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SPEAKING OF SPOKES

Can I Just Say It?

By David Ward

Can I just say it? Awesome. This year's Tour de France was simply awesome. There was so much to like, and so little to complain about. If one anticipates July of each summer for the thrill of following the Tour, this year it delivered.

There was the drama of not knowing, till the penultimate stage, who was going to win. With a 57 second lead going into the final time trial, it appeared Andy Schleck had the upper hand. He had the motivation of the yellow jersey he was wearing, and a time trial course that somewhat favored him. Cadel Evans, on the other hand, knew that he could pull back time in the time trial, and had the motivation of knowing that, at age 34, this might be his last good chance to win "le grand boucle".

There was Andy Schleck's classic breakaway on the Col d'Izoard resulting in his solo win at the top of the Col de Galibier. A long attack and break-

away like this is something you seldom see anymore. At the same time, Cadel Evans' valiant effort in taking control when no one else would or could help and pulling back on the climb up the Galibier two minutes of Schleck's four minute lead was inspirational.

The very next day, Evans epic effort, as a result of lost time due to mechanical problems, up the Galibier and down the other side to chase down the breakaway containing Schleck and Contador, was inspirational. He then displayed his race savvy by letting Contador go and just marking Schleck up the final climb to Alpe d'Huez.

In fact, Evans effort in staying with Andy Schleck on all the climbs in the Tour, and his intelligent race tactics in playing to his own strengths, was fun to watch. There were many who wanted him to go on the attack, but those thinking more clearly realized Evans best tactic was simply to keep things close through all the mountain stages, and then use his time trialing strength to gain the upper hand.

It was also impressive to watch the HTC train control nearly every sprint finish as it placed Mark Cavendish and his powerful sprint in position to explode to five stage wins, including the final stage on the Champs Elysees.

I, for one, could not stay away from the TV. I am a visual person, and I like the excitement of watching each day's race as it unfolds while listening to those British bavardeurs Phil Liggett and Paul Sherwin, with their delectable accents, call each day's action.

We had canceled our cable service almost two years ago, and as a result last year I could only follow the Tour on the computer. It is a poor substitute. After reading about the first couple of stages of this year's Tour, I could no longer stand it. I contacted DirectTV, and in two days I was in business.

Each day I would avoid Velonews.com and other Tour coverage, and warn others to not comment on the day's action. Then, in the evening, my wife and I would sit down and watch the DVR'ed coverage. It resulted in many late nights, and subsequent fatiguing days at work.

In fact, I am so obsessive about how I enjoy watching Tour coverage that when we were out of town the last weekend of the Tour (the final three stages) and unable to watch the coverage, I would let no one tell me anything about what happened. When we returned home the following Monday evening, we parked ourselves in front of the TV and watched the remaining coverage. So in fact, I did not know Evans had won the Tour till after midnight of the Monday following the Tour's conclusion.

I like Cadel Evans, and have considered him a class act for several years. I was pulling for him to win, and so was very excited to watch his great time trial which garnered him his overall victory. It was thrilling to watch his reaction at the end of the time trial, to see him don the yellow jersey, and to take in the podium ceremony on the Champs Elysees.

I also like the Schleck brothers. While happy for Evans, it was hard to not feel badly for Andy Schleck. But he is younger, and I think his Tour victories will come. I hope so. It was great, and historic, to see him and his brother Frank both on the podium, the first

brother combo to achieve that.

The Tour this year was classic. It was exciting starting with Stage One, and stayed exciting right to the end. It had a great cast of protagonists, people I could and did root for. July is a great month. It is Tour month. I can't wait for next year.

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Cover:
Chad Wassmer attacks the downhill at the Solitude Intermountain Cup on July 23, 2011. For a complete gallery, visit gallery.cyclingutah.com.
Photo: Dave Iltis
Correction from July 2011: Cover: A rider on the banked wooden curve at the brand new Trailside Park Mountain Bike Park in Park City. See the story on page 16. Photo: Photo John. See more at flickr.com/photos/photo-john

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ROAD RIDING

The Climbs of Utah County

Above: Tim Hodnett and Chris Holley ascend American Fork Canyon. Photo: Adam Lisonbee

By Jared Eborn

With jagged peaks, wide roads and narrow canyons, Utah County is a veritable cycling paradise when it comes to climbing. There's a reason the Tour of Utah includes two of these climbs in one of its stages.

Ranging from Suncrest in the north to Mount Nebo in the south, Utah County has some of the best, most accessible, climbs in the state.

Suncrest

Distance: 4 Miles. Elevation Gain: About 1,200 feet

It might not look the part, but the climb up the south side of Suncrest from Utah County has a bad reputation among many a cyclist. While locals often challenge themselves up the forgivingly wide road to the top, pros see the climb as a nasty reminder that their day is far from over. Though only four miles long and about 1,200 feet up, the climb is often accessible during the winter months and is a year-round training destination.

Alpine Loop North Side

Distance: 12 Miles. Elevation Gain: About 2,800 feet

Starting at the mouth of American Fork Canyon, cyclists begin one of Utah's most popular climbs. With a handful of gentle stretches and more challenging pitches, the canyon climbs past the Timpanogos Cave parking lots and several campgrounds and side roads. With several long straights, riders have the chance to enjoy the view as they turn their legs. After reaching the top, cyclists are given the chance to fill their water bottles at the hiking trailhead or simply turn around and enjoy the lightning fast descent. But be careful, more than a few roadies have overcooked some sharp turns and ended up with a nasty case of road rash.

Alpine Loop South Side

Distance: 9 Miles. Elevation Gain: About 2,800 feet

Climbing in Utah may not get much better than this. After a casual climb up Provo Canyon, cyclists are sent north on Highway 92. There are few easy spots along the climb but numerous views that can take your breath away. After passing Sundance a couple of miles up the road, the canyon climbs steeply into the aspen forests and presents stunning views of Mount Timpanogos as you roll through switchbacks. One might be lulled into a sense of false accomplishment when reaching the Cascade Springs turnoff, but there's still another couple of miles to go before the summit. Watch out for painted words of encouragement to Tour of Utah riders as you reach the top.

South Fork

Distance: 4.5 Miles. Elevation Gain: About 700 feet

After putting the hurt on yourself up Squaw Peak or the Alpine Loop, a semi-casual climb up Provo Canyon's South Fork is a scenic and relaxing way to add on some miles or simply enjoy a low-traffic roll with friends. Departing Vivian Park and rolling past farms and campgrounds, the South Fork road presents a mild climb that pretty much anyone can enjoy at a conversational pace.

Squaw Peak

Distance: 5 Miles. Elevation Gain: About 1,600 feet

A legend of sorts in Utah County, the Squaw Peak climb diverts off U.S. 189 just a mile or two up Provo Canyon and climbs a brutally steep pitch to a stunning overlook of the valley. The climb is fairly short in distance, but more than makes up for it in difficulty.

Hobble Creek Canyon

Distance: 14 Miles. Elevation Gain: About 2,500 feet

Not the most well known climb in the area, the ascent of Hobble Creek Canyon is nonetheless one that shouldn't be left off any bucket list of climbs in Utah County. With nice pavement on the lower sections and some dirt roads at the top, Hobble Creek won't be for everyone, but if you want to ride a cyclocross bike or simply pack an extra tube or two you can escape the more crowded paths

in the valley.

Spanish Fork Canyon

Distance: 37 Miles. Elevation Gain: About 3,300 feet

Looking for a long, grueling climb? Try the ascent to Soldier Summit up U.S. Highway 6. Though fairly heavy with automobile traffic, the highway has a decent shoulder (but be aware of the rumble strips) and will force you to keep your legs turning mile after mile. It's a long steady climb, but one heck of a way to relax as you come back down.

Mount Nebo

Distance: 17 Miles. Elevation Gain: About 4,300 feet

Starting in Payson, one of Utah's most iconic climbs is a brutal test of endurance that rewards riders with magnificent views and a well-earned descent either back to Payson or down the south side towards Nephi.

What's on your mind? Send your feedback and letters to the editor to: dave@cyclingutah.com



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COACH'S CORNER

Keep It Moving: Turn Your Pedals Throughout Each Ride

By Mark Deterline

If you've been training with a heart rate (HR) monitor or power measuring device that logs your workouts for later analysis, you may be surprised how much you're NOT pedaling during each ride. The use of HR monitors and the growing popularity of power meters mean constant and precise tracking of the work you're doing – or aren't doing – in the saddle at all times.

Coaches and mentors working with an athlete for the first time may initially serve as a broken record emphasizing key tenets of structured training:

- stick to your own prescribed workout or training regimen, not a group's or someone else's

- unless you're one of the riders setting the pace, be conscious of the work you're not doing

There's no doubt that focusing on more continuous effort during a ride can be beneficial. Some coaches get fanatical about it, insisting that their riders pedal at all times, including on downhill sections. Naturally, this could prove dangerous, especially on a technical descent or in adverse weather conditions. Still, there's no reason not to continue pedaling on a

descent, when drinking from water bottles or when adjusting your speed given pack or traffic dynamics, as long as you do so SAFELY.

When you're coasting, you're not working. Longtime coach and founder of Whole Athlete, Dario Fredrick, explains that "unless you're producing force and therefore doing work, you're not training or reaping a benefit. If you're not putting power to the pedals, you aren't getting the training stimulus from your workout that is intended to effect a physiological benefit, or adaptation. Essentially, you're resting or recovering, which only serves a purpose if intentional."

Coasting has its place, such as when a rider needs to rest in order to continue a workout, or when recovering from a high exertion interval – e.g. hill repeat, sprint, targeted training zone defined by range of HR or power, etc. However, more often than not, a coach builds in lower intensity zones for rest and recovery as opposed to coasting phases.

Stopping can represent an even bigger no-no, especially if it's longer than customary stops for traffic lights, water refills or bio breaks. A good rule of thumb is to keep moving, keeping the pedals turning.

Fredrick emphasizes that every structured workout has a purpose.

"First and foremost, from a coach's perspective, we're looking at what a rider is seeking to accomplish within the framework of a specific training session: What is the intention of the workout and what is the rider's focus? Then we have the rider target so many hours at a certain intensity or at intervals of varying intensities. Intensity equals stimulus, with each stimulus eliciting a certain adaptation in the body."

The subject of group and even race rides vs. individual rides becomes particularly salient at this point. "Group rides, even those that seem especially fast or hard can represent surprisingly little total work for an individual athlete," explains Fredrick. "Typically they consist of short, hard efforts followed by a lot of coasting and drafting. One common fallacy is that if you're tired following a ride, you've had a good workout. When in fact, it could be that going out for two hours at a lower yet sustained intensity may result in a greater benefit. You're talking very different types of stimuli."

Group rides can vary as far as how useful they are – it's all about training impulse. It's important to be aware that if you're not dictating the pace, you are at the mercy of what

others are doing. Benefits of group riding are:

- confidence riding in a group, especially a diverse group

- opportunity to push yourself harder during short efforts because you have others pushing you; in particular instances, such efforts can even serve as race or event simulation

- it's often largely social, so enjoyment and motivation levels can be higher

In the end, it depends on the format and nature of the group ride. If it can be effectively implemented into a rider's overall training plan and goals, many coaches have no problem supporting such participation.

It's important to be aware that different groups and riding companions have their own unwritten rules regarding waiting for others who suffer "mechanicals" – i.e. technical issues or flat tires. One way to deal with these types of stops is to have a designated helper wait and assist the hampered rider. That way, others can continue at a slow pace and be caught later, or can continue at a faster pace with the intention of turning around at some point to come back for those temporarily left behind. There will always be those who cry etiquette foul in those instances, but a little flexibility on everyone's part makes for higher quality workouts for all.

This makes choice of training venue, whether riding in a group or alone, extremely important. Picking a well suited route will facilitate a workout, while an ill suited route can undermine it.

Which leads us to the final consideration: the effectiveness of trainer workouts. Sure, they can be boring and most cyclists would rather ride outside than anchored to a stationary device. But Fredrick insists that it often trumps outdoor riding for

effectiveness as well as efficiency, and that being creative helps: "You need to be sensitive to the need to keep indoor workouts interesting, and specificity is key. HR monitors and power meters make a huge difference."

"Some riders think that interesting means intense," continues Fredrick, "but I've coached riders who did 95% of training indoors, and we kept it diverse by hitting the entire exertion range. That also goes for athletes with little time at their disposal; limited time doesn't mean that workouts are primarily high intensity. You will certainly need a large, powerful fan to help minimize cardiac drift, where heart rate becomes exaggerated relative to workload. Since you won't have air passing over you, your natural cooling mechanism won't be working as effectively as when you're training outside."

Different coaches consider rests and stops differently, but most would insist that you're looking to accomplish a certain amount of work during a ride. Fredrick clarifies that when he tells a rider to spend 2 hours within one or more training zones during an outdoor ride, it may imply a 3 hour outing depending on the venue.

Ultimately, the way to achieve training targets most efficiently is through consistent output: "More continuous effort equals more consistent stimulus, often increasing the benefit from that stimulus," concludes Fredrick.

Dario Fredrick is an exercise physiologist as well as head coach and director of Whole Athlete Performance Center, integrating exercise science, biomechanics, sport psychology, nutrition and Yoga. Email Dario at: contact@wholeathlete.com.

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TYLER'S JOURNAL

We're Weird, That's For Sure...

By Tyler Wren

I strolled into a Walgreen's pharmacy with my giant teammate Tom Zirbel late Saturday night ahead of



the recent USPRO Championships in Greenville, SC looking for knee-high pantyhose. When the attendant showed us a 40-pack and I told her that that amount would not be sufficient for our needs, I realized with profound clarity that us cyclists and our little schemes for achieving our bests can really look silly to outsiders.

The goal that night in Greenville, as some of you may have guessed, was to procure about 50 short pantyhose and fill them with ice in order to help the entire Jamis/Sutter Home squad cope with the temperatures and humidity levels both predicted to be in the high 90s for the national championships. We wanted to be our

best, and part of that was to stay cool, but to the attendant my teammate and I were just a couple of skinny dudes dissatisfied with the paltry pantyhose selection.

The incident that night in Walgreen's got me thinking about the silliness of other methods that we cyclists seek out in our quest to achieve our best. It's funny how the night before a race you can spot all the other cyclists in town from a mile away. Often it's the compression tights peeking out below the shorts (a practice that I do not condone) that give them away. I admit that I use the medical grade 'granny stockings' for my compression wear whenever I travel and have spent quite a bit of time consulting pharmacists on this product normally meant for elderly hospital patients with heart troubles.

A few more examples come to mind, as I have spent quite a bit of time with quirky cyclists throughout my career. Whenever I spend time during the summer out West, I seek out cold mountain creeks to sit in (in my chammy) to soak my legs after tough rides, which invariably draws funny looks from passersby. During my tenure at the Princeton Cycling team, a teammate of mine built his own 'altitude tent,' designed to boost his red blood cell count and enhance performance. The device consisted of a canister of Nitrogen gas meant to lower the oxygen content of the air he was breathing, and a trash bag to contain that space! The same innovative cyclist measured his lung capacity by inflating old milk cartons while submerged in the bathtub. Thankfully this teammate survived

his experiments, but sadly he failed to progress past the 'B' field. Since graduating from the collegiate field and moving on to the professional level, I have witnessed a rider using a homemade masochistic hammer-like device to beat the soreness out of his legs, and even a cyclist removing a safety-pin from his jersey and using it to stab away the cramps in his legs- an on the bike self-acupuncture treatment! While waiting for our chartered plane at this year's Vuelta Chile, the entire peloton was scattered around the terminal with half of the riders inverted, legs climbing the walls in an effort to save their legs for the following stages. There was no mistaking the cyclists for the ordinary travelers that day, that's for sure. 'Space Legs,' wind tunnels, massage sticks, foam rollers, and public displays of stretching and calisthenics are all further examples of the silliness (or, perhaps, genius) that I've witnessed as part of our cycling culture.

We're weird, that's for sure, but I see all the weirdness as an interesting and endearing consequence of our struggle to ride our bikes as fast as our bodies will allow. Keep searching for the fair competitive advantages, but remember that the biggest one is hard, consistent, intelligent training.

Thanks for reading,
Tyler

Tyler lives in downtown Salt Lake City and races around the world professionally for the Jamis/Sutter Home Pro Men's Cycling Team. He also provides cycling coaching services and can be reached at twrenegade@gmail.com or (610) 574-1334. Watch for him in this year's Tour of Utah.

BOOK REVIEW

Review: Bike Snob: Systematically & Mercilessly Realigning the World of Cycling

By Michael Wise

There are a lot of books out there that try to detail and capture urban cycling: Hurst's the Art of Urban Cycling, Glowacz's Urban Bikers' Tips and Tricks, Culley's The Immortal Class. Bike Snob NYC, the book by formerly anonymous blogger bikesnobnyc, tries to do the same, without much success. Most of the terrain has been covered in these books, by better writers, in more comprehensive detail.

However, as an introduction to cycling culture, this book makes a mark. If you've come from that background, the recovering fixed-gear hipster or the fashionista with a pant leg rolled up, you might learn something about real cycling culture here. For one, you might learn how to lock your bike up properly. You might also learn of others with a love of bikes that in no way resembles your own. If you are a serious bike enthusiast, like the Bike Snob himself, you'll find most of this book old hat, the tips mostly what the regular cyclist has learned already, and the observations about hipsters and culture itself to be interesting but

trite. What isn't really in evidence here is the legendary snarkiness and complete evisceration of hipster bike mania that bikesnobnyc was famous for.

Unfortunately, that kind of snarkiness presumes a certain familiarity with the culture, a familiarity that the intended audience for this book wouldn't have. As I once heard in an interview with bikesnob, "I'm the wrong person to explain how a fixed-gear works." Yet, that is what he is trying to do here, trying to explain a "culture" he personally abhors to newbies or outsiders with a presumed interest in it. That he succeeds at all, that he might be able to explain to your aunt why she should let you bring your bike into the living room, is an accomplishment in itself. However, someone familiar with the bikesnob's Craigslist takedowns of fixed-gears being offered for way too much money might hope for something here with a little more bite.

For more from Bike Snob NYC, visit: bikesnobnyc.blogspot.com.

Bike Snob: Systematically & Mercilessly Realigning the World of Cycling, Chronicle Books, 2010.

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COMMUTER COLUMN

Bart Gillespie Melds Bike Commuting with Family, Work, and Professional Racing

Bart, Rosie, and kids.

By Lou Melini

Bart Gillespie has been a dominant fixture in the Utah racing scene for two decades. On the national level, he has finished 7th in both the professional national mountain bike (cross country) and cyclocross championships. In this month's bike commuter profile, Bart will discuss the other important aspects of his life: family, work and bike transportation.

Cycling Utah: I once saw a headline, perhaps in VeloNews, describing you as a "Working Man Pro". Give me some background of your family and profession to detail the "Working Man" part.

Bart Gillespie: I am your average 37-year-old family guy who enjoys riding bikes. I just happen to have stuck with cycling long enough to get kind of good at it. I am married to the magnificent Rosie. We now have 3 girls Eva (5) and Stella (3) and Skye who was born on June 27th. I am very fortunate to have a supportive family who all enjoy two wheels nearly as much as I do. My day job is a Physical Therapist. I did my undergraduate education

in physiology at BYU before getting a Masters and then Doctorate of Physical Therapy degree from the University of Utah. I work at the VA Hospital and specialize in amputee rehab as well as diabetic foot care. I also enjoy acute ICU rehab. In addition, I teach amputee care and cardiopulmonary rehab at the University of Utah Physical Therapy program.

I grew up in Provo, Utah on the East Bench foothills and was very active riding motorcycles and bikes with my mom, dad, and 2 younger brothers all of who continue to ride bikes for fun, exercise, and transportation.

C. U.: And the "Pro" part of the headline. How did that part of your life start?

B. G.: I started riding and racing BMX bikes before turning to a mountain bike to explore the surrounding mountains. In 1988 I sold a motorcycle to buy my first mountain bike, a Supergo with Shimano Deore XT components. I rode that bike into the ground and actually broke the frame at the 1989 Bonanza Flats race above Park City. In the spring of 1989 I did my first race in cut-off sweat pants and waffle runner Nike running shoes. It was up Payson

canyon at the Maple Dell Boy Scout camp and was a great venue. I raced the Beginner Men because they did not have a junior category and ended up winning. I thought I was going to die and had never pushed myself that hard before. I still have the Pink and Green Fanny Pack that I won. I remember watching the other races including local Art O'Conner who won the Sport Men and an epic battle in the Pro Class between Martin Stenger and Glen Adams. After the Supergo broke I had saved enough money from working on the farm to buy a magenta and black Klein. It was at least 6 lbs lighter, but still before suspension or clipless pedals. After spending all that money on a new bike (\$1500), I did not want it to get muddy during the winter so I modified my dad's old steel Stella road bike into something that could be ridden in the dirt, I would later learn that I had made a cyclocross bike without knowing it. We named our 2nd daughter after that beautiful machine!

C.U.: I had heard at a 'Cross race that you bike commute, so I've wanted to profile you for this column. How does bike commuting fit in with your life, training and family?

B.G.: I have commuted by bike for as long as I can remember. From my days in Provo during college, through graduate school and to every job I have ever had. We lived in Emigration Canyon for 4 years and my commute included riding up and down the canyon to the VA hospital. About 8 miles each way with 1500 vertical drop on the way in and 1500 vertical gain on the way home. The nice thing was I usually rode with the prevailing canyon winds. Down in the AM and up in the PM. Thirteen minutes was about as fast as I could get to work, around 25 minutes going home. It was a great commute with no stoplights and plenty of other cyclists to ride with. I could easily extend it on the Shoreline trail or up Big Mountain for some extra training. We now live in Holladay and although my commute is still about 8 miles each way it is relatively flat. One of the main reasons we moved out of the canyon was so the rest of the family could enjoy bike commuting. Our neighborhood was just way too steep for a 5 year old to be able to ride to school or to a friend's house. We found Holladay to be a perfect neighborhood for either walking or cycling, and as a family, we rely on a car much less.

Bike commuting has been a huge part of my training as well, and as family and work responsibilities continue to grow, I find it is perfect for guaranteeing at least a little riding time each day. The tricky part is not just turning it into a bunch of moderately hard junk miles. I try to be somewhat specific about what I want to achieve physically for each commute whether it be recovery or some intensity. Often on my ride home I will take a longer route, jump on the Shoreline trail, or cruise up Emigration or Millcreek canyons. By using my commute to train I can maintain the fitness needed to race at a relatively high level without sacrificing time with my family.

C.U.: I assume you commute year-round? How was the ride down Emigration in the winter? Also do

you use a mix of bikes for commuting?

B.G.: I ride year round but in the last few years I have ridden less in the winter just to get off the bike and do other things. So a few days a week I may drive so I can go Nordic or backcountry skiing before or after work.

I use a mix of different bikes for the commute depending on the season. I like to commute on the same bikes I am going to be racing on. During good weather I ride a Cannondale Supersix with no specific commuter modifications. I will also ride a Cannondale Scalpel mountain bike if I plan to hit some trails at lunch or after work and always on Fridays before a mountain bike race. This year I have also started commuting on a Cannondale Jekyll (6" travel bike) which allows me to do a little free riding up on the "Bobsled" trail during lunch. Specificity is important not only in training but in feel and fit of the bike. During cross season I use a mix of the Supersix road bike and a Cannondale SuperX cyclocross bike and regularly hit the cross practice at Sugarhouse or Big Cottonwood Park on my way home. I always use a backpack instead of panniers as I don't like the feel of the bike to be altered by additional weight. A backpack can also be stashed in the bushes during some trail riding or a quick trip up a canyon. One time at Sugar House for cross practice my pack was stolen from underneath a tree where I had stashed it. I lost around \$600, but more importantly the flash drive that held a large chunk of my graduate school research. I guess panniers may have been a better option that day! In my man-purse backpack I usually only carry a change of underwear and my lunch and keep a locker stocked with clothes at work. I also always have a multi-tool and most of the time have a tube and CO2 but can't remember the last time I flatted, knock on wood.

When the weather is bad I have used all different kinds of bikes including flat bar road bikes, mountain bikes with road wheels, and everything in between. Right now I am using an old cyclocross bike with full fenders. I only have to ride in the dark for a few months in fall and winter and usually use small rechargeable lights front and rear but also have some big exposure lights if needed for extended missions.

When I was living up Emigration I had fun riding down the canyon in the winter after a storm. Sometimes it felt just like the slickest cyclocross race and was great for honing skills. You can't replicate those conditions on a trainer! It was also a challenge to see how I could handle cold riding down the hill in the morning and I was able to dial in some great layering techniques using down coats and ski pants. I think my record was -4F which is pretty cold if you have to drop 1500 ft right out of a warm house. I also love riding in a snowstorm and you just can't beat the roads with about 2-3 inches of cold snow, perfect traction, but still fast. The biggest challenge for sloppy riding conditions always seems to be keeping your feet dry. I have experimented with all sorts of homemade footwear with only marginal success. For severe slushy conditions I have a pair of oversize fireman boots with a hole cut in the sole that I can slip

over my cycling shoes and cinch up around the calf before putting my rain pants on. Works pretty well and you can always add wool socks on the outside of the shoes for added warmth. They also work well for a really muddy cyclocross course inspection.

Last summer I had a battle with the Epstein Barr virus and then this spring had Bell's Palsy and was not able to commute by bike for an extended periods of time. One of the worst things about these illnesses was to have to drive a car to work. I had to completely change my lifestyle, which was much harder than just putting a stop to exercise for a while. Bike commuting is very addictive!

C.U.: You have raced in most of the categories of bike racing. Tell me about your bike -racing career.

B.G.: I really enjoy all types of bike riding and have dabbled in most types of racing. I started in BMX but when the track got shut down in Provo it was hard to pursue it. Once I started mountain bike racing in 1989 I was hooked and have pretty much raced since. Throughout the years I have raced on the road a fair bit and really enjoy that as well. There was a time when I would race the week-night crits and did a lot of local road races. I will always remember some of the wins at RMR, DMV, Logan Stage Race, Eureka Road Race, and Hell of the North. I also did a really cool stage race in Puerto Rico that I would love to go back and do again. I got away from road racing as I got busy with a family. Weeknight races were harder to get to and I found it much easier and more productive to focus on one type of racing during the summer. Maybe I will start doing some more road races again.

I don't remember when I started racing as a Pro on the mountain bike but I was definitely a long ways from making any kind of living at it. I was not that good in the beginning and regularly got worked over by locals Cris Fox and Eric Jones. But, I stuck with it and slowly improved to the point where I could win Intermountain Cups regularly and was fairly competitive at the National races. I don't remember the year but the first Intermountain Cup I won was at the Olympic Park before it was the Olympic Park. I had a pretty good battle with Jeff Louder (currently with BMC Pro team), but was able to get away in some of the tight trails. On the national level it seems my first breakthrough race was in 2005 in Waco, Texas where I finished 13th in XC. In the Short track cross country (STXC), I was set up for a possible top 5 finish until I rolled a tire on the last lap in a downhill pavement corner, I was super bummed. I always flirted with the top 10 at the NORBA races but had a hard time getting over that hump; those guys

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are really fast! My best National MTB XC result was in 2007 at the National Championships at Mt Snow, Vermont. I had the perfect race for me and finished close to the podium in 7th. Some of the endurance race results are also memorable including 10th at La Ruta de los Conquistadores (A four-day 240 mile mountain bike race with 39,000 feet of elevation gain in Costa Rica) in 2009, and a win in the 1st stage of the BC Bike Race with Jason Sager in 2008. Racing with Monavie-Cannondale I had the opportunity of racing mountain bikes all over the world and particularly enjoyed the stage races in British Columbia, Brazil, Peru and Costa Rica.

I started cyclocross in 1996 when my friend Matt Ohran started promoting the Utah Cyclocross series. It seemed like the perfect extension to the mountain bike season and most of us did it on rigid MTB's. I remember winning the first event that had about 30 riders total and thinking this type of racing really suits me. No 30-minute climbs, technical courses, and very dynamic racing. I think I got a 'cross bike in 1998 and started to take it a little more serious including traveling to some "real" cyclocross races in the North West. One trip Cris Fox and I flew to Seattle, got off the plane in the rain, rode from the hotel to the race in the rain, raced in the rain, rode back to the hotel in the rain, woke the next morning and rode to another race in the rain, raced in the rain, and then rode back to the airport in the rain to pack our bikes in a loading bay. We got killed, but I learned how to properly shoulder your bike! My best results have been 'Cross Nationals in 2005 where I was 10th and had a good battle with Adam Craig and in 2007 where I finished 7th and was only seconds from the podium. I have only won one UCI cyclocross race but have placed in the top 10 dozens of times. The tough part with cross on the national level is your start position is dependent on UCI points and getting UCI points when you live in Utah, means a lot of travel and a lot of time away from the family. I still think I can be competitive at that level and felt stronger than ever in 2010 but just didn't want to be away from the family every weekend to get the points for a good starting position. Fortunately the UTCX series has grown into one of the best in the country and is very competitive. It is fun to see it grow and love seeing new racers (and old guys like my dad and you Lou) get the bug.

C.U.: How does your success as a cyclist carry over to your career?

B.G.: Cycling is so woven into my lifestyle that I am sure that it effects my career more than I really know. Currently I don't treat cyclists or really even athletes all that often but all the same principles apply and I rely heavily on my experience seeing the body respond to stresses. All living tissue must be overloaded in order for it to adapt and get stronger but you cannot overload it too much or you get breakdown and injury. It can be a tricky balance whether you're trying to reach maximum performance by doing threshold intervals up Emigration Canyon or trying to return to independent function by doing 2 minute walking intervals on a treadmill after a major heart attack.

C.U.: Given your profession, you probably see "life-style" disabilities due to issues related to weight, poor conditioning, and a general lack of healthy habits. Do life-style issues

result in a lot of your referrals for therapy? If so, how can we get young people, say teens and twenty-something age groups, to develop healthy habits such as riding a bike?

B.G.: The majority of the patients I see are having physical challenges related to chronic disease most of which are preventable. Although some of the amputees I see are from trauma the majority are due to diabetic foot ulcers and dysvascular disease. Diabetes is a silent killer for sure. We have all heard about it in the news but I don't think we really understand the magnitude of the disease. I think our perception of the problem has a lot to do with it. If one is diagnosed with cancer it is a traumatic event and we see people rally together with all their resources to fight the disease. Unfortunately, that does not seem to happen with a new diagnosis with diabetes. For example, the 5-year mortality rate for a new diagnosis with breast cancer is roughly 15% and the 5-year mortality rate for an individual with a diabetic foot ulcer in roughly 48%. The individuals I see don't seem to treat a diagnosis of diabetes with the

same urgency as with cancer when in reality maybe they should.

