

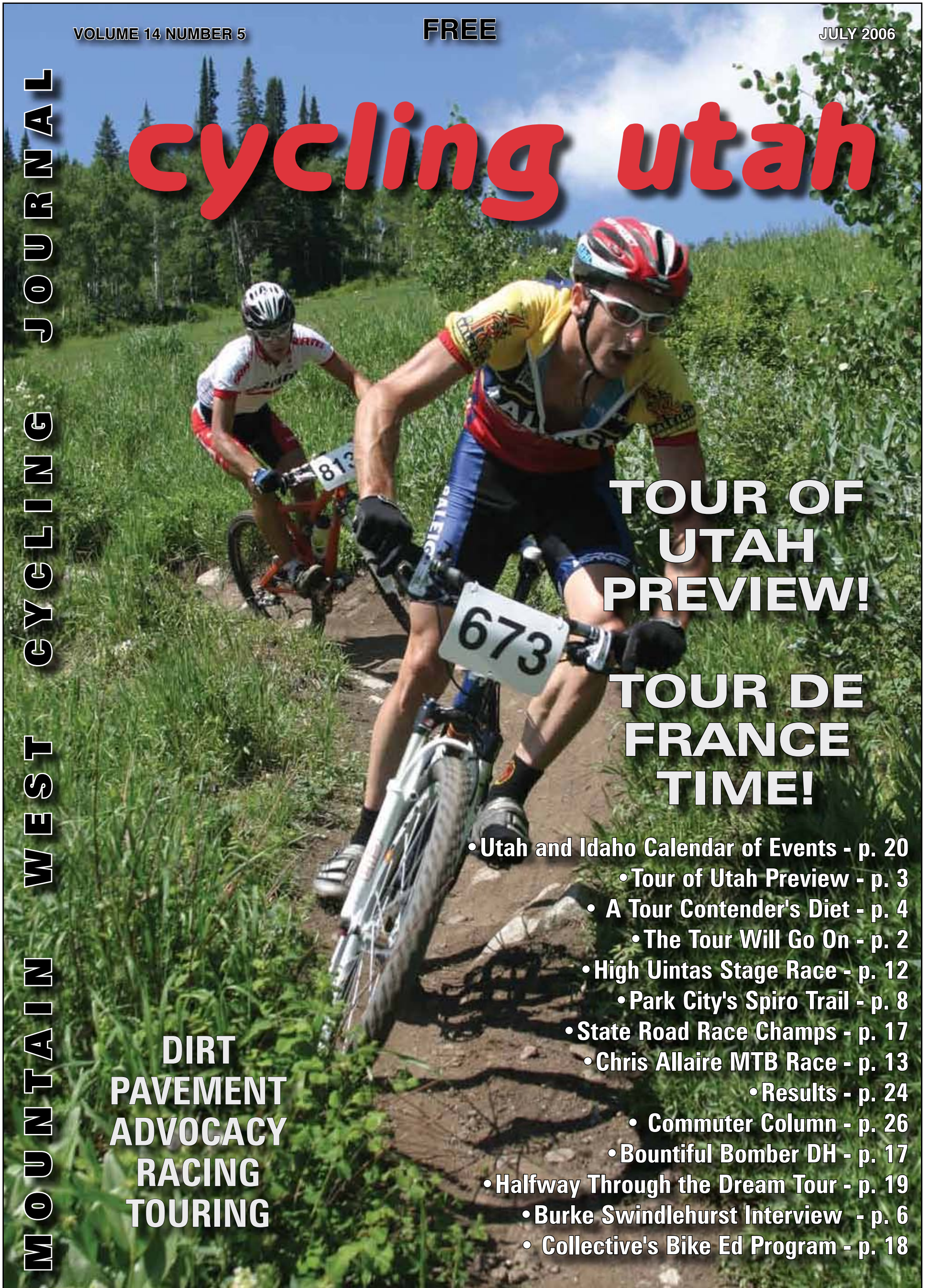
cycling utah

**TOUR OF
UTAH
PREVIEW!**

**TOUR DE
FRANCE
TIME!**

**DIRT
PAVEMENT
ADVOCACY
RACING
TOURING**

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SPEAKING OF SPOKES

Look for A Wide Open Tour de France

By David Ward
Publisher

I was in my car when I heard the news: Basso and Ullrich had been expelled from the Tour. Like most everyone else, I was stunned. How could this be, on the eve of the Tour's start? I knew their names had cropped up in connection with the Spanish investigation, but that was over a month ago. Why now?

