud; Porcupine Racing 0:49:41
- Michael Macdonald; Bountiful Mazda 0:51:59

Men Master B 35-99

- Adam Krommenhoek 0:43:39
- Jerrel Storrud; Porcupine Racing 0:43:41
- Herman Vandecasteele 0:43:47
- Scott Morrison 0:44:02
- Payton Nishikawa; Simply Mac 0:44:31

Men Pro/1/2

- Curtis Doman; Revolution Cafe Rio 2:19:36
- Erik Harrington; RMCC/Cyclesmith 2:19:36
- Elliott Smith; Revolution Cafe Rio 2:19:36
- Mauricio Prado; Allegiant Airlines/Pain MD's 2:19:37
- Pete Kuennemann; FFRK/SBO 2:19:37

Women Cat 2/3

- Alison Frye; Ski Utah 1:42:47
- Heather Albert; Riverstone 1:46:00
- Jamie Jenkins; Bountiful Mazda 1:46:01
- Kelly Dailey; Bountiful Mazda 1:47:24

Women Cat 4

- Jamie Wood; Simply Mac 0:52:11
- Alicia Finlayson; Porcupine Racing 0:52:11
- Barbara Sherwood; Ski Utah 0:53:43
- Toby Nishikawa; Simply Mac 0:53:45
- Danielle Trejo; Dottie Beck's 0:54:33

Junior Women

- Kennedy Powell; Powell Ophthalmology 1:40:20
- Catrina Johnson; Team SR3 1:08:48
- Clarissa Johnson; Team SR3 1:11:06

Women Master 35+ 35-99

- Beverly Ronnow; FFRK/ SportsBaseOnline 0:52:19
- Margaret Douglass; Ski Utah Cycling Club 0:54:00
- Cris Kiser; Revolution/Cafe Rio 0:56:21
- Janet Borg; Team SR3 0:56:30
- Karen Steele; Contender 1:04:15

Road Race**Men Cat 3**

- Zach Terry; Team Wright 3:44:47
- Bruce BILLODEAU; Canyon Bicycles 3:44:55
- Courtney WOOD; Simply Mac 3:53:18
- Tyler SOUTHWARD; Team Wright 3:53:19
- Will HANSON; Revolution Cafe Rio 3:53:19

Men Cat 4

- Darren GOFF 3:45:30
- Norman FRYE; Ski Utah 3:45:31
- Timothy MULVIHILL; U of U 3:45:32
- Parker CONROY; University of Utah 3:45:32
- Matthew MCGEE; 2CrossRacing 3:46:30

Men Cat 5

- Benjamin COOK; Porcupine Racing 2:17:33
- Todd HAMLIN; Noble Sports 2:17:33
- Bill MURRAY; Revolution Cafe Rio 2:17:51
- Dan FUNSCH; Le Petit Outre Wheelmen 2:17:51
- Kenney DAVIS; Clean Management 2:18:06

Junior Men

- Gianni KENNARD; RMCC/CYCLESMTIH 0:59:40
- Marshall MARKHAM 1:02:54
- Jayden ELLETT; Team SR3 1:05:48
- Alex POWELL; Powell Ophthalmology 1:39:47

Junior Men 13-14

- Tyler SPENCE; Sun Summit 0:54:48
- Brad WRIGHT; Team PossAbilitiesGaryFisherSub 1:02:51
- Jacob MARKHAM 1:06:24

- Chris FEDOR 1:19:49
- Mark SCHAFFER; Barry Lasko DDS 3:43:49
- Mark LARSEN; Team Red Rock 3:43:49
- Zan TREASURE; Bountiful Mazda 3:43:49
- Dan KADRMAS; Bountiful Mazda 3:48:19

Men Master 35+ 1-2-3 35-99

- Mark LARSEN; Team Red Rock 3:43:49
- Zan TREASURE; Bountiful Mazda 3:43:49
- Dan KADRMAS; Bountiful Mazda 3:48:19
- Donald ARMSTRONG; Barry Lasko DDS Racing 3:48:19
- Gary PORTER; Autoliv 3:47:02

Men Master 45+ 1-2-3-4 45-99

- Mark ZIMBELMAN; Rocky Mtn Spine & Sport / Jumex 3:43:48
- Gary PORTER; Autoliv 3:47:02
- James FERGUSON; Bountiful Mazda 3:48:23
- Shane POWELL; Powell Ophthalmology 3:48:38
- Dod TAF; Ski Utah Cycling 3:53:52

Men Master 55+ 55-99

- Lorin RONNOW; FFRK/SportsBaseOnline 2:18:10
- Ken LOUDER; FFRK/SPORTSBASEONLINE 2:18:11
- Michael MACDONALD; Bountiful Mazda 2:22:00
- James MOREHOUSE; Paramount Racing 2:22:00
- Shannon STORRUD; Porcupine Racing 2:22:39

Men Master B 35-99

- Adam KROMMENHOEK 2:12:42
- Bill PINKKARD; Barry Lasko team 2:12:44
- Jerrel STORRUD; Porcupine Racing 2:12:49
- Chad BURT; Porcupine Racing 2:12:51
- Alex LIZARAZO; Simply Mac 2:12:54

Men Pro/1/2

- Mauricio PRADO; Allegiant Airlines/Pain MD's 3:32:52
- Drew MILLER; Revolution Cafe Rio 3:37:59
- Spencer DEBRY; Revolution Cycling 3:38:03
- Curtis DOMAN; Revolution Cafe Rio 3:38:03
- James Morehouse; Paramount Racing 3:29:31

Women Cat 1/2/3

- Alison FRYE; Ski Utah 2:39:38
- Jamie JENKINS; Bountiful Mazda 2:39:39
- Kelly DAILEY; Bountiful Mazda 2:40:09
- Heather ALBERT; Riverstone 3:32:35

Women Cat 4

- Jamie WOOD; Simply Mac 2:31:34
- Alicia FINLAYSON; Porcupine Racing 2:32:01
- Toby NISHIKAWA; Simply Mac 2:32:10
- Danielle TREJO; Dottie Beck's 2:37:15
- Barbara SHERWOOD; Ski Utah 2:45:32

Junior Women

- Kennedy POWELL; Powell Ophthalmology 1:39:55
- Catrina JOHNSON; Team SR3 1:06:13
- Clarissa JOHNSON; Team SR3 1:12:52

Women Master 35+ 35-99

- Beverly RONNOW; FFRK/ SportsBaseOnline 2:31:40
- Margaret DOUGLASS; Ski Utah Cycling Club 2:32:45
- Cris KISER; Revolution/Cafe Rio 2:45:49
- Janet BORG; Team SR3 2:58:11
- Karen STEELE; Contender 2:59:20

General Classification**Men Cat 3**

- Zach Terry; Team Wright 6:23:44
- Bruce Bilodeau; Canyon Bicycles 6:23:54
- Tyler Kirk; Skullcandy/JSA architects 6:39:51
- Timothy Wood; Simply Mac 6:40:00
- Nathan Cisney 6:40:16

Men Cat 4

- Parker Conroy; University of Utah 5:31:56
- Timothy Mulvihill; U of U 5:32:01
- Norman Frye; Ski Utah 5:32:31
- Matthew Mcgee; 2CrossRacing 5:34:20

Men Cat 5

- Todd Hamblin; Noble Sports 3:21:55
- Bill Murray; Revolution Cafe Rio 3:22:18
- Benjamin Cook; Porcupine Racing 3:22:18
- Kenney Davis; Clean Management 3:22:48
- Dan Funsch; Le Petit Outre Wheelmen 3:23:35

Junior Men

- Gianni Kennard; RMCC/CYCLESMTIH 3:21:55
- Marshall Markham 3:21:55
- Jayden Ellett; Team SR3 3:22:18
- Alex Powell; Powell Ophthalmology 3:23:35
- Dan Funsch; Le Petit Outre Wheelmen 3:23:35

URBAN CYCLING

Heart of Darkness III Beats on the Streets of SLC

By Esther Meroño

It's hard to take the average fixie kid seriously as a cyclist; with their wobbly trackstands, awkward skid stops and complete disregard for lycra, who would? So, for those who needed proof that these urban cyclists are, in fact, cyclists, I present to you the Heart of Darkness III alleycat race: a grueling 30-plus mile asphalt melting, fence jumping, red-light-running street race—done in cutoffs and sneakers.

In case you're unfamiliar with races not beginning with "cyclo" and ending in "athlon," an alleycat race is basically a scavenger hunt on speed—not surprising considering they were started in the late eighties. Originally organized by bicycle messengers in big cities, alleycats simulate a messenger's work day. Contestants are given a manifest with checkpoints, where they must complete a task or pick something up before moving on. Depending on the organizer, the race may challenge your knowledge of the area and ability to perform the tasks as well as your efficiency and speed. Though these races are about as informal as duct tape, many include a small sign-up fee that is redistributed to the winners at the end, as well as bicycle-related prizes.

Salt Lake has seen many an alleycat, from the sexy themed Alley Kitten, to a music-driven Alley Scat and the women's specific Pussycat, the urban cycling community isn't lacking in organizers or racers. This summer, however, has seen a surge in alleycats, with one nearly every other week for the past three months. Part three of the Heart of Darkness series took place on Saturday, July 24 and is inarguably the most epic of the bunch.

Davey Davis organized the first Heart of Darkness in 2008 with the intent of sending racers from the comfort of downtown Salt Lake into the uncivilized and untamed industrial outskirts, where he resided at the time. "I wanted to race them to my hood," he says. The second



Above: At the start of the alleycat, riders wait for their manifests. Right: Riders take off, manifest in hand, to complete a series of checkpoints. Photos: Alecs Barton

HOD took place last November as part of the filming for Davis' film, "Don Giovanni: That Indomitable Hipster," which premiered at the Post Theatre this spring. This year's HOD had Davis contacting sponsors and obtaining prizes for the event, which included Timbuk2, Seagull, Velo City Bags, Reelight, Chrome, Hold Fast and Schwalbe. He also put together the flier for the event, featuring artwork by Alex Haworth. The actual race, however, was coordinated by Dima Hurlbut, allowing Davis to compete along with the other 38 contestants that signed up.

What made this one so challenging? Well, for starters, once the cyclists met at Plum Alley (across from the Gallivan) to retrieve the manifest and race through about 13 miles of checkpoints, they returned to Plum Alley to pick up a second manifest for round two, which brought them back to said alley for round three. That's right, in order to finish the race, the contestants had to through three consecutive manifests! "It was a way to make the race a lot more intense and grueling, which is what I want out of an alleycat... I wanted something extremely epic that was different than the rest of them, so why not make it 30 miles and three manifests and do it in the middle of the summer?" says Hurlbut.

Each checkpoint required the racers to write down an answer to questions from their manifest. The stops ranged as far west as Raging Waters, where they had to find the price of admission, and as far east as the Hogle Zoo, where they had to find a banner with the words "Elephant Encounter" on it. Part of the race was finding the most efficient route through the stops, which Jessica Gilmore, one of three female contestants, managed to find, clocking in 35 miles in about

three hours. In her effort to shave off some distance, Gilmore took the advice of a passerby and headed to a mountain biking trail just above the U that would take her straight to the zoo—on her fixed gear. Upon reaching This Is The Place Monument, a chain link fence is all that separated her from one of the last stops. So, in true alleycat fashion, Gilmore proceeded to throw her bike over the fence and find a place to crawl under to the other side. Needless to say, she placed first in the women's division. Of course, it's not a cycling event without a scandal, and since the checkpoints were unmanned, a couple of contestants took advantage of their handy iPhones and called in the answers rather than obtaining them by riding to the stops. This was quickly figured out, however, and in "democratic" fashion, the first and second place winners were bumped down, putting Nate King in first place on a road bike, Gary Hurst in second also on road, and Davis in third on a fixed gear. Women's second place was Krisha Pessa, who also took the prize for DFL (Dead Frickin' Last). Gilmore and Nate won the Chrome "Coveted Jersey," a limited edition jersey that cannot be bought, but must be won. Chrome has produced only 200 of these to give away at sponsored events, and there is no doubt that these two HOD III winners deserve every stitch.

The race finished up at Fresh, a clothing boutique on 9th and 9th, where OpenSprint races were held, sponsored by Obey as well as a trick competition. Perhaps energized by the afterglow of a successful alleycat and itching to race himself, Hurlbut took first place in Sprints and won an original Shepard Fairey print.

Though the HOD III took the blood and sweat of many, not all alleycats



are quite as grueling. "Hopefully it didn't deter anyone from coming back to an alleycat. From what I heard, everyone had a good time and hopefully that will influence other people to throw bike events and come out to more," says Hurlbut. "At their core, alleycats are a great chance for bikers to get together and make something from nothing. Making a fun event happen for cheap or free that gets all your friends galivanting around town on bikes is the

kind of thing I want to see more of. They can be easy or hard, complicated or simple, as long as they keep happening. They give people who are into bikes a chance to convene within their city and have a good time, that's what the cycling community should be all about," says Davis.

For more alleycat pictures, visit www.flickr.com/groups/saltlakealleycats. For more information on local alleycats and cycling events, check out saltcycle.blogspot.com.

Continued from page 6

Without a team to ride for, Nicky is tackling a full NRC schedule in 2010 with the help of a small group of sponsors and her personal finances. Those personal sponsors include Edge Composites, Roosters Brew Pub, and Parlee Bicycles. Not only is Nicky fast on the bike, she is extremely intelligent, holding down a professorship at Southern Utah University in Cedar City, Utah for 9 months out of the year.

When asked about her future plans, Nicky said "I would like to race two more years. Give it my last go. Shoot for racing some big races in 2012. I love racing against Europeans. I have only done it a couple of times. It is a completely different atmosphere. I would love to be fit enough and be able to sprint and to race against the big girls one last time and then kinda step back and maybe be a director, get in a director sportif role, and manage a team. I just know my body can't continue to train at the level I need to train at. I am 38 and that would be retiring at age 40."

Nicky Wangsgard recently won the overall prize and one stage at the grueling 16 day 2010 International Cycling Classic (also known as Superweek) in the upper Midwest for the second year in a row.

Nicole Evans

Nicole entered the sport in a familiar way. Nicole relates "I come from a running background. I ran track through my senior year of college at BYU. I also did some mountain biking on my Dad's and brother bikes. I started gravitating towards the road on a mountain bike. Little Cottonwood was my favorite. Then I bought a road bike and I have been on the road ever since."

Nicole's road racing career began similarly. "I just loved competing. Once I do something, I just really get into it. As I started getting into it I thought, why not do the Snowbird Hill Climb? So, I did the Hill Climb and well, then I got third in LoToJa so I thought why

not do more? In 2005, I rode for a local team. In 2006, my goal was to do NRC races; so my first one was an omnium at the Central Valley Classic and then Tour of the Gila. Then I went to Cascade and that is where I had a breakthrough. I got 7th overall and that's where I got noticed and I got onto my first pro team. "That first contract was with Team Lipton in 2007. In the years to follow Nicole rode with several other prominent professional teams.

Nicole Evans has a strong resume on a National level and is currently riding with the support of several local sponsors. Millcreek Bicycles is providing her Rocky Mountain road bike and team clothing. Cervelo is providing her TT Bike and Reynolds is providing wheels.

Nicole recently guest rode with Peanut Butter and Co. TWENTY12 team at the Cascade Classic, working tirelessly to help team leader Mara Abbott take the overall win and placed a respectable 16th place overall herself. She is on the hunt for a pro contract for the 2011 season and plans to hone her craft by racing locally for the remainder of the season, barring another opportunity to ride as a guest on a pro team like Peanut Butter and Co. TWENTY12

The job market for female professional cyclists continues to be tight, owing to factors such as the economy, number of teams in existence and rider age. Currently there are a handful of women's pro teams that are confirmed for 2011. Of those teams, 2 have registered with the UCI and are required to maintain an average age of 25 for their teams. This ruling limits the possibilities even further for riders like Nicole Evans and Nicole Wangsgard, who are in their thirties.

Both riders have a strong desire to help teach and mentor younger riders and give back to the local community. Both Nicole Evans and Nicky Wangsgard have some business left out on the road and will be a force to be reckoned with in 2011.

Cyclist Killed in Tragic Crash

On July 14, athlete and cyclist Elizabeth "Bunny" Bradley was killed in a tragic crash in Draper. A truck crossed the centerline, hit another vehicle, lost a wheel, and crashed into Bradley near 300 E. and Highland in Draper. Bunny was taken off of life support later that evening. She is survived by her

husband Luke Bradley and daughters Clare and Margaret. According to family friend Megan Adams, Bunny was an avid athlete and Pilates instructor who had taken up cycling in the last year. She was training for the Bear Lake Triathlon in August with a group of nine other women when the accident occurred. Bunny was the only one hit. "Bunny was full of life, humor, and love. She always put others before herself and cared more about

her family than anything else. She loved her husband, children, friends, and clients and lived each day of her life to the fullest," said Adams. Bunny was 29 years old.

A fund to support the family has been set up at Zions Bank. Contributions can be made to the Bunny Bradley Donation Fund at Zions.

-Dave Iltis

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HEALTH

Mid-foot Cleat Position?

By Erik Moen, PT

There has been quite a bit of discussion with regards to a mid-foot cleat placement. A mid-foot cleat placement is placement of the cleat in the middle of the shoe. There have been claims of increased power and economy related to the use of a mid-foot cleat placement. The idea of a mid-foot cleat placement on the bicycling shoe has been popularized by a well known coach. It has been hypothesized that decreasing the load on the calf will significantly affect economy. Assuming the mid foot cleat position involves adaptive changes to a shoe, which may include re-drilling a shoe for cleat attachment.

A research paper in 2006 by Van Sickle and Hull looked at an aspect of cleat positioning in an aft (back) position. This research study asked the question of if the mid-foot cleat position is as economical if not more than the standard cleat position. The study used 3 different cleat positions; from standard position, to mid foot, to aft positions. Economy was studied during a steady state performance test at 90% of ventilatory threshold and at 90rpm. Handlebar height and saddle height were controlled so as to not create irregular, unaccustomed muscle-firing patterns from the hip and leg during pedaling.

This study demonstrated that VO₂ (economy) was not affected by differences in cleat placement on the shoe when cyclists performed steady state pedaling at 90% of ventilatory threshold.

Another aspect of the study looked at the performance decrease on the plantar flexor muscle group (the calf) as a function of changing cleat position. An additional evaluation of the calf musculature with pedaling demonstrates that the calf muscles act primarily to transfer force from the hip and knee extension moments (Zajac et al., 2002). It was found that the muscular demand on the calf decreased by 30% and 65% for the mid and rear foot cleat positions. The standard cleat position allows the calf to contribute 7.5% (Zajac et al., 2002) of the total work to complete one crank cycle of pedaling. Moving the cleat aft on the shoe shifted the muscular demand to other muscle groups (other than the calf) in order to maintain consistent levels of economy and power.

There are some challenges with assuming a mid-foot stance position. They include:

Not all shoes have uniform bottoms and are thus difficult to place a cleat flush to the shoe.

Drilling can add areas of weak-

ness to a cycling shoe.

- Toe overlap with the front wheel is increased.

- Difficulty with bunny hop (think of hopping off the floor from a flat foot)

- Your ability to move the bicycle will help keep you upright on the road.

- More difficult to locate and engage cleat (clinical evidence).

- Mid-foot cleat position is best utilized on less technical racing and training.

Some people pursue a mid foot cleat position due to pain issues with their feet. Before you try a mid-foot position please investigate the following. Ensure that your cleat and/or foot position is appropriately positioned over the pedal in relationship to your hip width. This

considers cleat fore/aft, medial/lateral placement, rotational bias and width of stance (related to Q Factor). You should consider the inclusion of an appropriate foot bed/orthoses to meet your individual needs. Your chosen pedaling cadence will influence foot comfort. Low, high force pedal strokes/cadence will overload the plantar aspect of the foot. Chose higher pedaling cadences for well tolerated endurance bicycling.

An assumed aft ward or mid foot cleat position is typically pursued when other attempts to improve comfort and biomechanical advantage has been exhausted. Medical conditions that would benefit from a more aft-positioned cleat would be a neuroma, chronic plantar fasciitis, Achilles pathology, chronic calf strains, adapting severe leg length differences, and neurological/orthopedic issues involving the calf musculature and ankle.

An easy way to adapt a more aft-positioned cleat is to use Speedplay's

fore/aft adapter kit. This machined aluminum plate allows a near mid-foot cleat position on most 3-bolt road shoes. This fore/aft adapter plate will require you to use the Speedplay pedal (X, Light Action, or Zero). Recent road bicycling shoes from Mavic and Adidas assume a more forward bolt pattern. Not a shoe to consider if you are looking for a more aft-biased cleat. These shoes have a more forward bias to their bolt pattern. A well tolerated position for the younger, strong road and velodrome bicyclist. If you prefer to re-drill your shoes...measure twice and drill once. You are on your own at this point as this action will nullify the manufacturer's warranty. You will need t-nut bolts. These may be attained at most specialty hardware stores.

There are not economical gains in performance bicycling by assuming a mid-foot cleat position. Mid foot cleat position is rarely used in order to accommodate a pre-existing medi-

cal condition. The assumption of a mid foot cleat position is somewhat impractical and somewhat unsafe for normal endurance road riding. Think twice before you drill.

Reference

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Zajac FE, Neptune RR, Kautz SA. Biomechanics and muscle coordination in human walking. Part 1. Introduction to concepts, power transfer, dynamics, and simulations. Gait and Posture 16 (2002), 215-232.

Erik Moen PT is a Physical Therapist at Corpore Sano PT (www.CorporeSanoPT.com). Corpore Sano specializes in treatment, bicycle retrofit and management of the injured bicyclist.

COMMUTER COLUMN

Pediatric Radiology Group Commutes to Work

The pediatric radiologist physicians' commuter group. From left to right, Dave Dansie, Kevin Moore (red helmet), Connie Maves (working the evening, not in bike clothes), Keith White (blue jersey), and Gary Hedlund (blue shirt, green shorts).

By Lou Melini

This month's commuter column features the Pediatric Radiology group at Primary Children's Medical Center in Salt Lake City. Doctors Dave Dansie, Kevin Moore and Gary Hedlund will represent the group.

Cycling Utah: Kevin, Gary and Dave, you are part of a 13-physician group most of whom bike to work at times. Who all ride?

Dave Dansie MD: In our group of 13 radiologists, 8 commute by bike at least sometimes (Kevin Moore, Gary Hedlund, Rich Boyer, Hank Baskin, Bill Andolsek, Keith White, Dave Dansie, Connie Maves). Kevin, Gary and I commute year-round. On rare occasions when my commuter bike is under the weather, I use UTA or University Campus Shuttle.