One of the reasons I work at the VA medical center is because preventative care can be a focus and it actually financially pays off for the VA system to keep people healthy and prevent chronic disease rather than just treating the many problems. It seems our current private health care system is setting us up for failure fighting all the many effects of chronic disease like diabetes yet putting little resources into prevention and personal responsibility.

As for developing healthy habits, I am not sure how other than to lead by example. Although we loved living in Emigration Canyon, we decided to move because we wanted our children to learn to walk or use a bike for transportation and ultimately develop these healthy habits.

There are ways of getting teens involved in a healthy life-style through biking. I am really excited about seeing mountain biking in the high schools in Utah. This has always been a dream of mine when I was in high school. It has been fun watching high school competition cycling explode in other parts of the country.

Now it's our turn. With great weather, terrain, and close proximity we have the opportunity to really make a stand out program that I think is the perfect avenue to expose young people to the wonders of the bicycle. When I was a junior racer (under 18) I had great support at home as well as a bunch of older more experienced mentors, guys like Ron Lindley that helped me get to the races and learn the sport. I have volunteered to coach at Olympus High School with the hope to build a program that my girls can eventually enjoy. Spread the word, this is the chance for every cycling enthusiast to make a difference and I expect a huge crowd of support for the high school races starting in the fall of 2012!

Cycling Utah: Bart, with the new baby making you a 3-child family, a busy professional life, your racing and helping out at Olympus High School, I now hear that you have a new venture.

B.G.: Local mountain bike superman, Alex Grant and I have started an online outdoor gear consignment business called Gear Rush. It's super

simple, you drop off your gear, Gear Rush will professionally prepare and photograph it, research the market for your item to maximize your return, post it in our Ebay store, ship it when it sales and mail you a check. As a cyclist, skier, and general outdoor enthusiast. I have personally been challenged selling my old gear so that I can justify getting the latest and greatest new gear. Gear Rush provides an easy and convenient outlet for anyone looking to generate a little extra gear money. My role is primarily behind the scenes, while Alex will be running the day-to-day operations. Alex comes from the rep side of the outdoor/cycling industry where he was putting in a lot of miles in the car and is very excited about being able to commute by bike to work. Maybe by next year he will be ready for a commuter column spotlight!

C.U.: Thanks Bart. Great interview. I will see you this fall at the cyclocross races. Bring your dad.

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



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RACE RESULTS



24th Annual Mountain Bout, Intermountain Cup, Dutch Hollow, Utah, ICS #1, July 2, 2011

12 & Under
1. Bryn M Bingham; DNA Cycling 0:29:16
2. Jack Youngblood 0:33:08
3. Ashley Nielson; Contender 0:40:18
4. Jordan Fambro; Bike Fix 0:50:36

9 & Under
1. Lauren Bingham; DNA Cycling 0:08:36
2. Maggie Youngblood 0:08:54
3. Sterling Lauritzen 0:08:55
4. Coleman Cowan; UtahMountainBiking.com 0:09:58
5. Jacey Messer; UtahMountainBiking.com 0:10:01

Beg Men 19-29
1. Darren L. Striland; UtahMountainBiking.com 0:53:24
2. Aaron Johnson; UtahMountainBiking.com 1:02:34

Beg Men 30-39
1. Tyler Carlson 0:50:17
2. Nathan Thayer; Revolution/Peak Fasteners 0:50:18
3. Christian Faatz 0:50:19
4. Jeremy Johnson; Bountiful Bicycle 0:53:35
5. Brian Blumer; Mad Dog 0:53:43

Beg Men 40+
1. Wade Tischner 0:58:16
2. Scott Mervin 0:59:16
3. Adam Reynolds; UtahMountainBiking.com 1:06:22
4. Edwin Clements 1:07:12
5. Mark Jones 1:07:21

Beginner 13-15
1. Harrison Woodard; Bike Fix 1:15:19
2. Riley Davidson 1:15:51
3. Garrett Clawson; Roosters/Bikers Edge 1:43:38

Clydesdale
1. Derek Lauritzen; SLC Nexus 1:39:10
2. Adam Huff 2:09:13
3. Aaron Mullins; Racer's Cycle Service 2:11:02
4. Evan Clouse; Cole Sports 1:05:17
5. Richard Ewell; UtahMountainBiking.com 2:22:06
6. LaVar Oldham 2:47:46

Exp Men 19-29
1. Dylan Cirulis; Contender 2:10:31
2. Justin Griffin; Bike Fix 2:13:28
3. Griffin S. Park; Mad Dog Cycles 2:15:10
4. Jake Rogers; Racers Cycle Service 2:22:25
5. Conner Smith; Autoliv 2:28:22

Exp Men 30-39
1. Reed Abbott; Mad Dog Cycles 2:08:20
2. Chad B. Wassmer; Cole Sport 2:11:56
3. Matthew McGee; 2 Cross Racing 2:13:59
4. Kevin Moffitt; Mad Dog Cycles 2:14:37
5. Aaron Campbell; Bountiful Bicycle 2:18:01

Exp Men 40+
1. Ty Hopkins; Mad Dog Cycles 2:09:35
2. Chris Bingham; DNA Cycling 2:10:34
3. John W. Higgins; UtahMountainBiking.com 2:12:45
4. Jason Sparks; UtahMountainBiking.com 2:14:30
5. Reed Topham; Hyland Cyclery 2:15:11

Expert Women
1. Heather Clarke; Mad Dog Cycles 1:52:59
2. Lucy J. Jordan; Revolution/Peak Fasteners 2:05:17
3. Elen Guthrie; Revolution/Peak Fasteners 2:07:34
4. Rose Kemp 2:15:14

Men 50+
1. Jay Griffin; UtahMountainBiking.com 1:44:10
2. Dwight Hibdon; Mad Dog Cycles 1:49:27
3. Kelly Perkins; Jans/White Pine Touring 1:52:12

4. Sam Wolfe; Canyon Bicycles 1:53:51
5. Chris Anderson; Autoliv 1:56:12

Men 57+
1. Joel Quinn; UtahMountainBiking.com 1:02:22
2. Craig D. Williams; Mad Dog Cycles 1:02:41
3. Jim Westenskow; Roosters/Bikers Edge 1:04:38
4. Bill Dark; Mad Dog 1:04:53
5. Bruce R. Argyle; UtahMountainBiking.com 1:05:31

Pro Men
1. Chris Holley; Trek 29er Crew/Mad Dog 2:10:29
2. Geoffroy Montague; Timpanogos Cyclery 2:10:57
3. Jonny Hintze; Roosters/Bikers Edge 2:13:41
4. Casey Zaugg; UtahMountainBiking.com 2:13:51
5. Duff Johnson; Kuhl 2:18:05

Pro Women
1. Erica Tingey; Jans/White Pine Touring 1:42:00
2. Kelsey Bingham; Team Jamis 1:43:49
3. Kara C. Holley; Trek 29er Crew/Mad Dog 1:44:46

Single Speed
1. Denmark Jensen; UtahMountainBiking.com 1:45:42
2. Jason Steel; The Bike Fix 1:45:48
3. Scott Billings; Mad Dog Cycles 2:16:17

Sport Women
1. Karin Carestia; Alpine Apothecary 1:49:17
2. Alain Berry; Roosters/Bikers Edge 1:58:44
3. Cat Kalwies; UtahMountainBiking.com 2:00:39
4. Allison Jones; SLC Grassroots Cycling 2:03:26
5. Heidrun Kublessa; SLC Grassroots Cycling 2:05:44

Sport/Expert 13-15
1. Ralph Carestia; Alpine Apothecary 1:00:48
2. Brayden Nielsen; Bike Fix 1:03:43
3. Joshua Peterson; Bike Fix 1:05:12
4. Evan Clouse; Cole Sports 1:05:17
5. Tyler Mullins; Racer's Cycle Service 1:08:37

Sport/Expert 16-18
1. Larsson Johnson; Autoliv 1:29:38
2. Merrick Taylor; KUHL 1:32:36
3. Zachary Peterson; Bike Fix 1:35:40
4. Jesse Betebenner 1:36:38
5. Matthew Turner 1:45:10

Spt Men 19-29
1. Jeremy Russell 1:27:50
2. Ian Beatty; UtahMountainBiking.com 1:31:11
3. Jeffrey D. Heal; Wimmers 1:33:33
4. Joshua Hidalgo 1:42:06
5. Ben Brown; Mad Dog Cycles 1:52:48

Spt Men 30-34
1. Jared Richards; Mad Dog 1:37:10
2. Jeff Wilson; Bountiful Bicycle Center 1:41:58
3. Ben Hutchings; UtahMountainBiking.com 2:12:45
4. Jason Sparks; UtahMountainBiking.com 2:14:30
5. Reed Topham; Hyland Cyclery 2:15:11

Spt Men 35-39
1. Brett Hillam 1:36:05
2. Ray Warner; RMCC 1:36:22
3. Jeff Howard; SLC Bikes/MidWeek MTB 1:38:12
4. Dan Richards; Mad Dog Cycles 1:43:43
5. James Howton 1:47:46

Spt Men 40+
1. Jonas Croft; Revolution/Peak Fasteners 1:30:11
2. David Groom 1:30:12
3. Eric Dupuis; SLC Bike Co. 1:34:56
4. Ryan Nielsen; Bike Fix 1:39:39
5. Don Stokes 1:40:55

Women 35+
1. Wendy Cope; Mad Dog Cycles 1:12:27
2. Dorothy Gibson; Mad Dog 1:21:17
3. Sally Reynolds; UtahMountainBiking.com 1:21:19
4. Bonnie Schreck; Revolution/Peak Fasteners 1:23:19
5. Ruth Flanagan; Revolution 1:29:24

Park City 50, USC Series, Park City, Utah, July 9, 2011
Pro Women
1. Amanda Carey, Victor 5:01:17
2. Evelyn Dong, Park City 5:04:43
3. KC Holley, Spanish Fork 5:09:50
4. Emma Garrard, Park City 5:13:58
5. Jenelle Kremer, Salt Lake City 5:31:30

Pro Men
1. Jon Rose, Draper 4:56:07
2. Robert Squire, Sandy 4:14:11
3. Chris Holley 4:20:35
4. Casey Zaugg; UtahMountainBiking.com 4:22:25
5. Duff Johnson; Kuhl 2:18:05

Pro Women
1. Erica Tingey; Jans/White Pine Touring 1:42:00
2. Kelsey Bingham; Team Jamis 1:43:49
3. Kara C. Holley; Trek 29er Crew/Mad Dog 1:44:46

Single Speed
1. Denmark Jensen; UtahMountainBiking.com 1:45:42
2. Jason Steel; The Bike Fix 1:45:48
3. Scott Billings; Mad Dog Cycles 2:16:17

Sport Women
1. Karin Carestia; Alpine Apothecary 1:49:17
2. Alain Berry; Roosters/Bikers Edge 1:58:44
3. Cat Kalwies; UtahMountainBiking.com 2:00:39
4. Allison Jones; SLC Grassroots Cycling 2:03:26
5. Heidrun Kublessa; SLC Grassroots Cycling 2:05:44

Sport/Expert 13-15
1. Ralph Carestia; Alpine Apothecary 1:00:48
2. Brayden Nielsen; Bike Fix 1:03:43
3. Joshua Peterson; Bike Fix 1:05:12
4. Evan Clouse; Cole Sports 1:05:17
5. Tyler Mullins; Racer's Cycle Service 1:08:37

Sport/Expert 16-18
1. Larsson Johnson; Autoliv 1:29:38
2. Merrick Taylor; KUHL 1:32:36
3. Zachary Peterson; Bike Fix 1:35:40
4. Jesse Betebenner 1:36:38
5. Matthew Turner 1:45:10

Spt Men 19-29
1. Jeremy Russell 1:27:50
2. Ian Beatty; UtahMountainBiking.com 1:31:11
3. Jeffrey D. Heal; Wimmers 1:33:33
4. Joshua Hidalgo 1:42:06
5. Ben Brown; Mad Dog Cycles 1:52:48

Spt Men 30-34
1. Jared Richards; Mad Dog 1:37:10
2. Jeff Wilson; Bountiful Bicycle Center 1:41:58
3. Ben Hutchings; UtahMountainBiking.com 2:12:45
4. Jason Sparks; UtahMountainBiking.com 2:14:30
5. Reed Topham; Hyland Cyclery 2:15:11

Spt Men 35-39
1. Brett Hillam 1:36:05
2. Ray Warner; RMCC 1:36:22
3. Jeff Howard; SLC Bikes/MidWeek MTB 1:38:12
4. Dan Richards; Mad Dog Cycles 1:43:43
5. James Howton 1:47:46

Spt Men 40+
1. Jonas Croft; Revolution/Peak Fasteners 1:30:11
2. David Groom 1:30:12
3. Eric Dupuis; SLC Bike Co. 1:34:56
4. Ryan Nielsen; Bike Fix 1:39:39
5. Don Stokes 1:40:55

Women 35+
1. Wendy Cope; Mad Dog Cycles 1:12:27
2. Dorothy Gibson; Mad Dog 1:21:17
3. Sally Reynolds; UtahMountainBiking.com 1:21:19
4. Bonnie Schreck; Revolution/Peak Fasteners 1:23:19
5. Ruth Flanagan; Revolution 1:29:24

2. Brittany Kener, Salt Lake City 6:41:04
3. Tiffany Martin, Orem 6:48:13
4. Alalia Berry, Salt Lake City 7:15:59
5. Shelby Russell, Provo 7:21:21

Clydesdale 200+
1. Joshua Laverdiere, Breckenridge 6:07:48
2. Jon Argyle, Kaysville 6:49:48
3. Jay Miles, Park City 7:20:43
4. Casey Gibbs, Beaver Dam 7:45:46
5. Bryan Cooper, Centerville 9:04:22

Beginner Men 3
1. Mark Quintance, Draper 6:22:53
2. Blake Maxfield, Bluffdale 6:29:40
3. Chris Butt, Heber City 7:02:09
4. David Hirasawa, Salt Lake City 7:02:13
5. Nathan Thayer, Sandy 7:08:36

Beginner Men 19-34
1. Kevin Catlett, Salt Lake City 5:59:49
2. Alex Smith, Sch 6:10:42
3. Matthew M Schellenberg, Highland 7:07:17
4. Rhet Wadsworth, Draper 7:14:56
5. Brad Swenson, Salt Lake 7:28:53

The Crusher in the Tushars, Beaver to Eagle Point Ski Resort, Utah, July 16, 2011
Pro Men
1. Tyler Wren; Pro Men; 4:27:04
2. Zack Vestal; Pro Men; 4:29:48
3. Benjamin Blaugrund; Pro Men; 4:30:18
4. Jeff Louder; Pro Men; 4:30:52
5. Paul Mack; Pro Men; 4:34:36

6. Reed wycoff; Pro Men; 4:35:51
7. Nathan King; Pro Men; 4:37:27
8. Tim Johnson; Pro Men; 4:40:35
9. David Tinker Juarez; Pro Men; 4:40:41
10. Jake Pantone; Pro Men; 4:50:59
11. Dave Harward; Pro Men; 4:55:36
12. Roger Bartels; Pro Men; 4:58:28
13. Erik Harrington; Pro Men; 5:01:04
14. Greg Gibson; Pro Men; 5:02:59
15. Thomas Cooke; 40-49 Men; 5:11:41
16. Brad Cole; Singlespeed; 5:12:50
17. Todd Littlehales; Pro Men; 5:14:02
18. Tim Matthews; 30-39 Men; 5:19:20
19. Clara Hughes; Pro Women; 5:21:12
20. Evan Hyde; Pro Men; 5:23:16
21. Alistair Sponse; Pro Men; 5:24:19
22. Scott Newton; 30-39 Men; 5:25:32
23. Peter Archambault; Pro Men; 5:28:19
24. Brian Tolbert; 30-39 Men; 5:28:33
25. Mark Albrecht; Pro Men; 5:29:29
26. Duff Johnson; Pro Men; 5:30:33
27. Darrell Davis; 50+ Men; 5:34:16
28. Kevin Day; Pro Men; 5:34:58
29. Amy Williams; 35 & Under Women; 5:36:24
30. John Higgins; 40-49 Men; 5:36:40
31. Peter McMullin; 30-39 Men; 5:36:42
32. Peter Sullivan; 40-49 Men; 5:37:16
33. Scott Allen; 40-49 Men; 5:37:52
34. Adam Lisonbe; 30-39 Men; 5:39:16
35. Gregory Roberts; 40-49 Men; 5:39:37
36. Rachel Gieslewicz; Pro Women; 5:42:22
37. Cory McNeely; 40-49 Men; 5:42:33
38. Zach Terry; 30-39 Men; 5:42:36
39. Tana Stone; 36+ Women; 5:42:49
40. Brent Cannon; Singlespeed; 5:42:53
41. Julian Gasiewski; 30-39 Men; 5:43:12
42. Vint Schoenfeldt; 40-49 Men; 5:47:15
43. Richard Hurst; Pro Men; 5:48:29
44. Jason Linder; 30-39 Men; 5:49:58
45. Matthew McGee; Pro Men; 5:55:38
46. Tommy Chandler; 30-39 Men; 5:56:06
47. Kris Walker; Pro Women; 5:58:15
48. Steve Wassund; Singlespeed; 5:59:28
49. Eric Gardiner; 29 & Under Men; 6:02:45
50. Rob Brasher; 40-49 Men; 6:03:37
51. Jeff Brasher; 30-39 Men; 6:04:37
52. Lauren Frost; Pro Women; 6:05:06
53. Tom Arment; Singlespeed; 6:05:45
54. Steve Orrock; 40-49 Men; 6:06:21
55. Jared Keate; 30-39 Men; 6:06:46
56. Jeff Mitchell; 50+ Men; 6:07:10
57. Jared Gieslewicz; 30-39 Men; 6:08:49
58. Christopher Peters; 30-39 Men; 6:09:40
59. Patrick Wilder; Pro Men; 6:10:14
60. Joseph Brubaker; 50+ Men; 6:10:25
61. Eric Thompson; 40-49 Men; 6:16:12
62. Matt Snyder; 30-39 Men; 6:16:31
63. Jeff Hemperley; Singlespeed; 6:17:01
64. Alex Kim; 40-49 Men; 6:18:27
65. Peter Guzman; 50+ Men; 6:18:46
66. Breck Bennion; 40-49 Men; 6:22:27
67. Shawn Stinson; 40-49 Men; 6:22:56
68. Matthew Peterson; 40-49 Men; 6:23:13
69. Mitch White; 50+ Men; 6:25:08
70. Joe Johnson; 29 & Under Men; 6:26:02
71. David Holding; 40-49 Men; 6:26:37
72. Jeff Sunjion; 40-49 Men; 6:27:01
73. Weston Hutchinson; 30-39 Men; 6:27:29
74. Jordan Huke; Pro Men; 6:28:35
75. Zane Morris; 40-49 Men; 6:29:22
76. Mark Fisher; 40-49 Men; 6:29:34
77. Jason McGrew; 29 & Under Men; 6:30:03
78. Sean Hoover; 40-49 Men; 6:30:16
79. Peter Emery; Singlespeed; 6:32:49
80. Chris Poole; 40-49 Men; 6:33:03
81. Robert Hansen; 30-39 Men; 6:34:58
82. Aaron Prevo; 30-39 Men; 6:37:52
83. Kaelin Cummins; Singlespeed; 6:38:20
84. J Battaglia; 40-49 Men; 6:39:20
85. Bob Hunt; 40-49 Men; 6:39:25
86. Steve Hunt; 40-49 Men; 6:40:12
87. Evan Smith; Singlespeed; 6:40:26
88. Jennifer Buntz; 36+ Women; 6:44:19

89. Allen Louie; Singlespeed; 6:48:06
90. Ryan Fenton; 40-49 Men; 6:48:40
91. Joe Finlayson; 30-39 Men; 6:49:00
92. Betsy Spiegel; 36+ Women; 6:50:43
93. Jon James; 30-39 Men; 6:51:50
94. Ron Dailey; 40-49 Men; 6:53:04
95. Robynn Masters; 36+ Women; 6:54:00
96. Joshua McCarrel; 30-39 Men; 6:54:28
97. Steve Mathias; 40-49 Men; 6:54:46
98. Jonathan Lozon; 29 & Under Men; 6:56:34
99. Celia Nash-Underwood; 36+ Women; 7:03:33
100. Todd Winner; 40-49 Men; 7:03:48
101. Alex Lizarazo; 40-49 Men; 7:04:23
102. Sharon Harper; 40-49 Men; 7:04:46
103. Darren Marshall; DQ; 7:06:27
104. Shannon O'Grady; 35 & Under Women; 7:10:49
105. Brad Hoagland; 30-39 Men; 7:10:49
106. Dwayne Alliger; 40-49 Men; 7:11:07
107. Kirsten Callari; 36+ Women; 7:14:14
108. Jason White; 30-39 Men; 7:21:12
109. Doug Smith; 40-49 Men; 7:22:38
110. Troy Bold; 30-39 Men; 7:24:30
111. Joe Sepulveda; 30-39 Men; 7:24:37
112. Sam Clark; 30-39 Men; 7:24:53
113. Gregory Paul; 50+ Men; 7:25:22
114. Tom Stack; 30-39 Men; 7:29:42
115. Ryan Thompson; 30-39 Men; 7:31:33
116. Luke Laker; 30-39 Men; 7:32:11
117. Nathan Rafferty; 30-39 Men; 7:32:12
118. Mike Mangini; 30-39 Men; 7:32:46
119. William Kent; 29 & Under Men; 7:34:50
120. Joshua Bender; 30-39 Men; 7:35:09
121. Keri Conrad; 35 & Under Women; 7:39:31
122. Patrick McKnight; 40-49 Men; 7:42:29
123. Thorne Butler; 50+ Men; 7:44:52
124. Erik Bright; 30-39 Men; 7:46:22
125. Brandon Banks; 30-39 Men; 7:49:52
126. Bradley Hannig; 40-49 Men; 7:50:37
127. Jason Hawkins; 30-39 Men; 7:51:39
128. Ryan Cobourn; 29 & Under Men; 7:53:50
129. Erik Nordenson; 50+ Men; 7:56:39
130. Scott Hopkins; 40-49 Men; 7:57:24
131. Gordon Rust; 30-39 Men; 8:02:02
132. David Payne; 40-49 Men; 8:12:41
133. Chadd Biehler; 40-49 Men; 8:12:41
134. Ian McMaster; 40-49 Men; 8:14:35
135. Henry Clinton; 50+ Men; 8:21:53
136. Jon Kolos; 30-39 Men; 8:29:05
137. David Nesler; 30-39 Men; 8:29:53
138. Jakob Vandenwerf; 30-39 Men; 8:38:57
139. Jefferson Rogers; 40-49 Men; 8:49:11
140. Wesley Rasmussen; 30-39 Men; 8:50:34

15th Annual Chris Allaire Memorial, Intermountain Cup, Solitude Resort, Utah, Utah State Open XC Championship, ICS #11, July 23, 2011
12 & Under
1. Jon Jon Drain; Young Riders 0:42:04
2. Bryn M Bingham; DNA Cycling 0:44:37
3. Hunter Ransom; UtahMountainBiking.com 0:47:14
4. Jack Youngblood 0:52:53
5. Nash Battler; Mountain Trails Foundation 0:53:18

9 & Under
1. Lauren Bingham; DNA Cycling 0:13:43
2. Britton Dexter; LHM/Timpanogos Cyclery 0:13:47
3. Jacey Messer; UtahMountainBiking.com 0:17:09
4. Hattie Ransom; UtahMountainBiking.com 0:17:55
5. Coleman Cowan; UtahMountainBiking.com 0:17:56

Beg Men 19-29
1. Michael Bulher; UtahMountainBiking.com 1:23:13
2. Ben Brown; Mad Dog Cycles 1:30:22
3. Aaron Johnson; UtahMountainBiking.com 1:33:39
4. Chunghee Hwang 1:42:28

Beg Men 30-39
1. Alex Smith 1:17:50
2. Richard Harris; Mad Dog Cycles 1:18:39
3. Jeremy Johnson; Bountiful Bicycle 1:19:55
4. Nathan Thayer; Revolution/Peak Fasteners 1:20:21
5. Brian Blumer; Mad Dog 1:24:33

Beg Men 40+
1. Paul Solomon 1:22:47
2. Harmon Tobler; Bountiful Bicycle Center 1:25:20
3. Ryan Hadlock; Nuriche/Lifetime 1:30:51
4. Adam Reynolds; UtahMountainBiking.com 1:42:07
5. Ben Buhler 2:21:47

Beginner 13-15
1. Sienna LegerRedel; Young Riders 0:51:17
2. Harrison Woodard; Bike Fix 0:58:59
3. Garrett Clawson; Roosters/Bikers Edge 1:03:25
4. Sean Letendre; Roosters/Bikers Edge 1:19:07

Beginner Women
1. Kim Thompson 0:53:08
2. Rachel Hutchings; UtahMountainBiking.com 0:56:21
3. Jessika Walker; Mad Dog Cycles 1:04:33

Clydesdale
1. Greg Johnson; Mad Dog Cycles 1:29:10
2. Richard Ewell; UtahMountainBiking.com 1:33:43
3. Aaron Mullins; Racer's Cycle Service 1:43:16
4. Ryan Payne; UtahMountainBiking.com 1:53:42

Exp Men 19-29
1. Justin Griffin; Bike Fix 1:32:16
2. Dan Harper; Timpanogos Cyclery 1:38:32
3. Jeremy Russell 1:39:48

4. Griffin S. Park; Mad Dog Cycles 1:43:32
5. Tyler Kirk; UtahMountainBiking.com 1:43:51

Exp Men 30-39
1. Reed Abbott; Mad Dog Cycles 1:33:58
2. Chad B. Wassmer; Cole Sport 1:35:17
3. Chris Cole; UMB/Cedar Cyclery 1:37:41
4. Kevin Moffitt; Mad Dog Cycles 1:40:46
5. Jake Carroll; Bike Fix 1:45:19

Exp Men 40+
1. John W. Higgins; UtahMountainBiking.com 1:36:38
2. Bob Saffell; Revolution/Peak Fasteners 1:38:03
3. Michael C. Engberson; UtahMountainBiking.com 1:38:15
4. Jason Sparks; UtahMountainBiking.com 1:39:43
5. Reed Topham; Hyland Cyclery 1:40:00

Expert Women
1. Roxanne Toly; Jans 1:52:26
2. Heather Clarke; Mad Dog Cycles 1:56:42

Men 50+
1. Jay Griffin; UtahMountainBiking.com 1:42:36
2. Chris Anderson; Autoliv 1:48:48
3. Jeff Kingsford; UtahMountainBiking.com 2:06:09

Men 57+
1. Joel Quinn; UtahMountainBiking.com 1:17:27
2. Craig D. Williams; Mad Dog Cycles 1:18:54
3. Bruce R. Argyle; UtahMountainBiking.com 1:21:10
4. Bill Dark; Mad Dog 1:26:08
5. Dennis McCormick; Wild Rose 1:31:16

Pro Men
1. Chris Holley; Trek 29er Crew/Mad Dog 1:59:11
2. Geoffroy Montague; Timpanogos Cyclery 1:59:12
3. Quin Bingham; Roosters/Bikers Edge 2:06:39

Pro Women
1. Katherine O'Shea; Torq Nutrition 1:42:41
2. Kara C. Holley; Trek 29er Crew/Mad Dog 1:44:30
3. Erica Tingey; Jans/White Pine Touring 1:51:01

Single Speed
1. Lyna Saffell; Revolution/Peak Fasteners 1:26:51
2. Cat Kalwies; UtahMountainBiking.com 1:36:13
3. Heather L. Hemmingway-Hales; Revolution/Peak Fasteners 1:36:14
4. Sally Fairbairn; Revolution 1:36:15
5. Kendra S. Clark; Mad Dog Cycles 1:36:23

Sport/Expert 13-15
1. Connor Barrett; Lifetime Fitness 1:18:30
2. Joshua Peterson; Bike Fix 1:19:16
3. Brayden Nielsen; Bike Fix 1:20:49
4. Haley Batten; White Pine Touring 1:22:07
5. Tyler Mullins; Racer's Cycle Service 1:46:53

Sport/Expert 16-18
1. Zachary Peterson; Bike Fix 1:38:26
2. Ryan Totman; Autoliv 1:49:23
3. Dylan Anderson; Autoliv 1:50:13
4. Jacob Alder 1:52:18
5. Joel A. Roberts; Cottonwood Cyclery 1:53:38

Spt Men 19-29
1. Paul Davis; Bike Fix 1:43:37
2. Joshua Hidalgo 1:47:57
3. Bryson Deppie; Bountiful Cycle 1:53:18
4. Darren L. Striland; UtahMountainBiking.com 2:04:16

Spt Men 30-34
1. Jason Scarbrough; Bountiful Bicycle Center 1:54:16
2. Jacob Case; Bountiful Bicycle 1:56:50
3. Taylor Feit; Bountiful Bicycle 2:03:57
4. Ben Hutchings; UtahMountainBiking.com 2:17:40
5. Ryan Olsen; UtahMountainBiking.com 2:18:08

Spt Men 35-39
1. Filip Wojcikowski; Bountiful Bicycle Center 1:49:36
2. Richard Drensen; The Bike Shoppe/Chick FilA 1:54:02
3. Cameron Peterson; Joyride 1:54:17
4. Ray Warner; RMCC 2:05:07
5. Warren Worley; Cole Sport 2:09:26

Spt Men 40+
1. John Croft; Revolution/Peak Fasteners 1:43:41
2. Keith K. Payne; Mad Dog Cycles 1:47:46
3. Eric Dupuis; SLC Bike Co. 1:47:49
4. Danny K. Larisch; Revolution/Peak Fasteners 1:52:46
5. Ryan Nielsen; Bike Fix 1:52:15

Women 35+
1. Jessica Arbogast; Contender 1:14:09
2. Wendy Cope; Mad Dog C

5 Keri Gibson; The Bike Shoppe/chick Fil-a 1:42:38

Women Masters 35-99
1 Margaret Douglass; Primal Utah 0:52:17
2 Cris Kiser; Revolution Cafe Rio 0:56:03
3 Joanne Garuccio; Millcreek Bicycles 0:56:53

Women Cat 4
1 Anne Perry; Revolution Cafe Rio 0:49:02
2 Heather Sheree Smith; The Bike Shoppe/chick Fil-a 0:52:47
3 Holley Aldred; Bountiful Mazda 0:54:11
4 Jennifer Romney; The Bike Shoppe/chick Fil-a 1:00:04
5 Lori Smith 1:20:36