I couldn't wait to get to my computer. When I did, I spent the next hour reviewing all the stories on the investigation up to the latest breaking news. I was glad to learn that it was the unanimous decision of the team directors to pull all riders whose names were linked with the investigation. Apparently, the evidence presented to the Tour and the teams was quite convincing. Still, by pulling all rid-

ers, there was no favoritism for certain riders, issues of guilt were relegated to later determination, and the focus would be on the race and the riders contesting it. Apparently, the T-Mobile officials, based on their comments, seemed pretty convinced of Ullrich's guilt, while CSC's director, Bjarne Riis, reaffirmed his belief in Basso while unequivocally stating Basso would have to clear his name.

As to guilt, that still remains to be seen. Again, the evidence is apparently quite convincing, but there have been no legal proceedings yet. That is a complicated affair, especially when dealing with riders from different countries. And any astute observer can tell you that, unlike the strong presumption of innocence and burden of proving guilt in the good ol' USA, being the subject of an investigation in a European country seems to put one in the position of guilty until proven

innocent.

So, it is a tough blow and row to hoe for Basso and Ullrich. I feel really bad, because I like both of these guys. I always pulled for Lance, but if he were to falter, my heart was with Ullrich. And Basso seems such a nice guy, with such tremendous talent, how could he not be the popular favorite? This Tour was to be about them, with every other "potential contender" being relegated to backstage.

What does this do to my Tour excitement and experience? I read an email on one of the lists I am on, where the writer basically said, "To hell with the Tour. Everyone dopes, I wasted my money on cable TV service, and I am going to spend July riding my bike." That's paraphrasing, substantially, but those were the ideas and intensity expressed. I disagree.

Afer getting accustomed to the

idea of a Tour without Jan and Ivan, I suddenly realized, this Tour is now really wide open. This, in fact, may be the most exciting Tour, at least at the outset, to come along since, well, since I have been watching the Tour. At least since 1987, the year LeMond was shot and Hinault had retired. There is no clear favorite, or even couple of favorites. My mind started looking over the possibilities: George Hincapie, Alejandro Valverde, Floyd Landis, Levi Leipheimer and even David Zabriskie. (Okay, that's mostly wishful thinking. But did you hear Lance Armstrong's comments on Dave Z. during OLN's Tour preview show? And check out Burke Swindlehurst's comments on Dave Z. in my interview with him in this month's issue of **cycling utah**). Dave is at the top of the world in the time trial, having raced the fastest TT in Tour history in last year's prologue, which earned him the yellow jersey. He also just won both time trials in the Dauphine Libere, a major preparation race for the Tour.

My personal favorite, outside of my wishful hope for Dave Z., is Levi. He lived and raced in Utah for awhile, and I appreciated his open and friendly personality. He remains close friends with Swindlehurst who, in my interview with him prior to Ullrich and Basso's exclusions, named Levi as a podium finisher in this year's Tour. Levi is also coming off a stellar overall win in the Dauphine.

Additionally there is Cadel Evans, and David Millar for whom the Tour marks his return from a two-year suspension for doping. (By the way, kudos to Millar for how he handled his guilt and his suspension. I hope he does well. Tyler Hamilton could perhaps take a lesson from Millar.) Notice, all you who were interested in the Tour primarily because of Armstrong, that there are three Americans who are serious contenders, and only one non-English speaker, Valverde, in the current group of favorites. But aside from this group, there is even the rare chance for an unknown to explode out of the peloton and surprise everyone.

This Tour is going to be exciting. My July will not change. I will be recording the coverage, avoiding anyone throughout the day who might disclose that day's stage results, and plopping myself down each evening before the TV, remote in hand to fast-forward through the commercials. On the more exciting and important days, I might not even wait, and instead catch the early morning coverage, commercials and all.