I also work at Riverton Hospital every week or two. To plan this longer commute I reviewed bus schedules and made several phone calls to RIDE-UTA to discover how to get from the University area to Riverton by 7 am. Unfortunately there are no current options for a door-to-door public transportation ride at that

hour. I then started to piece together a bike/TRAX hybrid commute, but ultimately decided just to ride outright. The majority of the 26-mile commute is in protected bike lanes.

Kevin Moore MD: The others generally ride in the warmer months where longer days obviate the need for lights. I think that the other non-cycling members of our practice and our departmental non-physician coworkers think we are crazy to ride in less than optimal conditions, but at the same time enjoy talking about it and ribbing us. We have noticed that several department employees ride to work sometimes and more commonly have started to ride recreationally without trying bicycle commuting. Unfortunately, safe storage for bicycles and equipment is tight in our department, but Primary Children's Medical Center has installed some bike storage in the parking garages for employees and physicians that has helped a lot. It is fairly common to see physicians arriving or leaving Primary Children's Medical Center by bicycle.

C.U.: What are the reasons for your bike commute?

Gary Hedlund MD: I commute 3

miles to work with 1,000 feet of climbing going home. I have options for mountain bike trails or riding the road and I just tend to mix it up. Why do I commute? Simply put, it satisfies my enjoyment of cycling, desire for exercise, and interest in decreasing my driving.

Kevin Moore MD: I have been bicycle commuting to work off and on for about 8 years, but regularly for the last 4 years. It is interesting, but cycling for recreation and work commuting has become such an integral facet of my life, that I am now at the point where it mildly depresses me to have to drive to work if I have obligations at or after work that require me to drive somewhere.

C.U.: Dr. Dansie, you rode in the Minnesota cold during your residency. What was that like?

Dave Dansie MD: Over four years in Rochester, Minnesota I commuted by bike nearly every day. Extreme cold temperatures and perpetual ice-covered roads are the major differences between Minnesota and Utah bike commuting. Below about minus 20 F, derailleur cables cease to function, and you have to use whatever gear you are in until the weather warms up. Sometimes you can force an upshift by kicking the rear derailleur if you really need an easier gear. A bike left outside on the bike rack during an ice storm will be completely unusable until the weather thaws. In Minnesota, sub zero commutes were commonplace; the lowest actual temperature I rode in was minus 35 degrees F (minus 48 with wind chill). On those kind of days grade school children were under frost-bite alert and recess was cancelled. Even lifelong Minnesotans—who are among the most robust people I have known—thought I was crazy for riding that day.

The Rochester, Minnesota strategy to snow removal on city streets is as follows: wait several days until the snow is packed out, then apply a layer of sand. No effort is made to actually clear the snow because by then it is pretty well frozen. The mixture of grit and ice confronting bicycle components requires a regular commuter to replace the entire drive train every one or two years.

I had a fairly short commute in Minnesota. For the coldest days, I used a thin balaclava I found at a snowmobile store under my bike helmet. Over a shirt and tie I wore a thick down jacket and the down mittens I usually use for skiing. Now, years later, I feel like I need neoprene shoe covers when the temperature is below 40, but then I didn't use any special equipment to cover my feet. The air temperature itself did not create the most epic commuting days—it was the perpetual thick layer of ice on the roads and the deep ruts of frozen slush after a storm that made for the most eventful commutes. From December through February it wasn't uncommon to see kids with hockey skates gliding along the frozen sidewalks, keeping up with a bike commuter.

C.U.: Bone health in children has been in the news quite a bit. As Radiologists have you seen evidence of a general trend in decreased bone health in children?

Gary Hedlund MD: Certainly exercise promotes lean body mass fights the epidemic of childhood obesity and strengthens bones, I can't say that I have seen changes in bone health over the years in children, just rampant obesity.

Dave Dansie MD: I cannot say there have been changes in children's bone health over the years. But another relevant issue to children and bikes is the epidemic of obesity in pediatrics, and such diseases as type 2 diabetes, sleep apnea, slipped femoral capital epiphysis (a disease of the hips affecting early teenagers where the femur comes apart at its upper end due to the stress of excess weight) are examples of how obesity affects kids. This is to say nothing of the more serious cardiovascular conditions that await them later in life.

Cycling Utah: Discuss radiation, solar vs. x-rays and CT scans. Which is worse or are both equally bad?

Dave Dansie MD: Radiation doses from CT are much higher than that from solar radiation. CT radiation is felt to put children at higher risk for cancers of the internal organs, such as the intestines, the liver, the reproductive organs, and stomach in the case of an abdominal CT. Solar radiation is primarily associated with skin cancers like melanoma.

Kevin Moore MD: The single biggest change in my medical practice over the last five years is probably awareness of radiation and cancer risk. Education about radiation exposure and safety has become a pervasive part of my work life, and I find that when I am asked to speak to physi-

cian groups, including information about radiation safety and cancer risk always comes up. All radiologists receive extensive education about radiation physics and safety during our training, but it is relatively recently where having a working understanding of radiation physics has come to the forefront in our daily practice. I have found that it is very common now for parents to ask (or just as often I suspect are worried but don't ask) about radiation safety in medical imaging procedures when their children are in the hospital for medical imaging. We have made concerted efforts to reduce the radiation dose of our imaging procedures (especially CT, or computed tomography, which is the largest source of medical radiation in adults and children). I recommend that patients feel free to ask their radiologists any questions they have about medical radiation. We are experts on the subject and are happy to discuss the relative risks and merits of any imaging modality that we use.

Regarding sun exposure, I am compulsive about putting on sunscreen if I am riding more than 20-30 minutes in the morning, and any time I ride in the late morning to afternoon. If you have a bald spot, I think it is particularly important to wear sunscreen or a cap on your head. I have an avid rider friend who had surgery to remove a skin cancer on his head, and now religiously wears a bandana on his head under his helmet even when it is hot. If you can stand the warmth, arm and knee warmers provide excellent sun protection as well as crash protection. I also wear lightweight full-fingered gloves with backs even in summer, which protects the back of my hands

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- Community Bicycle Coordination
- Bicycle Facilities
- Bicycle Outreach and Community Events
- Newly Re-structured Committee Meetings
- To be held on 3rd Wednesdays
- Bicycle Facilities Subcommittee 4 pm, Sept. 15th
- SLCBAC Quarterly Meeting 6 pm, August 18th

Room N3001, Salt Lake County Gvt. Center 2100 S & State
Contact: chair@slcbac.org or 801-468-3351
See website for meeting info, agenda and minutes

from the sun.

Gary Hedlund MD: Solar radiation's risk is that of solar damage induced skin cancers such as melanoma and/or basal cell carcinoma. Medical imaging (including CT) does contribute significantly to lifetime radiation exposure which by the way is cumulative.

C.U.: You see x-rays and CT scans of broken bones, the result of falls from bikes. Do you think you ride differently (more cautious and slower) than others from that experience? What advice do you have for the readers to have a crash-free commute to work?

Dr. Hedlund: I ride defensively, in fact on my way in riding this morning (1 June 2010) was nearly hit as a car ran a stop sign. Riders should study the rules of the road and take community classes to improve bike safety. I also use a helmet and handle bar light and a strong back blinker.

Dr. Moore: Bicycle accidents are a common source of referral for imaging in our department. The most common scenarios are crashes without a helmet or bicycle versus automobile collisions. There is active debate in the medical literature on whether wearing a helmet may predispose a crashing rider to certain cervical spine neck injuries, related to the torque forces induced by a helmet dragging on the ground. While that may be true in some circumstances, in many more situations cyclists have serious head injuries that could be lessened or prevented by wearing a properly fitted helmet. I think it is also important to pick your bicycle route carefully. The City of Salt Lake has an online bike map of roads categorized by their relative safety (or lack) for bicycling, and I use it when I travel by bike to somewhere that I am not familiar with the route. As I ride more and get older, I have become much more aware of dangerous situations. I try to ride less congested streets and ride slower. I have to remind myself, particularly when I am racing but also commuting, that I ride for recreation and for work transportation and not to make my living. Sometimes, it is safest to use a short section of sidewalk to get around a dangerous street. One such instance is riding to the hospital from the south via Foothill, where it is really dangerous to ride on the road. Just be careful to watch for pedestrians!

Dr. Dansie: We commonly see injuries resulting from bicycle accidents, but fortunately these tend to be minor, such as a broken collarbone or a broken wrist. Sometimes a child will experience a kidney or a liver injury from a fall where the child's weight comes down on the end of a handlebar. Occasionally, a child riding without handlebar end caps, will be impaled by the sharp exposed metal end of the bar.

Sometimes there is a serious head injury from a bicycle accident, almost

always in the setting of a helmet-less rider. Those types of preventable head injuries are particularly tragic and are devastating for the patient.

I have only crashed once during my current commute to Primary Children's Hospital: an uneventful slide-out on black ice where the only real casualty was a broken shift lever. At least two of my partners have better crash stories to tell.

Fear of crashing may prevent some people from commuting by bike, but so do fitness, hygiene, and equipment concerns. I believe the biggest obstacle is none of these, but instead it is that most people don't consider bicycle commuting an option in the first place. However, if most people were willing to consider bicycle commuting, all other concerns could be overcome. I know people who began commuting out of necessity and continue out of choice. Between UTA buses and TRAX, a public transportation/bicycle hybrid commute is a viable option no matter where you live in the Salt Lake Valley. There are abundant protected bicycle lanes on major roads. My routine commute is very short—2.2 miles one-way. I empathize with those who live 10 or miles from their place of work, because it is a totally different challenge.

C.U.: Have you developed any biases in what would be considered the ideal commuter bike? If so, what are they?

Gary Hedlund MD: Four years ago when I outfitted my old steel TREK 700 with studded Finnish snow tires it became a fantastic winter snow machine. I love living in a community where I can choose between mountain bike trails or road biking to work. Wonderful to mix it up.

Dave Dansie MD: I enjoy building commuter bikes. Since I don't own a car I can justify spending a few hundred dollars every couple of years for a replacement bike—the same amount as a couple of monthly car payments. Most recently I overhauled an inexpensive single speed 29er MTB purchased online

from bikesdirect.com. I put studded snow tires on it, changed out most of the components, and re-painted the frame. I had frame decals made up at Fast Signs, and put a clear coat over the top. The bike is only used during winter, and can handle anything from a light dusting of snow to 12 inches of powder. I also have an overhauled 1998 Stumpjumper that serves as a warm weather commuter. For long commutes I use a standard road bike.

I have an older 15W Nite Rider headlight I bought at the Black Diamond gear swap. It seems as bright as a car headlight and lasts about 4 hours on one charge. I also use two smaller lights from Princeton Tec: an EOS Bike headlight and a Swerve tail light. They are low-cost, bright, long-lasting, durable, and I can move them between bikes in under a minute. For really dark commutes in winter, when motorists are likely to have snow on their windshields obscuring their view of cyclists, I think two headlights are a wise option—one on the helmet and one on the bars.

Kevin Moore MD: The ideal commuter bike setup is highly personal and predicated by the commute route. It seems every one of us have our own preferences. I have two main commuting routes to work; the shortest is all road and has some significant hills and relatively low traffic. I find my road bike or cross bike works great for this route, although it is only about 3 miles so any bike will work. We have also recently started working at the PCMC Riverton Hospital, which is about 25-30 miles from my home depending on my route. A road bike definitely is the best way to ride longer commutes in a reasonable time frame. I also have a slightly longer route that uses trails for part of the way, and my mountain bike or cross bike works best for that route (about 3.5 miles). I general, I think that a cyclocross bike may be the ideal commuter bike because you can ride on almost any surface. I restored an old late 70's steel racing bike with classic Campagnolo components that I used about a year for

commuting, but found it was less fun to ride than my other bikes. I recently converted it to a single speed bike with freewheel cog (and brakes!) and really enjoy the simplicity of riding and maintaining it. Riding up hills is challenging though, and it would not be suitable for a hilly commute. In the end, I think the distance of the commute, whether you want to ride further for training after work or at lunch, and whether you want to wear bike clothes or your work clothes on your commute helps determine which bicycle is best. I usually wear bike clothes to ride for comfort, and change into work clothes when I arrive.

Cycling Utah: Anything else to say?

Kevin Moore MD: I try hard to act like a role model and cycling ambassador when I ride. That means stopping at stop signs when people are waiting to exercise their right of way, being considerate to pedestrians, and saying hello to passing cyclists and joggers. I see far too much arrogant or clueless cyclist behavior. On the subject, I see a lot of really poor auto driving skills and judgment too. We take care of many injured children and bicycle accidents are common, and I feel that we need to be role models for these younger riders. I still see far too many children riding without helmets, or just as commonly my other pet peeve – parents riding bicycles without helmets even if their children do have one (it is usually poorly fitted). It is fairly common learn that a child entering our Level 1 trauma system after a bicycle accident was not wearing a helmet. Sharing the road with two ton vehicles will always have a element of risk, and wearing properly fitted helmets may not prevent severe injuries, but certainly helps reduce at least in part the impact of a crash. With modern, well-ventilated helmets that can be obtained for free or nominal fees from various organizations, there is no legitimate excuse for not wearing a helmet. Finally, we see a surprising number of bicycle injuries incurred riding a bicycle at skateboard parks after hours. The tight, high-banked

turns are not made for bicycles (perhaps other than BMX)!

Viewing from the vantage point of a commuter bike (and sometimes the car), I see a lot of bad bicyclist behavior. Inconsiderate riders have always been an irritant to drivers, but the much greater numbers of bikes on the road means we have to be extra careful about sharing the road. Specifically, the main problems I see are a) riding a bike very slowly in the right lane, usually with unpredictable weaving, b) ducking in between parked cars and then darting back into traffic to pass parked cars, c) running stop signs when people are waiting to exercise their right of way, d) riding on the wrong side of the road towards me (one my biggest pet peeves), e) and generally being rude or arrogant to other road users. I try hard to say hello to pedestrians and runners when I pass, yield the right of way to others who have it legally, and in general try to be a good citizen. It is important to say, conversely, that I also see a lot of arrogant and bad auto driver behavior. We all need to be considerate of each other on the road.

Finally, my own two cents on beginning to bike commute. When people ask about how to start, I usually advise them to tune up (or better yet have a bike shop do this) their existing bike and start riding on it rather than purchasing a whole new rig. It is ok to wear either work clothes (roll up your pant leg) or non-bicycle exercise clothes are first to keep down the expenses at the beginning. I also advise them to start out modestly (one or two days a week), and be extra vigilant for cars and dangerous situations. It really takes a few weeks to months before a rider is fully attuned to possibly dangerous scenarios and can either avoid or safely ride around them.

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.

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MOUNTAIN BIKE RACING

Blasi and Grant Win at Solitude



By Kevin Day, kdayracing.com

July 10th 2010, the temperature was perfect under the big open skies of the Wasatch Front. Simply put, there couldn't have been a better day for racing in Big Cottonwood Canyon. As the mountain bike racers drove (with the exception of a few) up the canyon in the crisp early morning air, hundreds of road racers gave it their best in the Porcupine Hill Climb. Some racers like Robbie Squire, Team Jamis, found good form and got in a nice warm-up ride in the hill climb, then saddled up on the knobby tires for a chance to win on one of the best courses the Intermountain Cup has to offer.

The pro men's field was stacked

as usual. Nearly twenty of Utah's best lined up in hopes of taking home a little more than prize money today. The State Championship title was up for grabs and everyone was out to get it. From the start it was apparent that it wouldn't be easy. Squire set the pace early and sprinted off the front with Alex Grant (Cannondale Factory Team) and Mitchell Peterson right behind. With the announcement of the Sly Fox cash zone spotting a \$20 for the first pro through the lap the rest of the field quickly responded and fell in right behind.

Off the front Grant and Peterson got a gap on the rest of the field and were dicing it out up the climb. "Mitch was putting in some strong attacks

and had a few seconds on me at the top of the climb" Grant said. "But I was able to bring it back and pass him on the decent." Grant respectfully earned his \$20 prime in the cash zone. Once in the lead, Grant was able to hold off the rest of the field. Peterson suffered some mechanicals on lap two and was forced to drop out. Not far behind though was Squire, Kevin Day (Kuhl) and Chris Holley, (29er Crew). As quickly as K-Day and Holley made up some time on Squire at the start of lap three, Squire launched an effort that opened up a comfortable gap for a second place position. Holley also putting in a solid effort opened the gap between himself and K-Day, solidifying his spot on the podium. At the end of four laps with a time of 2:20, Grant crossed the line to take the win. Squire not far behind and clearly not suffering too much from his efforts in the hill climb earlier that morning took the number two spot. Holley, K-Day and Brent Pontius (Bikers Edge/Destination Homes) rounded out the rest of the podium spots for the pro men's field.

In the pro women's field the ladies were mixing it up and doing it fast from the start. Kathy Sherwin (Mafia Racing) immediately went to the front with Zephania Blasi (Titec) and Kelsey Bingham (Roosters) following close behind. For the first two of three laps, the women's field fought hard. Sherwin led the race and had a two minute lead over Blasi, however Blasi persevered and caught Sherwin on the last lap to take the win and the Utah State Championship title. Bingham only a few minutes back finished with a strong hold on third while KC Holley (29er Crew) and Erika Powers (Las Vegas Cyclery) brought it home for fourth and fifth.

Another notable effort with a State Champion title attached goes to Lisa White of the Kuhl team. White started the race feeling great. She made her way to the front of the expert women's field and began making plans to stay out front. She knew she had it in her today. On the decent, just after the river crossing, she took a nasty fall on a tight, rocky switchback. "I landed HARD on my face on a big rock". White recalls. "My face was



Left: Alex Grant (Cannondale Factory Racing) won the State Championship and the Pro Men's field.

Above: Lisa White toughed out two crashes to win the women's expert category. Photos: James Naus/Zazoosh.com
Find your photos at zazoosh.com.

all scraped up and my nose was bleeding badly." White decided that if she could feel all of her teeth still in her mouth she would continue. After a quick inventory, they were still there. She made her way down and began lap number two. On the climb she noticed her bike was covered in blood. As she passed through the feed zone she asked for a quick assessment to see if the blood was pouring from somewhere other than her nose. Being just a nosebleed she decided once again to continue. As White made her way up the climb she said her legs felt great. As she entered the single track at the top of the climb she was en route for the win, when she clipped her pedal on a rock sending her over the bars in another high speed crash. This time her leg took the brunt of the impact. By now she was in a lot of pain. She nursed the descent and decided she'd give it her best on the final half lap. "The last lap seemed to

last forever even though it was only 4.2 miles." White said. But when I finally saw the finish line I was so happy." as it turns out, she still won her category by four minutes.

For results, see page 8.

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TOUR OF UTAH RACE GUIDE

Get Set to Watch the Tour of Utah! August 17-22!

The 2010 Larry H. Miller Tour of Utah:
 August 17-22
 Presented by Zions Bank
 America's Toughest Stage Race

Race Guide:

Are you watching the Tour this year? Not that one in France, *the* Tour, the Tour of Utah. Held in our own backyard, the 2010 Larry H. Miller Tour of Utah presented by Zions Bank promises world class bike racing.

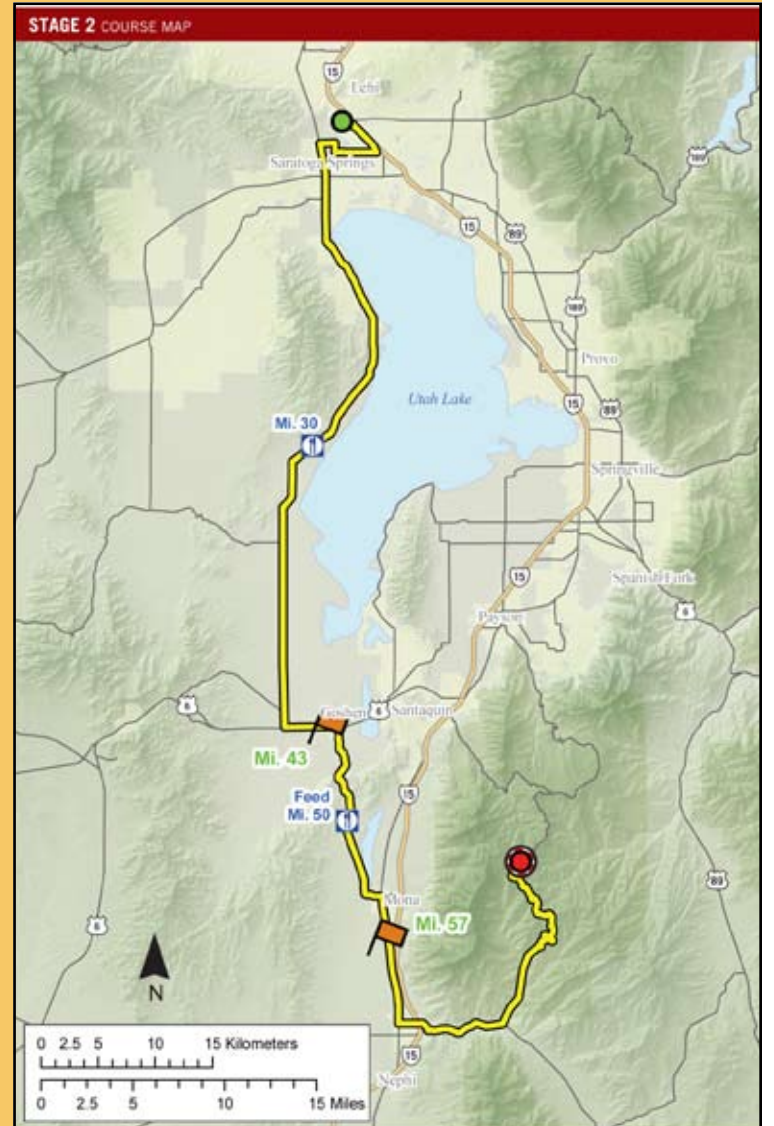
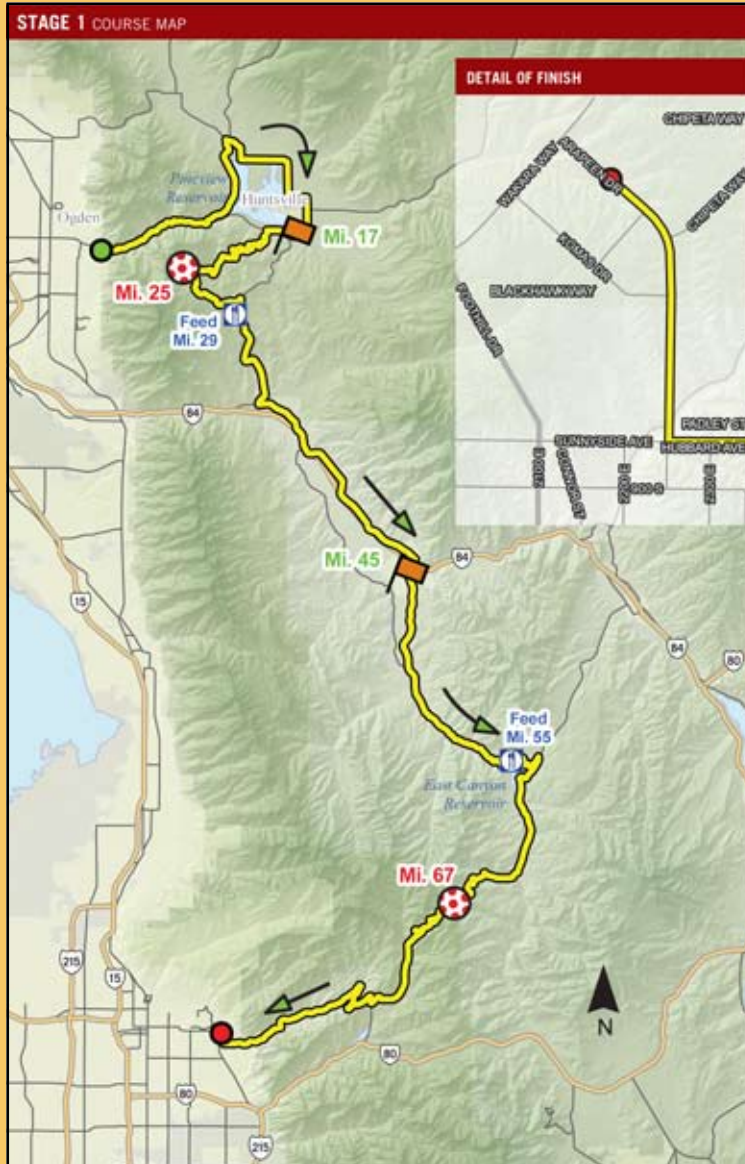
The race has a reputation for being the toughest stage race in the country. Held over 6 days, from August 17-22, with 30000+ feet of climbing over 300+ miles, the Tour of Utah will test the mettle of even the most seasoned professional.