Road Race

Men Masters 35-99
1 Mark Schaefer; Barry Lasko/paultracy.com 3:55:29
2 Mark Zimbelman; Giant Cycling World-jumex-skullcandy 3:55:32
3 Zan Treasure; Bountiful Mazda 3:55:34
4 Dan Kadmas; Bountiful Mazda 4:05:45
5 Johnathan Edwards; Barry Lasko Dds 4:05:47

Men Junior
1 Gianni Kennard; Rmcc/cyclesmith 0:50:13
2 Kaden Sherwood; Two Wheel Jones 0:57:37
3 Rhys Martin; Skull Candy P/b Jsa Architects 1:04:26

Men Junior 15-18
1 Braden Sherwood; Two Wheel Jones 0:47:32
2 Samuel Hales 0:47:39
3 Bradley Thurgood; Lhm Timpanogos 0:50:12

Men Masters 45-99
1 Cris Williams; Giant Cycling-jumex-skullcandy 4:02:18
2 Louie Amelburu; Barry Lasko/ Paul Tracy.com 4:02:18
3 Scott Kiser; Bountiful Mazda 4:06:34
4 Michael Anderson; Barry Lasko/paul Tracy.com 4:06:43

Men Masters 55-99
1 Lorin Ronnow; Ffkr/sportsbaseonline 2:23:42
2 Steve Bernede; Team-werks 2:23:42
3 Bill Pinckard; Barry Lasko/paul Tracy 2:23:42
4 Charles Palmer; Ffkr/sportsbaseonline P/b Tour of Utah 2:23:45
5 Jerald Hunsaker; Bountiful Mazda 2:23:45

Men Cat 3
1 Cortlan Brown; Cortlan Brown 3:59:42
2 Teal Buchi; Ffkr/sportsbaseonline P/b Tour of Utah 3:59:42
3 Will Buick; New Hope 360/bs Boulder 3:59:42
4 Kevin Koch; The Bike Shop GJ 3:59:47
5 Cody Haroldsen; Ski Utah 4:00:04

Men Cat 4
1 Gwenael Layec 3:54:39
2 Ken Hall; Allegiant Airlines/pain M.d.s.com 3:54:39
3 Ira Sorensen; Revolution Cafe Rio 3:55:28
4 Patrick Davis; Ritte Racing 3:55:46
5 Shelby Burton; Ritte Racing 3:55:51

Men Masters B 35-99
1 Kurt Frankenburg 2:13:42
2 Simon Parsons 2:13:42
3 Eric Woolsey; Mi Duole-barbaoca 2:13:42
4 Michael Raemisch 2:13:53
5 Eric Hone; 515 Racing 2:14:00

Men Cat 5
1 Thomas Anderson 2:20:32
2 Connor Johnson; Contender Bicycles 2:20:32
3 John Summers 2:20:45
4 Tyler Chairsell 2:20:50
5 Todd Newman; Red Burro Racing 2:20:54

Men Pro/1/2
1 Matthew Shackley; Swami's Pro Development Team 3:44:57
2 Aaron Olsen; Ffkr/sbo 3:44:57
3 Jake Stocking; Revolution Cafe Rio 3:44:57
4 Rafe Allen; Allegiant Air/pain M/d 3:45:01
5 Pete Kuenemann; Ffkr/sportsbaseonline 3:45:01

Women Cat 1/2/3
1 Megan Hill; Revolution Cafe Rio 2:39:43
2 Chantel Olsen; Primal Utah 2:39:53
3 Beth McMaster; Bountiful Mazda 2:39:53
4 Keri Gibson; The Bike Shoppe/chick Fil-a 2:39:55
5 Toby Nishikawa; Simply Mac Racing P/b Bingham's Cyclery 2:39:56

Women Masters 35-99
1 Margaret Douglass; Primal Utah 2:42:40
2 Cris Kiser; Revolution Cafe Rio 2:43:33
3 Joanne Garuccio; Millcreek Bicycles 2:51:24

Women Cat 4
1 Anne Perry; Revolution Cafe Rio 2:39:33
2 Holley Aldred; Bountiful Mazda 2:41:55
3 Heather Sheree Smith; The Bike Shoppe/chick Fil-a 2:48:29
4 Jennifer Romney; The Bike Shoppe/chick Fil-a 2:56:47
5 Carol Coleman 4:38:45

General Classification
Men Masters A 35-99
1 Mark Schaefer; Barry Lasko/paultracy.com 5:17:07
2 Mark Zimbelman; Giant Cycling World-jumex-skullcandy 5:17:48
3 Zan Treasure; Bountiful Mazda 5:18:04
4 Noe Alcala; Barry Lasko Dds / Paul Tracy 5:27:51
5 Johnathan Edwards; Barry Lasko Dds 5:27:56

Men Junior
1 Gianni Kennard; Rmcc/cyclesmith 2:04:07
2 Kaden Sherwood; Two Wheel Jones 2:24:32
3 Rhys Martin; Skull Candy P/b Jsa Architects 2:45:39
Men Junior 15-18
1 Braden Sherwood; Two Wheel Jones 1:55:22
2 Samuel Hales 1:56:26
3 Bradley Thurgood; Lhm Timpanogos

2:06:01

Men Masters a 45-99
1 Louie Amelburu; Barry Lasko/ Paul Tracy.com 5:50:31
2 Cris Williams; Giant Cycling-jumex-skullcandy 5:51:36
3 Michael Anderson; Barry Lasko/paul Tracy.com 5:55:35
4 Eric Martin; Skull Candy P/b Jsa Architects 5:55:56
5 Scott Kiser; Bountiful Mazda 5:55:59

Men Masters a 55-99
1 Lorin Ronnow; Ffkr/sportsbaseonline 3:30:54
2 Charles Palmer; Ffkr/sportsbaseonline P/b Tour of Utah 3:31:09
3 Jerald Hunsaker; Bountiful Mazda 3:31:14
4 Ed Chamberlin; Livetrainrace 3:31:23
5 Steve Bernede; Team-werks 3:31:36

Men Cat 3
1 Kevin Koch; The Bike Shop GJ 6:38:22
2 Cody Haroldsen; Ski Utah 6:38:28
3 Cortlan Brown; Cortlan Brown 6:38:59
4 Will Buick; New Hope 360/bs Boulder 6:39:01
5 Teal Buchi; Ffkr/sportsbaseonline P/b Tour of Utah 6:39:05

Men Cat 4
1 Ken Hall; Allegiant Airlines/pain M.d.s.com 5:45:10
2 Gwenael Layec 5:45:15
3 Christian Ronnow; Ffkr/sportsbaseonline 5:45:17
4 Shelby Burton; Ritte Racing 5:45:48
5 Ira Sorensen; Revolution Cafe Rio 5:45:49

Men Masters B 35-99
1 Simon Parsons 3:13:51
2 Michael Raemisch 3:14:31
3 Kurt Frankenburg 3:15:52
4 Eric Woolsey; Mi Duole-barbaoca 3:16:59
5 Ron Pynes; Contender Bicycles 3:17:13

Men Cat 5
1 Connor Johnson; Contender Bicycles 3:24:29
2 Thomas Anderson 3:24:42
3 John Summers 3:26:04
4 Tyler Chairsell 3:26:14
5 Todd Newman; Red Burro Racing 3:26:27

Men Pro/1/2
1 Brian Bailey; Primal P/b 1st Bank 6:16:08
2 Ecklson Dustin; Ski Utah 6:16:35
3 Pete Kuenemann; Ffkr/sportsbaseonline 6:16:58
4 Aaron Olsen; Ffkr/sbo 6:17:04
5 Matthew Shackley; Swami's Pro Development Team 6:17:11

Women Cat 1/2/3
1 Megan Hill; Revolution Cafe Rio 4:39:46
2 Chantel Olsen; Primal Utah 4:40:51
3 Kaytze Scott; Simply Mac Racing P/b Bingham Cyclery 4:41:03
4 Beth McMaster; Bountiful Mazda 4:41:29
5 Jamie Jenkins; Bountiful Mazda 4:41:50

Women Masters 35-99
1 Margaret Douglass; Primal Utah 3:53:40
2 Cris Kiser; Revolution Cafe Rio 3:59:23
3 Joanne Garuccio; Millcreek Bicycles 4:07:45

Women Cat 4
1 Anne Perry; Revolution Cafe Rio 3:47:45
2 Holley Aldred; Bountiful Mazda 3:55:10
3 Heather Sheree Smith; The Bike Shoppe/chick Fil-a 4:01:27
4 Jennifer Romney; The Bike Shoppe/chick Fil-a 4:18:14
5 Lori Smith 6:26:51

Chalk Creek Road Race, UCA Series, Coalville, Utah, July 23, 2011

Female Cat 4
1. Anne Perry; Revolution Cafe Rio
2. Kemille Garvin; Dottie Becks Cycling
3. Amber Woodbury; Dottie Becks Cycling
4. Catherine Kim; Revolution Cafe Rio
5. Heather Smith; The Bike Shoppe/chick-fil-a

Female Cat1/2/3
1. Alison Frye; Ski Utah Cycling Team
2. Chantel Thackeray Olsen; Primal Utah
3. Keri Gibson; The Bike Shoppe- Chick Fil-a
4. Kandice Lund
5. Breanne Nalder; Ski Utah Cycling Team

Female Junior
1. Ella Park
Female Junior 13-14
1. Lia Westermann; Revolution

Female Junior 35-99
1. Hilary Crowley; Primal Utah
2. Ellen Guthrie; Revolution/ Cafe Rio
3. Margaret Douglass; Primal Utah
4. Robynn Masters; Contender Bicycles
5. Kelly Dailey; Bountiful Mazda

Male Cat 3
1. Cortlan Brown; Bifexif
2. Teal Buchi; Ffkr/sportsbaseonline P/b Tour
3. James Crawford; Simply Mac
4. Ryan Ottley; Logan Race Club
5. Clint Mortley

Male Cat 4
1. Mitchell Heiner; Skullcandy/jsa Architects
2. Christian Ronnow; Ffkr/sportsbaseonline
3. Isaijah Jerez; Penta
4. Alan Stettler; Simply Mac Racing P/b Bingham
5. Shelby Burton; Ritte Racing

Male Cat 5
1. Jason Miller; Logan Race Club
2. Skyler Howell; Hakenya
3. Jeffery Shepard; Logan Race Club
4. Scott Buccambuso; Contender
5. Bryce Olsen

Male Junior
1. Van Higley; Bikers Edge
2. Ian Shapiro
Male Junior 13-14
1. Noah Putt; Contender
2. Harrison Sligting; Hakenya
3. Gianni Kennard; Rmcc/cyclesmith
4. Benjamin Olmstead; Yea of Utah
5. Andrew Shapiro

Male Junior 15-16
1. Ryan Kingsolver; Yea/consultnet
2. Sam Trop; Yea of Utah/consultnet

3. Cameron Hooyer; Surge Cycling

4. Ryan Westermann; Revolution Cafe Rio
5. Jacob Alder
Male Junior 17-18
1. Parker Dellinger; Yea/ Consultnet
2. Mike Hansen; Yea/consultnet
3. Samuel Watson; Young Endurance Athletes of Ut
4. Samuel Hales
5. Cody Hillyard; Yea Utah

Male Masters 35-99
1. Mark Schaefer; Barry Lasko Dds/paultracy.com
2. Brent Cannon; Canyon Bicycles
3. Zan Treasure; Bountiful Mazda
4. Ben Nichols; Ffkr/sportsbaseonline P/b Tour
5. Aaron Olsen; Ffkr/sbo P/b Tour of Utah

Male Masters 45-99
1. John McKone; Cole Sport
2. Mike Cooper; Canyon Bicycles - Draper
3. Rodney Mena; Contender Bicycles
4. Cris Williams; Giant Cycling World - Jumex -
5. Shane Dunleavy; Ski Utah - Marketstar

Male Masters 55-99
1. Dirk Cowley; Ffkr Architects/sportsbaseonline
2. Charles Palmer; Ffkr/sbo P/b Tour of Utah
3. Jerald Hunsaker; Bountiful Mazda
4. Gary Porter; Giant Cycling World
5. Ken Louder; Ffkr/sportsbaseonline P/b Tour

Male Masters B 35+
1. Mike Underhill; Revolution Cafe Rio
2. Ben Towery; the Bike Shoppe/chick-fil-a
3. Eric Taylor; Contender Bicycles
4. Eric Larson; Revolution Cafe Rio
5. Dave Swensen; Revolution Cafe Rio

Male Pro/1/2
1. Joseph Waters; Canyon Bicycles Draper
2. Jesse Gordon; Canyon Bicycles-draper
3. David Harward; Canyon Bicycles-draper
4. Steve Albrecht; Revolution Cafe Rio
5. Tyson Apostol; Euclid Outdoors

Little Mountain Road Race, Utah State Championship, UCA Series, Clarkston, Utah, July 30, 2011

Female Cat 4
1. Angie Kell 2:32:24
2. Maria Lamb 2:32:30
3. Megan Burger; Revolution Cafe Rio 2:35:23
4. Catherine Kim; Revolution Cafe Rio 2:35:29
5. Amber Woodbury; Dottie Becks Cycling 2:35:31
6. Kemille Garvin; Dottie Becks Cycling 2:36:19
7. Teresa Parker-maughan 2:38:04

Female Cat1/2/3/4
1. Nicole Evans; Primal/mapnyride 3:00:39
2. Allison Frye; Ski Utah Cycling Team 3:07:07
3. Chantel Thackeray Olsen; Primal Utah 3:16:32
4. Breanne Nalder; Ski Utah Cycling Team 3:16:37
5. Laura Howat; Ski Utah Cycling Team 3:16:47
6. Hilary Crowley; Primal Utah 3:17:24
7. Joan Meyers 4:05:37

Female Master 35+
1. Robynn Masters; Contender Bicycles 2:33:06
Male Master a 55-99
1. Dirk Cowley; Ffkr Architects/sportsbaseonline 2:12:14
2. Ken Louder; Ffkr/sportsbaseonline P/b Tour 2:16:28
3. Jerald Hunsaker; Bountiful Mazda 2:17:03
4. Gary Simmons; Bountiful Mazda 2:19:22
5. Robert Walker; Bountiful Mazda 2:30:09

Male Cat 3
1. Cortlan Brown; Bifexif 3:43:13
2. Teal Buchi; Ffkr/sportsbaseonline P/b Tour 3:43:13
3. Chris Putt; Canyon Bicycles 3:43:16
4. Cody Haroldsen; Ski Utah Cycling Team 3:43:16
5. Mike Pratt; Canyon Bicycles 3:43:17
6. Ryan Ottley; Logan Race Club 3:43:17
7. Brian Randall; Sonora Grill/bicycle Center 3:43:21
8. Tyler Matson; Simply Mac-bingham's Cyclery 3:43:32
9. James Crawford; Simply Mac 3:43:39
10. Mark Fisk; Human Zoom/ Pabst Blue Ribbon 3:43:44

Male Cat 4
1. Tim Matthews; Team Big Ring/ Real Cyclist 2:52:02
2. David Carter; Logan Race Club 2:52:03
3. Blake Fessler; the Bike Shoppe/chick-fil-a 2:52:03
4. Nic Sells; Church of the Big Ring 2:52:04
5. Ricky Bangarter; Simply Mac Racing P/b Bingham 2:52:05
6. Simon Parsons 2:52:10
7. Kody Myers; Skull Candy/ Jsa Architects 2:52:16
8. Christian Ronnow; Ffkr/sportsbaseonline 2:52:19
9. Connor Johnson; Contender Bicycles 2:52:20
10. Kyle Wright; Logan Race Club 2:52:21

Male Cat 5
1. Skyler Howell; Hakenya 2:11:47
2. Dallen Broadbent 2:11:49
3. Thomas Anderson 2:11:57
4. Tanner Robison 2:11:58
5. Samuel Dearden 2:12:06
6. William Mcculloch; Bountiful Bicycle 2:12:18
7. Gavin Fitzsimmons; Revolution Cafe Rio 2:12:21
8. Shawn Broadbent 2:12:22
9. Tracen Winward 2:12:31
10. John Dauma 2:12:34

Male Master a 45-99
1. Cris Williams; Giant Cycling World - Jumex - 2:54:45
2. Mark Zimbelman; Giant Cycling World - Skullcan 2:54:47
3. Scott Kiser 2:54:51
4. Eric Martin; Skullcandy/jsa Architects

2:55:04

5. Norman Frye; Ski Utah 2:55:10
6. John McKone; Cole Sport 2:55:27
7. Gary Porter; Giant Cycling World 2:55:29
8. Jeff Clawson; Canyon Bicycles - Draper 2:56:10
9. Todd Taft; Ski Utah Cycling Team 3:05:40
10. Stephen Tueller 3:11:30

Male Master B 35-99
1. Michael Kracht; Team Big Ring-realcyclist.com 2:17:18
2. Adam Krommenhoek; Ozone/sbr 2:17:53
3. Benjamin Bell; Contender Club 2:18:02
4. Bill Gowski; Sonora Grill/bicycle Center 2:21:41
5. Larry Luke 2:21:45
6. Joseph Brubaker; Contender Bicycles 2:22:01
7. Brad Shelburne; Contender 2:24:23
8. Patrick Putt; Cole Sport 2:24:28
9. Michael Rollins 2:36:05

Male Junior
1. Isaac Sligting 0:38:14
Male Junior 13-15
1. Noah Putt; Contender 0:53:25
2. Harrison Sligting; Hakenya 0:53:54

Male Pro/1/2

1. Thomas Rabou; Realcyclist.com Pro Cycling 3:13:48
2. Evan Hyde; Realcyclist.com Pro Cycling 3:14:31
3. Francisco Mancebo; Realcyclist.com 3:14:31
4. Nathan King; Canyon Bicycles-draper 3:14:36
5. Jason Castor; Contender Bicycles 3:14:50
6. Steve Albrecht; Revolution Cafe Rio 3:14:51
7. Spencer Crites; Bicyde Hajs Racing 3:14:52
8. Jacob Stocking; Revolution Cafe Rio 3:14:52
9. Pete Kuenemann; Ffkr Architects/sportsbaseonline 3:14:56
10. Aaron Olsen; Ffkr/sbo P/b Tour of Utah 3:14:57

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Bike Utah News
Bike Utah is staying very busy as the summer starts to wind down. We will continue to be at rides and events throughout the state, and our fall Get Lit campaign is moving forward. Bike Utah will be working with public safety officials around the state to distribute lights and education to those who are riding at night without them, and who can't afford them. Bike Utah is also working on collecting information for our 111 miles in 2011 campaign. If you know of bike lanes, trails, single track, or other bike facilities that have been newly constructed this year, they would like to hear about it. Bike Utah is also working on the planning for the 2012 Utah Bike Summit, and they are working with the State of Utah on several projects that we'll talk about in the coming months, so keep an eye on this column. Bike Utah is always looking for volunteers and members to add their voice and make a difference for cycling in Utah. If you would like to help us, visit bikeutah.org and become a member. Every voice counts in the effort to make Utah a safe and beautiful place to ride.
-Brad Woods

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ADVOCACY

Study Looks at Safe Routes to School Programs

By Charles Pekow

What's the best way to choose grantees for Safe Routes to School (SRS) programs? States should get info from applicants on existing conditions they propose to remedy, proposed plans and methods for assessing outcomes. But some questions remain unanswered on the best way to choose, according to a federal study on the issue.

The Federal Highway Administration (FHWA) contracted with the Washington State Transportation Center at the University of Washington and the Washington State Department of Transportation to conduct a study on how states select grantees.

Under SRS, the U.S. Department of Transportation gives each state funding to support state or local efforts to get children to bike or walk to work safely. The program has proven extremely popular and most states have to choose carefully among grant applicants because they're faced with more demand for funds than money available.

The program faces danger of extinction, though, because Republicans, who constitute a majority in the House of Representatives, have drafted a bill to end the earmark starting in FY 12, which begins in October.

The new report, *So Many Choices, So Many Ways to Choose: How Five State Departments of Transportation Select Safe Routes to School Programs for Funding*, looked at how five states choose SRS grantees. These states are participating in the SRS Statewide Mobility Assessment study.

The researchers said not enough data exist yet to determine SRS' overall effectiveness or even the effectiveness of state grantee selection criteria. They could only document ways states choose and recommend methods that work.

Some states separated the grants they chose into infrastructure and non-infrastructure projects while some combined them (such as building bike paths vs. educating chil-

dren). Each method produces pros and cons. So the study recommends more research into the question of whether the two should be combined.

Nor could the researchers determine whether it's a good idea or not to place floors or ceilings on grant amounts.

All five of the states in the study; Florida, Washington state, Texas, Mississippi and Wisconsin; awarded grant applicants points based on various criteria. They generally included the quality of the proposal and how they adhered to SRS goals: eliminating barriers to walking and biking to school, inclusion of education, engineering, etc.

Utah received \$2,039,556 in SRS funding in FY 11. Since the program started in FY 05, Utah received a total of \$9,895,679.

The Utah Department of Transportation (UDOT) awards grants on a two-year cycle. Last cycle, it got about 50 applications and funded five. If funding continues in the next fiscal year, it plans to award another five or six grants from the same pile, says UDOT Safety Programs Engineer Scott Jones, who manages UDOT's federal safety money.

UDOT uses a citizens advisory committee to review applications. Members include representatives of bicycle and pedestrian advocacy groups, the National Park Service, FHWA, UDOT and the Utah Department of Health.

Utah awarded exclusively grants involving infrastructure last time. "We found that the schools the first two rounds really struggled spending it. Some of the limitations and strings attached with federal money" tripped up the grantees, Jones explains. So UDOT decided to focus the education component at the state level. "We have various presentations, give materials to schools and developed a web-based software schools can use to designate safe walking routes on an online map and provide to parents. The non-infrastructure component is very important but administering and managing it statewide has been more effective than giving targeted grants at specific locations," Jones says.

He added that some cities have shied away from getting federal money because of all the rules and paperwork. "We have really prided ourselves on providing a project team with a project manager... who will walk the local communities through the entire process (and) make sure all the federal requirements and paperwork are met. We try to take the burden off the local jurisdictions," Jones says. "Some states haven't been able to spend a lot of this money on the local level because of those challenges."

UDOT hasn't set floors or ceilings on grant amounts. And in addition to judging applications on merit, it tries to spread the money around the state, with a mix to urban and rural communities.

"It's not uncommon for an applicant to want \$500,000 to pave sidewalks on both sides of the street. The committee will say 'we'll give you \$250,000 to do one side of the street.' We have told applicants to please limit your applications to, say, 2,000 feet of sidewalk," Jones says. "Some cities add their own money."

View the report at <http://www.wsdot.wa.gov/research/reports/fullreports/743.2.pdf>.

Read about Utah's SRS program at <http://www.udot.utah.gov/main/f?p=100:pg:0:::V,T,1388>.

Idaho received \$1,109,953 this year and \$7,099,953 overall. Read about Idaho's program at <http://www.saferoutespartnership.org/state/statemap/idaho>

Bike Collective News

The Collective needs your help finding youth to take mountain biking in the Wasatch. If you know of a group, after school program, and/or youth organizations that the Collective can partner with, please contact our Trips for Kids Director, Evan Mitchell, 801-200-3826. The summer is cooling down, but bikes are heating back up. Celebrate going back to school with two wheels

The Collective still needs a small army of volunteers for Valet Bike Parking at events like the Farmers' Market and the Twilight Concert series. It doesn't get much easier than hanging out in the park and listening to great music and people/bike watching.

The Park Tool School (www.parktool.com/clinics_training) is still taught every Monday starting at 6pm at the Community Bike Shop (2312 S. West Temple). Classes don't build on each other, so jump in at any time. Participants will learn how to true wheels, adjust derailleurs and brakes, and general skills. See the Collective's website (www.slcbikecollective.org) or call 801-FAT-BIKE for a schedule.

Check out our website at **Cyclingutah.com** for news, events, photos, back issues, and more!

MOUNTAIN BIKE RACING**Utah's Excel at MTB Nationals; Clouse and Sparks Win Categories**

By Jared Eborn

With the USA Cycling Mountain Bike Cross Country National Championships just up the road in Sun Valley, Idaho, it came as no surprise that Utah was well represented at the starting line.

Accordingly, the Beehive State saw plenty of podiums – ranging from the professionals to the elite amateurs -- during the long weekend of racing in July.

Alex Grant overcame a less-than-favorable back-row start and pulled out an eighth-place finish in the men's pro race as he slowly reeled in one competitor after another.

"I always go to nationals or at least I try. I've been hoping for the top 10, and I've never gotten it before. I can't believe I just did that," Grant told Cyclingnews.com after finishing less than eight minutes behind the winner, Todd Wells. "I took a start on the back row, and I got caught in a traffic jam on the first lap and was walking up the climb. A lot of times in the cross country, I get caught up going as hard as I can in the first lap and then I go backwards. This time I moved up the whole time."

Grant's finish in the men's race was followed by a solid 11th-place showing by Heber City's Kathy Sherwin in the women's pro field.

Park City's Jordan Swenson earned a national title in the Super D 50+ field with a time of 22:27 – almost 40 seconds ahead of his nearest competitor. Grant had another strong showing in the short race and placed ninth in the Men's Pro division.

Keegan Swenson, a Park City youngster making a big name for himself in the past year or two, placed second in the Junior 15-18 Short Track race getting pipped at the line by Durango's Howard Grotts. Sherwin climbed the standings a few spots and brought home a fourth-place finish in the Women's Pro Short Track race.

Swenson finished second to Grotts again in the Junior 17-18 Cross Country race.

Sandy's Robbie Squire, fresh off his national championship performance in the U23 Men's Road Race a month ago with his Chipotle Development team, dusted off his mountain bike and put a scare into the Men's U23 Cross Country race, placing third despite not having raced on dirt this season.

Showing they are still some of the fastest cyclists around, Utah's Laura Howat and Ellen Guthrie placed second and fourth, respectively, in the Women's 50-54 cross country field. Bountiful's Brandon Cross showed his stuff in the Men's Cat 1 25-29 division with a seventh place finish, less than three minutes off the podium.

Dwight Hibdon, Park City, landed on the podium in the Men's 60-64 race with a third as did South Jordan's Joel Quinn in the Men's 65-69 field. Swenson grabbed a sixth-place finish in the Men's Cat 1 50-54 competition while Farmington's Aaron Campbell added another strong finish as he crossed the line in ninth in the Men's Cat 1 35-39 field.

Showing that Swenson and Squire aren't the only young talent in the state, Springville's Griffin Park placed ninth in the Junior 15-16 Cross Country race. Bountiful's Zach Peterson placed third in the Junior 13-14 while Park City's Haley Batten snagged fourth in the girls 13-14 race.

Park City duo Katie Clouse and Sydney Palmer-Ledger finished first and second, respectively, in the girls U10 race, adding to Utah's collection of Stars and Stripes jerseys.

Getting the victory parade started, though, was Brigham City's Jason Sparks. The 42-year-old led a Utah sweep of the podium in the Men's Cat 2 40-44 field with Mark Messer and Ryan Nielsen flanking him atop the steps.



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Contact: bicycle@slco.org or 801-468-2500
See website for meeting info, agenda and minutes



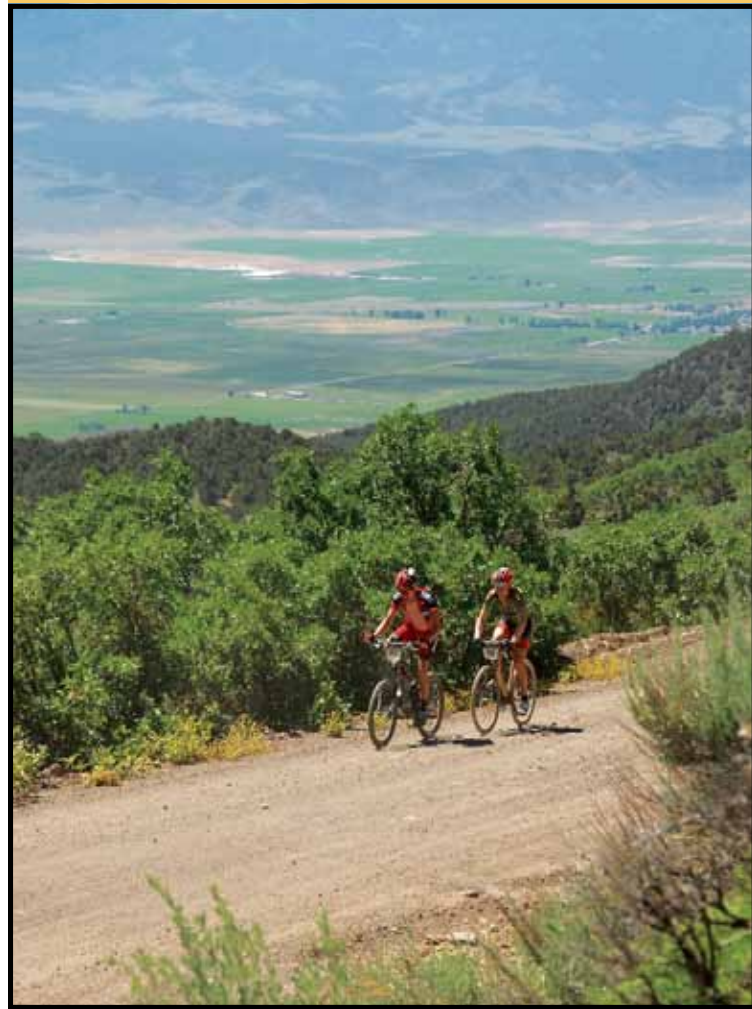
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ROADIRT RACING

The Crusher Lives up to Its Name

Above: Jeff Louder and Tyler Wren climbing towards the second King of the Mountain. Photo: Chris See. Find more at fredmarx.photoshelter.com.

By Adam Lisonbee

The earliest editions of the Tour de France featured notoriously bad roads. Indeed, “roads” can only be used in the most general, rudimentary sense. The high mountain passes that were introduced into the Tour in 1910 and 1911 were crossed using little more than dirt tracks that would later become the iconic paved and maintained climbs that the race follows today. New technology like variable geared bikes and better tires helped those riders cross the mountain terrain. But those bikes, and the roads themselves, are primitive by today’s standards. Nevertheless, that crusher spirit of adventure and perseverance still lingers among bike racers. The desire to climb into the remote corners of the mountains still drives them to do the impossible. To ride the unrideable.

Burke Swindlehurst set out to capture that spirit with his creation of the Crusher in the Tushars. A 70-mile race that follows in the tradition of the early Tours de France, the Crusher combined the best elements of road and mountain racing. Like many of the endurance cyclocross races that are becoming so popular throughout the United States, the Crusher course included paved and dirt roads, but with a Tushar twist—10,400 feet of elevation gain in the shadows of the 12,000 foot peaks above Beaver, Utah.