In fact, on Saturday morning, July 1, at 6:30 a.m., despite a late night Friday, that is exactly where I was: In front of the TV, watching the times being posted in the Prologue, anxious when Landis missed his start, nervous as Dave Z. went through the corners, frustrated that Levi did not have a better time, and pulling right to the finish for George and that needed extra second.

Yes, it is July again, and this going to be fun.



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Cover Photo: Eric Jones (Raleigh Factory Team) won the Utah State Championship over Alan Obye (SRAM) on July 1, 2006

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ROAD RACING

Tour of Utah Promises Great Racing

By Greg Overton

The 2006 Larry H. Miller Tour of Utah will take place along the Wasatch Front, August 7 through 12, covering more than 500 miles in six stages, including a 24-kilometer time trial and a tremendous climbing stage on the final day. The six day event will be accompanied by a celebration and cycling festival at the finish venues, including Salt Lake City, Tooele, Provo, Heber City and Snowbird Ski and Summer Resort. Several of America's top professional teams, including Navigators, TIAA-Cref, Health Net/Maxxis and Toyota United will compete alongside top amateur teams from around the country.

Utah's unique setting, with large metropolitan areas located adjacent to challenging cycling terrain creates a wonderful venue for spectators to view each day's stage and enjoy the festivals. Stage One is a 105 mile road race that begins in Provo, encompasses Utah Lake and returns to Provo, finishing with three laps of a circuit in the downtown business district. The course allows race fans to watch the riders depart, catch some of the action along the course and still make their way back to Provo for the finishing circuits, awards ceremony and the

festival.

Stage Two will offer a challenging road race beginning at Thanksgiving Point, covering 85 miles to the new Larry H. Miller Motorsports Park in Tooele, and finishing with eight laps of a special circuit on the motorsport track. The rolling terrain should create attacks as the road specialists will want to avoid arriving at the track alongside the sprinters while the sprinters will be lusting after the wide and smooth finish on the track. The third stage will be the 14-mile Heber Time Trial along the roads from downtown Heber City to Lake Creek and returning to finish on Heber's Main Street. This "race of truth" will bring the strong men to the forefront, as time trials seem to do without fail.

Climbers in the peloton will get to show their form beginning with Stage Four, as the riders will roll out of Provo and warm up on the rural roads southwest of the city before making their way to one of Utah's favorite cycling ascents, Payson Canyon and Mount Nebo. This climb is long and relentless with 4,500 feet of elevation gain, and will certainly separate the pretenders from the contenders for overall general classification. It's the first of two mountaintop finishes in the race.

Stage Five should be a

spectator's delight as the race takes on a tough six-mile loop through the streets of downtown Salt Lake City. The Start/Finish will be at the Delta Center and the course climbs up to the Utah State Capitol, encircling the capitol before descending back to the Delta Center. The riders will battle the course and each other for ten laps in what should be a hard-fought stage with enough climbs, turns and sprints to fuel attack after attack as riders try to gain time in anticipation of the next day's stage.

Stage Six will be an epic, European style 110 mile stage with 12,500 feet of climbing, departing from Deer Valley Resort and finishing with the climb of Little Cottonwood Canyon to Snowbird Ski and Summer Resort. The day's course will take the riders through the city of Heber and into Provo Canyon, and then onto the steep climb to Sundance Resort, continuing over the summit of the Alpine Loop. This narrow, winding road will be reminiscent of the classic European climbs of the Giro d'Italia and the Tour de France. Riders will descend American Fork Canyon, and quickly begin the climb over Suncrest Ridge into Draper before beginning the grueling climb to the finish at Snowbird Ski and Summer Resort. This is a

stage for the hard men of the sport and the winner will have certainly earned the victory. It is a fitting finale to the toughest stage race in North America.

Some of the top riders in domestic racing will be competing for the leader's jersey in the Tour of Utah. Among them, Utah's Burke Swindlehurst and Jeff Louder. Swindlehurst has been a top professional in American racing for more than a decade and is a favorite in any race with this much climbing. Louder is an excellent climber as well, but also finished with an impressive second place in the U.S. National Time Trial Championship in 2005 (Please see our in depth interview with Swindlehurst on page 6).