This year's race opens with a prologue at the State Capitol building, then flows into two tough road races, a time trial, a new criterium in Park City, and finishes with the epic Queen stage that travels from Park City to Alpine Loop, Suncrest, and then finishes at Snowbird after climbing Little Cottonwood Canyon.

Cycling Utah, in conjunction with the Tour of Utah, presents this guide for you to use when watching the Tour. Stage descriptions are below, along with maps of the road race stages.

A good spot to watch the race is at the finish of each stage, where you can enjoy the expo before the riders come in. Or, go to one of the hot spot sprints (orange flags on the maps) or any of the mountain top summits (especially those marked with a red star) to see riders sprinting for points for the orange sprint jersey and the polka dot mountain jersey. Follow the jersey competitions as riders compete for these coveted garments.

While you are waiting look for sponsor cars to roll through with water and other swag. To keep tabs on the race while it's happening, download the Tour of Utah's iPhone app, or follow the race on twitter @the-tourofUtah, or search for #tou and #tou10 in the feeds for posts from the caravan and spectators. Race updates will also be broadcast on KFAN 1320



several times per hour during the race. Visit tourofUtah.com for other useful information.

Make sure that you are in place at least 20 minutes to 1 hour before the caravan is slated to roll through, otherwise, you may not make it to your favorite spot.

When you are out and about at the Tour, please remember race organizer Terry McGinnis. Terry passed away last fall after a long battle with cancer.

Terry's presence will always be felt at the Tour, and he will be remembered fondly.

Enjoy this year's Tour of Utah! It's going to be a good one!

2009 Podium: Francesco Mancebo, Rock Racing; Darren Lill, Team Type 1; Jeff Louder, BMC Racing

Salt Lake Convention & Visitors Bureau Prologue Time Trial
Tuesday, August 17

Utah State Capitol
 In Memory of Terry McGinnis
 Length: 4.5 km (2.8 mi)
 Start Time: 6 p.m.
 Finish Time: 7:30 p.m.
 Expo Hours: 5-8 p.m.

The Prologue is dedicated to the memory of Terry McGinnis, former executive director of the Larry H. Miller Tour of Utah, presented by Zions Bank.

2009 Winner: Brent Bookwalter

This year's Larry H. Miller Tour of Utah Prologue features a 4.5 km out-and-back that gently climbs and descends one of the most beautiful—and popular—road cycling routes in Salt Lake City.

The course starts in the shadow of Utah's magnificent Capitol dome on a boulevard that enjoys a 360-degree vista of the entire Salt Lake valley and urban mountainscape. Turning onto a false flat, it hugs a steep hillside, passing the entrance to City Creek Canyon and continues on to the eventual turnaround near the top of Utah's famed Avenues neighborhood. The course returns to a finish that is just beyond its starting point for a fast, furious and thrilling bicycle racing hors d'oeuvre.

Where to watch: Anywhere along

the course, but especially at the start/finish and at the turnaround.

Finish: noon – 3 p.m.

STAGE 1
University of Utah Health Care Ogden to Research Park Road Race

Wednesday, August 18
 Ogden to Salt Lake City
 Length: 137 km (85 mi)
 Start Time: 11 a.m.
 Finish Time: 2:30 p.m.
 Expo Hours: Start: 9:30-11:30 a.m.;

2009 Winner: Francisco Mancebo
 The real racing starts today near the mouth of Ogden Canyon, with this deceptively difficult mountain route. Facing two steep climbs, riders will find keeping their attention on the race will be especially challenging given the stunning canyon scenery. Looping through the high-mountain valley that surrounds Pineview reservoir, the route ascends a steep, winding, two-

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PARK CITY AMATEUR CRITERIUM SATURDAY AUGUST 21 2010

PRESENTED BY **SKI UTAH** **teamgive**

As Historic Main Street Park City plays host to some of the top cycling teams in the country for the Tour of Utah Stage 4, amateur racers will also get their opportunity to race on this challenge as course that will test all levels. This non-USA event will have large fields with prizes and cash prizes for each race. Main Street Park City will provide a festival atmosphere with large crowds and fun for the whole family and will surely be a race not to miss this summer.

The Shimano Kids Race presented by teamgive will follow the Amateur Races on the lower part of the course and lead into the main event—Tour of Utah Stage 4, Heiden Davidson Orthopedics Criterium.

For complete details, visit www.sk Utahcycling.com.

AMATEUR RACES PRESENTED BY SKI UTAH CYCLING*					
CATEGORY	START TIME	LENGTH	FEES	PRIZES	PLACES
Men Cat 4-5	10:30 am	45 mins	\$30	\$200	5
Men Masters 40+	11:30 am	50 mins	\$30	\$300	5
Women Cat 1-4	12:30 pm	50 mins	\$30	\$300	5
Men Cat 1-3	1:30 pm	60 mins	\$35	\$600	10

SHIMANO KIDS RACES PRESENTED BY TEAMGIVE**					
CATEGORY	START TIME	LENGTH	FEES	PRIZES	PLACES
Kids Race (5 & under)	3:00 pm	1/2 lap	Free	Prizes & Medals	
Kids Race (ages 6-7)	3:10 pm	1 lap	Free	Prizes & Medals	
Kids Race (ages 8-9)	3:20 pm	3 laps	Free	Prizes & Medals	
Kids Race (ages 10-12)	3:30 pm	4 laps	Free	Prizes & Medals	

TOUR OF UTAH STAGE 4 — HEIDEN DAVIDSON ORTHOPEDICS CRITERIUM

Pro Race	4:00 pm	90 mins
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The top of a climb is a great place to watch a stage. Dave Zabriskie is shown here leading BMC's Jeff Louder (2008 champ) over the summit of Little Mountain in the stage 1 road race in 2009. Photo: Dave Iltis

of Utah Research Park.

Where to watch: Good spots are at mile 29 (Snowbasin) race arrival: ~12:10pm, the sprint at mile 21 (~11:45), the summit of East Canyon (~1:51 pm), the summit of Little Mountain (~2 pm), and the finish in Research Park (~2:24 pm).

nearly the entire race.

Where to watch: Anywhere on the course. View the action from the deck or from the start/finish. Bring binoculars to get a view of the riders as they face the race of truth.

until 3:30)
Finish Time: 6:00 p.m.
Expo Hours: 9 a.m. – 6:30 p.m.

2009 Winner: Bernhard Sulzberger

The 2010 Heiden Davidson Orthopedics Criterium represents the most significant departure from past Tour of Utah schedules. This year's fast and furious criterium will be more a brutal test of stamina, willpower and

STAGE 2
XANGO Thanksgiving Point to Mt. Nebo Summit Road Race
Thursday, August 19
Road Race, mountain top finish
Length: 124 km (77 mi)
Start Time: 10 a.m.
Finish Time: 2 p.m.
Expo Hours: 9-10:30 a.m.

2009 Winner: Darren Lill

Beginning, as it does, on the flats east of Utah Lake, the Stage 2 profile may appear relatively benign (outside of an enormous spike over the final twenty miles.) Riders may think they will find relief from yesterday's tough Wasatch Mountains in those first fifty miles until they start the long grind to the finish line, 4,000 feet above the low point of the course! Mt. Nebo is a classic, local climb that will bring out the mountain goats in the peloton: the slightly-built, ectomorphs whose power-to-weight ratios qualify them as freaks of nature. They'll need it all, as this climb seems never to end! The overall will surely begin to take shape after this amazing stage.

Where to watch: either of the hotspot sprints at mile 44 (~11:41 am) or 59 (~12:15 pm), or at the finish at the summit of Mt. Nebo (~1:19 pm).

STAGE 3
teamgive Individual Time Trial
Friday, August 20
Miller Motorsports Park
Length: 14.5 km (9.2 mi)
Start Time: 6:30 p.m.
Finish Time: 8 p.m.
Expo Hours: 5:30 – 9:30 p.m.

2009 Winner: Tom Zirbel

Miller Motorsports Park, 40 miles west of Salt Lake City, will serve as a fitting venue for this year's race of truth. This track is regarded as one of the finest, safest, most spectator-friendly motorsports venues in the world. The 2010 Larry H. Miller Tour of Utah 14.8 km Individual Time Trial will use every bit of MMP race course, and then some. It's a supremely fast, twisty, and easy-to-watch course that will give spectators visual access to



Above: Terry McGinnis (left) enjoying the presentation of the best Utah Rider Jersey to Dave Zabriskie after stage 1 in the 2009 Tour of Utah. Terry passed away last fall after a long battle with cancer. His presence will be sorely missed this year at the Tour. Photo: Dave Iltis



Look for Utah's Canyon Bicycles/Specialized team to place well this year. Dave Harward facing the agony of the Miller Motor Sports Park Time Trial. Cole Sport is also fielding a team of top Utah riders. Photo: Dave Iltis

lane road to Snowbasin Ski Resort, site of the 2002 Olympic downhill ski events. The course then rolls along through the emerald ranches and farms of Morgan Valley, climbing to East Canyon Dam and reservoir. At this point, slightly more than halfway through the stage, riders now face the

toughest climb of the day and one of the most difficult of the entire race, Big Mountain. Rising almost 2,000 feet in just over six miles, this climb is guaranteed to separate the climbers from the pack, breaking the peloton apart in time for a final fifteen-mile downhill dash to the line in University

Continued on page 19

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TOUR OF UTAH PREVIEW

A Guide to the Teams in the Tour of Utah

THE TEAMS

Bahati Foundation

The first year Bahati Foundation Professional Cycling Team is collaboration between Colorado Premier Training and a foundation that benefits inner-city youth. It was established by Rahsaan Bahati, 2008 national criterium champion. Director Rick Crawford, who built a collegiate cycling powerhouse at tiny Ft. Lewis College in Colorado, oversees a squad of six neo pros on a 15-man roster. Watch for BFPC to contest for the GC at the Tour of Utah, especially with veteran Cesar Grajales leading the charge. Bahati Foundation is generally considered one of the most promising new teams of the 2010 racing season. Twitter.com/bahatifdn

Trek-LIVESTRONG

Trek-LIVESTRONG, Lance Armstrong's under-23 Radio Shack development team, will be visiting Utah for the second consecutive year. And while the squad is distinguished by such standouts as U23 Paris-Roubaix winner and world pursuit two-time medalist Taylor Phinney, Aussie Ben King and a host of rising international competitors, Utah fans will be cheering for hometown favorite, 19-year-old Chase Pinkham to improve on his 45th place finish in last year's Larry H. Miller Tour of Utah. Director Axel Merckx has the enviable task of grooming one of the most talent-rich squads on either side of the Atlantic for international success. They promise to take the Tour of Utah race by storm, as well. Twitter.com/treku23

Bissell

This Michigan-based squad returns to the Larry H. Miller Tour of Utah with much of the same roster it brought here last year. Most notable by their absences, however, will be Tom Zirbel, last year's ITT winner, and Utah veteran Burke Swindlehurst, who placed second at the Park City to Snowbird road race in 2009. Bissell is a solid, all-around roster of road race veterans that include Ben and Andy Jacques-Maynes, and Kiwi Jeremy Vennell, who can be counted on to make just about any break, bunch sprint, or podium. Under the director of Eric Wohlberg, Team Bissell stands a good chance of finishing on top of the NRC team standings, a position it has steadily been moving toward during the past four seasons. Twitter.com/bissellcycling

Team Type 1

Safe to say, Team Type 1's stock rose a couple of hundred points with the inclusion of Dutch rider Thomas Rabou as the KOM jersey winner at the 2010 Amgen Tour of California. Of course, he's only one of a roster of strong, young athletes including crafty veteran Mike Creed and break-away artist Scott Stewart. Look for TT1 to challenge every sprint and muscle their way into virtually every break at the Larry H. Miller Tour of Utah. Twitter.com/teamtype1

Fly V Australia

If you want to watch this impressive, mostly-Aussie squad race in the flesh, you'd better do it this year. They have their sights set on European ProTour status, and at the rate they're going, that might not take much

more than a couple of seasons. This is a fundamentally strong team that exhibits near perfect balance between sprinting, climbing and overall. In fact, they're the only team returning to the Larry H. Miller Tour of Utah that can claim two stage wins in 2009. Darren Lill will return to see if he can repeat his Mt. Nebo solo victory, while sprinter Bernie Sulzberger will try to duplicate his crit win. But it's likely Boulder's Phil Zajicek who will be the team's pick to go for the GC. Twitter.com/flyvaustralia

Kenda-Geargrinder

Kenda's roster for 2010 reflects a team that is mostly racing together for the first time. That said, manager Chad Thompson and director Frankie Andreu's directive to their young squad is relatively simple: "absolute aggression." Behind climber Stefano Barberi and GC man Phil Gaimon, Kenda's plan for the season is to animate and attack, something we hope to see plenty of in Utah, come August. Twitter.com/kendaproccycling

Kelly Benefit Strategies

One of the class acts of the North American peloton, KBS is most definitely a stronger team than even the one that excited Utah fans last year. Which is to say they are primarily the same team as last year. Expect them to race even more cohesively, more intelligently, and more aggressively. Coming off an outstanding showing in the 2010 Amgen Tour of California, Kelly Benefits will rely on the combined talents of TT champ Scott Zwizanski, climber Neil Shirley, and GC veteran Andy Bajadali. Under the able direction of Jonas Carney, (himself a past winner at the U.S. Elite Criterium Championships in Salt Lake in 1991), Kelly presents an experienced, potent, balanced attack for 2010. Twitter.com/kbsprocycling

Jamis-Sutter Home

Returning NRC champions JSH will arrive in Utah this summer with a fortified squad that includes speed merchant Ivan Dominguez returning to the squad he left after the 2004 season. But the Cuban is the tip of the Jamis-Sutter Home iceberg, at least when it comes to sprinting and one-day events. Countrymen Luis Amaras and Frank Trevieso present similar threats to the line. Utah resident Tyler Wren could pop out a stage win, especially since he now presumably knows the routes better than in years past. Team Manager Sebastian Alexandre has assembled an impressive cast of athletes who could conceivably make another NRC title run to match their breakout year in 2009. Twitter.com/jamissutterhome

United Healthcare

No other team in the domestic peloton can claim the pedigree and legacy of the United Healthcare-Maxxis Professional Cycling Team. Past incarnations such as HealthNet and OUCH, and now as United Healthcare, have pretty much dominated U.S. racing for ten years. The core of the team is virtually identical to the squad that visited the Larry H. Miller Tour of Utah last season. However, the team is fortified with solid young athletes who have already injected renewed excitement and energy into a program that has withstood—and prospered—over a turbulent decade of domestic road racing. Look for mainstays Rory Sutherland and Karl Menzies, supported by newcomers

Max Jenkins and Mark de Maar, veteran Chris Baldwin, and a host of others, to seek every opportunity to control the podium this year. Twitter.com/uheprocycling

Cal Giant

California amateur powerhouse Cal Giant is one of those good news, bad news stories. The bad news is that they lost a few key riders to the new Yahoo! team. The good news is that they gained former BMC and Slipstream racer Taylor Tolleson along with Sid Taberlay, Aussie national cross-country champ who finished second at San Dimas in March. They also picked up Andrew Talansky who helped set the 2009 Larry H. Miller Tour of Utah on fire last year riding for the KFAN Composite Team. The two teams will be sure to battle it out for supremacy in the big western races this season, raising the overall quality of bike racing in the process. You can also count on Justin England, 2009 National Elite Criterium Champion, to be a major factor in Cal Giant's campaign in Utah this summer.

Team Holowesko Partners

Team Holowesko Partners, the U23 development team for US ProTour squad Garmin-Transitions, has big shoes to fill in 2010 after the success of last year's squad. But with the return of key riders coupled with an influx of young talent, that challenge appears to be well in hand. Coming off impressive performances at Tours of the Gila and the Battenkill, the latter won by Caleb Fairly, the young squad has its eyes on challenging for every stage of the Larry H. Miller Tour of Utah, much as they did last year. The team is anchored by über climber Alex Howes, who won last year's brutal Stage 4 from Park City to Snowbird Ski and Summer Resort solo, and who should race for the parent Garmin Transitions team in 2011. Along with standouts Fairly and Blake Caldwell, the boys in blue and orange should be able to fill those big shoes and kick some tail all season long. Twitter.com/team-holoweskopartners

Canyon Bicycles/Specialized

Canyon Bicycles returns to the Larry H. Miller Tour of Utah for the third consecutive year with another top-flight roster of elite racers from in and around the Intermountain area. Under the direction of Canyon Bicycles (Draper, Utah) owner Mike Pratt, Canyon always manages to hold its own in the professionally dominated LHM Tour of Utah peloton. They know the terrain and, just as important, they know the ropes. Watch for perennial Utah native and campione Dave Harward to lead a squad that, while it may sometimes find itself outgunned, never manages to let it be outclassed.

Cole Sport

Another homegrown entry in the LHM Tour of Utah field is Park City's elite Cole Sport team. Last year the team's roster was populated primarily with local Cat 1 veterans, with the exception of ex Postal Service pro David Clinger Olympic and Nordic Combined gold medalist Bill Demong. Clinger is gone, and Billy's presence is still uncertain at press time. Still, look for perennial Utah veteran Todd Haggeman and up-and-comer Tanner Putt to energize an aggressive and crafty group



The race will likely come down to the final climb to Snowbird in the finale to the Queen stage. Look for high drama in Little Cottonwood Canyon. Huge crowds gather at Tanner's Campground and at the finish at Snowbird. Alex Howes is shown here winning the stage in 2009. Photo: Dave Iltis

of riders, as they electrify local bike racing fans.

Adageo Energy

Adageo Energy Pro Cycling is a first year, UCI Continental team based out of Southern California. Key riders include Tour of Wellington stage winner Cody Stevenson and national team members Austin Carroll and Eric Bennett. The team is unique in its use of hypnosis in race preparation, not just for racers, but staff as well. Team director/rider/coach Josh Horowitz ("The Ultimate Cyclist") does mental coaching for the team, along with Grand Tour stage winners Levi Leipheimer and Marco Pinotti. Adageo Energy is an Austin-based energy investment firm. Twitter.com/adageocycling

Rio Grande

Now in its ninth season, Team Rio is sponsored by Rio Grande Mexican Restaurants. The well-known Colorado chain has locations all over Colorado, while the team is based in Fort Collins. An elite, amateur race team, Team Rio will be hampered by a roster that will see only two returning racers, Allen Krughoff and Brad Bingham. And although it will be young and probably relatively inexperienced team, count on the Rio Grande racing legacy to inspire some great performances for 2010. http://twitter.com/teamriogrande

Hagens Berman

The elite Hagens Berman squad is the professional development cycling team under the Lake Washington Velo Cycling Club, based in Seattle. The team debuted in 2001 and will be making its first appearance in the Larry H. Miller Tour of Utah this year. H-B has proven itself to be among the top amateur squads in the pro/am events on the USA Cycling National Race Calendar for the past

five seasons. Watch for standouts Sam Johnson, coming off podium finishes at Mt. Hood, and Alan Adams, with impressive finishes at Hood and Gila, to light up an aggressive squad of top Pacific Northwest racers. HB http://twitter.com/hbcycling/

Exergy

Based out of Boise, and currently in its debut season, Team Exergy is an elite squad owned and operated by Escalera Racing and sponsored by Exergy Development Group, a company dedicated to sustainable economic development. Team Exergy is built on a solid, experienced roster of Idaho racers, notably Kai Appelquist and Andres Dias. According to its website, the team's philosophy adheres to the idea that, "winning races reinforces the need for complete selflessness and teamwork, while the opportunity to compete against the world's best pushes the individual athlete to continue reaching higher and higher." http://www.teamexergy.com/

BMC Racing Team

The inclusion of the BMC Racing Team in the Larry H. Miller Tour of Utah roster is significant, both in terms of prestige as well as sheer quality. In late spring the UCI cleared BMC to race in Utah, freeing up Utah native and 2008 GC Winner Jeff Louder to race in front of hometown friends and family. Jeff is but one standout on a BMC roster that ranks as a truly world class team. 2009 world road champion Cadel Evans, 2008 world champion Alessandro Ballan, and U.S. National Champions George Hincapie (road) and John Murphy (criterium) all bring renewed attention to the team, which posted 4th and 6th place finishes in Ghent-Wevelgem and the Tour of Flanders, respectively.