The result? An instant classic.

“It was the hardest day I’ve ever had on a bike,” admitted Joshua

McCarrell, “not the worst, but definitely the hardest.”

“The idea for a ‘roadirt’ race in the Tushar mountains first occurred to me in 1996, when I was training for the Tour of the Gila,” explained Swindlehurst. “I explored the Tushars on my road bike, including the unpaved climb out of Junction, Utah, that became the King and Queen of the Mountain line in the race. It was a brutal day, but ever since then, I’ve wanted to organize a race up there.”

One hundred eighty racers lined up for the first running of the Crusher in the Tushars. And none was left wanting. The event organization, course markings, and marshaling, and volunteers were all superior. The countless hours and tireless effort that Burke and his crew put into the race paid off. “What an amazing way to spend a weekend,” Eric Bright said. “The volunteers were awesome, the terrain was amazing, and the event was famously organized.” Jake Pantone claimed that it was “one of the best events I’ve participated in.”

It’s glowing praise for an event that required racers to pedal not once, but twice, from 6,500 feet to over 10,000 feet. The course snaked through the Tushar Mountains on the well-maintained dirt roads and into the high country of the Fishlake National Forest. “The views from the top were amazing. But I knew that we had to ride down to the valley far below, and climb all the way back again,” lamented Todd Winner. “That was harder mentally than it was physically. Almost.”

Preparation for the July 16 event

began long before anyone registered. “I really haven’t slept in six months,” Swindlehurst said. “But, I’ve also had a lot of help. The volunteers for this event have put in as many hours as I have, and they deserve a heartfelt thanks from me, and everyone who raced.”

Training the legs and lungs was only a small part of the race-day experience for those brave enough to line up in the inaugural race. The important and entertaining question of “which bike” gripped the field of racers like a plague. Racers debated the potential merits—and drawbacks—of cyclocross bikes, mountain bikes, and traditional road bikes. In the end, the start line was a tapestry of steel, carbon, aluminum, and rubber. Tires of every imaginable width and tread pattern were attached to frames of every imaginable design. Racers used rigid forks, suspension forks, flat bars, drop bars, mustache bars, cantilever brakes, v-brakes, and disc brakes.

On the start line, everyone twitched nervously, wondering if they had made the right choice. “No matter what bike you’re on,” exclaimed race-day emcee Bruce Bilodeau, “At some point it will be the wrong one!” In the end, the deciding factor in the race was not the bike, but the legs.

The deep pro field included Jeff Louder (BMC), Paul Mach (Bissell Pro Cycling), Tim Johnson (Cannondale-CyclocrossWorld.com), Tyler Wren (Boo Cycles), Zack Vestal (VeloNews), and Tinker Juarez (Cannondale). The women’s pro field was headlined by six-time

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Above: Blaugren, Vestal, Louder and Wren form the lead group on the way out of Circleville. Photo: Chris See. Find more at fredmarx.photoshelter.com.

Olympic medalist Clara Hughes (Right to Play). Many local bike racers rounded out the pro and amateur fields, as well as riders from California, Colorado, and even as far away as Georgia. It was clear from the outset that this race would live up to its name.

The attacks began immediately. As the pavement turned to dirt, the grade of the road steepened, and the groups broke apart. Eventually, a small escape of elite riders established themselves off the front. Paul Mach, who finished fifth on the day, was surprised when the attacks went so early. "I thought we'd wait until the second big climb of the day to go, but the action started early. This was definitely a race."

Earning (unofficial) stripes for the day's most aggressive rider was the 38 year-old Boulder, Colorado resident Benjamin Blaugrand (Team Juwi Solar/First Solar). His relentless attacks started early in the day and continued throughout the race. Benjamin's efforts rewarded him with a podium finish (third place) and the elusive title of King of the Mountains.

Tyler Wren was able to separate himself from the lead group over the last ten miles of the race to secure a solo victory. "He absolutely blazed the course", an impressed Swindlehurst said. "I expected times in the upper four-hour range, but Tyler and his chasers were really quick, coming in at about four and a half hours." "Bravo to everyone involved for making this one of the most memorable sufferfests of my career." Wren said afterward. "To be the inaugural winner of his spectacular event was really something special." Zack Vestal was second, with Benjamin Blaugrand completing the podium in third.

In the women's pro race, Clara Hughes spent much of her day off the front. She rode through most of the men's amateur fields—whom she started behind—and finished with not only the women's win, but also the title of Queen of the Mountains. Her time of 5:21 was the 19th fastest time among all racers. Rachel Cieslewicz and Tana Stone rounded out the podium, finishing second and third respectively.

Behind the elite field, the races within the race were also playing out. Amateur riders were trading places along the mountainous route, racing hard and pedaling furiously through the pine forests and aspen glades. "This race was unlike anything I've ever done before," said Joao Battaglia. "It was truly a 'road-irt' race."

When the day finally ended, the energy and excitement were palpable. "I had so much fun at this race,"

Alex Kim said. "It had a little of everything." "I had friends come out to race that I haven't seen in 20 years," said Swindlehurst. "I couldn't be more thrilled. The race was exactly what I envisioned—road, mountain bike, and cyclocross racers all on the bike of their choice, at the same event. I can't wait to do it all again next year." He's not alone in those feelings. "I wish it were still yesterday!" Bruce Bilodeau said the day after the event. Wren summed up the day well when he said that "the aspects of cycling I love the most are climbing, cyclocross and suffering, so I will definitely be back for next year's Crusher."

In the days since the race ended, Burke has put a new spin on the traditional race-day raffle, giving out prizes via the event's Facebook page to people who had unique experiences at the race. He's handed out awards for the "Most Crusher Bike", the "Best Sandbagger", the "Lanterne Rouge", and even an award to the racer with the best "Crustache".

Truly, the Crusher has become a unique and special event. Will it grow into the vaunted spectacle that Le Tour has? Only time will tell. But the crusher spirt is alive and well in the Tushar mountains. Start training now. The 2012 version of the race is only a year away.

For complete results, see page 10.

Athlete's Kitchen - Continued from page 12

who consumed about 14-ounces of ice slurry before they exercised in the heat were able to run about 1% faster during a 10 kilometer (6.2 mile) race.

- Female athletes commonly restrict their food intake. Among 44 female high school cross-country runners (16 y.o.):

- 39% restricted food, thinking being lighter would help them perform better.

- 42% reported missed or absent menstrual periods in the past year—a sign of being under-fueled.

- They were eight times more likely to believe missing multiple periods was a sign they were in better shape.

These young women need to be educated about the medical problems associated with missed menstrual periods!

- To resume menses, amenorrheic women need to correct the energy deficit. Those who drank a 360-calorie carbohydrate-protein supplement resumed menses, on average, in about 2.5 months (±2 months). The longer they had been amenorrheic, the longer they needed to resume menses.

Nancy Clark, MS, RD, CSSD (Board Certified Specialist in Sports

Dietetics) counsels both casual and competitive athletes. Her office is at Healthworks, the premier fitness center in Chest-

nut Hill MA (617-795-1875). Her Sports Nutrition Guidebook and food guides for new runners, marathoners offer additional information. They are available at nancyclarkrd.com. See also sportsnutritionworkshop.com.

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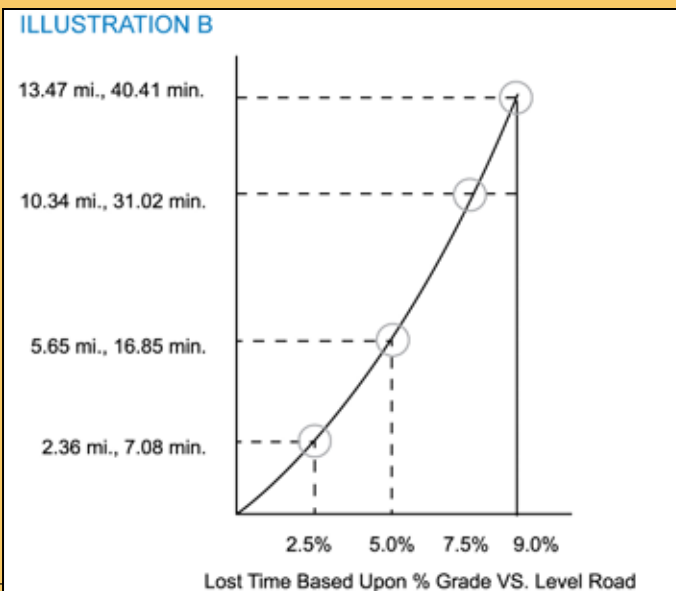
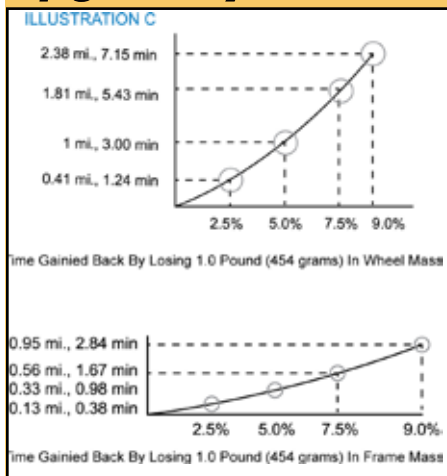
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MECHANIC'S CORNER

Upgrade your Road wheels for Better Performance



Illustrations courtesy Reynolds Cycling.

By Tom Jow

When I worked as a team mechanic, wheel selection was easy. Everyone used light wheels for mountain stages, regular wheels for flat and rolling stages, and disc wheels for time trials. If you wanted to win a big time trial event, you had to use front and rear disc wheels, period. We all knew that wheels made a big difference but back then there just wasn't that much available. As I was watching the Tour de France last month I was amazed at how far wheels have come. Most riders are still using ultra-light wheels for the big mountain stages. And pretty much every rider uses aerodynamic wheels for the flat stages. But some, including Tour de France stage 14 winner Jelle Vanandert, did use high profile aerodynamic wheels in the mountains. As recreational riders we may not have a quiver of wheels to select from, but depending on what we're currently using, a new set can really improve our riding performance, maybe even more than a lighter bike. What makes wheels so important?

lighter is faster. A lighter bicycle requires less power to propel ourselves down (or up) the road. As illustrated in graph "C" of "Level Speed, Uphill Speed, Downhill Speed" by Paul Lew of Reynolds Cycling, reducing the frame (non-wheel) weight of our bike one pound can decrease our time on a 10 mile uphill course with a 5 percent grade by as much as 5 percent or one minute. (http://www.reynoldscycling.com/uploads/RZR_no6_Level_Speed.pdf) Even more important, however, is to reduce the weight of the wheels. Why? Because in order to travel forward, we have to make the wheels move. Consider this definition of Newton's First Law of Motion, "Every object in a state of uniform motion tends to remain in that state of motion unless an external force is applied to it." This means that if we don't apply power to the pedals, we don't go anywhere. Also consider Newton's Second Law, "The acceleration of a body is parallel to and directly proportional to the net force and inversely proportionate to the mass." In other words, the lighter it is, the faster it goes. Therefore, all things being equal, the cyclist will

travel an equal distance faster on the lighter wheels. Refer back to Lew's paper and graph "B" illustrates that reducing the wheel mass by the same one pound on the same course can decrease our time up to 17 percent, or a whopping 3 minutes. To put this in perspective, this means that reducing our wheel mass by 1 pound (454 g) can save us up to 3 minutes riding up Emigration Canyon Road (a popular Salt Lake City road ride).

Another way to increase our riding performance is to use aerodynamic wheels. More popular in the last several years, these wheels are available in three general sizes (varying by manufacturer) of 30 mm, 50-60 mm and 80-90 mm. The taller the rim profile, the greater our aerodynamic advantage. Why is this important? This is important because a 50 gram reduction in aerodynamic drag can reduce a riders 40 kilometer time trial time up to 30 seconds. (Ed Burke, High Tech Cycling, pg. 8) This level of drag reduction is pretty easily attained by most basic 30 mm aerodynamic wheels (see <http://www.hedcycling.com/ardennes/default.asp?content=LT>), many of which are

light and not too expensive.

How do we choose a new set of wheels? As with all component choices, there is a balance between designated use of the part, the rider using it, and the cost. A high end set of light alloy wheels (approximately 1400 g) will cost around \$1000-\$1500. these wheels will be a great all-around wheel set, as well as a huge improvement over the standard wheels on most bikes below \$3000. Also in this price range is a small number of good 30 mm aerodynamic wheels. Above \$2000, many of the wheels will begin incorporating lighter weight carbon materials and deeper aerodynamic rims. As the depth of the wheels grows, their use becomes more limited. There are a few reasons for this. First, as the rim profile becomes larger, the wheel becomes heavier (in most cases). As discussed earlier heavier wheels have a negative effect on climbing speed. Riding speed is also factor. Aerodynamics begin to play a role at speeds above 15 mph. Up to 20 mph, gains will be small. Not until riding speeds exceed 20 mph will the athlete be able to realize the full aerodynamic benefits. Finally, wind is a factor, especially for smaller rid-

ers. While wheels with a larger aerodynamic profile are faster in windy conditions, small riders often have trouble controlling the bike when gusty crosswinds are present.

As we have learned, the wheels we use have a large effect on the riding characteristics and performance of rider and bicycle. To summarize, lighter wheels are faster in almost all conditions; uphill, downhill, or flat. All aerodynamic wheels are faster as speeds increase up to and beyond 20 mph. They can, however, be challenging to ride in very windy conditions. Therefore, for overall riding and climbing mountains, a light-weight (less than 1500 g) wheel set is an excellent upgrade. For those that can afford another set, many 50 mm profile (approximately) wheel sets are light and stable enough for all riders in nearly all conditions. Wheel sets with rim profiles greater than 50-60 mm are probably best saved for race day. If you've been thinking about something new for that next big event, maybe a new wheel set is all you really need.

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

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TOUR OF UTAH PREVIEW

The 2011 Larry H. Miller Tour of Utah



Left: Levi Leipheimer soloed to victory in the Mt. Nebo stage and took the race lead. Photo: Dave Iltis. See more photos at gallery.cyclingutah.com

sorely missed among the riders and fans alike. Thankfully, it returned in 2008, bigger and better than ever under the visionary direction of the late Terry McGinnis. Top honors that year went Salt Lake City native Jeff Louder, who overcame not just the infamous climb to Snowbird, but one of the highest quality fields ever assembled on U.S. soil, one that included Tour de France stage winners, World and Olympic Champions.

The 2009 edition treated cycling fans to the kind of battles normally reserved for the Alps or the Dolomites. Again, athletes who shine brightly on the world stage converged on the Wasatch for five days last August. By the time the dust had settled it was the Spaniard Francesco "Paco" Mancebo who narrowly defeated South African Darren Lill to claim the title of Larry H. Miller Tour of Utah Champion.

In 2010, the race settled in to its grueling prologue+5 format that included the classic "Queen Stage" finish at Snowbird, plus a new mountaintop finish up the steeper south side of the infamous Mt. Nebo. The sixth annual event marked the professional return to Utah of adopted son Levi Leipheimer, riding solo in the now familiar Mellow Johnny's colors. The Tour de France podium winner tamed the Mt. Nebo climb with a breathtaking solo victory. 20 year-old phenom Taylor Phinney blitzed the Individual Time Trial on the Miller Motorsports Park course. Then it was Jeff Louder's turn, holding off an entire field and stretching a solo breakaway into, first, a one-man show, then an iron man finish on the Park City Criterium. On the final stage up Little Cottonwood Canyon, Levi and V Australia's Jai Crawford battled mano a mano up the final seven miles, with the Aussie pulling

Tour of Utah is America's Toughest Stage Race.

After two years of regional significance, the Tour of Utah came to national attention in 2006 when, even though it had yet to achieve USA Cycling's National Racing Calendar status, still managed to attract one of the top fields in domestic cycling. The title of Tour of Utah champion that year went to veteran Scott Moninger of HealthNet p/b MAXXIS, who still counts his win at the Tour of Utah as one of the proudest moments in his 20-year career.

In the midst of restructuring, the race was not held in 2007 and was

By Bill Cutting

Ask any professional cyclist in the U.S. to name the most difficult event in the United States and you're bound to hear the Tour of Utah make the top 3. With its punishing climbs, unpredictable weather conditions and stunning scenery the Tour of Utah has established itself as a "racer's race." Now, thanks to our 2.1 UCI status, professional cyclists from the top teams in the world will get to experience what riders throughout the state, the west, and the nation have known for nearly a decade: The

TOUR OF UTAH PREVIEW

Race Overview and Guide on Where to Watch

Prologue

Tuesday, August 9
Utah Olympic Park in Park City
Presented by KJZZ-TV and 1320 KFAN
In memory of Terry McGinnis
Length: 2 km (1.25 mi)
Start Time: 2 p.m.
Finish Time: 4:30 p.m.
Expo Hours: 1:30-4:30 p.m.
Park at Canyons Resort in the Lower Village parking lots and take the shuttle.

A prologue is a short time trial that helps establish the pecking order for the riders and teams as they head into the longer road stages. The Utah Olympic Park venue in Park City is a unique and wonderful location to watch a bike race. The course begins with a quick downhill before a crushing 2K hill climb to the top of the K120 Nordic Ski Jump.

Start: The start of the Prologue presented by KJZZ-TV and 1320 KFAN is a great place to watch the riders warm up. This is the time you should check out their high

tech speed machines and hopefully grab an autograph or two. Also, make sure you take a few minutes to take in the Olympic Museum and perhaps you'll see athletes training in the freestyle pool and Nordic jumps.

Finish: The top of the course provides a wonderful view of most of the course, as well as an eagle's view of the entire Utah Olympic Park. If you don't feel like walking back down, make sure you get a ticket for the Zip Line or Alpine Slide and take the fast way down.

Stage 1

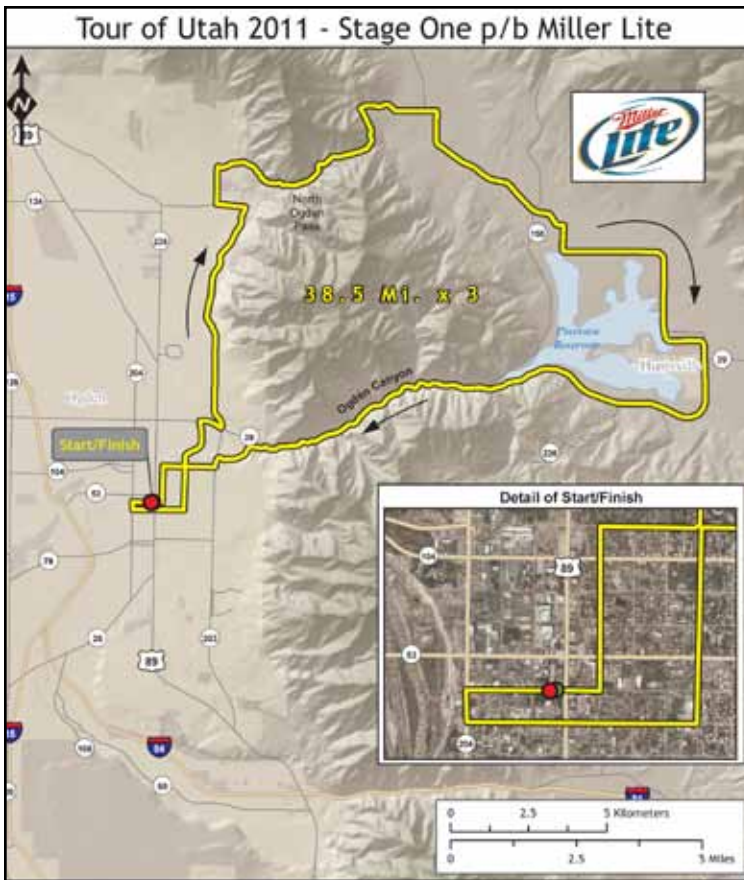
Wednesday, August 10
Ogden to Ogden
Presented by Miller Lite
Road Race
Length: 187 km (116 mi)
Start Time: 11 a.m.
Finish Time: 3:45-4:30 p.m.
Start Finish on 25th Street between Grant and Washington.

Continued on page 16

out a narrow victory. In the end it was Levi Leipheimer, who learned to race bikes on the circuits and roads of Utah, who finally claimed the top spot on the GC podium. Another Tour of Utah enters the record books.

For 2011, the Larry H. Miller Tour of Utah has been elevated by the international governing body for the sport of cycling, Union Cycliste Internationale (UCI), to be part of its UCI America Tour. The Tour of Utah is now sanctioned by both USA Cycling, Inc. and the UCI. This pro-

vides an international spotlight for Utah and for all host venues on the route. A total of 120 athletes representing 16 professional teams and 20 countries will be invited to race the 2011 Tour of Utah. This will include the world's best international pro teams, and the top UCI Continental teams. Many of these pros, who race Europe's grand tours and world championships, will compete across the mountains, buttes and plateaus of Utah, vying for UCI points, award jerseys and cash prizes of \$116,000.



XO Communications Sprints: At the finish line area for first and second laps
 Ski Utah KOM: 3 laps over North Ogden Pass
 Expo Hours: Start: 10:30 a.m. – 3:30 p.m.

Climbing this pass once can cause nightmares. Imagine what three times will do to a rider's psyche. North Ogden Pass will quickly sort out those who are seriously hunting the overall.

Start/Finish: With three circuits around the Ogden Valley, the start/finish on 25th street is a good place to watch the riders on the fastest portion of the course. The nearly 1.5-hour lap time affords plenty of time to grab a bite in one of Ogden's wonderful restaurants or check out the eclectic shops between laps.

North Ogden Pass: The riders will be waking up in the middle of the night screaming "North Ogden Pass!"

Stage 2
 Thursday, August 11
 Xango to Provo
 Presented by Adobe
 Road Race
 Length: 161 km (100 miles)
 Start Time: 11 a.m.
 Finish Time: 2:45-3:30 p.m.
 XO Communications Sprints: Goshen and Santaquin
 Expo Hours: 1:30-4:00 p.m.
 Start: The start at XANGO corporate

headquarters provides a slightly more relaxed atmosphere for spectators to get close to the riders, and to see just how they prepare for a long day in the saddle.

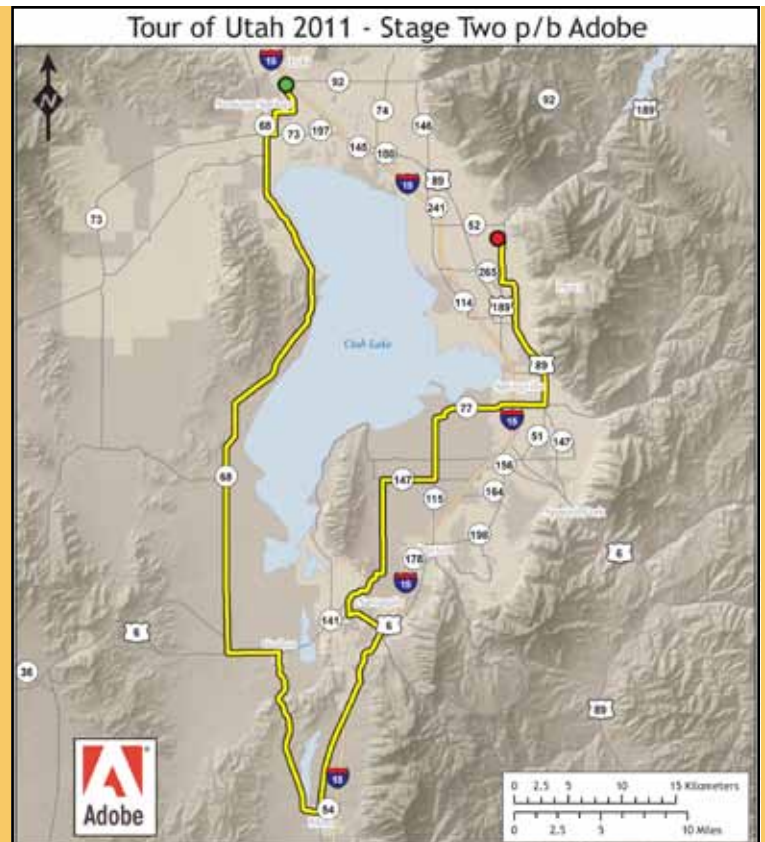
Finish: Stage Two is the only opportunity for the sprinters. The mostly flat stage will be quick and furious. Get to the finish line in front of the Vivint headquarters a bit early and grab a spot close to the finish line to see all the excitement and blur of color as the riders sprint in an excess of 40mph! The finish is at N 300 W. and Dynix Drive in Provo.

Stage 3
 Friday, August 12
 Miller Motorsports Park in Tooele
 Presented by UnitedHealthcare
 Individual Time Trial
 Length: 15.6 km (9.7 mi)
 Start Time: 5 p.m.
 Finish Time: 7:30–8 p.m.
 Expo Hours: 5 – 8 p.m.

Start/Finish: This individual time trial is located at one of the premier motor sports racing facilities in the world, Miller Motorsports Park. All the action will be located in one spot, which is new this year: the Start/Finish area where you can see the riders warm up in the garages, check out the Expo area in the Hot Pit lane, listen to the live band or wander to the different locations around the track to view this wonderful circuit.

Stage 4
 Saturday, August 13
 Downtown Salt Lake City
 Presented by University of Utah Health Care
 Circuit Race
 Length: 132 km (82 mi) - 11 laps
 Start Time: 1 p.m.
 Finish Time: 3:45-4:30 p.m.
 Expo Hours: 12:30 pm.- 5 p.m.

Start/Finish: The Utah State Capitol Building provides a fitting backdrop to the start/finish of Stage Four in downtown Salt Lake City. With 11



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circuits through the city and just as many trips up State Street, expect the peloton to get whittled down as the race whips through the streets of Salt Lake City.

Presidents Circle, University of Utah: Riders will hit the "Horseshoe" at full gas, then throttle down for a hard left turn, followed by one-block, 5% uphill, jockey-for-position slog just before hurtling downhill and back to downtown. This shady, leafy park in front of the 100 year-old U of U Park Administration Building is a great place to chill for 11 thrilling circuits. Bring your own lawn chairs and have fun.

State Street: With its short steep pitches and narrow road, State Street is a great place to watch the racers turn inside-out as they fight the violent 11 percent climb up to the Utah State Capitol. After the riders finish their 10th lap, start making your way up to the start/finish at the Capitol for the exciting conclusion to the race. (Insider tip: The right turn off of South Temple on to State will pinch the peloton from three lanes down to barely two. The Eagle Gate corner will be a great place to watch some world-class bike handlers in action.)

Stage 5
 Sunday, August 14
 Park City to Snowbird Ski and Summer Resort
 Presented by Zions Bank Road Race
 Length: 161 km (100 mi)
 Start Time: 11 a.m.
 Finish Time: 3-4 p.m.
 XO Communications Sprints: Kamas and Midway
 Ski Utah KOM: Alpine Loop and

Suncrest
 Expo Hours: 12:30 – 4:30 p.m.
 Start: The signature "Queen stage" of the Tour of Utah is Stage 4 presented by Zions Bank, and it will be worth the travel time to jump around on this course for multiple viewings. Start in Newpark area of Park City.

Mile 10: Blaze ahead of the peloton and watch them crest the first of many climbs today. With Jordanelle as the

backdrop, this is one great photo opportunity.
 Mile 32: Using the farm roads, get ahead of the caravan again and make your way to the second Hot Spot sprint of the day will be in Midway.
 Mile 56: Although just about any spot along this scenic byway called Alpine Loop will be wonderful viewing, the KOM is prime viewing and has plenty of parking.

Mile 76: The top of Traverse Ridge in Draper will surely draw big crowds and great cycling; expect the top guys to fly over this climb in the big ring.
 Mile 87: If you don't plan to drive to the finish, this little bump in Sandy offers great viewing as well. Park on one of the side streets and set your lawn chair out on Wasatch and listen to the coverage on KFAN and there will be live web cast on the Tour web site.

Mile 91: Don't believe the sign. Tanner Flat is anything but flat. This is the steepest section of the climb to Snowbird and has quickly become the favorite viewing spot for the "Tour Fanatic". Pack a lunch and fill a cooler.
 Finish: Snowbird Ski and Summer Resort is the place to be on Sunday, August 14 if you are a cycling fan. Be sure to head up before 2:00pm or face a closed road.



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TOUR OF UTAH PREVIEW

Who to Watch – 2011 Tour of Utah



Above: Look for Utah rider and 2009 overall winner Jeff Louder (shown here in the 2010 tour) to excel. Photo: Dave Iltis

Levi Leipheimer (Team RadioShack): If you watched the 2010 Tour of Utah, you know that the depending champion will be the one to beat. Levi is having a great 2011 season, having won the 2011 Tour de Suisse and placing 2nd at the Amgen Tour of California. Levi placed 3rd in the Tour de France in 2007 and won the bronze medal at the Beijing Olympics. Levi graduated from Rowland Hall High School in Salt Lake City.

Tejay van Garderen (HTC-High Road): At only 22 years of age, Tejay is one of the bright up and coming stars in American cycling. A 10 time US Junior National Champion, Tejay had a break out year in 2010 placing 3rd in the Criterium Dauphine Libere, nearly upsetting Tour de France champion Alberto Contador in the Prologue. Tejay finish 6th Overall in this year's Amgen Tour of California. Tejay participated in his first Tour de France in July.

Francisco Mancebo (RealCyclist.com): The 2009 Tour of Utah champion and 2010 runner up, returns on a new team and on the top of the USA Cycling National Racing Calendar as

the individual points leader (through June 2011). This year, Francisco has won the overall classification at Tour of the Gila, Tour de Beauce, Sea Otter Classic and the Redlands Classic. A native of Spain, he finished in the top 10 of the Tour de France five times (2000, 2002-05), and was 3rd overall at the 2004 and 2005 Vuelta a Espana.

Jeff Louder (Team BMC): Utah Native and 2008 Tour of Utah champion, Jeff Louder returns hoping to continue his strong showing in front of the home crowd. Jeff put on an amazing display as he won the Park City criterium solo in front of 15,000 screaming fans packed into Old Town Park City.

George Hincapie (Team BMC): George will be returning to Utah after starting his record tying 16th Tour de France in July. George has been on 8 Tour de France winning teams as a super domestique for both Lance Armstrong and Alberto Contador.

David Zabriskie (Garmin-Cervelo): Another Utah native, David, returns home with the Garmin-Cervelo team. David is

a time trial specialist, winning the US Pro National Championship five times. David and his Garmin-Cervelo teammates won this year's Tour de France Team Time Trial.