To get a good look at the rising stars of American cycling, keep an eye on the TIAA-Cref riders. This developmental squad of sorts, directed by former professional and Tour de France veteran Jonathon Vaughters, includes many of the future stars of the sport. The team boasts former junior world champion Danny Pate, 2005 Discovery Team member Mike Creed, 2006 Tour de Georgia Most Aggressive Rider Will Frischkorn and much-heralded youngster Craig Lewis. The team roster includes many of the top young riders in America. The Tour of Utah is the perfect showcase for this team.

Jeff Louder's Health Net/Maxxis team will be fighting to repeat its 2005 success as the number one ranked team in

domestic racing with veterans Gord Fraser, Scott Moninger and Kirk O'bee. Each of these riders owns more career wins than the total of most other teams. Fraser finished with more professional victories in 1999 than any other rider in the world. This powerhouse team is loaded with talented riders, and can count on capable specialists for every type of racing.

Perhaps the stiffest challenge to Health Net/Maxxis for top race honors in 2006 will come from the new-for-2006 Toyota United team. Managed by former teammate of Vaughters and veteran of nine Tours de France, Frankie Andreu, this team includes current USPRO Road champion Chris Wherry as well as current National Time trial champion Chris Baldwin. These two riders are accompanied by a group that includes excellent sprinters and climbers to offer one of the most balanced squads in the race.

Among the amateur teams fighting for the podium is Utah's top ranked team, the Sienna Development/Goble Knee Clinic Logan Race Team. This perennial Utah powerhouse features current Utah Road Race Champion, Ryan Barrett, alongside current Utah Time Trial Champion Steve Perrins. These two riders are surrounded by some of Utah's most consistent top riders year after year, with several riders capable of

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COACH'S CORNER

Nutrition for Optimal Performance: The Diet of Tour Contender Levi Leipheimer

By Tommy Murphy

Too often, athletes spend all of their time and effort training and working for top physical form, but ignore proper nutrition and rest. Sport has seen enormous changes in nutritional practices. No amount of money spent on equipment and training will ensure top performance if you do not have the proper fuel in your tank. Nutrition is as absolutely essential to your performance as is your training and workouts themselves.

More and more athletes have turned to trainers and nutritionists to aid in their diet to help maximize training and performance.

In a study by Saris and colleagues (1989), energy expenditures and intakes were measured during the three weeks of the Tour de France. It was found that the cyclists required 3,000 to 7,000 calories daily with energy expenditures as high as 9,000 calories per day. Sedentary, normal-weight women typically consume 1,400 to 2,000 calories per day with their male counterparts consuming 2,500 to 2,800 calories per day. The main nutritional need of endurance athletes is increased energy. The more intensive your training, and the longer it lasts, the larger your total energy expenditure. Inadequate energy intake will lead to decreased physical performance and fatigue. Just as training should focus on an athlete achieving the greatest benefit from the time spent training, nutrition should focus on an athlete achieving the greatest benefit from the foods they eat. If you are not training with nutrition in mind, you are not getting the most out of your training.

Robert Kunz, Senior Vice President of Research and Development of Utah company First Endurance, works closely with many elite endurance athletes including former Utah racer and current Tour de France contender Levi Leipheimer, Freddy Rodriguez and Ina Teutenberg in developing and structuring their diets for racing and training.

"Levi confided in me in January 2005 and we started to talk," said Kunz. "He told me he had a few challenges nutritionally and was heavier than he wanted to be. We did a three day diet recall and went from there."

"Levi started to change the way he ate and immediately saw results. He lost 3kg without actually dieting and he said he felt better than he's ever felt. The great thing about working with Levi," Kunz said, "is that he doesn't allow anything to get in the way of his program. When we give him a specific diet to follow, he makes sure he does it. It doesn't matter how strict it is. He's methodical in that respect, which is good because he doesn't struggle to follow a nutrition program or let anything get him off track. Because of this, he started to see results pretty fast. Specifically, he was losing weight and increasing power. Once that started to happen, he was excited about the possibilities."

Levi commented on his new diet and build up for the 2005 Tour de France just before the Critérium du Dauphiné Libéré stating, "Everything is going well, my diet has made such a difference for me. I'm feeling so much better than I ever have. I feel like I've reached a higher level in the last few weeks because of it. My weight is lower than I have ever seen it, 61kg, and I'm feeling good. I was telling my wife the other day that I feel differently about food now. I love to eat healthy foods and I no longer crave sweets. I taste foods like fruits and vegetables more; they have more flavor to me now."