THE TOUR OF UTAH JERSEYS

**Yellow:
Leader's Jersey
AT&T**

The origins of the Yellow Jersey go back to the first sponsor of the Tour de France, L'Auto, a daily newspaper printed on yellow paper. The yellow jersey is awarded at the end of each stage to the rider with the best general classification time (not necessarily the Stage winner) and to distinguish the overall race leader. Best overall time is the lowest cumulative time for all Stages. This jersey will be awarded to the overall winner of the Larry H. Miller Tour of Utah.

**Orange:
Sprinter
XO Communications**

The sprint competition adds a level of excitement to the race; it is often called a "race within a race." Sprint points are awarded at designated sprint lines on a course and awarded at the stage finish. The rider with the most sprint points is awarded and retains the green jersey until he is no longer the point leader in the sprint competition.

**Blue:
Best-Young Rider
Powerade/Vitamin Water**

Intended to reward and encourage the young lions of cycling, the Best-Young Rider jersey competition is for all participants under the age of twenty-three. The best young rider jersey is awarded to this age category for the rider with the lowest cumulative time.

**Polka Dot:
King of the Mountains
Utah Toyota Dealers**

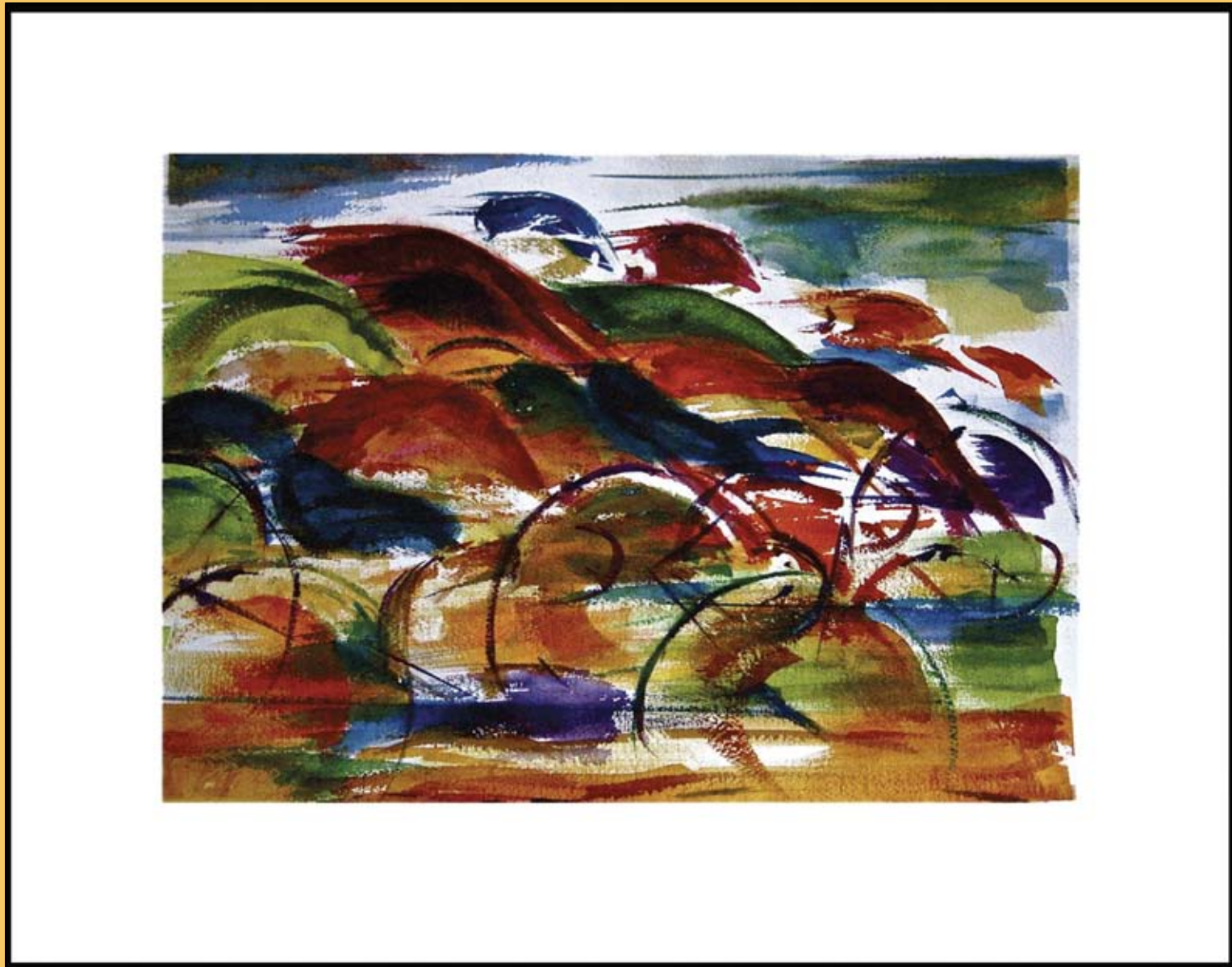
The Larry H. Miller Tour of Utah has some of the most intense climbing terrain in North America, drawing the media's focus. The King-of-the-Mountains Jersey is awarded to the rider who accumulates the most points by being one of the first three riders crossing KOM check-points at the top of all significant mountains throughout the course.

**Red:
Best Utah Rider
Siegfried & Jensen Law Firm**

The Best Utah Rider competition is for all participants who call Utah their home a minimum of 180 days each year. This jersey will be awarded to the rider with the lowest cumulative time.

ART OF CYCLING

"Tour of Utah 2009"



"Tour of Utah 2009" by Pat Showers Corneli. This watercolor was on display at the Salt Lake Bicycle Company's Bike Art show during Gallery Stroll in May.

**Tour of Utah Guide -
Continued from page 17**

sheer endurance than crits in years past. In 2010, racers will grind up Park City's historic Main Street, a half-mile, 12-percent grade that will be packed three-deep with spectators along the entire route. Reaching the top in a condition that can only be described as pure hypoxia, competitors will turn east and accelerate to upwards of 60 kpm down Swede Alley to the bottom of Old Town, negotiate a couple of 90-degree turns and do it all over again—30 more times. The field will likely shatter after just a couple of laps. After 90 minutes, the winning sprint will likely feature only a handful of the toughest power climbers in the United States. As they say, "this is not your father's criterium."

Where to watch: Anywhere on the course, especially Main Street.

Walk around to different points on the course. Look for prime sprints and the finale at the start/finish line. Enjoy the expo. Arrive early and watch the amateur crit featuring many of Utah's top racers.

**STAGE 5
Park City (Newpark Center) to
Snowbird Ski and Summer Resort
Road Race (Presented by Snowbird
Ski and Summer Resort)
Sunday, August 22**
Length: 155 km (96 mi)
Start Time: 11 a.m.
Finish Time: 3 p.m.
Expo Hours: 12:30 – 4:30 p.m.

2009 Winner: Alex Howes

Stage 5, also known as the "queen" stage, kicks off from the Newpark Center in Kimball Junction. Rocketing into Park City, racers will turn east to race across the ranches and rangeland of Summit County. Turning back west, riders enter what seems like another country, the Swiss-inspired town of Midway. After briefly skirting Deer Creek Reservoir, the race plunges down Provo Canyon, then turns sharply uphill as it passes Robert Redford's Sundance resort, where it begins to climb the difficult Alpine Loop. This legendary Utah route ascends through narrow stands of aspen and fir trees, crests a saddle just under the summit of Mt. Timpanogos, and plunges down a twisty, narrow highway that rivals the Alps for sheer beauty and danger. Descending back into and through suburbia, riders suffer up a "small" bump over Traverse Ridge before they have to tackle the deciding 8-12 percent climb up Little Cottonwood Canyon to the Creekside Center at the

Snowbird Ski & Summer Resort.

The Larry H. Miller Tour of Utah, presented by Zions Bank will also include a non-competitive ride for cycling enthusiasts the Saturday prior, called "The Ultimate Challenge." The Ultimate Challenge will be held on August 14th and follows the exact same route as the queen stage.

Where to watch: Go to any of the mountain tops or climbs to watch the race unfold. Sprints are at mile 18

(~11:39 am) and 36.5 (~12:20 pm). Riders will be at their limit and working to make the race or break their opposition. The climb on the backside of the Alpine Loop (KOM at mile 60, ~1:34 pm), the climb up Suncrest (KOM at mile 80, ~2:17 pm), or the climb up Little Cottonwood Canyon will provide great viewing. Or, hang out at the finish at Snowbird (mile 100, ~3:19 pm) and see what promises to be a showdown for America's best climbers.

cycling utah

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!

Utah BMX

RAD Canyon BMX — Salt Lake City, UT, RAD Canyon BMX is a Salt Lake County Parks and Recreation facility, and American Bicycle Association sanctioned BMX race track. Located at 9700 S. 5250 W. in South Jordan. See web page for event and race details., Ron Melton, 801-699-9575, radcanyon-bmx@radcanyonbmx.com, radcanyonbmx.com

Deseret Peak BMX — Tooele, UT, 1200 foot long track, ABA sanctioned, open to public for practice daily, fee is \$2 per rider. Sign ups 5:30 to 7:00 on race day. Races: May 8, 22, June 12, 26, July 10 - Race for Life, 17 - State Qualifier, August 14, 28, September 18, 25., Darrin Cook, 435-843-4049, deseretpeakbmx@msn.com, deseretpeakcomplex.com

Utah Advocacy

Utah Bicycle Coalition — UT, Utah's Statewide Advocacy Group., Ken Johnson, ubcinfo@utahbikes.org, utahbikes.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are on the second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 335, All are welcome., Dave Iltis, 801-328-2066, dave@cyclingutah.com, Julian Tippetts, 801-535-7704, Julian.Tippetts@slcgov.com, slcgov.com/bike

Salt Lake County Bicycle Advisory Committee — Salt Lake City, UT, Meetings are third Wednesday each month from 5-7 p.m. in Suite

N-3001 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, UT. 801-468-3351, Megan Hillyard, 801-468-3351, MHillyard@slco.org, slcbac.org

Weber County Pathways — Ogden, UT, Weber County's Trails Group. We are committed to the idea that non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life. Call 801-393-2304 or e-mail wp@weberpathways.org with questions or comments., Mark Bedel, 801-393-2304, wp@weberpathways.org, weberpathways.org

Davis Bicycle Advisory and Advocacy Committee — Farmington, UT, Meetings are held monthly at 6:30 pm on the third Wednesday of the month at: Davis County Building, 28 East State Street Room 219, Farmington., Bob Kinney, 801-677-0134, bob@bike2bike.org, davis-bike.org

Mooseknuckler Alliance — St. George, UT, We accept all types and styles of riders, most important we want people to ride their bikes and enjoy doing it. Most of us love riding our bikes in all types of weather and in multiple disciplines. The Alliance is located in Southern Utah and has group rides to help people get out, meet new friends, and most importantly, have fun riding their bikes., Lukas Brinkerhoff, lukas@mooseknuckleralliance.org, mooseknuckleralliance.org

Park City Alternative Transportation Committee — Park City, UT, Normally meets the second Tuesday of the month at Miner's Hospital, 9 a.m., Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

Mountain Trails Foundation — Park City, UT, Park City's Trails Group, Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

Bonneville Shoreline Trail Committee — Salt Lake City, UT, Volunteer to help build the Bonneville Shoreline Trail. (801) 485-6974 or visit our web page., Dave Roth, 801-824-5339, bonnevilleshorelinetrail@gmail.com, bonnevilleshorelinetrail.org

Parley's Rails, Trails and Tunnels (PRATT) — Salt Lake City, UT, PRATT is a 501(c)(3) nonprofit organization, run by volunteers. The mission of the Parley's Rails, Trails and Tunnels (PRATT) Coalition is to assist city, county, state and federal agencies and other public and private partners in completing a multi-use trail along I-80 via Parley's Creek

Corridor and the Sugar House Rail Spur to connect the Bonneville Shoreline Trail with the Provo/Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, news@parleystrail.org, parleystrail.org

Holladay Bicycle Advisory Committee — Holladay, UT, The Holladay Bicycle Advisory Committee (HBAC) works to make Holladay bicycle friendly. The HBAC meets on the first Tuesday of every month from 6:00 p.m. to 6:45 p.m. in the Hy Nielson Room of the city building at 4580 S. 2300 E., Greg Hoole, 801-272-7556, grehgh@hooleking.com, tinyurl.com/holladaybac

Events, Swaps, Lectures

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., None, noemail@cyclingutah.com, slccriticalmass.org

Bike Polo League — Salt Lake City, UT, March to November - Come and play bike polo! Tuesdays at Liberty Park, Salt Lake City, 6:30 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

August 21 — Tour de Fat, Boise, ID, Bikes and Sustainability revival festival, Various Western Locations., 888-622-4044, nbb@newbelgium.com, newbelgium.com/tour-de-fat

September 22 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclingutah.com, worldcarfree.net

September 30 — Bikes for Kids Dinner, Salt Lake City, UT, Fundraising dinner and silent auction helps purchase bikes for underprivileged kids and supports cycling safety and advocacy efforts., Chip Smith, 801-597-7515, csmith@soarcomm.com, bikesforkidsutah.com

October 1-2 — Bicycle Film Festival, tentative dates, 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, Location TBA, Jonathan Morrison, 801-FAT-BIKE, jonathan@bicyclefilmfestival.com, bicyclefilmfestival.com

April 9 — COPMOBA Bike Swap, Grand Junction, CO, Jen Taylor, 970-250-9682, Jen.Taylor@mountainkhakis.com, copmoba.org

Mountain Bike

Tours and Festivals

September 24-26 — Castle Country Single Track Mountain Bike Festival, Price, UT, Rides for all abilities from confident beginner to expert. All rides will be over a newly developed single track system. Rides Friday, Saturday, and Sunday. Dinner and live entertainment on Saturday, bike raffle, fun for everyone!, Steve Christensen, 435-636-3702, steven.christensen@carbon.utah.gov, www.carbonrec.com

September 24-26 — San Rafael Swell Mountain Bike Festival, Emery County, UT, 8th Fall Festival, Headquarters: Wedge Overlook in Emery County, start: Friday afternoon with registration, a warm-up bike ride, a meal and a prize drawing. Saturday: day-long rides (beginner, intermediate or advanced) to see the San Rafael Swell, returning to a Dutch-oven cookout meal. Sunday begins with breakfast and one last group ride, ending at noon. Festivals are family-oriented; kids are urged to ride with their parents or in a kid-specific ride., 435-637-0086, meccabikeclub@etv.net, biketheswell.org

September 28-October 2 — Alison Dunlap Adventure Camp, Moab, UT, Intermediate/Advanced Ride Camp, Alison Dunlap, alisondunlap@comcast.net, alisondunlap.com

September 30-October 3 — Outerbike, Moab, UT, Outerbike will be an opportunity to ride your dream bike on world famous trails, including Slickrock. Registration is \$150, and participants will receive demos for four days, lunch at the trailheads, and discounted tickets to evening parties and films., Sean Hazell, 800-845-2453, biking@westernspirit.com, outerbike.com, westernspirit.com

October 29-31 — 5th Annual Moab Ho-Down Bike Festival, Moab, UT, Moab's original fat tire festival has changed and evolved over the past few decades into what is now being presented by Chile Pepper Bike Shop in Moab. The festival offers group shuttles and rides, movie premiere, townie tour, Super D Race, DH Race and an outrageous costume party., Tracy Reed, 435-259-4688, info@chilebikes.com, moabhodown.com

Utah Weekly MTB

Race Series

Sundance/Soldier Hollow Weekly Race Series — Sundance Resort,

UT, Wednesdays, 6:30 p.m., May 12, 26, June 9, 23, July 7, 21, August 4, 18 alternates with Soldier Hollow Training Series. Registration: 5:30-6:20 p.m., Racing at 6:30 p.m., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, weeklyraceseries.com, sundanceresort.com

Sundance/Soldier Hollow Weekly Race Series — Soldier Hollow, UT, Wednesdays, May 5, 19, June 2, 16, 30, July 14, 28, August 11, 25, alternates with Sundance, Registration: 5:30-6:20 p.m., Racing at 6:30 p.m., Mark Nelson, 435-654-1392, aces@euclidoutdoors.com, weeklyraceseries.com

Mt. Ogden Midweek XC Race Series — Snowbasin Resort, UT, Dates June 16, 30; July 14, 28; August 11, 25. Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Jonny Hintze, 801-230-2995, jonnyhintze@yahoo.com, mtogdenraceseries.com, bebikes.com

May 11-August 19 — Park City/Solitude Mid Week Mountain Bike Race Series, Park City, Salt Lake City, and Solitude, UT, Park City: Round Valley, dates May 11, 25, June 8, June 15 Solitude: Dates July 20, August 19 Park City: Park City Mountain Resort, Deer Valley, The Canyons. Dates Tentative: July 6, July 20, Riley Siddoway, 801-739-3161, rsiddoway@mountainrace-works.com, Jay Burke, 801-330-3214, burkejay@q.com, midweekmtb.com

Utah Mountain

Bike Racing

August 5 — Orchard Days Mountain Bike Race, Santaquin, UT, Men's and Women's division for Beginner, Intermediate, and Advanced races, Youth race; Race starts at 6:30pm, Registration ends July 16th. Register online and save \$5., Greg Flint, (801) 754-3211, office@santaquin.org, santaquin.org

July 31 — 1st Annual Basin Bash XC, Intermountain Cup, Snowbasin, UT, ICS #12, Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

August 7 — 2nd Annual Rock the Canyons Intermountain Cup Grand Finale, Intermountain Cup, Canyons Resort, UT, ICS #13, 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 13-15 — Flyin' Brian Gravity Festival, UT Downhill Series, Brian

You change the **OIL** in your car every 3 months.

When did you last do your bike's **FORK?**

(You do like your bike more than your car, don't you?)



702 Third Avenue
801 533-8671
wildrosesports.com

SUSPENSION SERVICE CENTER

Manufacturers recommend servicing forks and rear shocks every 30 to 60 hours of ride time. Leaky seals and dirty oil reduce performance and accelerate wear on precision internal shock parts. Extend the life of your gear with regular maintenance performed by our professional technicians.

BRANDS SUPPORTED:

Fox, Rock Shox, Marzocchi, Manitou, Maverick, White Bros, Cane Creek

Tour de Vins 2010

Bike Tour & Wine Tasting Event



Saturday, September 18th
Pocatello, Idaho

Bike Tour

57, 50, 32, 25 &
16.5 Mile
Route Options

Rides begin 8:00 to 8:30am
in the ISU Sub parking lot
by Taco Bell

For more information,
call 232-0742

Wine Tasting

Rogers Ranch
5680 Bannock Hwy.
Live Music: Slap Dash
6:30pm to 9:30pm

For more information call (208) 232-0742



A Fundraising Event
FAMILY SERVICES ALLIANCE
of Southeast Idaho
We're With You!

Bike Tour Costs:
Early Bird Registration: \$50 by Sept 3 (\$55 after 9/3)
Wine Tasting: \$20 per person
Tickets available at the FSA Offices at 3555 S. Arthur St. at The Grapevine at 446 S. 28th Ave. in Pocatello
Register at sportsbaseonline.com

Head, UT, Friday Trail Bike Race, Saturday Super D, Sunday Downhill., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

August 28 — Mt. Ogden 50 & 100 K MTB Race, Snowbasin, UT, 50 K & 100 K distances, Starts 7 am for 100k, 7:35 50k start, 7:35 100k 4 person relay start, at Snowbasin, Solo or 4 person relay teams, Steve Andrus, 801-620-1014, sandrus@snowbasin.com, mtogden100k.com

September 4 — Park City Point 2 Point - presented by POWERADE, Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race will never be on the same trail twice. Over 90% of the race is single-track. 78 miles & 14,000' of climbing., Jay Burke, 801-330-3214, info@thepcpp.com, thepcpp.com

September 11 — 6th Annual Sundance Single Speed Challenge, Sundance Resort, UT, 10 am start, Sundance Resort., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

September 18 — 12 Hours of Sundance, Sundance Resort, UT, 7 a.m. to 7 p.m., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

September 18 — Widowmaker Hill Climb, Snowbird, UT, 10 AM, 3000' vertical race to the top of the Tram, Gad Valley, Snowbird Resort.,

James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

September 18 — Rockwell Relay MTB, Moab, UT, 4 person mountain bike relay. 125 miles, one day, 3 legs per rider. Starting near Bear Lake and finishing at Snow Basin resort., Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

September 19 — Tour de Suds, Park City, UT, An uphill MTB race from Miner's Hospital to Guardsman. 28th 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 9-10 — 24 Hours of Moab, Moab, UT, 16th Annual, solo, duo, 4 and 5 person team categories, men, women, and coed. USAC National 24 Hour Championships too!, Laird Knight, 304-259-5533, heygranny@grannygear.com, grannygear.com

October 9 — 6 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, Intro to endurance racing with solo, duo, and 3 person categories. Event held from 9am to 3 pm. Same great 13 mile course as the 25 hour race. Includes costume contest fun., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

October 11-12 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, hwsg@infowest.com, seniorgames.net

November 6-7 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, 25 hour event is from SAT 10am to SUN 10 am with the bonus double midnight lap. 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

Regional Mountain Bike Racing

July 31 — Laramie Enduro, Laramie, WY, 111 K (72.5 miles) mountain bike race, Happy Jack Recreation Area, 8600' elevation gain., Richard Vincent, 307-745-4499, enduro.rv@gmail.com, laramieenduro.org

July 31 — Butte 100, Butte, MT, 100 and 50 mile single loop options. Approx. 70 miles of continental divide trail within the 100 mile race and approx. 40 miles of CDT within the 50 mile race. 16,000 ft of elevation gain on the 100 mile route. Fund Raising for MTB trail maintenance and trail building., Bob Waggoner, 406-490-5641, gettripleringprod@hotmail.com, tripleringprod.com

July 31-August 1 — Pomerelle Pounder, UT Downhill Series, Wild Rockies Series, Albion, ID, 2 day DH race, Saturday DH race and Sunday DH and Trail bike races., Ron Lindley, 801-375-3231, eracerhd@netzero.net, wildrockiesracing.com, go-ride.com

August 4 — Teton Village Short Track XC Series and CX, Tentative, Teton Village Short Track XC Series, Teton Village, WY, August 4, 18, 6:30 pm. MTB Races, CX race on August 11, Brian Schilling, 307-690-9896, schilldog@hotmail.com, ucjh.org

August 4 — DDDSTXCRS, Ketchum, ID, Dollar Mountain, Short Track XC, Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