Chase Pinkham (BISSELL Pro Cycling): With the Tour of Utah as one of his favorite races, look for Salt Lake City resident Chase to display his climbing prowess on his home turf. In only his second year as a professional cyclist, Chase scored top ten finishes in both the time trial and road race at this year USA Cycling Professional Championships.

Reid Mumford (Kelly Benefit Strategies-OptumHealth): A resident of Sandy, Utah, Reid is a time trial specialist who recently placed in the top 10 at the Nature Valley Grand Prix. Reid has a Ph.D. in high-energy particle physics from Johns Hopkins University.

Evan Hyde (RealCyclist.com): A second-year pro, Evan grew up in Alaska and now resides in Park City, Utah. He scored a top 5 finish in the overall at the 2011 Tour of Tucson. A graduate of Vanderbilt University, he is competing for a new team, which is sponsored by Utah-based RealCyclist.com.

Tyler Wren (Jamis/Sutter Home): All-rounder Tyler lives in Salt Lake City—on the Tour of Utah's circuit course, in fact, near the University of Utah. Tyler was named winner of Stage 9 of the 2011 Vuelta Ciclista de Chile, considered the "queen" stage of the 10-day, 750-mile race. Tyler placed 3rd in G.C. at the recent San Dimas Stage Race. In the 2010 Tour of Utah, Tyler placed 10th overall.

Peter Stetina (Garmin-Cervelo): Up and comer Peter has his sights set on the Tour of Utah, and has been training in Colorado in preparation. In his Grand Tour debut at this year's Giro d'Italia, Peter was the top North American finisher placing a respectable 22nd and took third in the Young Rider Classification. He is the 2010 U.S. U23 Time Trial Champion.

Matthew Busche (Team RadioShack): Matthew is the 2011 USA Cycling Professional Road Race Champion, and placed third in the U.S. Professional Time Trial Championship. In 2010, he was third in the Tour of Denmark. At the 2009 Tour of Utah, he placed seventh overall, which was his first race as a professional. He is a graduate of Luther College in Iowa.

Tour of Utah Jerseys

Over the course of the race a number of jerseys will be awarded. These signify leaders of the various competitions that occur within the larger race. While the the yellow leader's jersey is the most coveted, riders and teams will battle it out to secure top position in the other competitions. At the end of each stage, the jerseys will be presented to the new leaders of the day. The jerseys are designed and produced by local company DNA Cycling.

Larry H. Miller Dealerships Overall Leader's Jersey

Color: Yellow

This jersey signifies the leader of the General Classification, or GC. The cyclist with the least overall accumulated time is awarded the Larry H. Miller Dealerships Race Leader's Jersey after each stage, and at the end of the race is crowned the race champion. Sponsored by Larry H. Miller Dealerships, which include 23 different automotive brands under 40 dealership locations in seven western states, this jersey carries the distinctive yellow color made famous by the Tour de France. The tradition of using the color yellow to signify the race leader was first used by the Tour de France in 1913. Past winners of the yellow jersey and the overall champions of the Tour of Utah include Scott Moninger (USA) in 2006, Jeff Louder (USA) in 2008, Francisco Mancebo (ESP) in 2009, and Levi Leipheimer (USA) in 2010.

XO Communications Sprint Award Jersey

Color: Copper

The XO Communications Sprint award jersey takes its inspiration from the high desert hues that make the mountains so majestic along the Wasatch Front. This copper jersey is awarded to the rider who specializes in bursts of speed, but not just at the finish line. Points are amassed at designated Sprint Lines along the route and by finishing in the top 15 places at the finish line of each stage. As one of the nation's largest communications service providers of advanced VoIP, Internet, managed network, and hosted IT solutions, XO Communications will honor the cyclist who is similarly dedicated to reliability and speed.

Ski Utah King of the Mountain (KOM) Award Jersey

Color: Blue/Polka Dot

Utah is known for its mountains, with skiing in winter and cycling

in summer. Look for the signature snowflakes to designate the Ski Utah KOM award jersey. This blue and white design offers a fresh take on a traditional polka-dot theme for the best climber in the peloton. It is the same snowflake used by Ski Utah to promote "The Greatest Snow on Earth®". This jersey is earned by collecting points at designated KOM locations along the grueling climbs of the Wasatch Front. Only the top three cyclists who cross the KOM climbs receive points, and the rider with the most accumulated points is awarded this jersey.

Subaru Best Young Rider Jersey

Color: Light Blue

Each day of the Tour of Utah, the up-and-coming riders of professional cycling compete for a race within the race to be named the Subaru Best Young Rider. Sponsored by the Wasatch Front Subaru Dealers, this prestigious jersey is available for any rider under the age of 24. This is determined based on the athlete's overall placement at the finish line, the winner selected with the least amount of overall accumulated time. At the Tour of Utah, this athlete then earns the right to wear the light blue Subaru Best Young Rider jersey during the next day's stage.

Vivint Most Aggressive Rider Jersey

Color: Orange

Vivint, a home automation/security company based in Provo, will recognize the rider who demonstrates extraordinary performance and courageous effort during each day's contest. This would include someone who maintains a solo breakaway, attacks the peloton, bridges a significant gap or creates a decisive breakaway group. The Vivint Most Aggressive Rider award jersey is judged by a panel of national media and race entourage officials who will vote daily to determine the winner of this prestigious orange jersey.

Miller Lite Best Utah Rider Jersey

Color: Navy Blue

Unique to this event is a Miller Lite Best Utah Rider award jersey. Special recognition is extended to athletes who are natives of the Beehive State, or who call Utah home for training. From this pool of competitors, the one with the best overall time each day earns the dark blue jersey. This is the first year that Miller Lite has been involved as a sponsor for the Tour of Utah.

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MOUNTAIN BIKE RACING

Cary Smith and Amanda Carey Win PC50



Above: Amanda Carey leads Evelyn Dong on the opening climb. Below: Robbie Squire finishing with a mashed pedal. Photos: Shannon Boffeli



By Shannon Boffeli

The Utah State Championship Series (USCS) visited Park City, once again, for the third race of the four race series. This time offering up a 50-miler to challenge their riders. The PC 50, as the race is known, proved to be the most popular event yet on the USCS calendar, selling out

all 300 spots prior to the race start. Race day conditions couldn't have been better as riders rolled off the line at 7AM to warm temps, clear skies, and perfectly tacky dirt. After a short neutral start riders were set loose on a steep fire road climb leading to their first taste of the renowned Park City singletrack. An early lead group including local rider Nate Miller (Dolly's),

Cary Smith (Hammer Nutrition), Coloradoan Brad Bingham (Moots), and newly crowned U-23 national road champion Rob Squire (Bingham Cyclery) surged off the front.

The leaders stayed together until feed zone 1 when Squire and Smith pulled away on the steep Daly Canyon climb.

Once up front Rob Squire showed why he's a national champion, crushing the climbs and tearing through the one track, the Bingham's rider opened up some breathing room on the competition.

Meanwhile Smith rode his own pace never falling more than a minute behind the much younger leader.

Behind the two leaders things were starting to shake up. The top-10 positions changed constantly between a large chase group including Utah's best mountain bike racers including Rooster's teammates Jonny Hintze, Quin Bingham, Brent Pontius, and Jake Pantone. Nate Miller was dropping back as riders like Casey Zaugg and Tyson Apostol were surging through the group with Apostol doing damage on the road climbs.

Experienced endurance racer Chris Holley (Trek 29er) looked to be having an off day sitting outside the top-10 at the halfway point.

At the second feed, roughly 30 miles into the race, Squire held a comfortable lead of just over a minute on Smith. Soon after leaving the feed, disaster struck as Squire crushed his right pedal on a rock. Still able to pedal, he continued on but Squire couldn't actually clip his foot in making the rocky, technical descents in the last 15 miles of racing even more difficult.

After entering the Iron Mountain section of the PC 50 Squire was doing everything he could to stay connected with his bike. "The climbs were OK but in the rocky descents, especially on that section of Mid-Mountain (Iron Mountain) my foot was just flying off the pedal," Squire said after the race.

With the leader struggling, Cary

Smith quickly closed the gap and grabbed the front of the race. Once out front, Smith turned the heat on, powering his way through the final sections of the course and across the finish line over two minutes up. Smith took home the win and a check for over \$900.

Squire held on for second place battered with a crushed pedal and shredded shorts after snagging them just feet from the finish.

Third place went to Chris Holley who turned in a near-miraculous ride. Holley resurrected his ride after feed zone two and turned in perhaps the most impressive late race surge ever witnessed. Holley refused to give up after struggling in the mid-portion of the race. The Trek 29er rider stayed on the gas and ultimately moved from outside the top-10 to third in less than 20 miles.

Jonny Hintze took fourth leading another impressive ride from the Rooster's team as the final podium spot was decided in a sprint between teammates Bingham and Pantone with Bingham crossing in fifth.

In the women's race, National Ultra Endurance leader Amanda Carey (Kenda/Felt) entered as the overwhelming favorite. Carey has been all but unbeatable this season especially in longer endurance races.

At the start, Carey didn't disappoint. She took the lead early and excelled on the road climbs using her power to lengthen her gap on second place.

While the race leader was no surprise, her closest competitor certainly was. Evelyn Dong, who recently relocated to Park City, was a revelation in the PC 50. An experienced cross country ski racer, Dong showed she has remarkable skills on the mountain bike as well. Her fitness obviously carried over but the PC 50 course is full of tight, twisting, and technical singletrack that requires the best in handling skills and the relative newcomer proved to be up to the task.

Despite the impressive challenger, Amanda Carey proved once

again to be unstoppable. Carey never appeared to be under pressure and rode a confident and calculated race from start to finish. Carey took the win with a time of 5:01.17 and the first place check for \$849.

Evelyn Dong crossed the line just over 3 minutes back to take second.

Third place went to Trek 29er rider KC Holley who, like her husband, turned in a strong performance in the second half of the race to take third place. KC chased down and passed accomplished XTERRA racer Emma Garrard (Specialized) just miles before the finish.

Garrard took fourth ahead of an elated Jenelle Kremer (Revolution/Peak Fasteners) who took fifth.

Race Notes

In the week prior to the PC 50, race officials had been battling with local Park City residents moving the course markings. On race day, officials were again forced to compete against locals actively sabotaging the course while the race was in progress. While riders were forced off course in one short section, race officials located and fixed at least four other critical areas of tampering just before the riders arrived. Due to their quick work racing was not significantly impacted.

See results on page 10.

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CALENDAR OF EVENTS

Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!

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., Darin Cook, 435-843-4049, deseretpeakbmx@msn.com, deseretpeakcomplex.com

Utah Advocacy

Bike Utah — 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. Visit the website to join the email listserv., Dave Ittis, 801-328-2066, dave@cyclingutah.com, Julian Tippetts, 801-535-7704, Julian.Tippetts@slc.gov, slc.gov/bike

Salt Lake County Bicycle Advisory Committee — Salt Lake City, UT, Bicycle Facilities Planning Meetings are third Wednesday each month from 4-6 p.m., with the exception of the month when the Quarterly County Advisory Committee is meeting on the third Wednesday from 6-8 p.m. (see website for meeting details). Meetings are held 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, bicycle.slco.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, Not Currently meeting. Organizers needed., Bob Kinney, 801-677-0134, bob@bike2bike.org, davisbike.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, parleystrail@gmail.com, 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, greg@hoolerking.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

Downtown Historic Tour of Salt Lake City — TBA, Utah Bike Month, Salt Lake City, UT, TBA, Jon Smith, 801-596-8430, 801-322-5056, cslcentury@mac.com, cyclesaltlakecentury.com, utahbikemonth.com

IMBA World Trails Summit — 2010 TBA, IMBA Summits bring mountain biking advocates, land managers, ski resort professionals, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration., Mark Eller, 303-545-9011, markeller@imba.com, imba.com

Celebrate the City 2011 — tentative, Utah Bike Month, Salt Lake City, UT, SLC will highlight one of its historical buildings sometime in May., Tyler Curtis, 801-535-6118, tyler.curtis@slc.gov, slc.gov

July Bike Maintenance Clinics — Cottonwood Heights, UT, Join us for our free weekly maintenance clinics Tuesday evenings this July. Come learn two of the most basic and important, bicycle maintenance skills in an informative, comfortable and hands-on setting. TUESDAYS at 6:30pm, July 5: Flat repair, July 12: Drivetrain Cleaning, July 19: Flat repair, July 26: Drivetrain Cleaning, Clinics are limited to 20 participants each so please call or email to reserve your spot., Chris Skolnick, 801-942-1015, info@cottonwoodcyclery.com

September 2-5, 2011 — Great Utah Bike Festival, Cedar City, UT, Benefiting Hemophilia. 4 stages of the mountain bike race or the 4 stage USAC road race; double or single track trails; join the bike parade, take a bike safety or riding clinic, or join street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 10, 2011 — 21st Annual Independent Living 5K Run and Roll, West Jordan, UT, West Jordan Veterans Memorial Park (1985 West 7800 South), 9:30 am. Flat circular course. Medals to top three finishers in runner, walker, manual wheelchairs, assisted wheelchairs and handcycle., Debbie or Kim, 801-466-5565, uilc@xmission.com, uilc.org

September 22, 2011 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclingutah.com, worldcarfree.net

October 8, 2011 — Layton Marathon, Antelope Island, UT, Only World Record and Olympic Qualifying course in Utah, also qualifies for Boston Marathon. Starts on Antelope Island, travels across paved road, cross a 7 mile causeway and finish remaining miles into Layton City., Joe Coles, 801-335-4940, joe@onhillevents.com, laytonmarathon.com, onhillevents.com

Mountain Bike

Tours and Festivals

August 12-14, 2011 — Better Ride MTB Camp, Park City, UT, 3 day MTB skills camp, Gene Hamilton, betterride@gmail.com, betterride.net

September 2-5, 2011 — Great Utah Bike Festival, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geo-cache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 23-25, 2011 — San Rafael Swell Mountain Bike Festival, Emery County, UT, Fall Festival in Wedge Overlook in Emery County begins Friday afternoon with registration, warm-up bike ride, meal and prize drawing. Saturday: Day-long rides to see the San Rafael Swell, returning to meal. Sunday begins with breakfast and one last group ride, ending at noon; family-oriented., 435-637-0086, meccabikeclub@etv.net, biketheswell.org

September 24-25, 2011 — Trek Dirt Series Mountain Bike Camp, Fruita, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Jo Fergie, 604-905-8177 (Canada), info@dirtseries.com, dirtseries.com

October 4-8, 2011 — Alison Dunlap Adventure Camp, Moab, UT, Five-day Intermediate/Advanced MTB Skills Camp, Rim Village condos at 4 pm., Alison Dunlap, alisondunlap@comcast.net, alisondunlap.com

October 5-9, 2011 — Outerbike, Moab, UT, Outerbike will be an opportunity to ride your dream bike on world famous trails, including Slickrock. Participants will receive bike demos for 3 days, lunch at the trailheads, and admission to evening parties and films., Sean Hazell, 800-845-2453, biking@westernspirit.com, outerbike.com, westernspirit.com

October 14-16, 2011 — Hurricane Mountain Bike Festival, Hurricane, UT, Ride with us on some of the most stunning trails in the world with Zion National Park as your backdrop. Fun festivities, awesome demo bikes, beer garden, dutch oven dinner, prizes & more!, DJ

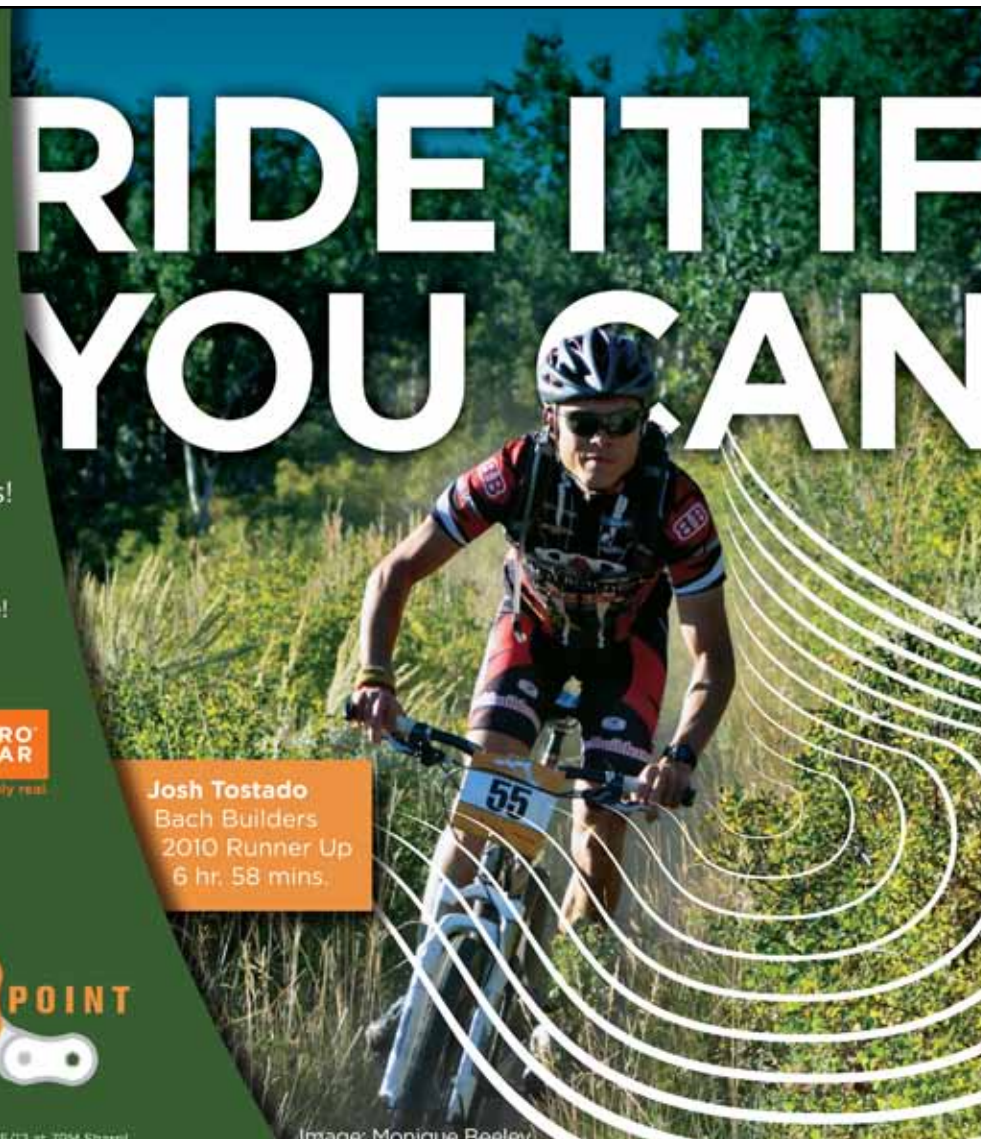
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Morisette, 435-635-5455, hu@otesports.com, otesports.com

October 27-30, 2011 — 5th Annual Moab Ho-Down Bike Festival, Moab, UT, Offers group shuttle rides, amateur film festival, townie tour, Super D Race, DH Race, dirt jump comp 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, Wednesday nights, May - Aug. Venue alternates between Soldier Hollow and Sundance, 6:30 pm., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, weeklyrace-series.com

Mt. Ogden Midweek XC Race Series — Snowbasin Resort, UT, Dates June 8, 15, 22, 29; July 6, 13, 20, 27; Aug. 3, 10, 17, 24. Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Jonny Hintze, 801-230-2995, jonnyhintze@yahoo.com, mtogdenraceseries.com, bebikes.com

Utah Mountain Bike Racing

August 13-14, 2011 — Flyin' Brian Gravity Festival, UT Downhill Series, Brian Head, UT, Downhill and Super-D Schedule of events T.B.D., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com, utahdh.org

August 20, 2011 — Corner Canyon Super Cross Country, USC Series, Draper, UT, In between XC and Endurance, makes use of best of Corner Canyon. , Bob Saffell, 801-588-9020, info@raceuscs.com, Shannon Boffeli, shannon@mtbra-cenews.com, raceuscs.com

August 27, 2011 — 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 2-5, 2011 — Great Utah Bike Festival, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geo-cache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 3, 2011 — Park City Point 2 Point, NUE Series, 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 17, 2011 — 12 Hours of Sundance, Sundance Resort, UT, 7 am to 7 pm, Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

September 17, 2011 — 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-am.com, sports-am.com

September 17, 2011 — Rockwell Relay: Road/MTB Combo, Wasatch Mountains, UT, Mixed relay race travelling both paved roadways and dirt trails., Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

September 18, 2011 — Tour de Suds, Park City, UT, 7 mile mtb climb from City Park to top of Guardsman Pass, 1,700 elevation gain. Participants urged to don 'festive' costumes and celebrate the end of the mtb season in a spirited manner! , Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

October 1, 2011 — 6 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, 13 mile long course in the UT desert combines sweet single track , with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories. , Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

October 8-9, 2011 — 24 Hours of Moab, Moab, UT, The 17th Annual 24 Hours of Moab offers solo, duo, 4 and 5 person team categories in men's, women's and coed classes., Laird Knight, 304-259-5533, 304-614-5091, heygranny@grannygear.com, grannygear.com

October 10-11, 2011 — 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, Merrill Barney, , seniorgames.net

November 5-6, 2011 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track , with some technical sections, and great climbs. , Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

Regional Mountain Bike Racing

August 5-7, 2011 — Blast the Mass - MSC #8, Mountain States Cup, Snowmass Village, CO, Cross country, short track, two downhill races and super d at Snowmass Village. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

August 6-7, 2011 — 19th Brundage Mountain Bike Fest XC/Super D/DH, Wild Rockies Series, Brundage Resort, ID, State Championship for Super-D and Downhill and qualifier for Nationals for downhill, 20 min super D. 5-6 min DH course., deep woods single track and wide open fire road, super easy shuttle with

high speed lift for the Super D and DH events., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

August 6, 2011 — Pierre's Hole MTB Race, NUE Series, Alta, WY, The course on a 25 mile loop will be the ultimate test for a 50/100 mile race, each lap will have over 4200' of climbing on mostly single and double track trails. National Ultra Endurance Series (usmtb100.com), Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, Troy Barry, 208-201-9933, twbarry@juno.com, grandtarghee.com, ph100.org

August 14, 2011 — Tamarack Short Track XC, tentative date, Wild Rockies Series, Tamarack, ID, Short track XC, Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

August 27, 2011 — Adventure Xstream Glenwood Springs, Glenwood Springs, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike., Will Newcomer, (970) 403-5320, events@gravityplay.com, gravity-play.com

September 3-6, 2011 — Sol Survivor - MSC #9, Mountain States Cup, Granby, CO, The series finale for Endurance and Gravity including cross country, short track, downhill, four cross and super d at SolVista Bike Park. Qualifier for USA Cycling Mountain Bike National

Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

September 10, 2011 — Targhee Downhill Race #2, Alta, WY, The DH races will be run on a 1.75 mile long single track DH course, with race times around 9-plus minutes for the winners., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

September 17, 2011 — USA Cycling Marathon MTB National Championships, Bend, OR, Kelli Lusk, 719-434-4200, klusk@usacycling.org, usacycling.org

September 18, 2011 — Velopark Hari-Kari STXC, Wild Rockies Series, Eagle, ID, 20-40 min Short-track, depending on category. 1.2 mi course rolling, tight corners. 11 am start time., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

September 24-25, 2011 — Boise State Collegiate MTB, Boise, ID, Brian Parker, brianparker@u.boisestate.edu, facebook.com/boisestatemtbcycling

October 29, 2011 — 24 Hours of Bootleg, Boulder City, NV, 6 hour, 12 hour, and 24 hour categories. Held at Bootleg Canyon, near Las Vegas, solo and relay divisions, Keith Hughes, 702-525-1087, keith@sunsetracing.com, 24hoursofbootleg.com

Jay H. Miller
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Utah Weekly

Road Race Series

Cyclesmith Rocky Mountain Raceways Critérium Series — Utah Crit 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 5,12,26, April 5,12,19,26, May 3,10,17,24,31 June 7,14,21,28 July 5,12,19,26, August 2,9,16,23,25,30, September 6,13,20,27., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Salt Air Time Trial Series — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center; 4/7, 4/14, 4/28, 5/12, 5/26, 6/9, 6/23, 6/30, 7/14, 7/28, 8/11, 8/25, 9/8, 9/15, Marek Shon, 801-209-2479, utcritseries@gmail.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: 4/21, 5/5, 5/19, 6/2, 6/16, 7/7, 7/21, 8/4, 8/18, 9/1, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

SBR Time Trial Series — Orem, UT, Starts at 7pm, free to participate Flat 6 mile out and back .321 South Vineyard Road Orem, UT 84058, updates on facebook., Joe Johnson, 801-225-0076, 949-412 0587, joe@sbrutah.com, sbrutah.com, facebook.com/sbrsports

Utah Road Racing

August 5-6, 2011 — Bikes for Kids Utah Stage Race, UCA Series, Salt Lake City, UT, 2-day, 3-stage race, criterium on Friday afternoon, TT on Saturday morning and Road Race on Saturday. Benefits Bikes for Kids Utah. , John Karren, 801-505-8481, john@elementswilderness.com, bikesforkidsutah.com/bikes-for-kids-stage-race, utahcycling.org

August 9-14, 2011 — Larry H. Miller Tour of Utah Presented by Zions Bank, UCI, UT, America's toughest stage race, Elevated to UCI 2.1 for 2011, 6 stages, 325 miles, \$45,000 purse, Pro/1 Men only, Salt Lake, Ogden, Provo, Tooele, Park City, Snowbird, Salt Lake. Come and watch the best!, Burke Swindlerhurst, burke@tourof Utah.com, tourof Utah.com

August 10, 2011 — OZone Crit Challenge, Utah City Crits, Lindon, UT, Part of the Lindon Days Celebration. This course takes place in the heart of the neighborhoods in Lindon and is very unique with a quick hill climb right before the finish line that will give the riders an added challenge. The uphill to the finish will be a great sprint that

will exact the neighborhood fans as well as the riders going for the win. The course is 1.45 miles in length and fairly flat. You will have people from the neighborhood sitting out on their lawns cheering as you race by each time!, Ryan LeMone, 801-785-3828, 801-921-3133, ryan@ozonefit.com, utahcitycrits.com

August 13, 2011 — Snowbird Hill Climb, Snowbird, UT, 33rd Annual, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry ll., Misty Clark, 801-933-2115, misty@snowbird.com, snowbird.com/events/summer/hillclimb.html

August 20, 2011 — Sundance Hill Climb, UCA Series, Provo, UT, Starts at the bottom of SR92, climbs 8.2 miles, over 3000' of climbing, passing Sundance and finishing at the Alpine Loop Summit, perfect for the Pro Level racer wanting to beat the best or the beginner wanting a good challenge., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundance-utah.com

August 26-28, 2011 — Hoodoo 500, St. George, UT, 500 mile race, voyager start: 5 am, solo start: 7 am, two-person relay teams start: 8 am, four-person relay teams start: 9 am., Deb Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.com

August 27, 2011 — Sanpete Classic Road Race, 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. Fun ride also., Eric Thompson, 801-541-3840, ethompson@visitsaltlake.com, skiutahcycling.com

September 2-5, 2011 — Great Utah Bike Festival Stage Race, UCA Series, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geocache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 10, 2011 — LOTOJA Classic RR, Logan, UT, 29th Annual, 1 day, 3 states, 206 miles from Logan, UT to Jackson, WY., Brent Chambers, 801-546-0090, info@lotojaclassic.com, lotojaclassic.com

September 16-18, 2011 — Salt to Saint Relay, Salt Lake City, UT,

Utah's most exciting bicycle relay, 425 mile relay race from Salt Lake City to St. George following Hwy 89. Solo, 2, 4 and 8 person team categories. Riders will push themselves, their sleeping habits, their cycling abilities and their idea of a good time to new limits., Geoffrey Montague, 435-313-3188, geoffrey.montague@gmail.com, Clay Christensen, 801-234-0399, info@salttosaint.com, salttosaint.com

September 17, 2011 — Rockwell Relay: Road/MTB Combo, Wasatch Mountains, UT, Mixed relay race traveling both paved roadways and dirt trails., Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

September 24, 2011 — Harvest Moon Criterium, UCA, Ogden, UT, UCA Points Race, 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets., Ben Towery, 801-389-7247, teamaccelerator@gmail.com, teamaccelerator.com

October 3-6, 2011 — 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, hwsq@infowest.com, seniorgames.net

October 8, 2011 — City Creek Bike Sprint, Salt Lake City, UT, 10 am, 5 1/2 mile climb up City Creek Canyon, road or mountain bikes., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

Regional Road Racing

August 5-7, 2011 — Boise State Collegiate Stage Race, NWCCC Road Season, Boise, ID, Brian Parker, brianparker@u.boisestate.edu, facebook.com/boisestatecycling

August 7, 2011 — St. Luke's Sports Medicine Idaho State Criterium Championship, Hidden Springs, ID, Start/Finish at Hidden Springs Community-Village Green., 9 am, Kurt Holzer, 208-890-3118, kurtholzer@hotmail.com, lostrivercycling.org

August 13, 2011 — Lamoille Canyon Hill Climb, Lamoille, NV, 12 mile 2900 ft hill climb road race up beautiful Lamoille Canyon Road in Nevada's Ruby Mountains; post event picnic, awards., Jeff White, 775-842-9125, tron@mac.com, Tracy Shelley, 775-777-8729, elko-velo.com

August 13, 2011 — Idaho State Time Trial Championships, ID, Rudy Estrada, 208-713-3705, eliticycling@msn.com, idahobikeracing.org

August 20, 2011 — Bogus Basin Hill Climb, Boise, ID, 39th Annual., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

August 20-21, 2011 — Pronghorn Classic Stage Race, Gillette, WY, Road race, criterium, time trial, Wyoming State Road Race and Time Trial Championships., Christopher Kozlowski, 307-670-3833, ckozlowski@sheridan.edu,

August 21, 2011 — Hillside Road Race, Hillside, AZ, Arizona State Championship, 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 23, 2011 — Handicap Road Race, Mountain Home, ID, Rudy Estrada, 208-713-3705, eliticycling@msn.com, idahobikeracing.org

August 27, 2011 — Snake River Handicap, Hagerman, ID, Rudy Estrada, 208-713-3705, eliticycling@msn.com, idahobikeracing.org

August 31-September 4, 2011 — USA Cycling Masters Road National Championships, Bend, OR, Kelli Lusk, 719-434-4200, klusk@usacycling.org, usacycling.org

September 10, 2011 — Race to the Angel, Wells, NV, 12.6 mile course climbs 2,784 feet to Angel Lake, entirely on pavement. Runner and walkers at 8 am, road bikers at 8:30. Shirt, Lunch, water and fruit provided in entry fee., Matt Holford, 775-752-3540, 775-934-1481, wellschamber@wellsnevada.com, racetotheangel.org, wellsnevada.com

Utah Road Touring

Up and Over 100 — TBA, BCC SuperSeries, Salt Lake City, UT, Hogle Zoo in SLC to Summit County via I-80, Kamas, Browns Canyon and back, self-supported., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

Upland Roller 100 — TBA, BCC SuperSeries, Wanship, UT, Wanship Trailhead thru Coalville Echo over Hogsback to Morgan and back self-supported 30-50 mile options., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

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

August 6, 2011 — ULCER, Lehi, UT, 26th annual Century Tour around Utah Lake, 100, 65 mile, 30 mile options, start at Thanksgiving Point in Lehi., Mary-Margaret Williams, 801-641-4020, president@bbtc.net, Stan Milstein, 801-330-1400, ulcer@bccutah.org, bccutah.org

August 6, 2011 — 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., Burke Swindlerhurst, burke@tourof Utah.com, tourof Utah.com

August 6, 2011 — Penny's Legacy Bike Ride, Farmington, UT, Start: Farmington Frontrunner Station parking lot), benefits Sego Lily programs to raise awareness of domestic abuse in our community, ride follows the Legacy Parkway trail, 10, 15, 25 mile options, Sego Lily, 801-590-4920, info@slcad.org,

August 13, 2011 — 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, Jen Green, 435-562-1212, bccutah.org

August 19-20, 2011 — Bear Pa Challenge Charity Cycling Tour, Park City, UT, Challenging, fun, and fully supported ride from Bear Lake to Park City over the Mirror Lake Highway. Benefits Shriners Hospitals for Children., Tyler Hooper, 801-292-9146, 801-927-8310, tyler.hooper@gmail.com, bearpachallenge.com

August 20, 2011 — Desperado Dual, Panguitch, UT, 200 mile double century in Southern Utah, 100 and 50 mile option, Utah's only fully supported, 200 mile, one-day cycling adventure., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com,

August 20, 2011 — Bike the Bear Century, Garden City, UT, 100 and 50 mile rides. Begins at Camp Hunt on Bear Lake, UT., Jason Eborn, 801-479-5460, jeborn@bsaemail.org, trappertrails.org

August 20, 2011 — The Big Ride Idaho Loop, 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, Jen Green, 435-562-1212, bccutah.org

August 20, 2011 — Riding for a Reason, Salt Lake City, UT, Toughest Century in Utah! Charity Bike ride, Emigration Canyon to East Canyon to Henefer to Coalville and back, the ride has been extended this year into the toughest century in Utah. Bring it., Briana Lake, 801-463-0044, 801-506-1815, briana.lake@alpinehme.com, riding4areason.com

August 20, 2011 — Mt. Nebo Century, Payson, UT, It's your reason 2 ride benefiting Huntsman Cancer Institute and Southern Sudan Humanitarian. Challenge yourself over one of the highest and most picturesque peaks in Utah, enjoying mountain scenery and the secret Goshen Canyon. Fully supported. 8am start with 30, 65, and 100 options. (Payson High 1050 South Main Street Payson, UT.), Jeff Sherrod, 801-654-2886, jeff@myrea-

sonforide.org, Shawn Snow, 801-230-0914, shawnmyreasonforide.org, reason2ride.org

August 20, 2011 — Life Time Gran Fondo Utah, Snowbasin, UT, 100, 45, 15 mile timed events. The 100 Mile loop will have 3 timed sections, TT, Hillclimb and a sprint. There will be prizes for each timed section for each category. Close to 7,000' of climbing for the 100 Mile loop., Ed Chauner, icupracing@yahoo.com, lifetimefitness.com

August 27, 2011 — 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

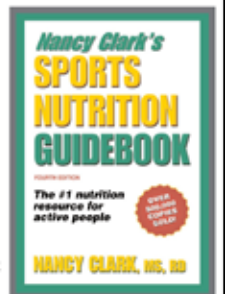
August 27, 2011 — Ride for Teens, Provo, UT, 20 to 50 mile options in all three forks of Provo Canyon. Proceeds benefit local at-risk youth services. Prizes and post ride meal, starts at 8 am at the Ronald Williams Last Park, essentially Heritage Schools, 5600 N. Heritage School Dr., Charis Wilke, 801-735-2142, charis_02@hotmail.com, heritagertc.org

August 27, 2011 — Summit Challenge, Park City, UT, Join us for a fun team or individual ride to benefit the National Ability Center in Park City. 15 mile family friendly ride and 50 mile and 100 mile challenge ride options., Rena Webb, 435-649-3991, events@discovernac.org, discovernac.org, summitchallenge100.org

August 27, 2011 — Sanpete Classic Fun Ride, 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. Fun Ride starts at 9 am and Road

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20 - Sundance Hillclimb
27 - Sanpete Classic

SEPTEMBER
3-5 - Grub Fest Stage Race
17 - Double M Road Race
24 - Harvest Moon Criterium

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www.utahcycling.com

Races start at 10 am. BBQ lunch, awards, and raffle after race., Eric Thompson, 801-541-3840, ethompson@visitsaltlake.com, skitahcycling.com

August 27, 2011 — Epic 200, Saratoga Springs, UT, Starting and finishing at Epic Biking in Saratoga Springs. Start the day out enjoying the early morning sunrise over Utah Lake and wonderful views of Utah Valley. The race then proceeds up the Nebo loop which provides a beautiful wooded scenic ride with a challenging climb and several false summits. After a quick decent down the Nebo loop the route moves past lavender fields and into picturesque Goshen Canyon. This is followed by a 2,000 foot climb up to Eureka, an old mining ghost town. The race then speeds up as it heads down rolling hills and ends by essentially following the Pony Express route to the start. Fully supported one day 200+ mile cycling adventure. For those less adventurous we offer a 100 & 50 mile option., Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

September 1-10, 2011 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Moab, UT, "Worlds most scenic bicycle ride" 10-day ride (7-day, and 3-day options) including up to 5 national parks 6 amazing state parks, 2 national monuments, and various national forests., Les Titus, 801-654-1144, lestitus@lagbrau.com, lagbrau.com

September 2-5, 2011 — Great Utah Bike Festival, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geo-cache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 3, 2011 — Hooper Horizontal 100, BCC SuperSeries, Salt Lake City, UT, West Point Park (SLC) to West Weber and Hooper, self-supported century, 30 and 65 mile options, 8 am., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 3, 2011 — FrontRunner Fall Century Ride, Salt Lake City, UT, Join 1,200 of your friends on two wheels traveling from Salt Lake City's Intermodal Hub to Ogden. Return to Salt Lake City via Utah FrontRunner train service. Metric century option available., Jared Eborn, (801) 599-9268, (801) 448-6061, staff@forthewinracing.com, frontrunnercentury.com, forthewinracing.com

September 4 — Redrock Canyons Tour, Grand Junction, CO, September 4th, 11th, 25th and October 2nd, 9th and 16th, 6-day tours including Unawep Canyon, Hovenweep National Monument, Monument Valley, the Moki Dugway and Hwy 95 to Lake Powell. 60-100 miles per day., John Humphries, 970-728-5891, john@lizardheadcyclingguides.com, lizardheadcyclingguides.com

September 4-10, 2011 — 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 16-18, 2011 — 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, century route and timing chip option., Beth Logan, 435-259-3193, info@skinnytreetevents.com, skinnytreetevents.com

September 17, 2011 — 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 17, 2011 — Bike for Life, Salt Lake City, UT, Be part of this

fun fully supported ride through the quiet neighborhoods of Salt Lake and then along the south end of the Salt Lake International Airport (the gates will be open!), and then out to Saltair and the Great Salt Lake Marina. This is the perfect ride to wrap up the season and to help raise funds for the Utah AIDS Foundation. The out and back route is flat with little traffic. Fifty and twenty five mile options. Starts at 8:00 am at Liberty Park., Nathan Measom, 801-487-2323, nathan.measom@utahaids.org, utahaids.org

September 17, 2011 — 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

September 17, 2011 — Wonder Woman Century, Payson, UT, Ride for women by women, fun surprises, great food and awesome finisher's jewelry, 7:30 am 100 miles, 9 am metric century, 10 am 30 milers., Mahogani Thurston, 801-318-1420, wonderwomanride@gmail.com, foreverfitevents.com

September 24, 2011 — Heber Valley Century, Heber, UT, Only Biathlon century in the USA. Benefiting Hess Cancer, 8 am. 100 mi, 65 mi, 50 mi, 25 mi options, fully supported, starting from Southfield Park (1000 W 100 S), Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 24, 2011 — Biker's Edge - Ride4yellow Time Trial, Syracuse, UT, It's your reason 2 ride benefiting Huntsman Cancer Institute and Southern Sudan Humanitarian. Known as the race of truth, it's just you against the clock. Ride out to Antelope island and back along the Great Salt Lake and enjoy the speed of this pancake-flat course. This event qualifies for UCA Points. 8am start., Jeff Sherrod, 801-654-2886, jeff@myreasontoride.org, Shawn Snow, 801-230-0914, shawnmyreasontoride.org, reason2ride.org

September 24, 2011 — Watchman Century, St. George, UT, Starts in Washington City, Utah where Dixie truly begins. This ride will take place in Southwestern Utah where the sun shines more than 300 days a year. On this ride you will travel through Sand Hollow State Park and view the majestic scenery of Zion National Park., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com

October 1, 2011 — 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, Sugarhouse Park at 10:30 am, to mouth of Big Cottonwood Canyon and back., Ken Johnson, 801-205-1039, kjlivotobike@gmail.com, josiejohnsonride.com

October 1, 2011 — Emigration 2 Morgan Tour, Salt Lake City, UT, A recreational charity ride benefiting the Cystic Fibrosis Foundation (CFF), a scenic tour up to and around Pineview Reservoir, 65 or 130 mile lengths. Start time is 8 am at the Morgan County Fairgrounds., Daniel Lilly, 801-657-2627, daniel@mycyclingsource.com, mycycling-source.com/utah-road-bike-race.html

October 8, 2011 — Breast Cancer Awareness Ride, American Fork, UT, Breast Cancer Charity Ride, 22 mi casual ride for women and men; food, SWAG, & raffle prizes; Registration fees go to The Breast Cancer Research Foundation., Trek Bicycle Store of American Fork, 801-763-1222, info@trekaf.com, trekaf.com

October 15, 2011 — 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 options., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com

October 22, 2011 — Wish 100, Beauty and the Bike, St. George, UT, Women only cycling event. Several course lengths will be offered, allowing everyone from the experienced cyclist, to the novice, to have an amazing time. The course will wind through scenic St. George

and end with a festive finish line celebration, fun for the whole family., Jessica Rogers, 801-262-9474, events@utah.wish.org, wish100utah.com

Regional Road Touring

August 7-13, 2011 — Ride Idaho, Central Idaho, ID, 7-day supported bicycle tour, 400+ total miles, Lowman, Stanley, Challis, Arco, Hailey/Sun Valley (with layover day), Stanley, Lowman., Julie Platt, 208-830-9564, rideidaho@rideidaho.org, rideidaho.org

August 13, 2011 — BCRD Sawtooth Century Tour, Hailey, ID, Ketchum to Alturas Lake and back. 50 or 100 mile tour options. Aid stations along the way. Optional timed hill climb up Galena Summit., Janelle Conners, 208-578-5453, 208-720-7427, jconners@bcd.org, bcd.org

August 13, 2011 — Le Tour de Kooconusa, Libby, MT, 81 mile bike ride that tours the breathtaking shoreline of Lake Kooconusa. After finishing, riders will be entertained at the Riverfront Blues Festival, Dejon Raines, 406-291-3635, dejonraines@hotmail.com, letourdekooconusa.com

August 20, 2011 — HeART of Idaho Century Ride, Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho., Miyai Griggs, 208-524-7777, 208-766-6485, mabe@theartmuseum.org, theartmuseum.com

August 20-21, 2011 — Bike MS Wyoming: Close Encounters Ride, Sundance, WY, 2 days, 150 miles, Alexis Bradley, 303-698-5403, alexis.bradley@nmss.org, bikewywy.nationalmssociety.org

August 21, 2011 — KTSY Bridge to Gap, Boise, ID, KTSY, family@ktsy.org, 895ktsy.org

August 27, 2011 — CASVAR 2011, 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

September 10, 2011 — CF Cycle For Life, Middleton, ID, leaves from Middleton and goes through the scenic Emmett Valley. 35 or 65 mile options. Fundraiser for Cystic Fibrosis Foundation., Brandi Hawkins, 208-724-9436, 240-482-2853, bhawkins@cff.org, cff.org/Chapters/utah/index.cfm?id=17415&event=17415

September 11, 2011 — Tour de Tahoe - Bike Big Blue, Lake Tahoe, NV, 9th 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@bikethest.com, bikethest.com

September 11-16, 2011 — The Amgen People's Coast Classic, Astoria, OR, The Amgen People's Coast Classic bicycle tour is a six-day charity event benefiting the Arthritis Foundation. Join us for 2, 4, and 6-day options along the beautiful Oregon Coast., Tai Lee, 206-547-2707, tlee@arthritis.org, thepeoplecoastclassic.org, arthritis.org

September 17, 2011 — Tour de Vins, Pocatello, ID, Bike Tour - 16.5, 25, 32, 48, & 58 mile options, ride through Buckskin and Rapid Creek, fundraiser for Family Service Alliance (family violence prevention), start at 8 am at corner of Humbolt & 5th Ave in Pocatello., Sarah Leeds, 208-232-0742, sarahl@fsalliance.org, FSAlliance.org

September 18, 2011 — Wine Ride #2, Boise, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

September 24, 2011 — 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 24, 2011 — Absolute Bikes Taylor House Benefit Century Ride, Flagstaff, AZ, Group road ride in the high-altitude cool pines of Northern Arizona, 7 am from Flagstaff Medical Center, check in and day of registration starting 6 am. There are 45, 65, and 95 mile route options., Anthony Quintile,

ROAD RACING

Utahns to Race Tour of Utah

By Jared Eborn

For the growing number of professional cyclists calling the state of Utah home, the upcoming Tour of Utah isn't just another bike race — it's their bike race.

And when it comes to racing, there's virtually no place they'd rather compete than in their own back yard.

"This is going to be great," Salt Lake City's Jeff Louder said during a Tour of Utah sponsored Tour de France watching party. "The race is getting big. It's going to be harder than ever."

The Tour of Utah already has a reputation of having perhaps the most difficult course in America. But with a new UCI status and a field littered with Pro Tour and Tour de France caliber riders, the competition will be more intense than ever.

"It was already one of the toughest races in the world," Evan Hyde, a Park City resident and member of the RealCyclist.com pro team, said. "But now, with teams like Radio Shack, Garmin and BMC sending riders, it's just going to take everything up another level. Just having those guys around makes it that much more difficult."

Utah should have a loaded field of riders with local flavor. Not only will Louder, a past overall champion of the race, be riding with his BMC teammates, Hyde and the Utah-based RealCyclist.com squad will be attacking the roads of the Wasatch.

928-779-5969, flagstaff@absolutebikes.net, absolutebikes.net/taylor

September 24, 2011 — Gran Fondo Las Vegas, Las Vegas, 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

September 25-October 1, 2011 — OATBRAN, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 20th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully Supported metal style tour., Curtis Fong, 800-565-2704, 775-588-9660, tgft@bikethest.com, bikethest.com

October 1, 2011 — No Hill 100, Fallon, NV, 30 mile, a 60 mile, and a 100 mile tour, fully supported. Event shirts, giff bags, lunch (for metric and century riders), post event BBQ at noon for all riders, 8:30 am, Churchill County Fairgrounds., Gene Ponce, president@churchill-countycyclists.com, churchill-county.org/parksnrec/index.php?ctr=152

October 8, 2011 — A Ride in the Clouds Century, Cloudcroft, NM, Women's only century ride, Lincoln National Forest, starts at an elevation of over 9,400 feet. Visit to the National Solar Observatory, benefiting COPE Women's Shelter., Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

October 8, 2011 — Park to Park Pedal Extreme Nevada 100, Kershaw-Ryan State Park, NV, The ride starts and finishes at beautiful Kershaw-Ryan State Park situated in colorful and scenic Rainbow Canyon. 103 and 38 mile options. Also family fun ride., Dawn Andone, 775-728-4460, cathedralgorge_vc@lcturbonet.com, Jonathan Brunes, 775-726-3564, kershaw@lcturbonet.com, lincolncountynevada.com/Lincoln-County-Nevada-Pedal.html

October 15, 2011 — RTC Viva Bike Vegas, Las Vegas, NV, 4th Annual, All new and exciting century ride, 60-mile, and 15-mile routes! Benefitting the Nevada Cancer Institute and Las Vegas After-School All-Stars., Alison Blankenship, 702-676-1542, blankenship@rtcnsn.com, Jodi Gutstein, 702-676-1692, gutstein@rtcnsn.com, rtcnsn.com

Additionally, former Utahns Levi Leipheimer and Dave Zabriskie will return to their old stomping grounds with the Radio Shack and Garmin-Cervelo teams.

Bissell Pro Cycling is also racing and rising star Chase Pinkham will certainly want to make a solid showing for himself after a pair of Top 10 finishes at the U.S. Pro Championships and a Top 10 at the recent Cascade Classic in Oregon.

Tyler Wren, a Utahn for the past couple of years, will saddle up for his Jamis/Sutter Home team after winning the Crusher in the Tushar just a few weeks earlier. He could be joined by Cottonwood High grad Reid Mumford and the Kelly Benefit Strategies team.

"I'm really excited about how the race has grown," Louder said. "Just seeing the quality of teams coming and knowing how hard the race already was makes me more excited to race."

Louder said he will probably be joined in Utah by BMC teammates Brent Bookwalter and George Hincapie. Tour de France winner Cadel Evans, however, is not making the trip to Utah.

Still, with teams like HTC-High Road and Liquigas sending squads, the Tour of Utah is going to be a stacked deck for UCI-Continental teams such as Bissell, United Healthcare and RealCyclist.com — which features former Tour of Utah champ Francisco Mancebo.

October 15, 2011 — Goldilocks Las Vegas, Las Vegas, NV, 2nd Annual Goldilocks Las Vegas! Fully supported 'boutique' women's only bike ride with multiple mileage route options. Rainbow Family Park at 7:30 am., Dani Lassiter, 801-635-9422, dani@goldilockside.com, goldilockside.com

November 5, 2011 — Tri-States Gran Fondo, Mesquite, NV, 112 miles, 7,500' of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deb Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondo.com

November 12-13, 2011 — Bike MS 2011 Las Vegas, tentative, Las Vegas, NV, Fundraiser for the National Multiple Sclerosis Society. 50, 100, 150, 200 mile options. Fully supported., Nicole Rainey, 702-736-1478, nicole.rainey@nmss.org, Linda Lott, 775-827-4257, 702-736-1478, linda.lott@nmss.org, bikenvl.nationalmssociety.org, nationalmssociety.org/nvl

December 31-January 1, 2011 — 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, 3 distances each day (100, 70, 50), Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

Multisport Races

August 6, 2011 — 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 at the Whitetail Swimming Center., Kurt Wolf, 208-634-5691, kwolf@mcCall.id.us, littleskihill.org

August 6, 2011 — River Rampage Triathlon, 2011 TriUtah Points Series, Green River, UT, Downriver swim with the current! 1 mile swim/25 mile bike, 6 mile run. Closer than Burley, more available lodging and camping, a single transition area, USAT sanctioned, and a chance to earn a famous Green River Melon!, Chris Bowerbank, 801-631-2614, 801-631-2624, info@triatutah.com, triatutah.com

August 12-13, 2011 — Emmett's Most Excellent Triathlon. Emmett, ID, Kid's Tri on Friday, Olympic/Aquabike, sprint on Saturday., Kristen Seitz, (208) 365-5748, gemcountrecreationdistrict@gmail.com, emmetttri.com

August 13, 2011 — Mountain Tropic Triathlon. PowerTri Trifecta Series, Garden City, UT, Bear Lake State Park, Sprint, Olympic, and Half distances, D Weideman, info@bbsctri.com, bbsctri.com

August 20, 2011 — Rush Triathlon. Rexburg, ID, Intermediate and Sprint Distances., Bob Yeatman, 208-359-3020, 208-716-1349, boby@rexburg.org, rushtriathlon.com, rexburg.org

August 20, 2011 — TriUtah Jordanelle Triathlon. 2011 TriUtah Points Series, Park City, UT, 13th Annual triathlon at Rock Cliff Recreation Area, Jordanelle Reservoir. Sprint and Olympic distance road triathlons. Open water swim. Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run., Chris Bowerbank, 801-631-2614, 801-631-2624, info@triatlah.com, triatlah.com

August 20, 2011 — Saratoga Springs Tri. Saratoga Springs, UT, USAI sanctioned Sprint Tri, 600 meter swim, 12 mile bike, 3.1 mile run, held at the Saratoga Springs Marina at Pelican Bay, 200 E Harbor Parkway, Saratoga Springs, UT., Gabe Granata, splash@saratogaspringstri.com, Jared Mason, 801-310-0609, splash@masonfam.net, saratogaspringstri.com

August 20, 2011 — Hurt in the Dirt. Ogden, UT, Offroad Duathlon at Ft. Buenaventura. Individuals and Relay Teams welcome. MTB race and trail run combined., Goal Foundation, 801-399-1773, info@goalfoundation.com, hurtinthedirt.com

August 20, 2011 — Moxie Duathlon. Cedar City, UT, Individuals or teams, run and ride, Byron Linford, 435-865-5108, byron@cedarcity.org, cedarcityevents.org

August 21, 2011 — XTERRA Wild Ride Mountain Triathlon (American Tour Points). Wild Rockies Series, McCall, ID, Ponderosa State Park @ Payette Lake, 3/4-mile swim, a 19-mile mountain bike and a 6.2-mile trail run, mass start at 9 am in the Park and the finish line festivities begin at noon with the racer feed and music., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com, xterraplanet.com

August 27, 2011 — Utah Half Triathlon. RACE TRI, Provo, UT, Longest multisport race on the Wasatch Front 70.3 Ironman., Aaron Shamy, 801-518-4541, aaronshamy@hotmail.com, racetri.com

August 27, 2011 — Bear Lake Brawl Triathlon. Gold Medal Racing Championship, Garden City, UT, Half, Olympic, and Sprint distances over the prettiest water in Utah., Joe Coles, 801-335-4940, joe@onhillevents.com, bearlakebrawl.com, onhillevents.com

August 27, 2011 — Adventure Xstream Glenwood Springs. Glenwood Springs, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike., Will Newcomer, (970) 403-5320, events@gravityplay.com, gravityplay.com

September 5, 2011 — 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, 1 mile., Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, greatbasincoaching.com

September 5, 2011 — SDRC Labor Day Triathlon. South Davis Racing Series, Bountiful, UT, A race the whole family will enjoy, at the South Davis Recreation Center, John Miller, 801-298-6220, john@southdavisrecreation.com, southdavisrecreation.com

September 10, 2011 — Vikingman. Heyburn, ID, 1/2 and Olympic distance triathlon and aquabike. Teams welcomed for either distance event. Also, Olympic distance duathlon., Lisa Clines, 214-236-1917, info@vikingman.org, vikingman.org

September 10, 2011 — Camp Yuba Triathlon. Yuba State Park, UT, Sprint & Olympic triathlons, campsites reserved for triathletes and families at Yuba State Park, Oasis Campground., Aaron Shamy, 801-518-4541, aaronshamy@hotmail.com, racetri.com

September 10, 2011 — Stansbury Tri. Salt Lake Triathlon Series, Stansbury Park, UT, The fastest growing triathlon event in the Western Region., Cody Ford, 801-558-2503, cody@ustrisports.com, ustrisports.com, ustrisports.com/stansbury.htm

September 10, 2011 — 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, lispillion@sandy.utah.gov, sandy.utah.gov/government/parks-and-recreation/special-events/triathlon.html

September 17, 2011 — Kokopelli Triathlon. SGRC Twin Tri Series, St. George, UT, Sprint and Olympic distances at Sand Hollow, post-race food included., D Weideman, info@bbsctri.com, bbsctri.com

September 17, 2011 — Western Colorado Triathlon. Loma, CO, Olympic: 1500m swim, 24 mile bike, 6.2 mile trail run - Highline State Park, 8 am, Camping available, Hotels in Fruita - only 15 minutes from start. Sprint: 750, swim, 15 mile bike, 3.1 mile trail run., Chris Reed, 970-274-1232, chrisreed@ascentproductions.net, ascentproductions.net, imathlete.com

September 24, 2011 — XTERRA USA Championship/ XTERRA Utah. XTERRA America Tour, Ogden, UT, XTERRA Utah, two distance options: 750m / 19K mountain bike / 5K trail and 1.5k swim/ 30k mountain bike/ 10k trail run; XTERRA USA Championships (invite-only): 1.5k swim / 30k mountain bike / 10k trail run., Ann Mickey, 877-751-8880, info@xterraplanet.com, xterraplanet.com, xterraplanet.com

September 24, 2011 — Rhino Relay. Yuba State Park, UT, Ultimate team relay adventure race, navigate 70 miles of backcountry with your team of 6 - trail running, mountain biking, basic orienteering, and a short swim, Rhino, 760-402-0049, 760-613-4510, graham@rhinorelay.com, rhinorelay.com

October 7-9, 2011 — Cedar Mt. Adventure. Milestone Adventure Experience, Brian Head, UT, Adventure Race consists of two

race lengths, 4hr and 8hr with map and compass running from check point to check point using various clues and passing challenges, a ropes course, and Mt. Biking., Chad Thiriot, 435-668-1107, buildmilestone@gmail.com, milestoneadventure.com

October 8, 2011 — 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, hws@infowest.com, seniorgames.net

October 8, 2011 — Fall Finale. Salt Lake City, UT, The best spectator venue in the state. Following an epic bike course the run finishes in the Olympic Oval., Cody Ford, 801-558-2503, cody@ustrisports.com, ustrisports.com

October 15, 2011 — Pumpkinman Triathlon. Boulder City, NV, 7 am start, Lake Mead National Rec Area. Sprint, Olympic & Long Courses., D Weideman, info@bbsctri.com, bbsctri.com

October 22, 2011 — Powell3 Triathlon Challenge. Page, AZ, Olympic and Sprint Distances in Lake Powell. The transition area over looks Wahweap Marina and some incredible red rock cliffs., Joe Coles, 801-335-4940, joe@onhillevents.com, powell3.com, onhillevents.com

October 29, 2011 — Lake Mead Triathlon. Boulder City, NV, Full circle triathlon on River Mountain Trail Loop, 750 m swim, 24 mile bike, 9 mile downhill run, Keith Hughes, 702-525-1087, keith@sunsetracing.com, sunsetracing.com

Cyclocross

August 30-October 25, 2011 — SBR Utah Mid-Week Cyclocross Series. tentative, Orem, UT, Tuesday Night CX Series. All categories of racing including a "First Timer" race. Demo Bikes available. Prizes and prizes every night of racing! 727 N. 1550 E., Orem, 84057, Canyon River Corporate Center, Joe Johnson, 801-225-0076, 949-412 0587, joe@sbrutah.com, sbrutah.com, facebook.com/sbrsports

August 31-September 21, 2011 — Euclid Outdoors Cyclocross Mini-series. Heber City, UT, Wednesday Nights: Aug. 31, Sept. 7, 14, & 21, 6:30 pm., Mark Nelson, 435-654-1392, races@euclidoutdoors.com, weeklyraceseries.com

September 14, 2011 — CrossVegas Cyclocross Race. Las Vegas, NV, UCI Cat I event, Elite Men and Women only, also Industry Race at Desert Breeze Soccer Complex during Interbike., Brook Watts, 303-907-3133, contact@crossvegas.com, crossvegas.com

September 17-November 9, 2011 — Cyclesmith Cross Series. Tentative Dates, Salt Lake City, UT, Tentative info: Sept 17,24 and Oct 9,16,23, Nov. 6,13,20 location: September events: Big Cottonwood Park Sports Complex, 4300 South 1300 East, October and November events: This is the Place State Park;Categories: A, B, C for Men; Women A,B; Jr 10-13 and 14-17; Masters 35, 45, Master B and Singlespeed, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

October 1, 2011 — Utah Cyclocross Series Race #1 at Utah State Fairpark. Utah Cyclocross Series, Salt Lake City, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

October 1-2, 2011 — Sandy Point Beach Race Weekend #1. Southern Idaho Cyclocross Series, Boise, ID, Kick off CX race for SiCX., Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

October 2, 2011 — Utah Cyclocross Series Race #2 at Utah State Fairpark. Utah Cyclocross Series, Salt Lake City, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

October 8, 2011 — Utah Cyclocross Series Race #3 at Ft. Buenaventura. Utah Cyclocross Series, Ogden, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

October 8-9, 2011 — Moose Cross. Southern Idaho Cyclocross Series, Victor, ID, Two-day cross festival in conjunction with Grand Teton Brewing Oktoberfest in Victor, ID. Post race gathering, host housing available., David Bergart, 307-690-4373, dave@moosecross.com, moosecross.com, cxidaho.com

October 15, 2011 — Utah Cyclocross Series Race #4 at Weber Fairgrounds, 1000 N, 1200 W. Utah Cyclocross Series, Ogden, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

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The Great Divide - Continued from page 31

born of the necessity of not stopping, but it was a feat just the same.

But my victory wasn't just athletic. I had won the race against typical business hours, and there was a good chance that if I could find the bicycle shop in Rawlins, they might be able to help me that night. A mostly deserted Main Street led to a maze of fast food restaurants and strip malls, and despite spending an entire day in the lonely desert, I felt anxious to leave that interstate pit stop of a town. I needed to buy food and a new wheel, and along with the new brakes and other repairs I hoped to have completed, I would likely have to spend the night in Rawlins. But if I could convince the bicycle mechanic in town to repair my wheel that night, I might be able to get an early start, which was my only shot of making it to my next planned destination, Steamboat Springs, 130 miles south, by the following night.

As I rode down a wide frontage road paralleling I-80, I saw Jeremy riding in the opposite direction. I crossed six lanes of traffic to intercept him.

"Hey Jeremy!" I called out. "Awesome to see you! How are you feeling?"

"Better now that I bought this," he said, pointing to the massive bundle on the front of his bike. He still had his usual plastic bags of groceries and his sleeping bag, but he had also added a closed-cell foam mattress. "I started the trip without a pad, but I finally decided to get one and they had one at Wal-mart."