August 6-8 — Keystone Revival - MSC #6, Mountain States Cup, Crested Butte, CO, Cross country (endurance) and super d endurance/gravity) on Saturday. Short track (endurance) and downhill (gravity) on Sunday. Qualifier for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

August 7 — Knobby Tire Series Finals, Knobby Tire Series, Boise, ID, Only 15 minutes from Boise. World Cup style racing brought to the Treasure Valley. 8.5 loop packed with tight double track and some single track to keep one honest., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytires.com, brokenspokecycling.com

August 7 — Targhee Downhill Race #2, Alta, WY, The Wydaho DH series at Grand Targhee Resort. This 3 race DH series will test all with a single track course over 2 miles long., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

August 11 — DDDSTXCRS, Ketchum, ID, Dollar Mountain, Short Track XC, Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

August 14 — Big Hole Challenge MTB Race and Duathlon, Driggs, ID, 15 mile MTB race, 7.5 mile bike and 5 mile run Duathlon, Start at Horseshoe Canyon Trailhead, 11 miles west of Driggs, Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peakedsports.com

August 18 — DDDSTXCRS, Ketchum, ID, Dollar Mountain, Short Track XC, Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

August 20-22 — Full Tilt in Telluride - MSC #7, Mountain States Cup, Telluride, CO, Hill climb (endurance) and four cross (gravity) on Saturday. Cross country (endurance) and downhill (gravity) on Sunday. XC, 4X and DH are qualifiers for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

August 21 — Schweitzer Mountain Resort Downhill, Wild Rockies Series, Sandpoint, ID, Schweitzer Mtn. Resort. DH., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com, fluidride.com

August 25 — DDDSTXCRS, Ketchum, ID, Dollar Mountain, Short Track XC, Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

September 3-6 — Winter Park Pursuit - MSC #8, Mountain States Cup, Winter Park, CO, Short track (endurance), cross country (endurance), super d (endurance/gravity), four cross (gravity) and downhill (gravity). This is the Mountain States Cup Season Finale for all gravity disciplines and super d. Qualifier for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

September 4 — Bogus Hari-Kari STXC, Wild Rockies Series, Bogus Basin, ID, 2-3 min DH course. Newer route with fast, flowing single track and individual time trial! 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, wildrockiesracing.com

September 5 — Bogus Kamikaze DH, Wild Rockies Series, Bogus Basin, ID, 2-3 min DH course. Newer route with fast, flowing single track and individual time trial! 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, wildrockiesracing.com

September 10-12 — Fall Classic - MSC #9, Mountain States Cup, Breckenridge, CO, Circuit race (endurance- short track) and time trial (endurance- hill climb) on Saturday. Epic backcountry cross country (endurance) on Sunday. Cross country is a qualifier for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

September 11 — Targhee Downhill Race #3, Alta, WY, The Wydaho DH series at Grand Targhee Resort. This 3 race DH series will test all with a single track course over 2 miles long., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

September 21 — Pierre's Hole MTB Race, Alta, WY, Grand Targhee Resort. The 25 mile loop with over 4000' of climbing each lap, a long with over 70% of the course on single track make this a awesome 50/100 race., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com, pierreshole50-100.blogspot.com

September 25-26 — Bittersweet Endurance and Gravity, Bootleg Canyon, NV, SD, DH, XC, Francine Johnson, 702-273-0537, johnsonrockhard@hotmail.com, bootlegcanyon.org, myspace.com/johnsonrockhard

October 22-24 — Singlespeed World Championships, Rotorua, NZ, Dave Harris, hairball.dh@gmail.com, sswc10nz.com

October 30-31 — BOOtleG Endurance and Gravity, Bootleg Canyon, NV, SD, DH, XC, Francine Johnson, 702-273-0537, johnsonrockhard@hotmail.com, bootlegcanyon.org, myspace.com/johnsonrockhard

November 20-21 — Endurance High Test, Bootleg Canyon, NV, XC, Francine Johnson, 702-273-0537, johnsonrockhard@hotmail.com, bootlegcanyon.org, myspace.com/johnsonrockhard

December 18-19 — Screamin Santa, Bootleg Canyon, NV, SD, DH, Francine Johnson, 702-273-0537, johnsonrockhard@hotmail.com, bootlegcanyon.org, myspace.com/johnsonrockhard

Utah Weekly

Road Race Series

Cyclesmith Rocky Mountain Raceways Criterium Series — West Valley City, UT, A and B Flite off at Noon C and D Flite off at 12:50, 6555 W. 2100 S. March 6,13,20,27 April 6,13,20,27, May 4, 11, 18,25, June 1,8,15,22,29, July 6,13,20,27, August 3,10,17,24,31, September 7,14,21,28., Marek Shon, 801-209-2479, utcritseries@gmail.com, utah-critseries.com

Salt Air Time Trial Series — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of

Findlay SUBARU

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2010



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• Raffle Benefiting Mountain Trails Foundation

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the International Center; 4/15, 4/29, 5/13, 5/27, 6/10, 6/24, 7/1, 7/15, 7/29, 8/12, 8/26, 9/9, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

DLD (DMV) Criterium Presented by Ski Utah — West Valley City, UT, Ski Utah Cycling team is pleased to sponsor the Utah Driver's License Division (DLD) weekly criterium race. Weekly Training Crit at the Driver's Training Center, 4700 S. 2780 W., A Flite - 6pm. B Flite - 6:55 pm. (April 7 - September 9), Clint Carter, 801-651-8333, cdcarter44@msn.com, utahcritseries.com

Emigration Canyon Hillclimb Series — Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April thru September: 4/22, 5/6, 5/20, 6/3, 6/17, 7/8, 7/22, 8/5, 8/29, 9/2, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Simply Mac Racing Criterium Series p/b TeamGive — Ogden, UT, Thursdays, Ogden BDO - 7/15, 7/22, 7/29, Kaysville DATC - 8/5, 8/12, 8/19, 6 pm, C flight: 5:50 pm (30 min), B flight: 6:30pm (40min), A Flight: 7:20pm (50min), Ogden Location - Business Depot Ogden (1100 S Depot Drive), Kaysville location - DATC 550 E. 300 S., Joel Rackham, 801.721.6952, joel@simplymacracing.org, simplymacracing.org

Logan Race Club Time Trial Series — Logan, UT, Thursdays, 6:30 p.m. Location rotates among 4 courses., Stephen Clyde, swc@mdsc.com, loganraceclub.org

Powerhouse UVU Crit series, presented by UVU Cycling — Orem, UT, Dates TBA, UVU, 1062 W 800 S, Orem, UT 84058, Lot V, Mason Law, 801-891-5275, masons@hotm.com, thefancycling.com

Mt. Ogden Midweek Crit Race Series — Snowbasin Resort, UT, Dates June 23; July 7,21; August 4,18. Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:00 pm., A flight (pro/exp), B flight (Sport), C flight (Beginner), Jonny Hintze, 801-230-2995, jonnyhintze@yahoo.com, mtogdenrace.com

April 22-October 7 — Miller Motorsports Park Cycling Series, Tooele, UT, April 22, May 6, May 20, June 3, June 17, July 8, July 22, Aug 5, Sep 2, Sep 23, Oct 7. Circuit Race at Miller Motorsports Park, Closed Course, A, B, C groups, registration from 4-6 pm, racing starts at 6:30., Rod Kujacynski, 801-277-2626, sales@spincycleut.com, spincycleut.com

Utah Road Racing

July 31 — Tour de Park City, UCA Series, Park City, UT, Fully Supported Road Race. All men's and women's UCA categories. Same great 170 mile course you have come to love. New additions and changes will make 2010 the best Tour de Park City yet., Riley Siddoway, 801-739-3161, rsiddoway@mountainraceworks.com, tourdeparkcity.com

August 4 — Lindon Days Criterium, Lindon, UT, 30 N Main Street in Lindon. 1.9 mile loop on city streets. Part of the Lindon Days Celebration. First flight at 6:00 p.m., Ryan LeMone, 801-785-3828, ryan.lemone@farmersinsurance.com, lindoncity.org

August 14 — Riding for a Reason, Salt Lake City, UT, Bike over 70 miles over Emigration Canyon through the same canyon the pioneers crossed to enter the valley. Salt Lake to Henifer and back. Extreme elevation climb. This event is designed to raise funds to children who cannot afford wheelchairs. Timed event option too, Joseph Coles, info@onhillevents.com, riding4areason.com

August 17-22 — 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. Come and watch the best!, Karen Weiss, 415-218-0193, karen@tourofUtah.com, tourofUtah.com

August 21 — Snowbird Hill Climb, Snowbird, UT, 32nd Annual, 8 a.m. start, Start on 9400 S. near 20th East, climb to Snowbird's entry ll., Misty Clark, 801-933-2115, misty@snowbird.com, snowbird.com/events/competitions/summer/hillclimb.html

August 21 — Tour of Utah Amateur Criterium, UCA Series, Park City, UT, Historic Main Street in Park City will be the setting for this race that will be run on the same course as the Pros. A challenging course with over 100 feet of elevation gain each lap. Riders and spectators will enjoy this event and all day activities., Eric Thompson, 801-541-3840, jerichthompson@comcast.net, skiutahcycling.com

August 28 — 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. Races start at 10:00 a.m. BBQ lunch, awards, and raffle after race., Eric Thompson, 801-541-3840, jerichthompson@comcast.net, skiutahcycling.com

August 28-30 — 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, embassy@planetultra.com, Hoodoo500.com

September 4 — Double M Fun Ride, Morgan, UT, Road race with over \$2000 in cash and prizes and a recreational charity ride benefiting the Cystic Fibrosis Foundation (CFF), 3 ride lengths, 28, 56 and 84 miles. The fun ride starts at 8 am. The race starts at 9 am. Starts in Morgan, UT at the fairgrounds., Daniel Lilly, 801-657-2627, daniel@mycycling-source.com, mycycling-source.com/double-m-bike-race.html

September 11 — LOTOJA Classic RR, Logan, UT, 1 day, 3 states, 206 miles from Logan, UT to Jackson, WY. Almost 10,000 feet of climbing, 28th Annual, Brent Chambers, 801-546-0090, info@lotojaclassic.com, lotojaclassic.com

September 17-18 — Salt to Saint Relay, Salt Lake City, UT, 410 mile relay race from Salt Lake City to St. George, following Hwy 89. Solo, 2, 4 and 8 person categories, Geoffrey Montague, 435-313-3188, geoffrey.montague@gmail.com, Clay Christensen, 801-234-0399, info@salttosaint.com, salttosaint.com

September 18 — Climber's Trophy, UCA Series, Salt Lake City, UT, Individual time trial up the south side of Big Mountain. Start at MM 0, first rider up at 8:30 am., Jon Gallagher, 435-901-8872, sportsbasevents@gmail.com, teamcsr.org

September 25 — Mountain 2 Metro Harvest Moon Criterium, Ogden, UT, Downtown Ogden in the Municipal Park between 25th & 26th Streets., Ben Towery, 801-774-7551, teamex-

celerator@gmail.com, teamexcelerator.com

October 5-8 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. Skill divisions I, II, and III., Kyle Case, 800-562-1268, hws@infowest.com, seniorgames.net

October 9 — 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 Weekly Road Race Series

Grand Junction Spring Crit Series — Grand Junction, CO, 6 race series March 31, April 7,14,21,28,May 5th, 2010 Two Races will be held: 5:45 pm - Group A - Men/Women Cat 1,2,3, Masters and Collegiate., 6:45pm - Group B - Men/Women Cat 4,5, Masters and Collegiate., fast flat fun .67 mile closed course at 627 25 1/2 Rd., Mike Driver, 970-274-1232, chrisreed@ascentproductions.net, org.mesastate.edu/cycling/

Idaho Cycling Enthusiasts Time Trial/Hillclimb Series — ICE Series, Pocatello, ID, Dates - Time trials: 5/4, 5/12, 6/9, 6/15. HC: 5/19, 5/25, 6/23, 7/20; TT's are flat, hill climb is up either Scout Mountain or Pebble., David Hachey, 208-241-0034, dmhachey@gmail.com, idahocycling.com

SWICA Criterium Series — SWICA Criterium Series, Boise, ID, Tuesdays, May 4, 11, 18,25, June 1, 8, 15, July 6, 13, Local training crit series at Expo Idaho West lot., Kurt Holzer, 208-890-3118, idahobikeracing@yahoo.com, idahobikeracing.org

Regional Road Racing

August 1-7 — USA Cycling Masters Road National Championships, Louisville, KY, Tom Vinson, 719-434-4200, tvinson@usacycling.org, usacycling.org

August 10-14 — Southeast Idaho Senior Games, Pocatello, ID, Criterium, hill climb, 10k TT/20k RR, 5k TT/40k RR. Cross country MTB., Jody Olson, 208-233-2034, jolson@allidaho.com, seidahosenior-games.org

August 21 — Glens Ferry Handicap Road Race, Glens Ferry, ID, Gary Casella, 208-340-7224, gcasella@aol.com,

August 22 — Skull Valley Road Race, Skull Valley, AZ, Out and back road race with big rollers and climbing. All categories (except juniors) ride approximately 55 miles. Juniors ride approx. 25 miles., Eric Prosnier, 602-381-3581, skullvalley@wmrc.org, wmrc.org

August 22 — Idaho Time Trial Championships, Mountain Home, ID, Idaho State TT Championships, Rudy Estrada, 208-713-3705, elitecycling@msn.com, idahobikeracing.org

August 28 — Bogus Basin Hill Climb, Boise, ID, 38th Annual., Mike Cooley, 208-343-3782, mcooley@georges-cycles.com, georgescycles.com

September 11 — Race to the Angel, Wells, NV, 24th Annual, 3000' climb., Ann Lee, 775-752-3540, chamber@wrecwireless.coop, wellsnevada.com

September 23 — 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

September 25 — 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, mountcharlestonhillclimb.com

Utah Road Touring

BRA NU — By arrangement, Brigham City, UT, By arrangement. Starting in Brigham City. See country that varies from the western desert to mountainous forest. From Golden Spike National Historic Monument to Dinosaur National Monument. Travel along well paved rural roads through ranches and summer range, and by breath taking vistas and views of the mountains and valleys., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

July 31 — Tour de Park City, Park City, UT, Fully Supported Road Touring options starting and finishing in Park City. 148 miles Super Century through Northern Utah's beautiful mountain valleys. New additions and changes will make 2010 the best Tour de Park City yet., Riley Siddoway, 801-739-3161, rsiddoway@mountainraceworks.com, tourdeparkcity.com

July 31 — I Think I CANYons, Salt Lake City, UT, Benefit ride for the Fourth Street Clinic, an organization that provides healthcare for the homeless. Little Cottonwood, Big Cottonwood, Millcreek, and Emigration. Option to ride 2 or 4 canyons. Start and finish at Barbacoa (3927 South Wasatch Blvd.). Start time 6:30 a.m.; registration begins at 6:00 a.m., Alex Rock, 801-631-7872, alrock85@gmail.com, ithinkicanyons.com

July 31 — Bryce Canyon 200 K, Southern Utah Brevet Series, Panguitch, UT, Brevets are self support, timed, distance cycling

events, route begins in Panguitch and loops around to Bryce Canyon, Tropic and Circleville before returning to Panguitch., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org

August 1 — Preride ULCER, BCC SuperSeries, Lehi, UT, Thanksgiving Point to Goshen and west side of Utah Lake, self-supported. On next week's ULCER course., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 2 — 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: a shorter 100 mile option from Sundance around the Nebo Loop and back to Payson., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

August 7 — ULCER, Lehi, UT, Century Tour around Utah Lake, 100, 65 mile options, start at Thanksgiving Point in Lehi., Mary-Margaret Williams, 801-641-4020, president@bbtc.net, bccutah.org

August 13-14 — 3rd annual Bear Pa Challenge Charity Cycling Tour, Park City, UT, Challenging and fun fully supported ride from Bear Lake to Park City over the Mirror Lake Highway. Benefits a local children's hospital., Tyler Hooper, 801-292-9146, 801-927-8310, tyler.hooper@gmail.com, thinkoutsideCC.org

August 14 — The Ultimate Challenge Presented by the Tour of Utah, Park City, UT, 96 miles, 11,000+ vertical feet, Park City in the morning, finish: Snowbird Mountain Resort. Event benefits the Tour of Utah. Ride the Toughest Stage of the Nation's Toughest Stage Race., Karen Weiss, 415-218-0193, karen@tourofUtah.com, tourofUtah.com

August 14 — Promontory Point 120, BCC SuperSeries, Ogden, UT, 5 Points Ogden to BC, Corrine, Golden Spike, Tremonton and back 120 miles self-supported, shorter loop options available., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 14 — Bike the Bear Century, Garden City, UT, Bike the Bear,

25th ANNUAL



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celebrating the 100th anniversary of the BSA. 100 and 50 mile division. Begins at Camp Hunt on Bear Lake, UT., Jason Eborn, 801-479-5460, jeborn@bsamail.org, trappertrails.org

August 14 — 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., Charis Wilke, 801-735-2142, charis_02@hotmail.com, heritageterc.org

August 14 — Riding for a Reason, Salt Lake City, UT, Bike over 70 miles over Emigration Canyon through the same canyon the pioneers crossed to enter the valley. Salt Lake to Henifer and back. Extreme elevation climb. This event is designed to raise funds to children who cannot afford wheelchairs. Timed event option too!, Joseph Coles, info@onhillevents.com, riding4areason.com

August 21 — 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., Ryan Gurr, 435-674-3185, info@spingees.com, desperadodual.com,

August 21 — The Big Ride, BCC SuperSeries, Richmond, UT, Start Richmond City Park to Preston, over Strawberry to Montpelier, West to Soda Springs, loop route on old and new LOTOJA courses., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 26-September 4 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Moab, UT, 3 ride options: August 26-Sept 4, Aug 26-28, Aug 29- Sept 4. Moab, Green River, Hanksville, Torrey, Escalante, Cannonville, Panguitch, and Cedar City. 400 miles, 3 National Monuments, 5 State Parks, 4 National Forests., Les Titus, 801-654-1144, lestitus@lagbrau.com, lagbrau.com

August 28 — 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, veloist-bob@yahoo.com, cvveloists.org

August 28 — Summit Challenge, Park City, UT, Benefits 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

August 28 — 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 — Hooper Horizontal 100, BCC SuperSeries, West Point, UT, 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 4 — Beaver 200K, Southern Utah Brevet Series, Cedar City, UT, Brevets are self supported and timed distance cycling events. This route begins in Cedar City, continues to Parowan and Beaver and then returns., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org, rusa.org

September 4 — Double M Fun Ride, Morgan, UT, A recreational charity ride benefiting the Cystic Fibrosis Foundation (CFF), 3 ride lengths, 28, 56 and 84 miles. The fun ride starts at 8 am. The race starts at 9 am. Starts in Morgan, UT at the fairgrounds, Also has a race with over \$2000 in cash and prizes., Daniel Lilly, 801-657-2627, daniel@mycyclingsource.com, mycyclingsource.com/double-m-bike-race.html

September 5-11 — Tour of Southern Utah, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day., Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

September 11 — 20th Annual Independent Living 5K Run and Roll, UT, West Jordan Veterans Memorial Park (1985 West 7800 South). Registration 8:30 am, Race 9:30. Flat circular course. Medals - top three finishers in runner, walker, manual wheelchairs, assisted wheelchairs and handcyclers., Debbie or Kim, 801-466-5565, ulic@xmission.com, ulic.org

September 11 — Tour de Habitat, Orem, UT, 50 mile and 20 mile routes visiting some of Utah County's Habitat for Humanity homes. Proceeds benefit Habitat of Utah County. The ride starts in Orem at the Harmons parking lot, 800 North 800 East., Eric Bennett, 801-796-9888, eric@thebarefootgroup.com, habitatutah.org/events/tour-de-habitat.html

September 17-19 — Moab Century Tour, Moab, UT, Weekend of road cycling with rolling and climbing route options including the infamous "big Nasty" (3000 feet elevation in 7 miles). Warm Up ride Friday, Recovery ride Sunday., Beth Logan, 435-259-3193, info@skinnytireevents.com, skinnytireevents.com

September 18 — Randy's Fall Colors Classic, BCC SuperSeries, Salt Lake City, UT, Sugarhouse Park over Big Mtn, Coalville, Wanship, Browns Canyon, and back via I-80 over Parleys, self-supported century., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 18 — Bike for Life, Salt Lake City, UT, 22 mile bike tour to raise funds for the Utah AIDS Foundation. Funds raised from this event will go towards prevention education and direct client services for people affected by HIV in Utah. 9 am, Liberty Park., Nathan Measom, 801-487-2323, nathan.measom@utahaids.org, utahaids.org

September 25 — Heber Valley Olympic Century, Heber, UT, Utah's most beautiful bike ride through the scenic splendor of the Wasatch mountains, dramatic autumn beauty of Heber Valley, picturesque Jordanelle, and Olympic venue Soldier Hollow. This is the only Biathlon century in the USA. Benefiting Hess Cancer, Start time

8:00 am. 100 mi, 65 mi, 50 mi, 25 mi options, fully supported, starting from Southfield Park., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

October 2 — 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., Ken Johnson, 801-205-1039, kjliveto-bike@gmail.com, josiejohnsonride.com

October 9 — Trek WSD Breast Cancer Awareness Ride, American Fork, UT, Trek Bicycle Store of American Fork, UT, 20 mile casual ride for all riders. Registration contributions go to Breast Cancer Research Fund., Vegas, 801-763-1222, vegas@trekaf.com, trekaf.com

October 16 — 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)., Ryan Gurr, 435-674-3185, info@spingees.com, tourdestgeorge.com

October 21-24 — Breast Cancer Network of Strength's Ride to Empower, Springdale, UT, A destination bike ride that raises funds to provide breast cancer support. Bike routes range up to 100 miles. Network of Strength will provide you with cycling guidance and fundraising support., Deb Bowling, 818-889-2453, embassy@planetultra.com, ride.networkofstrength.org

November 27 — Saturday Fatter-day Ride, Saratoga Springs, UT, Join us for the 3rd annual Saturday Fatter-day ride to benefit the Utah Food Bank. We burn off a bit of turkey and pie calories riding to the top of Sun Crest. Bring a donation for the Food Bank as your "entrance fee.", Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

Regional Road Touring

July 31 — Cascade - Warm Lake 3 Summit Challenge 2010, Cascade, ID, 8:00 a.m. start time, Climb Big Creek Summit from the Cascade side, Warm Lake Summit, Big Creek Summit from the Warm Lake side. Guest riders include Greg Randolph, '96 Olympic Road Cyclist, Kristin Armstrong, '08 Olympic Gold Medalist and World Champion, Remi McManus, '01 US National Road Race Champion. 1,000 rider limit., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

August 7-14 — Oregon Bicycle Ride XXIV, Klamath Falls, OR, 7-day supported road tour starting and ending in Klamath Falls, OR. Klamath Falls, Bly, Silver Lake, Diamond Lake, Butte Falls, Fort Klamath, Klamath Falls., Sandy Green, 541-385-5257, 800-413-8432, info@oregonbicycleride.org, oregonbicycleride.org

August 8-14 — Ride Idaho, Coeur d'Alene, ID, 7 day supported bicycle tour, 448 total miles, Coeur d'Alene, Priest Lake, Sandpoint, Troy, MT, Thompson Falls, MT, Kellogg, Harrison, Coeur d'Alene., Julie England, 208-344-5502, julie.england@ymcatvidaho.org, rideidaho.org

August 21-22 — 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 21 — HeArt of Idaho Century Ride, Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees are \$40.00 and \$65.00 that will cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. \$5 early bird discounts. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho., Miyai Griggs, 208-529-6666, mabe@theartmuseum.org, theartmuseum.com

August 22 — Blue River Century and Metric Century, Summit County, CO, 4 ride options, 3 century finishes and a metric century, 7 am, benefiting the Lance Armstrong Foundation., Marie Willson, 303-321-5196, marie@bluerivercentury.com, bluerivercentury.com

August 28 — CASVAR 2010, 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 28 — Ride the Rails, Hailey, ID, 20 mile ride on the Wood River Trail, Janelle Conners, 208-788-9142, jconners@bcrd.org, bcrd.org

September 12 — Tour de Tahoe - Bike Big Blue, Lake Tahoe, NV, Bike Big Blue, 8th Annual, ride around Lake Tahoe on the shoreline, fully supported with rest stops, tech support and SAG. 72 miles, 2600 vertical gain. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, tgft@bikethewest.com, bikethewest.com

September 12-17 — The People's Coast Classic, Astoria, OR, The Pfizer People's Coast Classic bicycle tour is a six-day charity event benefiting the Arthritis Foundation's mission to improve lives through prevention, control and cure of arthritis. Starting at the mouth of the Columbia River and snaking down the temperate Oregon Coast to Brookings, this ride combines cycling and adventure against the backdrop of the sun setting into the Pacific Ocean. Your vacation with a cause will touch the lives of over 46.4 million people in the United States, including 300,000 children living with Juvenile Arthritis., Tai Lee, 206-547-2707, tlee@arthritis.org, thepeoplescoastclassic.org, arthritis.org

September 18 — Tour de Vins, Pocatello, ID, Bike Tour - 16.5, 32 and 60 mile options, ride through Buckskin and Rapid Creek, fundraiser for Family Service Alliance (family violence prevention), start at 8 a.m. at corner of Humbolt & 5th Ave in Pocatello., Sarah Leeds, 208-232-0742, sarahl@fsalliance.org, FSAlliance.org

September 18 — 2nd Annual Sawtooth Cycle Challenge 2010, 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, Extreme! 150 mile Road Challenge from Sun Valley to Idaho City to Sun Valley, benefits Leukemia and Lymphoma Society, Rob Nesbit, 208-371-5198, sccinfo@cableone.net, sawtooth-cyclechallenge.blogspot.com

September 25 — 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 Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 25 — West Yellowstone 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 Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 26-October 2 — OATBRAN, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 19th 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, 775-588-9660, tgft@bikethewest.com, bikethewest.com

October 2 — Gran Fondo Las Vegas, Mesquite, NV, Las Vegas to Lovell Canyon and back, 100 miles - 8000 of climbing. A Gran Fondo is a long distance, timed cycling event (not a race) that welcomes competitive, amateur and recreational cyclists of all abilities. Fully supported., Deb Bowling, 818-889-2453, embassy@planetultra.com, granfondolasvegas.com

October 9 — RTC Viva Bike Vegas, Las Vegas, NV, 115-mile century ride, a 50 mile half-century ride and a 23-mile ride. Proceeds benefit the Nevada Cancer Institute and Las Vegas After-School All-Stars Program. This year, 115-mile Century riders will enjoy a one-of-a-kind route that features a historic ride across the new Hoover Dam Bridge, before it's open to vehicular traffic!, Alison Blankenship, 702-676-1542, blankenship@rtcnsnv.com, Jodi Gutstein, 702-676-1692, gutsteinj@rtcnsnv.com, rtcnsnv.com

October 9 — Ride in the Clouds Century, Cloudcroft, NM, Join us on this beautiful ride in the pristine Lincoln National Forest. This ride will literally take your breath away since it starts at an elevation of over 9,400 feet. You will have the opportunity to visit the National Solar Observatory as well as enjoy the natural beauty of the area., Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

November 6 — Tri-States Gran Fondo, Mesquite, NV, Starts in Mesquite, NV, passes through AZ, loops through UT and Ends in Mesquite,



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Sunday - Sept 12, 2010

The Reno Tahoe Territory of the Nevada Commission on Tourism and Bike the West invites you to experience the adventure of riding your bicycle around Lake Tahoe's 72-mile shoreline by participating in the 8th Annual Tour de Tahoe - Bike Big Blue.

And this year, Tour de Tahoe is proud to be the premiere bicycling event for the Juvenile Diabetes Research Foundation in their National Fundraising Program. For more information on joining their team, please visit www.ride.jdrf.org.



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NV, 114 miles - 7,500' of climbing. Ride your bike in three states in one day on a route with quiet roads and awe-inspiring scenery. Entry includes event jersey, chip timing, fully supported route, post-ride lunch., Deb Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondo.com

December 31-January 1 — New Year's Revolution, Goodyear, AZ, 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. 2 different routes in warm & sunny Arizona. Escape the cold. 3 distances each day (100, 70, 50), ride and enjoy the warmth., Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

January 1 — New Year's Day Ride, Boise, ID, noon, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

Multisport Races

July 31 — Sunrise Dew, West Jordan, UT, This duathlon will challenge your riding skills as you climb up Butterfield Canyon before screaming down to the transition area. Two distances: long (10k-40k-5k) or short (4m-10m-2m). Benefits the Hess Cancer Foundation., Bob Kinney, 801-677-0134, bob@bike2bike.org, hesscancer.org

July 31 — Burley Idaho Lions Spudman Triathlon, Burley, ID, spudman@burleylions.org, burleylions.org/spudman.html

July 31 — Layton Triathlon, Layton, UT, 300 M swim, 11 mile bike, 5K run, Layton Surf and Swim, Joseph Coles, info@onhillevents.com, laytontriathlon.com

July 31 — Payette Lakes Mountain Triathlon, McCall, ID, Olympic: 1.5 km lake swim, 40km bike, 10km run. Sprint: 1 km lake swim, 20km bike, 5 km run. Difficult course at elevation with a significant out and back climb up and over Secesh on the road bike portion. Youth triathlon also offered Friday 7/30 at the Whitetail Swimming Center., Kurt Wolf, kwolf@mccall.id.us, littleskihills.org

July 31 — Hurt in the Dirt, Ogden, UT, Offroad Duathlon at Ft. Buenaventura. Start 5 pm., Goal Foundation, 801-399-1773, ogdenmarathon@goalfoundation.com, getoutandlive.org/index.php/race-home

August 6-7 — Battle at Midway Triathlon and Multisport Festival, Midway, UT, The BAM weekend included an offroad duathlon (Bike, Run) on Friday, and a Triathlon (Sprint and Olympic) and Trail run (10k and 5k) on Saturday., Rob Leishman, 801-450-8477, info@wasatchracing.com, bamtriathlon.com, wasatchracing.com

August 6-7 — Emmett's Most Excellent Triathlon, Emmett, ID, Kid's Tri on Friday, Olympic/Aquabike, sprint on Saturday, Kristen Seitz, (208) 365-5748, gemcountyrecreationdistric@gmail.com, emmetttri.com

August 7 — Zoot Aspen Triathlon and Duathlon, Aspen, CO, 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. The perfect triathlon for beginner triathletes looking for a unique challenge and seasoned racers wanting to compete on a short, but challenging course.

USAT sanctioned event. Also featured is a duathlon and aquathlon (swim/bike)., Sandra Doebler, 970-920-5140, aspenspecialerevents@ci.aspen.co.us, aspenrecreation.com

August 7 — Cedar Mountain Adventure, Milestone Adventure Experience, Brian Head, UT, This Adventure Race Event consists of three race lengths all off road, a 3hour Running from check point to check point and an exhilarating Ropes course, 6 hour includes 18 to 26 mile Mountain bike course & 7 to 11 mile run, & a 12 hour includes a Water Relay on watercraft, 30 to 40 mile Mtn. Bike & 10 to 15 mile Run., Chad Thiriot, 435-668-1107, buildmilestone@gmail.com, milestoneadventure.com

August 7 — TriUtah 3-1-1 Triathlon, South Jordan, UT, Woman of Steel Tri 8 am, Tough Kids Tri 11 am, Tri for Life Tri 1 pm, at Lifetime Fitness, Chris Bowerbank, 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

August 14 — Herriman Triathlon, Herriman, UT, 1.2 mile swim, 56 mile bike, 13.1 mile run. 11:59 p.m. local time. Black Ridge Reservoir., Travis Snyder, 801-851-0934, info@racetri.com, racetri.com

August 14 — Park City Triathlon, Park City, UT, Sprint, Olympic, Relay. Jordanelle State Park & Park City., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

August 14 — Bear Lake Classic Triathlon, Garden City, UT, Sprint, Olympic, HALF (70.3), and Kids Triathlons in an amazing day of racing in a mile high paradise!, Michael Hunsaker, 702-927-1112, michael@usaendurance.com, bearlakeclassic.com

August 21 — Rush Triathlon, Rexburg, ID, Intermediate and Sprint Distances., Bob Yeatman, 208-359-3020, 208-716-1349, bobby@rexburg.org, rushtriathlon.com, rexburg.org

August 21 — 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, 12th Annual., Chris Bowerbank, 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

August 21 — Speed Tri, Cascade, ID, 500 Meter Swim, 20 Kilometer Bike and a 5 Kilometer Run. USAT sanctioned., Dominic Guinto or Keith Hughes, info@sunsetracing.com, speedtri.com

August 22 — XTERRA Wild Ride Mountain Triathlon (American Tour Points), Wild Rockies Series, 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., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies-racing.com, xterrplanet.com

August 28 — Utah Half Triathlon, Provo, UT, 1.2 mile swim, 56 mile bike, 13.1 mile run. Utah Lake Park. 6:45 a.m., Travis Snyder, 801-851-0934, info@racetri.com, racetri.com

August 28 — Bear Lake Brawl Triathlon, Garden City, UT, 8:00AM This course is fairly flat bike course that rolls

ADVOCACY

Bicycle Crashes on Rural Highways

By Charles Pekow

Though rural roads may be less trafficked than urban ones, about 25 percent of bicycle and pedestrian injuries and fatalities occur on them, according to federal statistics. Despite less traffic, rural highways pose dangers to bicyclists not found on most city roads, such as higher speed limits and less shoulder space and sidewalks. These dangers differ from typical urban hazards that have gotten the most research attention, such as crossing streets midblock, intersection collisions, and failure to yield by both cyclists and motorists.

"Limited research has been conducted on rural highways, where crash types have been defined with more detailed coding than exits on standard police forms," says a new federal report. The Highway Safety Information System (HSIS), a project of the Federal Highway Administration (FHWA), looked at data from nine states, including Utah to examine the unique problems of cyclists and pedestrians on rural roads and see what could be done to improve their safety.

The study, titled without nuance Factors Contributing to Pedestrian & Bicycle Crashes on Rural Highways, focused on North Carolina, however. It found that unlike in urban areas, the "most common rural crashes included bicyclists turning/merging into the path of the driver and drivers overtaking the bicyclist." And of course, rural cyclists were less likely to get into crashes at intersections.

And speed was a major factor. Some 47 percent of rural auto/bicyclist crashes involved motorists traveling between 41 and 60 mph, while only nine percent of urban ones did.

along the Bear Lake blue waters. USAT sanctioned. Participants love the scenery and views. Sprint, Olympic, and Half distances., Joe Coles, 801-335-4940, joe@gold-medalracing.com, goldmedalracing.com, onhillevents.com

September 6 — 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, 801-557-6844, jo@agegroupsports.com, greatbasincoaching.com

September 6 — SDRS Labor Day Triathlon, Bountiful, UT, At the South Davis Recreation Center, John Miller, 801-298-6220, john@southdavisrecreation.com,

September 11 — Camp Yuba Triathlon, Yuba State Park, UT, Yuba State Park, Oasis Campground., Travis Snyder, 801-851-0934, info@racetri.com, racetri.com

September 11 — 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., Lois Spillion, 801-568-4602, lspillion@sandy.utah.gov, sandy.utah.gov

September 18 — Kokopelli Triathlon, St. George, UT, Great season closer! 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 25 — XTERRA USA Championship/ XTERRA Utah,

And only three percent of the urban crashes involved autos going 50 mph or faster, while 54 percent of rural ones did.

A lack of space on the fringes of the roads also increased the rural danger. An overwhelming 80 percent of rural crashes occurred on roads with unpaved shoulders while only 20 percent of urban ones did.

Bicycling on rural two-lane highways is much more dangerous than cycling on multilane roads, data show, judging by the level of vehicle exposure and crashes. So two-lane roads are where the bulk of safety efforts need to go. "While it is true that it would be costly to treat the extensive mileage of rural two-lane roads, funds for safety research and treatment development would be better spent if focused on this roadway class, and the treatments could be targeted to certain locations or segments within this class," the report suggests.

The researchers did not, however, find enough data to determine whether most crashes occurred where most cycling took place or at certain types of places, other than the two-lane problem.

The study then examined bike safety measures proposed by the Bicycle Countermeasure Selection System (BIKESAFE), an FHWA project (<http://www.bicyclinginfo.org/bikesafe/>) to see if they would likely help in the rural environment. FHWA mainly designed BIKESAFE with more densely trafficked areas in mind.

So the report came up with the following recommendations:

- To prevent bicyclists from merging into drivers' ways, adding marked space for bicyclists where there's enough paved space (this would also reduce chances of drivers overtaking cyclists), or adding paved shoulders.

- Also to prevent drivers from overtaking cyclists, improving roadway lighting, targeting the most dangerous or most heavily trafficked areas.

- And for bicyclists who fail to

Ogden, UT, XTERRA Utah on Saturday offering 2 different distances: 750m / 19K mountain bike / 5K trail and 1.5k swim/ 30k mountain bike/ 10k trail run; XTERRA USA Championships on Saturday too (Pros only): 1.5k swim / 30k mountain bike / 10k trail run; the 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@xterrplanet.com, xterrplanet.com

October 3 — TUNA Mountain Challenge Duathlon, Soldier Hollow, UT, off-road duathlon, a 5k trail run followed by 10k on the bike. You can race as a two-person team or do the race solo. Race starts at 10., Chris Magerl, 801-595-8293, daymag@hotmail.com, utah Nordic.com

October 7-9 — Milestone Adventure Expedition, Milestone Adventure Experience, Midway, UT, This Adventure Race Event consists of three race lengths all off road, a 3hour Running from check point to check point and an exhilarating Ropes course, 6hour includes 18 to 26 mile Mountain bike course & 7 to 11 mile run, & a 12 hour includes a Water Relay on watercraft, 30 to 40 mile Mtn. Bike & 10 to 15 mile Run., Chad Thiriot, 435-668-1107, buildmilestone@gmail.com, milestoneadventure.com

October 9 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K., Kyle Case, 800-562-1268, hwsng@infowest.com, seniorgames.net

yield, reducing lane width in certain midblock areas.

- At intersections, increasing the line of vision.

Evelyn Tuddenham, bicycle/pedestrian coordinator for the Utah Dept. of Transportation (UDOT), gave us the following statement regarding the report:

"UDOT determines the specific treatments used (at) roadway projects based on a number of factors such as engineering and safety considerations; location and setting; traffic volumes and roadway mix (types and number of vehicles, number of cyclists and pedestrians); budgetary and environmental constraints; and the needs and desires of roadway users and the surrounding community. UDOT favors all of the treatments you mention where feasible and appropriate. We are always looking for and learning new and better ways to improve safety for our roadway users. The study points to some important considerations for roads in rural Utah."

View the study at <http://www.fhwa.dot.gov/publications/research/safety/10052/index.cfm>.

Meanwhile, HSIS issued a related report called Evaluation of Land Reduction "Road Diet" Measures on Crashes that says that converting an auto lane into a bicycle lane can make the road safer for the cyclists, motorists and pedestrians. Most of the projects HSIS examined for the report involved turning four lanes into three, which in most cases replaced two lanes in each direction with one and a turn lane in the center. HSIS looked at studies done in Iowa, Washington state and California but couldn't find any in Utah.

In some cases, the fourth lane became a bike lane, a sidewalk or a parking lane. Since cars slowed down, crashes became less common in all types of cases. But the amount of crash reduction varied greatly depending on factors such as the size of the town.

View the study at <http://www.fhwa.dot.gov/publications/research/safety/10053/index.cfm>

October 16 — 2010 Land Rover Pumpkinman Triathlon, Boulder City, NV, 7:00 a.m. start, Lake Mead National Rec Area. Intermediate, Short, and Halfmax, Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

October 16 — SAC Triathlon, St. George, UT, Sprint, Beginner and Kids Triathlon at the Summit Athletic Club., Rebecca Dalley, 435-628-5000, rebecca@thesummitac.com, mysupportathleticclub.com

October 23 — Powell3 Triathlon Challenge, Page, AZ, Sprint- 750m swim, 20k bike, 5k run/Olympic- 1500m swim, 40k bike, 10k run., Joe Coles, 801-335-4940, joe@gold-medalracing.com, goldmedalracing.com

November 6 — Telos Turkey Triathlon, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-678-4032, shaun@t3triathlon.com, t3triathlon.com

November 7 — 6th Annual Nevada Silverman Full and Half Triathlon, Henderson, NV, Full and half distance triathlon, called toughest course in North America by more than 2,500 finishers over the past 5 years. Will be the 2011 ITU Long Course World Championships., Frank Lowery, 702-914-7852, info@silvermannv.com, silvermannv.com

November 13 — Turkey Triathlon, St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 8 a.m. and 11 a.m.. Indoor swim, outdoor route for run and bike legs., Aaton Metler, 435-627-4560, recreate@sgcity.org, sgcityrec.org

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BOOK REVIEW

Once Upon a Chariot is Inspiring

Review by Louis Melini

Most of you know about the famous actress Norma Jean (Baker), who went by the stage name of Marilyn Monroe. However there is another Norma Jean from that period of time that should also become known to bicyclists. Norma Jean Belloff lived a somewhat ordinary life except for one period in her life. She established the USA women's record for cross-country bicycling in 1948 at the age of 21.

Once Upon a Chariot, is authored by Norma Jean's daughter, Iris Paris. Ms. Paris never knew the history of the bicycle that sat unused in the garage as she grew up. She apparently was unaware of her mother's accomplishment, "locked in the hearts of certain family members until 1989". As part of the inheritance from her deceased grandmother, Ms. Paris received from her aunt, "5 trunks full of documents including my mother's trophy". The trophy was for finishing 3rd in the 1948 Women's National Bicycle Championships. From the trunks, Iris Paris wrote her mother's story.

According to the author, Norma Jean Belloff dreamed of bicycling across the United States when she was 6 years old. When she was 18, she rode from her home in San Diego to Los Angeles along with her brother who was 13. In the post WWII period, at the age of 19, she set off on her dream journey or was it Norma Jean's mother's idea, as "it seemed like Mom was practically pushing me out the door". She left San Diego in January of 1947

on a single-speed balloon tired bike named chariot, with all of her possession either strapped to the rear rack or in the basket attached to her handlebars. Her route would take her across the Southern U.S. to Jacksonville, Florida. From there she traveled to Miami then up the east coast Baltimore, arriving at her grandmother's house in December of the same year. Norma Jean withstood blazing heat, one hurricane in the south, arriving at Granny's house with 6-inch snowdrifts along the side of the road.

After a 3 month layover in Baltimore Norma Jean traveled to Connecticut where she was born. While passing through New York she meets Otto Eisele, past president of the American Bicycling League (ABL) and trainer to "numerous youngsters for the Olympic Trials". He convinced her to represent the ABL to establish the women's cross-country bicycle record. And so Norma Jean rode to Washington D.C. to start her "race" being given a "proper" racing bike after her single speed was stolen. (From the picture it looked like a 3-speed with panniers to carry her stuff.) Leaving in April, she completed her ride in August of 1948. Norma Jean Belloff returned to San Diego, a hero of sorts, for her record setting ride. She even got to meet President Truman whom she had inadvertently "stood-up" while in Washington D.C.

When I first started reading the book, I had some doubts, but it turned out to be a really nice book to read. While reading the book I kept thinking about how this was a story about a 19 year-old girl in post WWII America that rides alone for nearly 18 months. She is using a single-speed, balloon-tired bike, with all of her possessions strapped to a rack. She leaves with the intent of finding work along the way to pay for her trip. She is helped immensely by the kindness of strangers, sleeps along the road, eats at times very little at times due to lack of money,

and shows a sense of perseverance that would stop the average or even above average person. Would any of us do this? Once upon a Chariot is a wonderfully inspiring story of a girl seeking adventure and self-understanding. For anyone contemplating a bike tour, this book is inspirational.

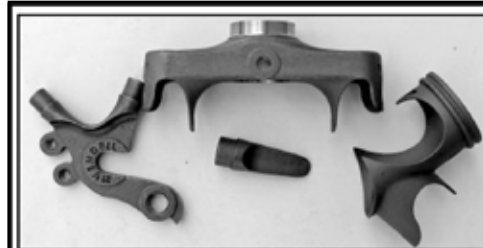
Iris Paris does a great job of re-creating her mother's ride from the diaries, journals and numerous newspaper articles. She avoids the bike touring book trap of publishing a diary. The book is a great story. You will be on an emotional roller coaster at times wondering if Norma Jean is going to finish her ride. Norma Jean became a darling to newspapers across the country, and enthralled more than a few men who proposed marriage to her within days of meeting her. "Sam proposed to me today, on a whim. Wow!" "There's just something about a girl on a bike that makes me want to capture her and bring her home with me, Sam explained". Now there's a lesson for all you women reading this review!