"Wait, you've been camping all these nights without a sleeping pad?" I asked. I just shook my head in disbelief. Between the nine-speed bike and the lonely nights on hard ground, I was beginning to think Jeremy was a masochist. "Hey, do you want to split a room tonight?" I continued. "I have to hurry and find the bike shop before it closes, but I can meet you back around this spot and we can pick a motel. Maybe we can grab dinner."

"No," he said. "I have my sleeping pad and dinner. I think I'm going to try to get in twenty or thirty more miles tonight."

"Okay," I said, disappointed as Jeremy rode away. It would be the last I'd ever see of him. He would stay in front of me for the rest of his race, and eventually drop out in Kremmling, Colorado, with the simple and vague explanation that he would no longer "be Tour Dividing." He was the only competitor to quit the race without providing a long excuse. I would never learn the true nature of his methods or his motives.

I finally found the bike shop at 5:25 p.m. A sign on the door said it closed at 5:30. "I know you're closing soon," I said as I walked in the door. "But I'm in a real bind. Do you happen to have any spare 29-inch wheels here?"

"Twenty-nine-inch wheels?" the white-haired woman behind the counter repeated with a hint of confusion.

"You know, mountain bike wheels. I need a new one with a nine-speed cassette. Or even if you have a fully built bike I could buy one off of, that would work too. I'm willing to pay what it costs. Please, I'm desperate."

She pointed to a row of mountain bikes lined next to the window. They all looked like they had been lifted from the Wal-mart inventory lot, and they were all the wrong size, with 26-inch wheels. "That's all we have here," she said.

"OK," I breathed in. "How about hubs? A Shimano XT rear hub? Do you have a mechanic who could

rebuild a wheel for me?"

"My mechanic's gone home for the night," she said. "But he'll be in at 10:30 or maybe 11 tomorrow. He doesn't like to get up early. He might be able to help you. I can't really say. We don't have a lot of parts around here, but I bet he'll be able to rig up something. He's great. Only eighteen years old, but he's a mechanical genius."

"Ten thirty," I said. "Is there any way he'd come in earlier? I'm traveling through with the Tour Divide race, maybe you've seen the others in here recently?"

She shook her head. "No, can't say I have."

"Um, anyway, I was really hoping to get out of Rawlins earlier than that."

"I get here at 8:30," she said. "I'll call him in the morning, but I can't promise anything. He's a teenager. He sleeps in. Now, is there anything else I can do to help you?"

I smiled weakly. She really couldn't have been less helpful. I half wished the bike shop had been closed when I arrived in town, because that would have at least allowed me to sleep through the night with a glimmer of hope. If the bike shop didn't have a wheel and likely didn't even have a hub, there wasn't much even a boy genius mechanic could do to help me.

I checked into a hotel room, sat on the neat bed in a too-large room, and stewed in low-boiling frustration. I couldn't decide what to do. I had been having an easier time getting the hub to catch since my initial trouble, but it still gave me difficulty every time. Continuing 130 mountain miles into Steamboat Springs with a broken hub seemed to be a bad idea, like heading into a long road trip with a slipping clutch. I didn't know when the whole thing would seize up completely, but it seemed likely to happen at a rather inconvenient time.

And there were other problems, too. Both of my brakes had started squealing horribly, meaning I was basically scraping metal on metal with both pads. I had one set of spare pads, but I had already tried to wedge them in my front brakes back in Atlantic City and couldn't get the new ones to catch, so I reinstalled the old ones. I suspected there was something wrong with my front brake caliper, and I didn't want to risk stuffing a new set in knowing they might fall out. Besides, I hadn't been too worried about the lack of good brakes on the mostly flat Great Divide Basin. But once I hit the mountains of Colorado, I would need top-level stopping power.

Beyond these problems, my cables and housings were gummed up with mud and I could no longer shift the chain onto the little ring. I had already tried to lube both derailleurs and the cables to no avail, and suspected they would need to be deeply cleaned or replaced. The prospect of no low gear in the big mountains also was daunting.

I needed outside advice. The rational choice seemed to be phoning John. He would know exactly what I needed to do. If I had right tools, I thought with a smile, he'd probably be the type of person who could talk me through an entire wheel rebuild. But for some reason, I wasn't quite ready to call him. There was still awkwardness there, a lot of things John and I left unsaid. And then, almost in the same stream of thought that prevented me from dialing John's number, I decided to call Geoff.

"Jill?" Geoff's voice came over the receiver. We had not spoken in several weeks. "What's up?"

"Hey Geoff," I said. "I started the Tour Divide. I'm in Rawlins, Wyoming."

"I know," he said. "I've been watching you. You're doing awesome."

"Well, actually, I'm not doing so awesome right now," I said, and explained my predicament. "What do you think?" I finally asked. "Should I wait here on the unlikely chance that this mechanic can help me, or should I pack up and leave early tomorrow?"

He didn't even hesitate. "I'd leave," he said. "Try to get to Steamboat. They have a great bike shop there."

"But what if I get stuck?" I asked. "And what about my brakes? I didn't have much luck changing the pads in Atlantic City. I don't know if it's me or the brake caliper. Either way, it's not good."

"Just change them out and go to Steamboat to get replacements. You'll be fine," Geoff said as though he was certain of it.

"Okay," I said. "I'm going to think about it."

He paused. "So, how have you been?"

"I've been good," I said. "You know, tired and sore and all that. Well, of course you know how the Divide feels. But I'm having an incredible time. This has been an amazing experience so far."

"I see you've been traveling a lot with John Nobile," Geoff said.

"Yeah, we spent the whole first week together," I said. "It was great. After he injured himself he just wanted to take it easy and tour with someone, and I learned a ton from him."

"But he dropped out?"

"Yeah, in Jackson. I'm alone now, trying to make it work. But suddenly a lot of things are going wrong."

"You're doing great," Geoff said. "You're going to finish this thing, not wimp out like I did."

We chatted for a few more minutes. He told me he was back in Juneau after visiting Misty in Sitka for a week. He told me she was going to stay in Sitka, but he returned to Juneau. He didn't tell me why. He told me he was back at work, and running again, and had some ideas for races in the early fall. But until then, he said, he was just going to run as many mountains as he could find and enjoy summer in Alaska.

"That's great," I said.

"I should probably get going," Geoff said. "But remember that you're halfway done now. You made it through Montana. The hard part's over."

"I sincerely doubt that," I said. "But thanks for your advice. I'll do my best."

I hung up the phone in a wave of emotion — pride, hurt and anger mixed with a hint of nausea. Why did I think it would be so easy to speak to him again? Especially amid the emotional rollercoaster that was the Tour Divide? He was the one person I turned to every time I needed help during the past eight years. But I had forgotten he wasn't there for me anymore, and he couldn't help me, and I needed to accept that. Tears welled up in my eyes. I was safely hidden from the world inside a hotel room in Rawlins, but I wasn't ready to cry about my potential failure in the race and I certainly wasn't ready to cry about Geoff. I had to get out of my head, so I called home.

My youngest sister answered the phone.

"Sara!" I said. "I'm calling from Wyoming!" I tried to sound excited, but I heard my voice crack.

We chatted a little about the race, and then I asked how she was doing. She was engaged to be married in August. My entire month in Utah had been dominated by plans for her wedding. I had been fitted for a bridesmaid dress, made arrangements to fly home from Juneau after returning

Germany - continued from page 29

I would have gone had I known about it. Perhaps when I am too old to carry my gear I'll pay a commercial company.

I was told by several of my European bike visitors that many people speak English and I wouldn't need to learn German. This was a mistake. Outside of the larger cities few speak English. Take a conversational German course! Fortunately Julie speaks very passable German. If you ask directions, expect a lengthy reply such as "go straight for 3 blocks and make a right after the railroad tracks. When you cross the bridge, go left for half kilometer" (in German of course). So practice what will be common bike conversations in addition to basic conversational German.

Food stores are plentiful such as bakeries, cafes, and small supermarkets in nearly every town so you do not need to carry much food. However, except in larger cities they will be closed on Sundays and they were closed on a German holiday that we were not aware of. The bakeries are good though the pastry and bread are a little dry. The supermarkets are small but will serve your needs. If you eat peanut butter or tuna for lunch, bring your own. Neither was sold in the supermarkets and nor was decent jam.

Germany doesn't have convenience stores for you to stop in when nature calls. In the larger cities you will find information offices for tourists, where you may obtain free regional maps. There usually will be a public restroom nearby designated with the initials WC, for "water closet". Otherwise bakery/cafes will provide you with toilet facilities. For half a Euro you can buy a bread-like soft pretzel in return for use of the restroom.

We did our tour(s) from May 20 to June 4th. We hit a dry spell, very dry for Germany. We had 1 days of

rain, and it rained on two additional nights. Expect and be prepared for rain. My youngest son's girlfriend was a nanny in Germany. She said it rained every day one summer. The weather was also hotter than expected, though except for one day in the high 80's, we rode mostly in 70-degree temperatures.

Germany doesn't have Laundromats though Walter said there might be some in the larger cities. Less than half of the campgrounds had washing/dryer machines. Because of the humidity and rain, our hand washed clothes didn't always dry by the next day. Be aware and prepared. Fortunately we tend to over pack clothing for riding and off-bike use.

Traffic signs in Germany are different. Learn German traffic signs. Google German traffic laws and signs. In general, traffic signals are rare in smaller towns. In larger cities you will encounter pedestrian/bicycle traffic lights. Instead of traffic lights, you will see a white triangle with a red border that is used to "stop" traffic but it is treated like a yield sign. The Yellow light comes before the Green light, not Red. There will also be signs telling you to walk your bike (in German of course) in some situations such as a pedestrian-crowded narrow street. I'm sure Julie and I committed some errors of courtesy on our trip. (Julie thinks she was flipped off by one driver.) Overall it seems that pedestrians rule the transit system in Germany with bikes close behind. Many times an oncoming car would stop to allow us to make a left hand turn!

Germany is not smoke-free. Except for the state of Bavaria, there is a lot of political resistance to smoke-free restaurants. So if you want that fresh air ambiance at an outdoor cafe choose your seat wisely because you may be surrounded by smoke.

from the Tour Divide, and spent a fair amount of time hanging out with Sara and her fiancé, getting to know my future brother-in-law. I had struggled with mixed feelings of happiness and jealousy about the idea of my twenty-two-year-old sister getting married after my failure of a relationship. But I was genuinely excited for her, so of course I asked, "How are the wedding plans going?"

"Um, well," she said in almost a whisper. "Well," her voice choked up and I heard her set the phone down. My heart, already racing, already exhausted, developed a clammy chill.

Several seconds later, my mom picked up. "Jill?"

"Mom, what's going on with Sara?" I asked.

"She, well, you see," my mom stammered.

"What happened?"

"Oh," my mom said, "Your father is going to kill me for telling you, but Sara called off the wedding. She decided she just wasn't ready to get married."

"Oh no," I said. "That's — that's really hard. I'm really sorry to hear that. But why didn't you tell me before? Why weren't you going to tell me?"

"Well, you're in this race, we know it's hard and it's a lot for you right now," my mom said. "We didn't want to add our problems on top of it."

"Your problems are my problems!" I said. I felt hurt. Since I was a teen-

ager I'd had a difficult time opening my life to my family, but they had been so helpful over the summer and my own awful breakup that I thought I had established a deeper level of trust. I knew my mom was trying to protect me, but she didn't understand that the Tour Divide wasn't about cutting myself off from the world, but connecting with it. "I just asked Sara about her wedding," I continued, knowing my sensitive baby sister was probably somewhere in the background, deeply distraught. "I feel like an idiot."

"I know," my mom said. "I'm sorry." She hesitated. "But Sara is doing much better and she's going to be fine. She made the right decision. But how are you? How are you doing?"

I told her about my comparatively silly bike mechanical drama, leaving out how uncertain I was about fixing the problem. "So I'm going to stay here tonight and wait for the bike mechanic," I said. "I'll lose a half day or so of riding, but I should be fine."

And with that, my mind was made up. I might be stuck in the depressed truck-stop town of Rawlins indefinitely, but I wasn't about to throw caution to the wind.

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THE ATHLETE'S KITCHEN

2011 Sports Nutrition News from the American College of Sports Medicine

By Nancy Clark MS RD CSSD,
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The American College of Sports Medicine (ACSM) is the world's largest organization of sports medicine and exercise science professionals. At ACSM's annual meeting in Denver, May 31-June 4, 2011, over 6,000 exercise scientists, sports dietitians, physicians and other health professionals gathered to share their research. Here are a few of the nutrition highlights. More highlights are available at www.acsm.org (click on "news releases").

- Looking for a way to get fit quickly? High intensity interval training (HIIT) is effective, though it's hard work! Once you are fit, you can then reduce the exercise intensity to a more enjoyable (sustainable) level. Dr. Martin Gibala of McMaster University in Ontario does not believe HIIT is a heart attack waiting to happen, but recommends untrained people first get a proper medical check-up.

- HIIT can be an effective part of a weight reduction program. Overweight men who did twenty minutes of HIIT (8 second sprints with 12 seconds recovery) 3 times per week for 12 weeks achieved a 7% drop in body fat. In another study with untrained, slightly overweight women ages 30-45, those who did high intensity exercise lost more weight and body fat than those who did lower intensity training. One benefit of high intensity exercise is it can suppress the appetite (temporarily) compared to lower intensity exercise.

- HIIT can create a significant afterburn. Men who expended roughly 500 calories during 47 minutes of vigorous exercise continued to burn 225 extra calories in the next 18.5 hours.

- When athletes lose weight, they lose muscle as well as fat. For example, soldiers during nine weeks of combat training lost 9 lbs (4.2 kg) body weight, of which one-third was muscle loss and two-thirds fat loss. They consumed about 15% fewer calories than required to maintain weight.

- Even bodybuilders and figure competitors do not lose just body fat when they "lean out." In the 12 weeks pre-competition, male bodybuilders lost about 4 lbs (1.8 kg) lean body mass and 11.5 lbs (5.2 kg) body fat. The female figure competitors lost about 5.5 lbs (2.6 kg) lean and about 6.4 lbs (2.9 kg) fat.

- Why do women struggle harder than men to lose undesired body fat? Perhaps because they are women! In the animal kingdom, female animals generate less body heat after overfeeding compared to the males. Research with humans suggests similar energy conservation. When four men and four women were overfed ice cream for three days (150% of energy balance needs), the men burned off some of the extra calories while the women conserved energy.

- Should you believe the calorie estimates displayed on exercise machines? Doubtful. The Precor EFX556i overestimated energy expenditure, particularly with women.

- A novel way to burn a few extra calories is to sit on a stability ball while you are at work. At a call center (where 90% of the time is spent sitting), the employees who sat on the stability ball for five hours during the workday burned about 260 more calories per eight-hour shift. Theoretically, that could lead to loss of 26 pounds in a year! They burned about half a calorie more per minute sitting on a stability ball than sitting in a chair. The biggest barrier to using the stability balls was aggravation of pre-existing back pain.

- Trained cyclists who consumed equal calories of either a sports drink or banana chunks during a 75-kilometer cycling time trial performed similarly. The banana, however, offered a beneficial anti-inflammatory response. Natural foods generally offer more benefits than engineered sports foods.

- Chocolate milk is a popular recovery food that contains carbohydrates to refuel muscles and high quality protein to build and repair muscles. Both full-fat and skimmed chocolate milk offer similar recovery benefits.

- Beer is a plant-based beverage that offers anti-oxidant and anti-inflammatory properties. Marathoners who drank 1 to 1.5 liters of non-alcoholic beer per day for three weeks prior to a marathon and two weeks after the marathon experienced less post-race inflammation and fewer colds. Non-alcoholic beer offers a wise way to enjoy the natural high of exercise along with positive health benefits.

- Have you ever wondered how much elite endurance athletes consume during an event? A post-event survey of Ironman triathletes, marathoners, long-distance cyclists, and professional bike racers suggests the Ironmen consumed about 70 grams (280 calories) of carbohydrate per hour; the cyclists, 53 grams (212 calories) and the marathoners, 35 grams (140 calories). The endurance athletes who consumed the most energy had the best performances.

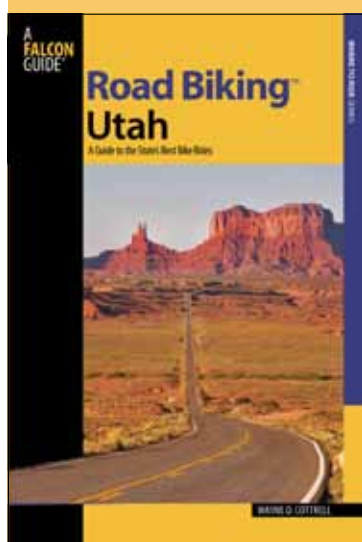
- How common are intestinal problems during endurance events? About 31% of the Ironman competitors reported GI serious problems, compared to 14% of the half-Ironman competitors, 4% of the cyclists, and 4% of the marathoners. Those with a history of GI distress reported the most symptoms, as well as those who exercised in higher heat.

- If you are going to be competing in the heat, you might want to pre-cool your body. One way to do that is to enjoy an ice slurry. Runners

Continued on page 13

RIDE OF THE MONTH

Emigration Trail Classic



The cover graphic from Wayne Cottrell's new book.

By Wayne Cottrell

The Emigration Trail Classic is a history-laden, 80.6-mile out-and-back route, including a 12-mile loop at the turnaround end. The ride starts in eastern Salt Lake City and incorporates all or a portion of Emigration Canyon, East Canyon, Main Canyon, the Emigration (Mormon Pioneer Memorial) Trail, the California Trail, and the Pony Express Trail. The ride visits three counties: Salt Lake, Summit, and Morgan. There are three summits: Little Mountain, Big Mountain, and Hogback. Three canyons, three trails, three counties, three summits. The elevation ranges from 4,920 feet at This is the Place State Park, to 7,420 feet at Big Mountain (Salt Lake–Morgan



Two riders crest the top of Little Mountain. Photo: Dave Iltis

County line).

Start at This is the Place State Park, located at 2601 East Sunnyside Avenue in Salt Lake City. The park is just west of the mouth of Emigration Canyon, and across the street from Hogle Zoo. Emigration Canyon is legendary in the annals of Mormon history; it was through this canyon that the Mormon pioneers first caught sight of the Salt Lake Valley in 1847, declaring in unison "This is the place!" after their long journey from Nauvoo, Illinois. Actually, Brigham Young, the leader of the caravan, made the declaration, stating, "This is the right place. Drive on." Also, the caravan could see the Salt Lake Valley from Big Mountain, about 15 miles northeast of the mouth of Emigration Canyon. This is the Place State Park pays homage to the pioneers, as well as to other explorers who journeyed down the

same canyon before and after the Mormons' historic trek, including Catholic missionaries from Spain, fur traders and trappers, and California-bound immigrants.

Emigration Canyon is shared by the Mormon Pioneer, California National, and Pony Express National Historic Trails. Geologically, the canyon is one of several that drain the Wasatch Mountains into the delta of the former, massive Lake Bonneville. Jurassic Nugget sandstone, colored pink and tan, is quite common in the canyon. The sandstone has been harvested as an attractive and sturdy material for buildings in the Salt Lake City area. Jurassic limestone, used in the manufacture of cement, is found farther up the canyon (particularly in the Henefer area, near the turnaround point for this ride). The California National Historic Trail extends from Missouri to California. Some 250,000 persons traveled along this trail during the 1840s and 1850s, mostly forty-niners (gold seekers) and farmers in search of rich lands. It was the greatest mass migration in U.S. history. The Pony Express also barreled down this canyon during its short life from 1860 to 1861. Stations were spaced at 10-mile intervals. A rider would change to a fresh horse at each station; the intervals were chosen to allow the horses to travel at full gallop before fatiguing. The route was also used by the Donner-Reed Party, which preceded the Mormon Pioneer trek by about one year. The Donner-Reed group was headed for California from Missouri, but became snowbound in the Sierra Nevada during the 1846–47 winter.

Exit This is the Place State Park at its far eastern end. Turn left onto Sunnyside Avenue, being ever watchful of motor vehicles, and head east. Enter Emigration Canyon at mile 0.1. There are bike lanes for several miles up the canyon. The Emigration Canyon climb is gradual, unlike the climbs of the other Wasatch Mountain canyons. Partly for this reason, the canyon is a popular route for local cyclists. Ruth's Diner and Santa Fe Restaurant are on the right just 2 miles up the canyon. Watch for motor vehicles turning in and out of their parking lot. Continue climbing as the shoulder narrows at mile 3.7. At mile 6.1, the road makes a 180-degree bend to the right. Beyond this point, the climb gets noticeably steeper. After the bend, you are traveling in a southerly direction, enabling a wonderful view of the canyon and the Salt Lake Valley. The road bends 180 degrees to the

left at mile 7.3. The crest of the climb (Little Mountain) comes at mile 7.9. The elevation is 6,227 feet here; there is a Mormon pioneer monument at the summit.

The road enters the Wasatch-Cache National Forest. Begin the descent to Little Dell Reservoir. The descent is not steep, but there is a series of sharp curves starting at mile 8.5. Stop and turn left onto SR (State Route) 65 at mile 9.4. Little Dell Reservoir is on the right; restrooms are available at mile 9.9. There is a gate at mile 10.1—SR 65 is closed during the winter (November through March). Begin to climb gradually at mile 10.7. There is a trailhead, with restrooms, on the right at mile 11.6. The climb gets steeper here. Affleck Park is on the left at mile 12.3. The climbing gets "serious" at mile 13.3, as the highway enters a series of switchbacks. The forestation is also notable, as the highway ascends into an alpine environment. The highway crests at mile 15.5; enter Morgan County here. The elevation is 7,420 feet. There are a trailhead and restrooms on the right. Begin the descent toward East Canyon.

The descent features a couple of sharp left-hand curves—be particularly cautious on the second one, as your speed will probably be high here. East Canyon Resort appears on the left at mile 21.8. This is an off-the-beaten-path facility located adjacent East Canyon Reservoir. There are a store and restrooms, as well as a restaurant. The lakeside elevation is 5,760 feet. The Big Rock Campground is on the left (restrooms) at mile 22.6. After a pleasant, winding stretch, SR 65 junctions with SR 66 at the north end of the reservoir. Stay to the right to remain on SR 65. The highway begins to climb from here toward Hogback Summit. The climb gets noticeably steeper just before the summit, which comes at mile 28.9 (elevation 6,240 feet). The highway enters Summit County. From here, the highway descends through Main Canyon, though some lovely pastoral settings. The town of Henefer lies just beyond the mouth of the canyon.

Pass Henefer Road, on the left, at mile 34.0. This is the beginning of a counterclockwise loop; you will return to this point after covering 11.8 miles. Enter Henefer (elevation 5,333 feet) at mile 34.1. Henefer, first settled in 1859, had a population of 680 in 2008. The town is set in the picturesque and cozy Henefer Valley. The I-84 freeway runs just to the east, giving the town easy access to the more heavily urbanized areas to the west. Turn right onto Henefer's Main Street at mile 34.6 and head southeast. The road curves left at mile 35.1, then crosses over the Weber River and I-84. Turn

left onto East Henefer Road at mile 35.3. This narrow road curls its way toward Lost Creek Canyon, climbing and descending before cresting at mile 39.3. The road enters Morgan County here. The road curves sharply to the right at mile 39.7—watch your speed here. At mile 40.0, prepare to yield and turn left onto 1900 North (no street sign). You are now in the unincorporated community of Croydon. The community was settled in 1862 as Lost Creek. The name was eventually changed to Croydon because most of the settlers were from Croydon, England (a borough of London). The road bends left at mile 40.7. There was some pavement surface damage around mile 41.5, adjacent the large cement plant. The road curves sharply to the left at mile 41.8, just beyond a Weber River crossing.

Things get busy here—there is a railroad underpass at mile 41.9, followed by an I-84 underpass at mile 42.0. Amidst all of the commotion, remember to look right (and up) to catch a glimpse of Devil's Slide, an interesting geological formation. The slide is actually two parallel Jurassic limestone reefs set 20 feet apart. The reefs protrude up to 40 feet above the slopes of the cliff, thereby resembling a chute. The road curves left here; stay right to prepare for I-84 freeway entry. Stay to the right of the shoulder to avoid the rumble strip. Take the very next exit (Henefer); turn right onto Henefer Road at the end of the ramp. This road curves around the west side of Henefer Valley, along a pleasant, undulating, and quiet route. Turn right onto SR 65 at mile 45.8 to begin the return route.

Now that you are heading back toward the Salt Lake Valley, you are retracing history along the same route used by Mormon pioneers, California-bound travelers, and the Pony Express. You may wish to envision yourself as a member of one of these groups (perhaps a Pony Express rider, charging through the canyons at full gallop?). The Dixie Hollow Pony Express Station was located along SR 66; you may be able to catch the marker along the road. Be sure to bear left at the junction at mile 53.3; that is, head toward the "left" side of the reservoir. East Canyon Reservoir will be on your right. After cresting Big Mountain, and then Little Mountain, the ride ends with an exhilarating descent down Emigration Canyon. An entrance to This is the Place State Park is on the right at mile 80.6. Turn right here to end the ride. Be sure to spend some time checking out the artifacts and history at the park. Hogle Zoo is directly across the street.

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TOURING

Tales from the Old Country: Bike Touring in Germany

Above: Lou and Julie on the City of Heidelberg bridge to the famous Heidelberg Castle.

By Lou Melini

Julie wanted to go to Germany to see her relatives, including 91-year-

old Samuel the brother of her maternal grandfather. As a bribe to get me to go she suggested a bike tour along the Danube River while we were there. I resisted as it was not a good



Rad schule or bike school; note the police car. Photo: Julie Melini

time to go for a number of personal economic reasons and that the Euro cost \$1.45. But I am always up for a bike tour with my wife!

Julie's grandfather came to America from Germany in 1929, following his future wife. He left behind 3 brothers that were subjected to a new governing party. He nearly returned due to his difficulty in finding work following the stock market crash and ensuing Depression. You will hear more on tales from the old country later in this article.

We arrived in Germany on May 18th. I immediately knew I was in Europe at the Stuttgart airport when I heard the ambulance siren. It sounded like a movie based in a European capitol, only without an explosion. Walter, Julie's 70-year-old cousin, picked us up at the airport for our visit to Southern Germany. He lives in Leingarten, a town of about 10,000. We all took a 2-hour bike ride shortly after arrival to his house. Within a kilometer from his home we were riding on paved and unpaved bike trails through farms of wheat, grapes, potatoes and corn. In addition, the trails took us through a forest also close to town. We returned to his home on roads marked 30 KM/H (18 mph). I like this town.

Julie was in charge of planning this trip, her first time. That first night upon arrival I realized that other than picking a general destination, the Danube (Donau in Germany) River, there was no plan. On the day after arrival, Julie and I did a day ride to familiarize us with the bike trail system. I purchased a map of Southern Germany to get an overview of where we were riding. The next day we left for an overnight 130-mile ride to the city of Heidelberg and its famous castle with a regional bike trail map that Walter had. I soon realized that given the German bike trail system, planning a trip would be easy with the regional maps that Walter provided me. So within a few hours I, with Julie and Walter's input, put together a bike tour. After a day of visiting Samuel, we embarked on what turned out to be a 12-day, 790-mile tour.

Facts about Germany

Germany is 357,000 sq. Kilometers or 137,800 sq. miles, 10,000 square miles smaller than Montana. (Utah is 85,000 sq. miles) It has a population over 82 million. Germany has 16 states. We did our tour primarily in the first and third largest states, Bavaria and

Baden-Wuerttemberg located in the very south of Germany. Germany has 230,000 km of roads. There is 50,000 km of signed bike trails in Germany according to http://bicyclegermany.com/bicycling_in_germany.htm. At www.germany.travel/en/erholung/radfahren/radfahren.html 200 long distance bike trails totaling 70,000 km are listed. (you can also get walking trails through this site by clicking on walking). However, a couple of the trails we rode are not listed on these websites, so I assume that Germany has more than 70,000 km. of bike trails.

The Bike Trails of Germany:

In German a bicycle is a radfahren, or just rad for bike or cycle. A radweg is a cycle track. The radweg system in Germany appears to have a 3-level system. Each town has a radweg system made up of small green signs (red in one region) with a bicycle and a directional arrow getting you through town. These signs are supplemented with regional signs that will get you to adjacent and sometimes distant cities up to 30 km. away. These regional signs look like a street signs with the name of the city, a directional arrow and sometimes the kilometers to that destination. In addition there are "named" bike trails, many with their own maps, taking you from one region to another. These trails have a special square sign under the regional signs. For example the Donau River trail has a blue, green, and yellow sign. There may be 4 named trail signs attached together under the regional sign. When following a bike trail you will encounter all of these signs as you make your way across Germany so that a city sign may be part of a long-distance named trail. Also a city style bike sign may be in the countryside. You do need a map, but by following the signs, consulting a map and with a little sense of direction, you can traverse the country.

In the small cities, the bike trails follow city streets, usually with 30 KPM speed limits. In some cases it seems that you are riding in small alleyways in someone's back yard. In some of the larger cities you will ride along cycle paths (specific for bikes and pedestrians), low speed roads, cobble-stoned roads, and in town squares (market places) where the amount of foot traffic may require one to walk their bike. In both large and small cities, the bikeway may be on a widened sidewalk with sections specific to bikes and another section

for pedestrians. Sometimes we found riding on the road was less rough and faster than the sidewalks. Sometimes the sidewalks were the nicer option.

Outside of the cities one will primarily be riding on narrow paved and unpaved "roads". These mainly serve farm vehicles and an occasional car on the paved sections. They are wide enough for 3 cyclists to ride tightly together. The unpaved sections are generally packed gravel with occasional loose gravel, may have small stones or have a bumpy uneven surface. We were surprised by the amount of dirt trails (maybe 25% of our travels) but Julie did well even with one 700 X 28C tire. Despite some of the rough sections, the dirt trails were less rough than the cobble streets in the older cities. You will find yourself riding from town to town through farms and forests. If you ride on the roads you will find traffic to be sparse, but fast. You will rarely travel more than 6 kilometers between towns. Many of the trails have numerous benches and picnic tables. Around lunchtime it was hard to find an empty picnic table do to heavy use.