The 2 Norma Jeans' did have one thing in common. In 1962, Norma Jean Baker (AKA Marilyn Monroe) was found dead at the age of 36, due to "Acute Barbiturate Poisoning" medical terminology for the large quantity of Nembutal and Chloral Hydrate found in her system. Officially listed as a suicide, there are also multiple theories of homicide for her death. In 1971, at the age of 44, Norma Jean Belloff committed suicide. She was diagnosed with an undisclosed mental illness at age 28. Coincidentally, her daughter Iris Paris, was 19 at the time of her death, the same age when Norma Jean Belloff rode off on the adventure of her life.

ONCE UPON A CHARIOT

By: Iris Paris
2008Tate Publishing of Mustang
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**Vacation -
Continued from page 2**

still bless my life with new sights and experiences.

###

Finally, this month, Utah will host one of the premier professional bike races held annually in the United States, the Larry H. Miller Tour of Utah, presented by Zions Bank. With each stage promising to be challenging and exciting, the Tour of Utah provides the best opportunity many will have to watch a high quality professional bike race.

For those who must pick and choose a few select times to watch this race, I recommend three stages. First, beginning at 6 p.m. on Tuesday, August 17 is the prologue which starts and finishes adjacent to the state capitol in Salt Lake. Alternatively, beginning at 6:30 p.m. on Friday, August 20, there is the 10-mile individual time trial at Miller Motorsports Park. Either of these stages is an opportunity to watch each professional exert great per-

sonal effort in a short but intense race against the clock. In the prologue, the riders will be jockeying for position in the initial standings, while at Miller Motorsports Park each rider can be seen throughout the entire stage (bring your binoculars).

Second, on Saturday, August 21 is a criterium held in historic downtown Park City. Frankly, I have always considered crit racing to be the most exciting type of race. Crits are usually extremely fast, require excellent bike handling skills, and involve alert, quick-reacting and intense individual and team tactical skill.

Finally, on Sunday, August 22 is the final stage which has the racers climbing a total of 11,000 feet. Beginning in Park City, this stage and the Tour finish at Snowbird resort after a blistering last climb up Little Cottonwood Canyon. Plant yourself somewhere along the upper stretches of this canyon and watch the leaders battle it out.

Whatever stages you watch, or if you manage to watch the whole race, you will be rewarded with exciting racing. Be sure to make time for the Tour of Utah.

Hoffman, Howat Win State Road Race Championships

Cameron Hoffman (Biker's Edge) was the sole survivor of a nearly race long breakaway in the men's Pro 1-2 Utah state road race championships held on the infamous Little Mountain course outside Logan on June 26th. Attacking near the end of the first of five sixteen mile laps, Hoffman drove the early breakaway. Despite never getting a large gap on the field, Hoffman was able to continue on with the breakaway getting smaller and smaller. UCA points leader Dave Harward (Canyon Bicycles) lept out of the field on the last lap to finish 2nd, with Todd Hageman (Cole Sport) in 3rd. Hoffman was ecstatic about the win saying he had doubts about even riding the 80 mile event just that morning.

Over four tough laps, the women's Pro 1-3 field gradually became smaller through attrition. In the end, Laura Howat of Ski Utah Cycling was able to take the women's Pro and Category 1-3 64 mile event in front of Stephanie Skoryeko (PCIM) and Kandice Lund (unattached).

-Ryan Barrett

For results, see page 8.

Dixie Trails Group Forms in Response to BLM Roads Process

The Dixie Mountain Bike Trails Association (DMBTA) was created in June of this year as a response to the launch of the BLM into the process of evaluating and reassessing all of the roads and trails within Washington County. This assessment will take a few years and has the potential to be awesome for mountain bikers or dreadful, hence a quick organization of people hoping to avoid the latter.

Thanks to Cimarron Chacon's inside knowledge and ability to write technical documents, and with a little help from GIS map creating genius, Paul Pfaeler, DMBTA was able to produce and submit a proposal to the BLM, suggesting five new Special Recreation Management Areas. The proposal keeps everything mountain bikers currently have, erases some grapevine trails, and adds some, keep your fingers crossed, new sections to the trail system.

The proposal was submitted on July 19th and the final decision won't happen for a few years which gives mountain bikers a bit more time to revamp the proposal and organize if necessary.

Currently the DMBTA is working on a website and becoming officially incorporated. Until then, you can follow them on Facebook at facebook.com/DMBTA or you can join the mailing list by sending an email, with join in the subject to ridexietrails@gmail.com. You can also find out more about the process and how to voice your concerns through the BLM office in Washington County.

-Lukas Brinkerhoff

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ROAD RIDING

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Above: Elliot on one of the many horribly steep hills in Wisconsin's Horribly Hilly Hundreds ride. Photo: Laura Alvarez, used by Permission of Artistic Eye Photography, artisticseye.printroom.com

By Elliot Morris

A Utah Rider's Review of Wisconsin's "Horribly Hilly Hundreds"

I believe I have found the ultimate application of the metaphor, "bleeding to death from a thousand cuts." I

discovered it on my bicycle on June 19, 2010 in Wisconsin.

The Horribly Hilly Hundreds is advertised as the Midwest's "toughest challenge" bicycle ride (www.horriblyhilly.com). The event offers riders the opportunity to attack either a 100 kilometer (62.1 miles) or 200 kilometer (124.2 miles) course of

hills in South-western Wisconsin. Though the rides end where they start, cumulative elevation gain for the 200 K version is approximately 10,700 feet and 5,700 for the 100 K.

I first became aware of, and interested in this event when I met its creator and organizer during the 2007 Cycle Salt Lake Century. Not long into the ride I came up on two riders sporting colorful jerseys (aren't they all) commemorating something called the Horribly Hilly Hundreds (HHH). As I fell in behind them to draft I was able to read the small print and discern the date and location. Noting that the HHH had taken place in Wisconsin aroused my curiosity. My wife is from Wisconsin and we go there every summer to visit her family.

When the coast was clear, I pulled up beside one of the riders and began asking questions. He introduced himself as Karl Heil, told me that he was the organizer of the HHH and then proceeded to tell me all about it. Karl then invited me to enter and ride the next time I was in Wisconsin on the third Saturday in June. It took three years for me to time our Wisconsin vacation to coincide with the HHH and to get in through a registration process that closes only minutes after it opens. The HHH limits participation to 1300 riders. First come, first serve.

Feeling myself to be in pretty good shape and having done a number of endurance rides involving lots of climbing I decided to "eat the whole enchilada." I signed up for the 200K version. My busy schedule conspired with our wet spring to limit my training for a while, but by the middle of May I was happily climbing the canyons in Tooele and Salt Lake Counties and doing 50 mile plus rides over undulating terrain that I thought would imitate what I would confront in the HHH.

On Saturday, June 19th I awoke at 4:00 a.m., and after eating breakfast and loading up my van, left my mother-in-law's house in Waukesha at 4:45. The drive to Blue Mound, WI where the HHH begins and ends took about 90 minutes. The ride started at 7:00 a.m. and so, upon arriving at Blue Mound at about 6:15 a.m. I thought I had given myself ample time to park and gear up. Not so. Traffic to the parking area was already bumper to bumper when I pulled into town. It took me almost a half hour to traverse the two miles from town to the parking area in Blue Mound State Park. By the time I got on my bike and crossed the starting line, it was 7:15.

Conditions for the ride were ideal. A sunny, relatively cool day with lower than expected humidity greeted us. Temperatures stayed in the 70's the entire day. A 17 mph breeze kicked in after lunch, but was really neutral in its impact since the circuitous course gave riders tail winds as often as it did head winds and cross winds.

After a short descent from the starting line, the climbing began in earnest on Mounds Park Road. This, the longest climb on the course (not quite three miles), is repeated at the end of the ride with an added half mile push to the finish on the top of Blue Mound hill. With fresh legs, my first attack of this hill gave me no hint of how different I would feel ten hours later when I would grind

my way up it again, thighs convulsing beyond any cramping I had ever known, to a mere crawl across a finish line that came none too soon.

Not long into the ride I became grateful for the foresight I had had to get my bike tuned up before leaving for Wisconsin. My mechanic had discovered that my brakes were in bad shape. The new brakes he installed were called upon time and time again throughout the ride. And the derailleur and chain? The only gear I stayed in for longer than a minute was the lowest one. If I had had any problems shifting, I would have never survived.

By 10:00 a.m. I began to get the picture. I had done a number of rides where I had climbed close to 10,000 feet, but these were long, sustained climbs with average grades, at worst, of nine or ten percent. Now I was in new territory. None of my Utah based training rides had adequately prepared me for this day of short, incredibly steep climbs and screaming fast descents, many times ending in a hard braking stop at an intersection for a sharp right or left turn, only to be followed by another climb. In other words, there was often no momentum from a descent to carry over on to the next climb.

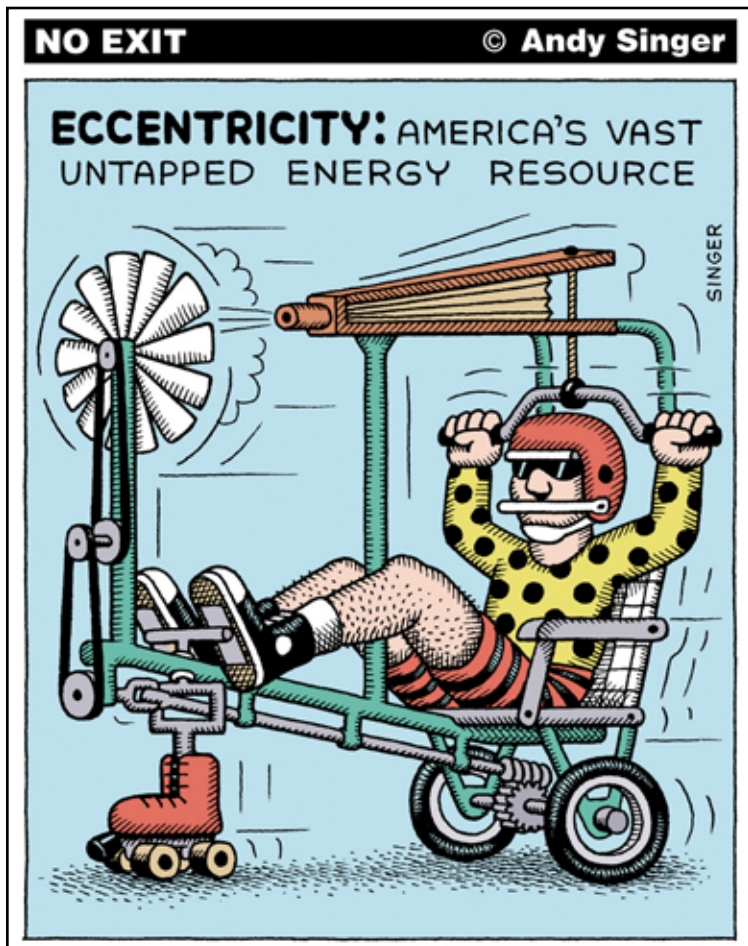
How steep were these hills? I don't know for sure. At a rest stop I overheard two veterans of the HHH in conversation. One said that his Garmin Edge indicated that dozens of the hills had grades of between 12 and 17%. The event website states that many "successful finishers" of the HHH use a mountain bike cassette or at least a compact crank with a 29 or 31 tooth cog in the back. By noon I would have given half my kingdom for one of those. My compact crank with a 27 tooth rear cog low gear had served me well in the Alps, the Pyrenees, and the Rockies, but was kicking my butt in Wisconsin, of all places. By the end of the day I so envied the riders who were spinning up the hills with these lower gear configurations that I would have mugged one of them and stolen his bike if I had had the strength to do it.

To make a long story short (if it's not too late to do that), what started

out as a sumptuously scenic ride through the beautiful farm country of the Dairy State ended as an utterly painful suffer-fest that turned scenery into oblivion. My average speed at the first rest stop 24 miles into the ride was nearly 20 mph. At the finish it had dropped to nearly 12 mph. Yet, even towards the end I was doing 40 mph on the descents. Unfortunately those ended all too quickly and another agonizing climb began where pedaling fast enough to keep my bike upright became the all-consuming, singular focus of my life.

I confess that I unclipped once and walked a small distance. But if you will believe me, here is the explanation. On the final climb I wanted to take a picture of some riders coming up the hill to see if I could capture on camera just how steep the grade was. After having done so, I began cramping so bad that I could not remount by bike. Rather than stand around and wait, I began to walk and did so for a few minutes until the cramping subsided. During those few minutes I experienced that mental crisis that all endurance athletes experience, the battle between the desire to finish and the relief from pain that quitting offers. Carefully, if not clumsily, I angled my bike perpendicular to the grade, clipped in, remounted, hammered down on the pedals and turned up hill. In my mind were Lance Armstrong's immortal words: "Pain is temporary, but quitting lasts forever."

Post script. After finishing the HHH and taking nourishment from several of the many wonderful options the organizers and sponsors had provided, I made my way to my van and changed into my street clothes. I decided to don the very nice technical T-shirt that was given to all the riders in their registration packets. On the front is the outline of the face and head of a Viking. He sports a bicycle helmet adorned with the traditional horns of Norsemen head gear. The words "Horribly Hilly Hundreds" are prominently displayed next to him. On the back of the shirt is this phrase, and nothing else: "It's all in the name."



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MOUNTAIN BIKING

Go Light, Go Long - A Guide to Bikepacking



Above: Jill in Montana during the Tour Divide mountain bike race. Her story on a day in the life of the Tour Divide was featured in our July issue.

Right: Bikepacking can take you off the beaten trail. Jill's bike is shown here in the High Uintas.

By Jill Homer

For decades, climbers and backpackers have embraced "ultralight" as a strategy for moving faster and farther on difficult terrain.

And while cyclists are constantly trying to shave grams, bicycle travelers, also called "tourists," have been much slower to jump on the lightweight bandwagon. This could be because "stop-and-smell-the-roses" types don't really care that their extra-large air mattress and portable espresso maker are slowing them down considerably. But the image of a loaded cyclist laboring up a hill, face strained beyond recognition beneath the weight of four bulging panniers and a trailer, is daunting enough to sway anyone from the idea of a multi-day ride. Add technical terrain, such as singletrack trails, rocky jeep roads and muddy logging routes to the mix, and it's no wonder that mountain biking has long been a single-day affair.

That's all changing with a growing trend termed "bikepacking," whose enthusiasts understand that one can't clear the gnarly stuff with a trailer swinging from their rear wheel, but they can pare their belongings down to a manageable size. Bikepackers have taken all of the classic ultralight camping gear that backpackers have long used, and developed bike-fitted bags that maximize space while minimizing profile. The end result is an overnight kit that's hardly more bulky than some of the packs day riders often use, but allow mountain bikers to extend their trail rides days and even weeks at a time.

The initial question that arises is, "what bike should I take?" The simple answer is "your bike." Bikepacking doesn't require a particular type of mountain bike, at least not in the same way road touring

usually calls for a "touring bicycle." Any bike designed for off-road and trail use can be taken on an overnight off-road and trail trip. Most mountain bikes are sturdy enough to handle larger loads, and already have comfortable geometry for longer rides. While hardtail mountain bikes offer more versatility of space, even full-suspension bikes can make room for camping gear.

The first step is investing in some quality bags. Independent companies such as Revelate Designs (<http://www.revelatedesigns.com>) and Carousel Design Works (<http://carouseldesignworks.com>) create custom bags that conform to the inside triangle of a bike frame, as well as handlebar and seatpost bags that make space for sleeping bags, sleeping pads and extra clothing without the added burden of racks.

Frame bags are especially handy, using a low-profile space that is often limited to a single water bottle, and allowing bikepackers to fill it with two or three days worth of food, tools, bivy sacks, extra tubes, batteries, and even water. Because a frame bag is a custom product, it can even be made to conform around a water bottle if bikepackers simply can't give up this space. But its benefits are easy to quantify: the central location of the frame triangle makes it the perfect place to stash heavy items without compromising the maneuverability of the bike. It also provides on-the-bike access to items that would be more difficult to reach if they were stored inside panniers.

Both Revelate and Carousel also make top tube bags that offer easy access for food, cameras and other miscellaneous items. A typical "gas tank" by Revelate Designs can hold as many as 12 Power Bars — enough to fuel any cyclist for a long distance.

Once the bags are in place, it's time to decide what "must have" camping gear can be stuffed inside — or left behind. One of the best pieces to camping gear to downsize is the tent. Lightweight backpacking tents, tarp shelters or bivy sacks can suffice for most trips, and usually weigh from three pounds to as little as six ounces (for an typical emergency bivy sack.)

Among the more important questions to ask are: "Is inclement weather likely?," "Are cold temperatures likely?," and "Are there likely to be many bugs?" If the answer to all three of these questions is "no," there there's no need to take anything more than a light bivy sack. Even if the answer to all three is "yes," an ultralight tarp shelter can still be employed as long as a warm sleeping bag and bug repellent are included in the kit. Tents, even lightweight tents, are a larger luxury for those who can't stomach the idea of spending a night "out." They can usually be hung from handlebars without compromising steering.

Sleeping bags come as light as a single pound for the lightest down models, including the MontBell Down Hugger, the Western Mountaineering Highlite and the Mountain Hardware Phantom. However, sleeping bags this light are typically rated for warmer temperatures, 45 degrees and higher, and are filled with down, which loses its insulation value if it happens to get wet. It's best to err on the side of warmth and buy a sleeping bag that's rated to 32 degrees for high-alpine trips, even in the summer. Synthetic bags are heavier, but are a preferable option if wet weather is a strong possibility.

Sleeping pads are an important part of a bikepacker's kit as well. It's not just a matter of comfort, as sleeping pads provide insulation from



the cold ground and are often more important than sleeping bags when it comes to warmth. Air mattresses are better than close-cell foam mattresses, because they fold up smaller. The Thermarest ProLite, weighing in at one pound, is a popular option. The Montbell UL Comfort System Pad includes a pillow strap and weighs 10 ounces.

Then there is the question — to take a stove, or not to take a stove. Canister stoves are popular for both convenience and space savings, and tiny alcohol stoves are also gaining more traction. But stoves and cooking duties still take space and time, so it's important to consider whether a hot meal is a necessity, or whether one can be happy enough with a tuna sandwich or cold ramen at the end of a long day in the saddle.

Clothing is one area where most people can easily pare down or leave most items at home. Although an extra jersey and shorts are nice to have, they're not necessarily a requirement. More important items that can quickly become necessities during an overnight trip are rain gear, extra socks, gloves, an insulation layer such as a fleece or wool top, and even a lightweight fleece hat for those unexpected thunderstorms. Warm clothing can be more important than sleeping gear in that it can just keep one moving through bad weather, rather than being forced to hunker down and wait out a storm.

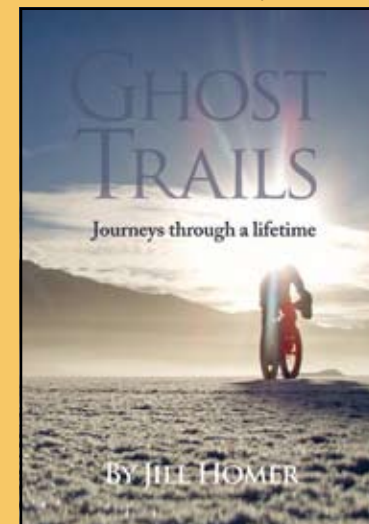
Water filters or water purification tablets are necessary, as overnight trips often take riders far from treated water sources. At the very least, carry a small jar of iodine and plan to use it in emergencies. But basic Katadyn water filters weigh in at about 11 ounces, and when it comes to quenching one's thirst on the trail, are often worth their weight in gold.

Water is often carried in backpacks, ranging from basic Camelbaks to ergonomic cycling packs, and is just another matter of personal preference. It's important, but not crucial, too keep as much weight off one's

back as possible. However, in the case of trails where there may be a lot of hike-a-biking, sometimes it is easier to carry weight in a backpack than load down a bicycle too heavily. Ultralight bikepackers can keep all weight off their backs by simply stuffing a water bladder in their frame bag, or by mounting two bottle cages to their front fork.

Things that should not be left behind are a basic tool kit, including a pump, spare tube, patch kit, tire boot, lube, spare derailleur hanger, spare chain links and allen wrenches. Overnight bikepacking allows riders to travel farther from civilization, providing greater joys but also greater liabilities in the event of mechanicals. Understanding basic bike maintenance and having the tools to do it isn't optional, unless an extended hike out the trail is.

Once you have your kit set up, the only question that remains is where to go. A great resource for anyone interested in off-road bicycle travel is bikepacking.net, a Web site that offers trail reports, trip information, GPS tracks, and a forum to ask questions of other, more experienced bikepackers. Overnight trips on local trails can extend to weeks-long trips across Colorado on the Colorado Trail, which in turn can lead to a months-long trip on the Great Divide Mountain Bike Route. All of these trips are possible with ultralight gear and a little bit of planning. Considering all the possibilities, there's little to hold you back.



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TRAIL OF THE MONTH

Brian Head's Scout Camp Loop Requires That You Earn Your Downhill

By Lukas Brinkerhoff

There were three indications that I was on Cedar Mountain.

First, it was after Patriotic Day. Second, I was still inside my sleeping bag when I awoke and I wasn't dripping wet. Third, when I finally rolled out of said sleeping bag it took me a

may be well known for its downhill runs, but cross country trails abound. Think Virgin River Rim Trail. One of the lesser known, but popular loops is known as the Scout Camp Loop, due to the fact that the trail rides right through the Boy Scouts of America's camp at Thunder Ridge.

When I arrived at the resort to meet the group I was expecting to ride the normal loop which in and of itself is nice little two hour jaunt. Unfortunately, the group had added some miles and some serious climbing to the itinerary. My wife, Kathleen was ecstatic about the idea, so my appeals to sanity had no pull. At just past 11 a.m., we headed out on a local variation of the Scout Camp Loop that I have dubbed the Scout Camp Loop on Steroids.

Starting at the resort, we opted to not use the chair lifts and rather, earn our highly anticipated downhill. This means we climbed from a base of about 9600 feet up to the very foot of



Below: Kathleen Berglund rolling some singletrack. Photos: Mr. Lukas
Above right: Bryce Pratt negotiating the rock garden. Negotiating whether to stop for some air or not.

few minutes to catch my breath.

When the summer heat has damn near melted us Southerners, we tend to make our way in droves to the higher elevations on this end of the state. The most popular spot is Cedar Mountain, or as it is often times called, Brian Head. Brian Head Peak tops out at 11,307 feet and is at the top of the ski resort of the same name. The resort is well known for its gravity style mountain biking, with the lifts to take you to the top so you don't have to worry so much about trying to breath.

However, this little trip found me about two weeks after selling my downhill rig leaving me with only my singlespeed. The lifts still sounded fun to me but my riding partners had different plans. The resort

the peak. For the majority of the way we were desperately trying to dodge downhillers who could not figure out why we were going uphill. Luckily, my singlespeed has a granny gear, it's called walking. Yes, we were forced to resort to the lowest form of transportation and push our steeds up the steeper sections. The rest of the time we would ride until we felt our lungs would explode and then stop, gasping for air.

After what seemed like an eternity in the inner circle of Dante's Inferno, we reached a rock riddled trail known as the Brian Head Peak Trail. This section of shale that is called trail, circumnavigates the peak taking you around from the face to the back. This section is relatively

flat following the contour line around the mountain. The trail dumps you off at the Brian Head Peak Trail head which is where you would start for Dark Hollow, Sidney Peak or the Lowder Ponds Loop. It's a good trailhead to know. It was exactly five miles from the foot of the lifts to the trailhead.

Of course, at these elevations one should be ready for any weather. Most of us were, which was a good thing because at this point the thunder had started to roll. We had watched the advance of a storm head from the beginning of our death march, but could now hear its advance. It would probably have been a good idea to simply turn around and head back to the resort for some refreshments, but we were on a mission. We sped through the parking area, trying to avoid contact with any other people, and began the ride toward Dark Hollow.

Once at the Dark Hollow fork, the rain had begun to fall. The one unprepared rider who will remain nameless (Bryce Pratt, aka BP) was done waiting and took off down the rocky single track. The rest of us put on our jackets and then followed.

This was the section of trail that I had been waiting for, the only reason I allowed myself to be talked into this route. Dark Hollow takes you from Brian Head Peak and drops you, near vertically, into Parowan canyon. The trail is single, rocky, curvy and definitely technical. If you've never smelled your bike's brakes, this is a good place to experience that sensation. Due to the rain and the terrain, we began to make some good time. I came around the corner to find BP waiting for us under a tree trying to stay dry. The girls were a few minutes behind attempting to keep the rubber side down.

We continued to enjoy this downhill, railing the corners and picking our lines through the gardens of rock. The rain poured down leaving the trail perfectly tacky. We were also fortunate enough to hit the trail just after it had been cleared by the forest service. This meant no stopping for downed trees on Dark Hollow. We kept up the leap-frogging to the fork that peels off of Dark Hollow and heads toward the scout camp.

At the fork, we all knew that there was no more straight downhill.

Sure we had sections of down to go, but nothing like Dark Hollow. We followed the meandering trail only to run into some serious clay. I was right behind BP when he hit the first section. He rode about 30 yards and then came to a halt. I made it about as far. The last rider to come through, Cimarron Chacon, was lucky seeing we had cleared most of the sticky stuff and was able to ride right past us. We shook our bikes off and headed down the trail. I was right on Cimarron's rear tire when down she went. She pulled her bike out of the way just in time for me to realize what had happened and I hit the same slick-as-snot section of trail. Pardon the cliché, but it was like hitting ice.

We made our way to the scout camp dreading the moment when we had to climb back up to the resort.

That's right folks, on this little loop you have to earn your downhill twice. The sign at the fork said three miles that turned into four, most of which was uphill. Not the straight uphill like the resort, but rather, a bit of a grinding, just steep enough to suck, uphill.

Seeing that I had planned on a two hour ride that had turned into four, I was starved. Pizzanos saved me. A pitcher of beer and a pizza brought me back from the depths of despair

and made me feel warm and fuzzy, at least enough to think that maybe, just maybe, I would do it all again.

P.S. Yes, we rode when it was wet. Yes, this trail has clay. Fortunately, the trail is so rocky and so steep that ten minutes after we came through no one would have known. I would like to point out that no trail was harmed in the making of this adventure.

Route description:

Starting at the resort climb up the Color Country loop.

At the junction, turn and follow the Brian Head Peak around the mountain.

Once at Brian Head Peak Trailhead, follow the trail to the three way Y. Turn left heading down Dark Hollow.

Stay on this trail until you come to another Y. There is a sign indicating the Scout Camp Loop, follow it.

Once in the scout camp follow the dirt road to the sign that points you back up hill. And then climb back to the resort.

Total mileage: 15.2.

Elevation gain: 3,352 feet.

Max Elevation: 11,060.

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ROUTE 211

A Conversation About Life as a Euro Pro with Jeff Louder:



Top left: Jeff Louder at the Giro d'Italia. Photo: Georges Lüchinger.

Right: Jeff on the Kitzbüheler Horn climb in the Tour of Austria. Photo: Angelika Kaufmann-Pauger.



By Greg Overton

It's a good place to be.

The last time I visited with Utah homeboy Jeff Louder for Cycling Utah was four seasons ago just before the Tour of Utah, when he, training partner and friend Burke Swindlehurst and I sat down for lunch and conversation about the two pros' seasons and careers. A lot has happened since then – Swindlehurst has formed a one man team with a charitable mission, and Louder has become a European based professional on the BMC squad, and joined the peloton in his first Grand Tour this year, the Giro d' Italia.

Here's my recent conversation with Louder:

CU - It's been a while since we've chatted with you. And today we tracked you down in Gerona, Spain, which is home for many professional cyclists. You have a home there now as well. What is it about Gerona that draws cyclists there to live?

JL - Girona for me was an easy choice simply because it wasn't uncharted territory. European based American cyclists have been living here for years, and so there's a bit of a set up already. I came over here with my family in February and it didn't feel like we were heading to quite such a foreign place because we already had friends here and had been given lots of specific advice about the place. Also, having so many other cycling related families here it's a lot easier on my family while I am away racing and training. My wife has found a good network of friends, with kids similar in age to my daughter. I think that makes a huge difference for them and for me, considering that I'm not around all the time. But aside from that, Girona is also easy to get to, it has great training and the climate is quite good by European standards.

CU - You're a Salt Lake City native. Is that still home for you and your family when you're not in Europe?

JL - When I'm not on the road, yes, we live in Salt Lake. I've been married for almost 6 years and have a daughter who will be 3 in August. They split their time between Girona and Salt Lake City, based on what I'm doing and whether or not I'll actually be in any one place for a period that make it reasonable for them to travel.

CU - When you're in Utah, do you train with local riders, and are you able to keep an eye on the local racing when you're there?

JL - I am somewhat aware of what's going on with the Utah scene but less and less as the team's focus has taken me away from domestic racing and now that I'm hardly ever in the US during the season. I haven't ridden in a local race in a long time; maybe an RMR last spring was the last. I often still train with Burke Swindlehurst, and Chase Pinkham, Mike Sohm and Tyler Wren when I am around.

CU - What about the Tour of Utah? Is it on your schedule this year?

JL - I will be racing the Tour of Utah this year. It was a bit of a late addition to our program and I am very happy that it was added. It's quite an honor to get to race such a high caliber competition in my home state and I'm looking forward to it!

CU - How is your health and your fitness near the mid-season point?

JL - I'm doing pretty well. I had a rough spring, nothing seemed to go right and it was capped off with a very late diagnosis of walking pneumonia that I probably had carried around for months. I seem to be past

all of the health problems that were setting me back and I'm feeling good and looking forward to making up for the opportunities lost earlier in the year. There is still plenty of season left and quite a few races where I think I can excel.

CU - Let's talk about your season. You've raced in Europe before, when your career was starting. But this year you had the opportunity to race in your first Grand Tour, the Giro d' Italia. Talk about your impressions of that race in terms of the atmosphere, as well as the racing.

JL - The atmosphere! It was by far the biggest race I have ever been a part of. Just as an indication the race bible was a glossy paged book that was 360 pages long. I was impressed by the size of the organization and the level to which the race [organization] went to promote itself. It really felt like a traveling circus. Ironically, the most exuberant fans and support we received were in Holland [the Giro d' Italia began with three stages near Amsterdam in 2010. ed]. Italy was a little more laid back and, although it was still a big deal wherever we went, you got the sense that the Italians were more accustomed to the spectacle of the Giro, as though it had been coming through each town every year.

The terrain and roads was a mixed bag. I was forced to abandon with illness on stage 11, so I didn't get to see the high mountains but every stage I did take part in was difficult in its own right. Racing on the Strade Bianche [white marble gravel roads in the Siena region] was very unique and unlike any bike race I have ever been a part of. Honestly though, the terrain alone that I covered wasn't as difficult, but the way it was raced made it extremely so. Every day was

flat out and it was a fight to hold any position in the peloton. And the weather really didn't cooperate, which made it even more difficult and nervous. There was a lot of rain and that always makes the bunch ride very nervously.

CU - You mentioned the elevated level of the racing itself.

JL - Yes. The race was hard fought. There's a sort of escalation that happens in the pro peloton when there's a lot on the line and everyone is nervous. It was every rider fighting all the time. Every day we would finish and I would think 'that had to be the worst of it, it can't keep up like this', and then the next day it's even crazier than the one before. It was physically taxing of course, but also mentally taxing because even if it was "easy" we were fighting to keep Cadel [team leader Cadel Evans finished fifth overall] in good position.

CU - The Giro is the biggest race of your career. Do you have a particular moment that will stay with you longer than any other from the race?

JL - Probably riding into Montalcino in the gruppetto, covered in mud, soaking wet, exhausted from riding the Bianche Stradale and hearing that Cadel had won the stage. That was a good feeling because it had been a very hard day in the rain and mud and I had ridden my guts out to keep him safe and in the front for the finale. Cycling is a thankless job most of the time and that day had mostly been about suffering until I heard he had won. That made it worthwhile.

CU - What other European races have you ridden this year, and which will you ride in the remainder of the season?

JL - That list is long but the highlights include the major classics Milan-San Remo, Criterium International, Amstel Gold Race, Fleche Wallone and Liege-Bastogne-Liege.

The rest of the season isn't completely planned but I'm looking forward to the Tour of Utah and the US Nationals as big personal goals. I also expect to do the two ProTour races in Canada (Quebec and Montreal) prior to US Nationals and I'm excited for those.

CU - What has been your toughest day in the saddle so far this year?

JL - All of them! This wasn't my best spring and I suffered a lot. The worst was probably the day that I abandoned the Giro. I had struggled through the previous day and started the day hoping for the best but it wasn't to be. I barely made it back to the group after being dropped on the first climb and then I couldn't breathe and was coughing so hard that I was cramping in my legs. If it had been a normal stage I may have been able to struggle through, but it was 260km that included a lot of hard climbing and it was, of course, pouring rain. Getting off and climbing into the car was pretty hard to handle and I'm still upset about it. In hindsight, knowing I was suffering from pneumonia, it explains a lot but it doesn't really change the fact that I was a DNF at the Giro.

CU - Did you know before the season that you would be on the BMC Giro and European roster, and what was your reaction to your selection?

JL - I was very excited to get the selection to start the Giro and am still honored that I was a part of the team. I do hope to get another crack at it...

CU - Talk about the team itself behind the scenes. Are there differences in the team dynamic when you're riding in Europe compared to the American squad? I think we envision a European team as being tougher, harder, and maybe more cutthroat, at least that's the way it's been portrayed by the generation ahead of you who were new to the European peloton. Is it at all like that? Or perhaps it's all gourmet foods and pedicures now?

JL - Ha! I'd say there is more pressure there [in Europe] because the stakes are greater. It's not necessarily team driven though. BMC definitely wants results but the attitude isn't 'win or else'. I think a lot of the 'cutthroat' atmosphere comes simply from the fact that racing in Europe is serious business and you're dealing day in and day out with the best in the sport, either as teammates or competitors. The best in the sport don't necessarily get to where they are by being nice guys. The peloton is an assemblage of the most competitive and talented cyclists in the world and few are there to make friends and have a good time. But, that's primarily on the bike and during the race. I like all of my teammates and I like the management in my team. Removed from the chaos of the peloton, it's a fine work environment. The level of professionalism and care is much higher on BMC than I have experienced on any team in the US, but in fairness I think that goes with the territory; it's a big budget professional cycling team and we are very well treated.

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CU - Have you been accepted well by the other riders in the team, specifically the team leaders? Has it been a learning opportunity, or more of a head-down and grind it out work situation? Is language a problem, communication with the team?

JL - The language of the team is English and so for me there are very few problems regarding communication. I try to take every opportunity and chance to learn something from my teammates, and being amongst some of the best riders in the world like Evans or George Hincapie definitely is a great chance to learn a thing or two.

CU - What is the team preparation and routine, and yours, on the morning of, say, a Giro stage? Could you give us a behind the scenes glimpse of the things we don't see in terms of direction etc? For instance, is the team leadership direct, 'you stay with Evans, you attack here, you mark Basso, you do this and you do that.'? Or is it more general, 'we have to mark Basso and protect Evans'? What can you let us in on that we wouldn't see or know otherwise?

JL - We usually have a meeting on the team bus before the start and before we get ready for the race. It depends on the day - whether it is a complicated stage, like Montalcino or a Mountain stage, or whether it's pretty straightforward; but typically we have jobs in groups and sometimes specific tasks. Riding in the peloton is chaotic most of the time so if three of us are assigned one task, like 'stay with Cadel until the finale', there are better odds that one of us will be doing it at any given time. On more complicated days where people have specific skill sets like climbing or positioning in an echelon there may be a guy or two that is singled out to do something particular. In a race like the Giro, where there was really only one goal - get Cadel to the line first - that leaves 8 of us to share the job of looking after him. So, we would usually trade off and some of us would get easier days, anticipating days ahead where we may be more useful. Once the race tactics have been sorted out, it's pretty basic;

we kit up, put on our race radios, collect our bag of food for the start and go sign in.

CU - How is your race schedule determined? Is it all decided by the team directors, or do you have input? Do they discuss it with you or simply tell you to be at the airport on time? Do you care?

JL - There is usually some discussion but mostly there isn't much of that necessary. In my case it usually happens pretty early in advance like the fall before the next season. This is advantageous to me because it helps me to get an idea of what I need to work towards and when I need to plan on being in the best condition. Typically the director has a pretty good idea of what you will be doing based upon what you are good at and, unless there is some sort of misunderstanding regarding your ability, the program you are given is pretty specific to your traits. There is always a chance something will change and you sometimes end up in races you didn't expect to be doing because of illness and injury. I don't think I have ever done a season where I did fewer races than I expected. There are always a few surprises and you do need to be ready to race at any given moment, although getting called to the airport the next day is pretty rare.

CU - Is there a race that you would love to do but haven't yet? Paris Roubaix? The Tour de France?

JL - I don't think any pro cyclist starts his career without the dream of racing the Tour de France and I am no different. I was very close to getting to go this year but I wasn't the best man for the job at the given time, based on my illness, and so I have to live with that. I haven't counted out my chances of ever starting the Tour as it's the pinnacle of the sport and I know I am capable, but it's not an easy selection and that's why it is as great as it is; no one is there who doesn't deserve to be.

CU - In a similar vein, what is the race that you've enjoyed the most so far and why?

JL - As far as races I've done, I love the Tour of Utah simply because it's in my hometown and reflects what to me is the romantic part of the sport - the high alpine passes. I know it's not the Tour de France, but it is still amazing to get to race up passes like the Alpine Loop and Snowbird and to be competitive at it. I'll never be in that upper echelon of Tour riders that get to ride the front of the climbs in France in July, but at least each August in Utah, I get a taste of what it's like and I get to do it on my home roads no less!

CU - Let's look forward. Do you have a multi year contract with BMC, and will you ride with the team long term, in the relative sense of cycling contracts?

JL - I have a contract through 2011 with BMC. I am very happy with the team and definitely hope to keep my spot for a long time.

CU - You're a veteran of the sport at this point, and one of the more successful American racers of this generation. Would you prefer to continue and perhaps even finish your racing career in Europe, have you thought about how long you might continue racing as a professional?

JL - I'm 32 and have been a pro for 11 years, and I've been bike racing for 18 years total. I'd love to see cycling in America become as big as racing in Europe and be able to race from home in that caliber of racing,

but that is a long time coming if ever. I love racing in America but the sport at its highest is in Europe, and I really enjoy competing at the highest level. It's hard to predict what my future will be, but ideally I'd like to retire on my terms when the time comes and be satisfied with my career. If that means I do another 5 years in Europe that's great but I'd be just as happy to race in the States and retire here if that was what worked best for my family and me. I think about it all the time but I don't have an answer.

CU - Do you ever look past racing at this point? Any plans beyond this career? Bicycle racing related? Team director perhaps?

JL - I've dedicated so much of my life to this sport and focused on the basic pursuit of being fast on a bike that I really haven't been able to think past my time as a pro. It's a hard transition and one that I am not necessarily looking forward to. I currently don't have any specific plans but hope to be involved in cycling in some way. It's something I now know a lot about and feel I can help others with. I've thought of being a director but maybe I'll just teach my daughter how to ride no hands, it's all up in the air at this point. I feel I have quite a few more years of racing in me, though, and am confident that when the time comes I will be able to move forward and do what's best to continue supporting my family.

CU - Now that you've recovered from the Giro and pneumonia, and

you've just competed in the Tour of Austria, what are your thoughts on that race? What's next?

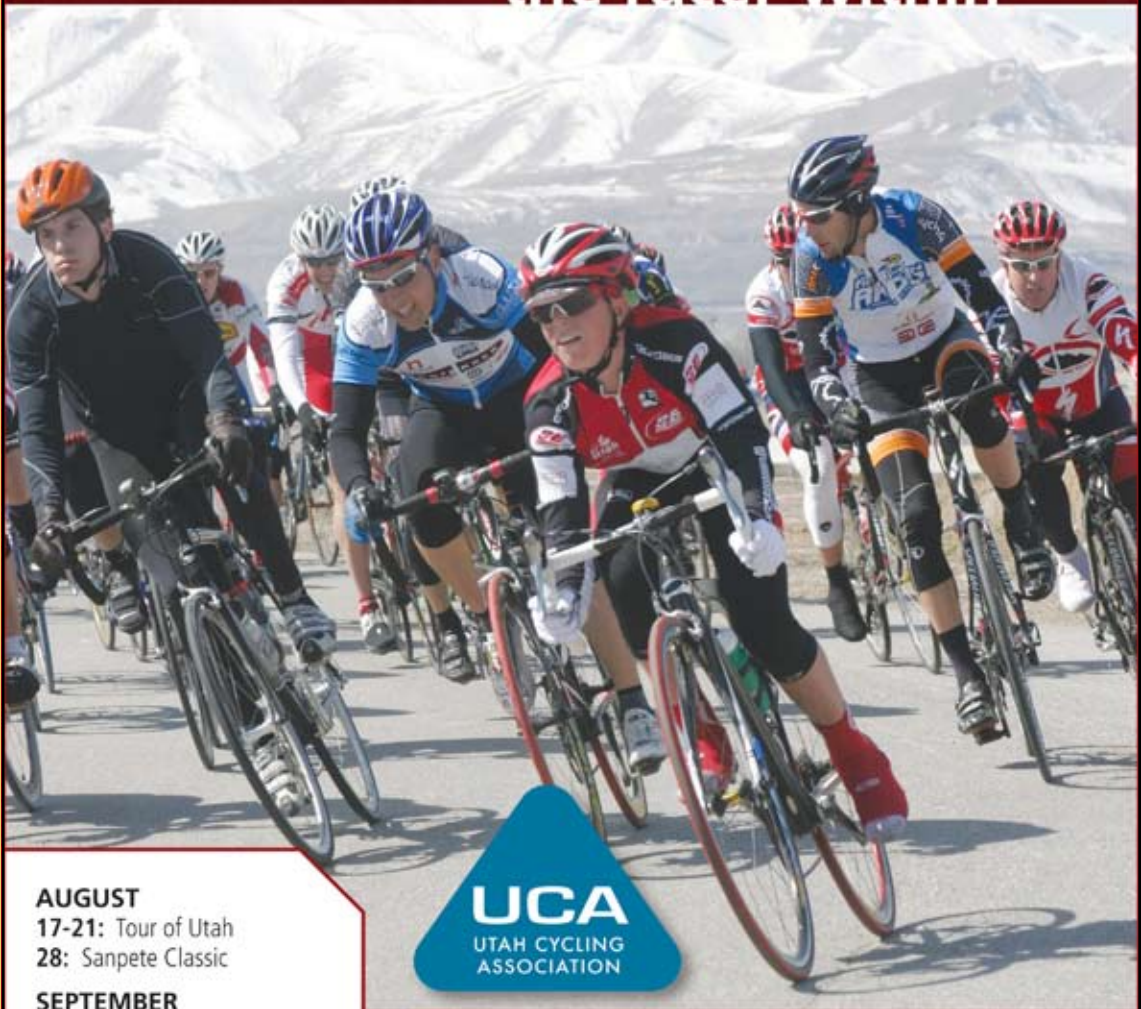
JL - Austria was a nice race, good weather and pretty mellow compared to what I had been doing this spring. I really enjoyed getting to see the country since I had never been there before. And I really enjoyed doing a climbing race in summer conditions. The terrain was pretty amazing and some of the climbs we had to face were impressive, as long and steep as they were. One of the mountaintop finishes, the Kitzbuheler Horn, was an average gradient of 12 percent for 7 km with pitches up to 22 percent! It was a long slow climb. I wasn't climbing with the best but used the race as an opportunity to work on my climbing legs and try to help my faster teammates in the sprint finishes.

Next up I do the Tour de Wallonie in Belgium July 24- July 28, and then I come back to Utah, to prepare for the Tour of Utah.

Louder finished the Tour of Austria in 38th place on General Classification, out of 126 finishers, showing good form in the climbs as the race progressed. He's is well on his way in his preparation to compete for a second overall win in the Tour of Utah, following his victory in his favorite race in 2008.


DISCOVER

the racer within



AUGUST
17-21: Tour of Utah
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10



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RACE CATEGORY	RACE (MILES)	START TIME	ENTRY FEE	PRIZES
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MEN CAT 3	98	10:05 AM	\$40	\$200/5
MASTER MEN 35+/45+	72	10:10 AM	\$40	\$200/3
MASTER MEN 55+/65+	72	10:15 AM	\$40	\$100/3
WOMEN PRO 1/2/3	72	10:20 AM	\$40	\$300/5
MEN CAT 4	72	10:25 AM	\$40	\$100/3
MEN CAT 5	72	10:30 AM	\$40	PRIZES
MASTER WOMEN/CAT 4	46	10:35 AM	\$40	PRIZES
JUNIOR MEN & WOMEN* <small>(17-18, 19-24, 25-34, 35-42)</small>	46	10:35 AM	\$20	MEDALS

FUN RIDE OPTIONS

BLUE COURSE	46	9:00 AM	\$35	RAFFLE
RED COURSE	72	9:00 AM	\$35	RAFFLE

Entry fees include chuckwagon BBQ lunch after race. Extra lunches can be purchased on site for \$10/person.

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