Overall the Radweg system is very, very good. However it is not perfect. In general, you will not travel more than a kilometer without a sign. Sometimes when the trail goes straight, which isn't too often, you may go a few kilometers without a sign, though this is unusual. A few times the bike trail was just begging for a sign. Sometimes the signs were confusing. For example you may be on a road that divides with both roads curving to the left. The bike sign points to the space between the 2 roads. In this case one must travel on one road, then turn around to see if there is a sign on the road from the other direction. On 3 occasions the road split and curved left. There was a sign on the right side with an arrow directing you to turn left. However this sign meant "of the 2 roads that curve to the left, take the road to the right!" Signs may be on the right side or the left side of the road or just not positioned where one would expect. In one case a sign was blocked by a truck, another time we missed a turn as the sign was attached to a tree with overgrown branches. Rarely did we get more than a kilometer or 2 off course but you do have to pay attention to all of the turns. We somehow lost the trail we were following a few times during our travels, though usually not a problem. With the maps we were able to travel to the next town and get back on the trail. Overall I would give the system an "A", or an A+.

The People and Their Bikes:

Cars outnumber bikes in Germany, but not by much relative to America. Germans seem to like riding bikes. I believe the reasons for the popularity of cycling in Germany is attitude and cultural. In addition, Germany is mostly flat, and the flatter the terrain the more cyclists. We rarely saw many cyclists in the hillier areas.

People loved being out. The bike trails were packed with people. Seriously, hundreds of cyclists and walkers took to the radwegs. Outside of Heidelberg, we jumped onto the road as we were going at a pedestrian speed of 4 miles/hour due to the number of people walking, pushing strollers or riding



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Julie exiting a small town on Danube bike trail. Photo: Lou Melini

their bikes. They were old, young, families, groups of women, groups of men, groups of men and women riding the trails. There was one group of 12 that I thought had escaped from an assisted living facility. The number of 70-year-old riders and perhaps 80-year-olds was amazing. Kids as young as 5 cruising with their parents. Some riders looked like they were more at home on a bar stool than a bike seat, or perhaps more comfortable baking pies. One woman we met was traveling about 50 kms/day to different guesthouses and another couple we met was doing a 60 km (round-trip) ride to attend a festival in the town we were passing through. Traveling by bike was just as normal as driving a car in America.

The Germans mostly rode on heavy steel bikes with racks, fenders, dynamo hub light systems and panniers. (Lights are legally required) Tires are 1 inch with a mix of 700C and 26 inch wheels. They use flat bars and flat pedals without clips. A number wear lycra, but most don't. Many had what appeared to be a small set of Samsonite luggage for panniers (made by Vaude, Jandd, Ortlieb) traveling to a "guesthouse" though I suppose many just ride with their panniers attached. The bike shops are primarily stocked with these bikes. Café's, supermarkets, etc. have their ample bike racks packed with bikes.

Julie and I were the only bike travelers with drop-style handlebars and only a handful of cyclists with clipless pedals. We weren't out of place but certainly in the minority. Due to hills and the daily distance we ride, I will stick with my current touring set-up. Julie does better with drop-style bars because of her carpal tunnel issue.

Maps and Travel Aides:

Julie and I used a map of Southern Germany to plan our overall tour (www.falk.de). We used a series of 15 regional maps of Southern Germany (borrowed from Walter) for more detailed planning. (Radfahren in Deutschland; www.serges.de). These regional maps helped us follow several regional trails and helped us when we traveled from city to city on roads the maps designated as low-volume vehicle roads. In addition

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we used a regional map from www.lv-bw.de, for our overnight ride to Heidelberg. Primarily we used very detailed maps for the Altmühltal Radweg from www.Kompass.at, and for the Donau radweg we used a map from www.publicpress.de. These detailed maps are similar to maps from the Adventure Cycling Association showing clearly all of the twists and turns of the bike trail. The maps from public press are laminated to make them water proof and tear resistant. The entire 590 km. Donau bike trail was on one map at a cost of about 9 Euros. The above bike maps can be found at bike shops, bookstores, information centers, and camping stores plus small spiral bound books of maps.

For my next trip to Germany, I will look into purchasing maps from www.omnimap.com/catalog/cycling/b-german.htm that lists a Danou bike trail map in English. In addition the Cyclist's Yellow Pages from the Adventure Cycling Association (<http://cyp.adventurecycling.org:8080/4dcgi/index.a4d?action=cyp.online>) lists some sources for maps and tour advice. Examples are www.cyclepublishing.com; www.excellentbooks.co.uk; www.tourvelo.org/neckard.html#fahrad; and Timm@bicyclegermany.com.

This was our first trip utilizing electronic aides. Julie brought her I-Pad along. On the last day of our trip I found some "roads" on our regional map in order to avoid hills. Unfortunately many of these roads were unmarked dirt trails. We used her I-Pad to help us get from point A to point B. (We needed a special "chip" for Germany that we borrowed from Walter). Due to our checking of the I-pad, it was a slow day. We did 35 miles in 3 hours in the morning then, using the I-pad, 3.5 hours to do the next 20 miles.

One day we received assistance from "Trike-man". Trike-man had a 3-wheeled recumbent. He apparently had a map down-loaded on a small Garmin-like computer mounted on his bike. Julie and I had stopped to look at a map due to confusion on the trail. Then along came Trike-man. We would call out a city and he would point in a direction and wave to follow him. We would then pull ahead only to repeat this scene 2 more times. Another day we met a German also confused by a trail sign. He said to follow him for he had a map on his mobile phone. We did follow him for a couple of kilometers only to fail to see trail signs. So we returned to where we first met him and within a few minutes found the correct trail marker. We have no idea where he ended up. Perhaps we will use more computers on future trips, but basic maps will still be needed.

Food & Accommodations:

There is a reason why there are few German restaurants in America (with Wisconsin having most of them). I give my apologies to the readers of German heritage but the food is bad! In restaurants, I had little idea what Julie ordered for me 100% of the time and I wasn't sure what I had eaten 50% of the time. Restaurants served overcooked meat with French fries (pomme frites) or bland noodles. Prices were about 8-13 Euros for a meal; cheaper meals were composed of hot dog meat disguised to look tasty. Once, a café had a few Italian items on the menu. I finally knew what I ordered, but it too was overcooked.

I finally found the best meal in Germany. About halfway through our trip, as we were leaving the market square of the large city of Ulm, a man sat down near me. He was eating what smelled liked and looked like a Philly cheesesteak, except in Pita bread. I needed one of these but I didn't want to ask him in mid-bite. On the second to last day of our trip, we were at a stop-light in the city of Nagold. There, across the street was a Pizza and Kabop house with a picture of the "cheesesteak" in the window. We hadn't eaten much for the past 6 hours so we hustled across the street. Filled with finely sliced lamb, cabbage and onion, the "donor kebop" was wonderful and filling, and at 3.5 Euros a bargain. These Turkish pizza and kebop shops are all over Germany.

We saw numerous cyclists with panniers, but at the campgrounds there were few cycle campers. Most German bike travelers must be staying somewhere else. Cycletourers have a choice of Hotels, Pensions (similar to a hotel), Guesthouses (with dormitory like living arrangement) and Zimmer Fries (renting a room in someone's home). We once passed a "backpackers" hotel, and youth hostels are available. (German Youth Hostel Association 05231/7401-0, service@djh.de, www.jugendherberge.de/en/. Operates 600 hostels all over the country.)

Julie and I like to camp. There were plenty of campgrounds along the river trails and lakes. As a tent camper, you receive a piece of ground for your tent. Unlike American campgrounds, no picnic tables were provided except for one campground. Most campgrounds have a café or beer garden near the campground, so we sometimes would just help ourselves to a table to eat our meals. Generally the price for camping was 5-8 Euros per person. The showers and restrooms were large and clean. At one campground that was a part of a farm, Julie had to walk through the men's shower/toilet area to get to the women's area while I stood "guard". Showers sometimes cost a Euro. Could one "stealth" camp? If one has enough water the answer is yes given the amount of forests that we traveled through.

We stayed in 2 hotels (62 and 88 Euros) and one pension (72 Euros). The hotels have rather small rooms though the pension was roomier and had a kitchenette. A substantial continental breakfast was provided but don't expect your standard American breakfast.

Our Trip:

Our plans and route primarily followed the Donau River (Danube) that has it start in Donaueschingen in Germany, and ends at the Black Sea. We did about 450 km. of the 590 kms of the trail within Germany. The Danube in its entirety is 2850 km or



On the Danube Trail, a typical scene from bike trail with lots of riders. Photo: Julie Melini

1771 miles. It is formed from the joining of the Brigach and Breg rivers. Here is what John Higginson has to say about the Donau trail in The Danube Cycle Way Guide.

The Danube Cycle Way has become the most popular holiday cycling route in mainland Europe. It has magnificent scenery, fascinating places to visit throughout its length and a wide cultural diversity. It is not unusual to sit in a wayside bar and hear seven different languages being spoken at the same time but not one of them is likely to be English. The fact that the majority of the route is on dedicated, clearly signed cycle tracks means that it is perfect for whole families to enjoy. The way is almost free of hills, includes visits to monasteries, castles, museums, and ancient cities as well as picturesque villages, and provides adventurous cyclists with a month's sheer pleasure. Guide to the Danube Cycle Way from Donaueschingen in Bavaria to Budapest, covering 1350km and giving all route finding and accommodation information necessary to complete the route along the great river through beautiful villages and towns in Bavaria, Austria and Hungary. www.omnimap.com/catalog/cycling/b-german.htm#p2;

We started our trip in Rothenberg, about an hour's drive from Walter's house. Rothenberg is an old city, the center of the city enclosed in an old castle. It also has a Christmas store that sells ornaments and gifts year round. Julie is not a shopper, but she was there for an hour, enjoying herself. We also visited an old church, the inside of which a 3-story building could fit into. We finally left Rothenberg around noon.

We quickly got on the Altmühltal radweg, riding the 200 km to the end in Kelheim at noon on Day 3. We completed this day by riding to Regensburg and camping at a canoeing club. From here we continued east on the Donau trail to Straubing. We decided not to travel into Austria so at Straubing we looped back to Kelheim (day 4) to travel west on the Donau trail to Tuttlingen on day 9. We then picked up the Hohenzollern trail to the Bodensee (a large lake separating Switzerland and Germany, also called Lake Constance). We then returned to Walter's house primarily on the Heildelberg-Schwarzwald-Bodensee trail. In total we rode on 6 named bike trails.

We rode along the Altmühltal, Donau (Danube), Necker and Nagold rivers that made our travels flat with an exception for some short climbs along the Nagold. Our only major climb of the trip was leaving the town of Tuttlingen where we faced more than a few miles of unrelenting and steep (8-12%) climbing. Julie does well and our bikes are geared with very low gears, but she walked the

last 400 meters.

More Tales of the Old Country:

As I mentioned, Julie's grandfather had 3 brothers left behind in Germany. Walter's father died in the war. Another brother was a prisoner of war and has since deceased. Samuel is the only survivor of that generation. He fought on the Russian front. Not only did he survive that, he survived a Russian prisoner of war camp. His health was so poor he (miraculously) was admitted to a Russian hospital. He was treated by a Russian physician who ironically was Jewish. The Jewish doctor noted that Samuel was a common Jewish name at that time, so he assumed that Samuel's family was not anti-Semitic. Samuel was sent back to Germany after the war. He walked to his home for the final 200 + kilometers. Due to his state of starvation he was again admitted to a hospital.

Learning some German history made the trip more interesting. From European terrorist nation 75 years ago, Germany has one of the most bike friendly environments today. It is also the third largest economy in the world. Despite my initial reluctance to bike tour in Germany, I'm glad I went. Yes, it was expensive, but my advice would be to do it. Julie had a great time. I had a good time too, though I will limit my restaurant eating in the future. Given the cycling environment, I could move there. Riding the entire Danube (Donau) river or at least the 838 miles described by the Danube River Cycle Guide, is now on my to-do list.

Know Before You go for Traveling in Germany

I can understand why going with a commercial bike touring company would be attractive to someone traveling to Europe. Experienced guides would help with the language, traffic signs, and route selection. If you are unlike me and like to be a tourist, a guide will take you to interesting destinations. We didn't know that there was a museum of torture in Rothenberg, though I don't know if

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BOOK EXCERPT

The Great Divide Basin.**An Excerpt from "Be Brave, Be Strong: A Journey Across the Great Divide"**

Jill Homer, a native Utahn, Cycling Utah contributor, and newspaper editor in Alaska, has an outlandish ambition: Racing a mountain bike 2,740 miles from Canada to Mexico along the Continental Divide. But in the tradition of best-laid plans, Jill's dream starts to unravel the minute she sets it in motion. An accident on the Iditarod Trail results in serious frostbite. She struggles with painful recovery and growing uncertainties. Then, just two days before their departure, her boyfriend ends their eight-year relationship, dismantling everything Jill thought she knew about life, love and her own identity.

"Be Brave, Be Strong: A Journey Across the Great Divide" is an adventure driven relentlessly forward as foundations crumble. During her record-breaking ride in the 2009 Tour Divide, Jill battles a torrent of anger, self-doubt, fatigue, loneliness, pain, grief, bicycle failures, crashes and violent storms. Each night, she collapses under the crushing effort of this savage new way of life. And every morning, she picks up the pieces and strikes out to find what lies on the other side of the Divide: Astonishing beauty, unconditional kindness, and boundless strength.

The following is an excerpt from the book.

Signed copies are available for sale at arcticglasspress.net.

By Jill Homer

A layer of frost coated my bicycle as I packed up my stale pastries and Spam and pedaled out of Atlantic City. A chill hung in the pre-dawn air, which was thick with frozen vapor. My right knee was still slightly swollen and stiff, and protested loudly after just a few strokes up the hill out of town.

"Lucky for you, the Basin's pretty flat," I said as I hopped off the saddle and started pushing. The gravel road cut steeply up the bluff, gaining 500 feet in just over a mile. Cold oxygen burned my lungs as I labored around the switchbacks, trying not to think about my knee or the remote miles that lay in front of me.

As I rounded the last switchback onto a plateau, my shoulders relaxed and my jaw dropped. The Great Divide Basin yawned over an unbroken horizon, as vast and open as an ocean. Rolling drainages rippled like waves, clusters of sagebrush appeared as islands, and tall grass shimmered like seawater as it swayed in the breeze. The warm light of sunrise saturated the surface in iridescent colors. Greens took on a florescent glow, browns became bronze, yellow turned to gold. I pulled out my camera to take a few photos, but understood the

images would always be a disappointment. Such is the price of great beauty, because while eyes can see and cameras can mimic, only experience and presence can reflect the sublime.

Of all of the regions along the Great Divide Mountain Bike Route, the Great Divide Basin has perhaps the most notorious reputation, at least among racers. Veterans speak of it in dismissive tones and warnings: "There's no trees, there's no water, there's no people, and there's nowhere to get food. There's only wind and heat." It was hard for me to believe that a lack of crowds could be a bad thing on a cold, calm morning, with a pack full of food and water, and the absence of trees to open up a spectacular view. It's on these open plains where the true shape of the world becomes apparent, with its scoured surface and arching horizon. For all of its jagged contours and conventions, from a distance the globe is just that — plain and round.

I felt deeply drawn to the Basin for personal reasons as well. My family on my Dad's side comes from a long line of Mormon pioneers, hearty stock who immigrated to Utah in the 1850s after traveling through this region with a human-powered handcart company. The Great Divide Mountain Bike Route closely parallels the old Mormon Pioneer Trail, crossing his-

toric sites where my ancestors and their families and friends toiled, struggled and sometimes perished in a harsh, high desert that hasn't changed all that much in 150 years.

Of course I had modern gravel roads to follow, the modern wonder that is a bicycle to propel me forward, and modern knowledge and technology to help guide me. But on some levels, my struggle was not entirely different from the struggles of my pioneer ancestors. Like many of them, I carried my whole life on a contraption that I had to move with my own power. I had to cope with similar isolation and uncertainty. I had to battle a primal sort of pain and fatigue that even 150 years of progress hasn't stripped away. As I gazed out across the prairie, I liked to believe that I was seeing the same things that my great-grand-and-so-forth grandparents saw, that I was feeling the same things they felt. Their blood pumped through my veins, their sacrifices inspired me, and their faith drove me forward.

As I pedaled into the rising daylight, a small group of antelope grazing next to the road became startled and sprinted beside me, loping through the brush with enviable grace. I passed the cutoff marker for Willie's Handcart. Marjane had told me this was the site of a Mormon tragedy, where sixty-seven pioneers became trapped in a severe October snowstorm and died. I asked Marjane why they were traveling through Wyoming so late in the year. She told me the pioneers had difficulty with their handcarts. They had built their wheels in the humid east, and when they reached the west, the wooden hubs cracked and broke. The collapsed wheels and required repairs slowed the pioneers considerably until winter caught up to them. It was a quiet reminder of that precipice everybody straddles; that sometimes all it takes is one thing going wrong for entire lives to spiral out of control.

The first thirty miles of the day passed in dreams about the distant past, until the present was all but lost to me. Grass shimmered in the sun and breeze, antelope darted beside me, and my imagination didn't have

to stretch too far before it was 1854 again. I was still floating through the time machine in my mind when I started up a hill and my crank suddenly stopped working. The bike slowed to a stop. I spun the pedals frantically but the back wheel stayed planted in place until I nearly tipped over. I jumped off the bike. "What the hell?" I said out loud.

I lifted the back end off the ground and spun the crank with my hand. Even as I turned it as fast as I could, the rings did nothing to engage the wheel into motion. I checked to see if the chain was broken somewhere, but it was still intact and the rear cassette still turned with the cranks. I thought with sinking dread that the problem must be my freehub — one bicycle part I definitely did not have the capacity to fix.

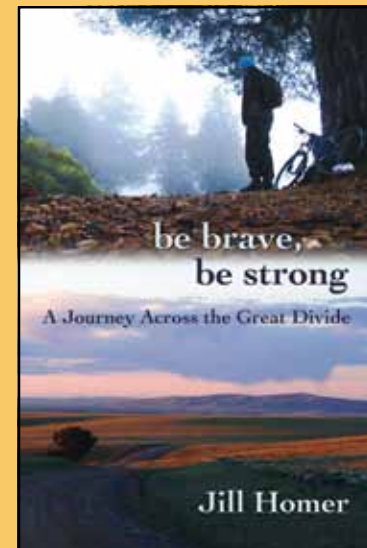
A freehub is an internal part of the wheel hub that allows a cyclist to coast. When the cyclist spins the crank forward, the pawls inside the freehub engage and catch the hub, turning the wheel. Then, when a cyclist stops pedaling, the pawls release, which allows the wheel to spin free even if the crank and pedals are not moving. It seemed my freehub was stuck open, which caused the pawls to disengage even when the pedals were being turned. My bike was locked in "coast" mode, a mode that only works if you have gravity working for you. Without a working hub, my bicycle was as useless as a laundry cart.

"Crap! Crap! Crap!" I called out to the still air. I threw my bicycle onto the road and paced around. What were my options? It was a thirty-mile walk back to Atlantic City. Doable in a day, but what exactly could I do when I got there? I needed a new hub — and probably an entirely new wheel. As lucky as I had been in Atlantic City, expecting that town to contain an available 29-inch rear mountain bike wheel was pushing that luck more than a little. There was no way I could walk forward on the route. It was 110 miles to Rawlins with no towns or even houses along the way. I didn't have enough food or water to make such a trek on foot, and hitching a ride forward on the route was a race-ending infraction, although I didn't expect the temptation to arise because I doubted that much vehicular traffic ever ventured out this way.

I remembered from my Iditarod days a trick racers used when their freehubs froze in the extreme cold. They would zip-tie their cassettes to the spokes of the wheel, converting their drivetrain to a fixed gear and bypassing the need for a hub. But I had only heard about this repair in theory. I had never seen it in practice. I carried a few emergency zip-ties, but I only had about five of them. The expectation that five thin strips of plastic could handle all of the thrust and force of 110 miles of gravel-road pedaling seemed dubious at best. If I didn't break the zip ties, I'd break the spokes, I felt certain. And if I broke the spokes, then my wheel would collapse, and I'd really be screwed.

The first thing to do was to make sure the freehub really was stuck beyond return. I walked my bike up the hill and began coasting down it, frantically turning the useless pedals like a rabid hamster. To my amazement, I felt a sudden, hard force on the down stroke, and just like that, I was powering the bike on my own again.

I rode a few hundred yards before stopping. I still needed to assess how



much I'd be able to depend on my hub. Sure enough, when I got back on the bike, the hub was stuck open again. I lifted the rear wheel off the ground and spun the crank frantically with my hands until the hub caught. I jumped onto the bike before it had a chance to cool down and pedaled furiously down the road.

What had become clear is that if I wanted the hub to continue engaging, I had to keep the pedals turning. Even during the few seconds I allowed it to rest while coasting down a hill, the pawls would freeze up and I'd have to spin the pedals furiously to release them again. The big question remained in how wise it would be to continue forward on the route, farther into the oblivion of the Great Divide Basin. I could spin the crank to coax the pawls back to life now, but what would I do if and when that technique stopped working? The farther I pedaled from Atlantic City, the farther I was going to have to walk through dusty, open desert should the need arise. The halfway point of the Basin was far away to even think about.

But going back to Atlantic City was a dead end. I couldn't let myself accept it — turning around and potentially ending my race on something as simple as a stuck freehub. I formulated a plan. I wouldn't stop pedaling for the rest of the day. At all. Even on the descents, I would spin the crank wildly to keep up with the speed of gravity, but I would not stop pedaling. There would be times I would need to pee and refill my drinking bladder from my water reserves, and also to change out my maps. Those times would have to be reserved for the only two points on the route that had viable exits within walking distance of an off-route town. The first emergency bailout was at mile 47, about seventeen miles away. From there, I could leave the route and walk fifteen miles north to a town called Sweetwater Station. The second and last emergency bailout was at mile 66, where Jeffrey City lay fourteen miles north. After that, I was pretty much committed to Rawlins. A wave of stress crescendoed through my gut but the plan seemed simple enough. Just don't stop pedaling.

My right knee did not react kindly to the frantic downhill pedaling, but I put the sharp bursts of pain out of my mind. An angry knee was small potatoes compared to a failing bicycle in the Great Divide Basin. To relieve the pain, I stood up in the saddle, which only worked to increase my speed and re-irritate my knee. I arrived at the Sweetwater Station cutoff in what seemed like no time at all. I jumped



Photos: The Great Divide Basin in Wyoming.

off the bike, darted into the bushes, ate one of my dust-flavored pastries, refilled my feedbag with Oreo cookies and one of the packets of Spam, and lifted the wheel up to hand-turn the crank. I spun the rear tire for a full thirty seconds, and nothing happened.

"Come on, come on," I coaxed, spinning the crank as fast as I could physically muster. My biceps burned. I thought of the pioneers of Willie's Handcart Company, whose spirits lingered in this desert after broken wheels indirectly led to their deaths. My situation was not nearly as dire as a winter storm in true wilderness, but my heart raced just the same. "Turn, damn it!" I screamed.

I felt a sudden force on the crank and the knobs on the tire lurched forward. I dropped the bike onto the ground and vaulted onto the seat in a single, surprisingly flawless move that didn't even break the cadence of the crank.

Back on my bike, I moved with single-minded purpose toward mile 66. I passed an active oil drill and a handful of ramshackle sheds, but I had yet to see another vehicle or human being. A seemingly endless herd of antelope grazed and trotted beside me. Their grace and ease mocked my awkward dependence on a failing machine, and reminded me that when humans stand alone, our weaknesses outnumber all of the creatures of the wild.

My leg muscles began to burn constantly and my back felt weak and sore. It was day twelve of the Tour Divide, and my body was starting to wear. The long days of pedaling demanded frequent breaks to cool my overheating muscles and rest my overworked joints, like a rattling old Buick that had to be coaxed along an extended road trip. Without the opportunity for breaks, the fatigue and soreness grew exponentially, until I squirmed and shifted on my bike like a person who can't find comfortable position in bed.

At mile 56, I slurped the last of the water in my drinking bladder. "Crap!" I said. "I knew I should have refilled my bladder at mile 47!" By late morning the heat had built considerably, until I was sure that despite the below-freezing morning, the afternoon temperature was climbing above eighty degrees. But I had to stick to the plan. Every mile I couldn't keep pedaling was a mile I might have to walk, so I had no choice but to keep pedaling.

At mile 62, my throat was dry and my drinking bladder still empty, but my own bladder was completely full. The organ bulged and pressed against my abdomen until I was certain I could feel urine leaking out of my eyes. If it was only a need to pee I might have strongly considered just letting it go — after all, I was already

drenched in sweat and wetting my shorts in that manner wouldn't be that much different. But there were other ways I needed to relieve myself, too, ways that I didn't want to end up in my shorts. And that demand had reached a fever pitch of desperation that no amount of fortitude could mute.

"It's only four more miles, just four more miles, be strong, be strong," I chanted to myself. But another, seemingly louder inner voice was screaming, "You can walk four more miles. Just stop! Stop!"

At mile 64, the loud voice won out. The road traveled down a long, gradual slope, and I could even see the junction where I might have to turn, but I could not wait two more miles. I tossed the bike down and darted to a sagebrush bush five feet away. It wasn't very far off the road, but I there seemed little need for privacy. It was in that sensitive position that I saw my first vehicle of the day. The truck rumbled down the Jeffery City road, turned right at the intersection, and drove directly toward me. I ducked lower but I knew that for the most part, I was in full view. I finished my business, pulled my shorts up while still in the squatting position, and slithered away from the brush. I smiled and waved at the driver as he passed and waved back. I was certain he knew exactly what I had been doing, but strangely, I felt no sense of embarrassment. I was too deeply immersed in stress and struggle to care in the least about social propriety and image.

I removed my spare water holder from my backpack and refilled my drinking bladder with lukewarm liquid. After taking a few long gulps, I commenced the hand-turn effort to try to engage the freehub. I spun the crank for a while, more than a minute, with no movement. I stood up, paced around, and then knelt down to try again. Another minute passed. I spun until my biceps burned, but nothing.

"Please," I pleaded. "I need you. Can't you see I need you?"

I decided to try my legs, which had the advantage of more power but also had less balance. I set the bike down and hopped on the saddle, spinning wildly. The bike started to teeter. I put my foot down, then placed it back on the pedal and tried again.

Almost like magic, the bike suddenly lunged forward. "Yeah!" I yelled. "Yeah!" I started pedaling harder, nearly sprinting the rest of the way to the Jeffery City cutoff, where I made a triumphant right turn. I guzzled more water and relished in my renewed comfort. But I couldn't let that complacency last long. I furrowed my brow in deep determination.

"It's Rawlins or bust," I said.

By mile 75, my leg muscles were on fire again, needling my senses

like whining children in the back seat of a car. "Are we there yet? Are we there yet? Are we there yet?" I stood and leaned over the handlebars, trying to push out some of the acid that was churning through my veins. As I pedaled in that awkward position, I realized that whatever mutiny was going on in my muscles had blocked out all of the nagging stiffness in my right knee. In fact, the angry knee felt downright chipper as I pedaled unceasingly, traveling in a straight line due south with a hard wind gusting at my side. That feeling didn't seem to transfer to anywhere else in my body.

"We almost didn't get the bike started last time," I finally snapped at my legs. "No way are we stopping now. We'll stop when we hit the pavement. It's not all that terribly far. Like thirty more miles."

I fished my last pastry out of my frame bag and opened the wrapper. I had been saving this one for last; because it was cream cheese flavored, I decided it would be a special treat. I still had my four packets of Spam, which would have to be consumed next, but I was putting off using that calorie source for as long as I could. I bit into another mouthful of disappointment. The cream cheese pastry carried the same taste as its fake-fruit-flavored predecessors — like it had been sitting on a bar shelf for far too long, and had been reduced to syrupy dust. The only difference in this one was a big ball of pasty cheese-flavored substance in the center.

The Great Divide Basin continued, unbroken, uninhabited, unchanging. In the western Basin, drainages rippled through the land. But in the east, a stark flatness emerged. I watched the road stretch ten miles in front of me. An infinity of prairie was only vaguely interrupted by the inevitable curvature of the Earth. But as I rode, tiny contours of hills grabbed my sore legs and then released them. With my battered muscles and ceaseless pedaling, I felt the unrelenting force



of every single understated hill — the agony of climbing, the relief of gravity. Even the flat world isn't flat — a reality only cyclists truly understand.

I managed to reach the rough pavement of an all-but-unused Highway 63. The route turned east and the wind shifted comfortably at my back. But the anxiety of the day had worn on me. That same elevated stress level that likely filled my muscles with acid also filled my head with malaise. Before the Basin, I hadn't even noticed any saddle sores on my behind, but by that afternoon I was fully cognizant of every ache and pain. After I stood to relieve the agony in my legs, I had to sit back down on saddle sores that brought tears to my eyes. Even my skin burned in the hot sun, but I couldn't think about stopping to put on sunscreen. It was the ultimate prison of both body and mind — trapped on a bicycle I couldn't bear and couldn't trust, but couldn't abandon.

Even though I carried the burden of nine liters of water on my back, I had been extra conservative with fluid that day, mostly to eliminate that pesky peeing problem. But eight hours of exposure to direct sun and

wind had pushed me into a deep dehydration, and suddenly I couldn't drink enough water to relieve a throat so parched that I constantly felt like I was on the verge of gagging. The mechanicals in my bicycle and the injuries on my body felt deeply connected, as though the two weren't even fully separated from each other. I laughed at the idea of becoming "one" with my bicycle, but after twelve days on the Divide, I felt as useless without my bicycle as it would be without me. And as long as my bicycle remained battered and broken, my body wasn't likely to recover.

Just before 5 p.m., with a subdued sort of exaltation, I dropped off the expansive plateau of the Basin and into the gray and sprawling interstate town of Rawlins. Having left Atlantic City after 5 a.m., I had managed to travel the entire 140-mile span of the Basin in less than twelve hours, by far my highest average speed of the entire Divide. For the first time since late morning, I let my anxiety shrink away as I drank in the shot of accomplishment. My athletic feat may have been

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HIGHLAND LOCATION GRAND OPENING

ACTIVITIES ON AUGUST 12, 13, + 15

August 12

Watch the Tour of Utah at the Highland store

Grand Opening Sale begins at both stores!

August 13

David Thompson Memorial Ride

Group Mountain Ride up AF Canyon

Group Road Ride from Highland Store

Suncrest Hill Climb Contest - First one up wins a \$50 gift certificate!

Breakfast from 8-11 at Highland

August 15

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Liquigas-Cannondale Autograph Signing

Group Road Ride with Liquigas team and Mavic support vehicle

Pizza party and Cannondale giveaways

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- 8/10** Ogden Amphitheatre, Ogden
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- 8/11** The Shops at Riverwoods, Provo
1:30 pm to 4:00 pm
- 8/12** Miller Motorsports Park, Tooele
5:00 pm to 8:30 pm
- 8/13** Utah State Capitol, Salt Lake City
12:30 pm to 5:30 pm
- 8/14** Snowbird
12:00 pm to 4:00 pm



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