Kunz didn't try to change the way Levi ate. "I just looked at what he likes to eat and worked with that." When planning Levi's diet they concentrated on three main areas: 1- Glycemic Index (G.I.) and Blood Sugar, 2- Nutrient Density and 3- Nutrient Timing.

"We needed to stabilize the blood sugar for all meals prior to an event. Levi likes to eat oatmeal for breakfast, so we added fats and proteins in the form of nuts, which reduces the G.I. and stabilizes the blood

sugar. Immediately after an event, the body needs foods with a high G.I. for fast recovery. Part of the reason people don't recover well is that by the end of a race they are totally depleted of glycogen," says Kunz. "It's important to make sure you're taking in high glycemic foods or liquids before the race has finished and immediately after. For example, Levi will consume a beverage with high glycemic carbohydrates, easy to digest proteins, glutamine and branched chain amino acids. He'll have this with an hour to go in a race and immediately after."

Working on nutrient density, Kunz states, "it's very important to choose foods high in nutrients you need leaving out foods high in sugar with empty calories. This means a lot of fruit and vegetables and whole foods."

The third focus is on nutrient timing. Kunz makes sure that Levi takes in high G.I. foods immediately after training for optimum absorption and recovery. Two to three hours after that the body reaches a high anabolic state and needs high quality proteins such as fish and chicken to rebuild muscles. "It is also important to increase healthy fats in your diet. Foods with Omega 3 oils are a natural anti-inflammatory and help the body to recover," explains Kunz.

In Levi's build up for the 2005 Tour de France and during the Tour itself, Kunz outlined Levi's meals for the Gerolsteiner team chef to prepare for him right down to the times each meal should be eaten. The following diet was designed for Levi for the purpose of sustaining daily energy needs during the Tour de France, maximizing recovery, reducing gastro-intestinal complications and sustaining general well

being.

Levi Leipheimer: Tour de France General Dietary Guidelines

Designed by Robert Kunz - First Endurance

Serving sizes and portions should be adjusted based on athlete's needs.

AM/First Meal of the Day: This meal must consist of a variety of whole grain foods, nuts, and fruits with a balance of carbohydrates and some protein. The purpose is to minimize glycemic response and offer sustained energy. To minimize insulin response be sure to mix any source of protein or fat with your meal and stick to whole grains and slow cooked foods. For best results Coffee or Tea (caffeine) should be eliminated or minimized during this meal. Stick with cereals claiming to be whole grain and having a sugar content that is 50% or less of total carbohydrate content. Mix fruit and nuts with cereal.

Samples of acceptable meals:

- Long-cook oatmeal with nuts and fruit
- Yogurt with nuts or multigrain cereal and fruit
- Eggs with cheese and vegetables
- Toast or bread (wholegrain ONLY) with butter or jam. Bread should be accompanied by some protein from eggs, yogurt or nuts.
- Whole grain pancakes with nuts, fruit and/or yogurt
- Salt should be used sparingly but consistently each day
- A small glass of Orange Juice or Tomato Juice along with your meal is recommended. Or a glass of EFS.

Pre-Ride: This snack should con-

sist of a variety of easily digested carbohydrates.

- Energy bars
- One piece of fruit (many fruits have a high fiber and fructose content. Overdoing it can also cause gastric distress.)
- Yogurt with fruit
- Caffeine is OK at this point as long as it's not more than 1 hour pre-ride.

Post-Ride: This should happen as soon as you get off your bike. The sooner the better. For stages lasting 3 hours or less a single serving of UltraGen (a recovery drink) is sufficient. Stages lasting more than 3 hours or a long TT, two servings would work best. If a serving is used in the ladder portion of the ride then follow with one extra serving. Just make sure not to exceed two full servings in a single day. Make sure not to consume any other food or drink except water and recovery drink for the first 30 minutes post-ride. Mixing anything with it will reduce its ability to be absorbed quickly. Thirty minutes after consuming the recovery drink, snack on bars, breads even cookies as needed.

2 Hours Post-Ride: This meal must consist of a high quality protein consumed with healthy carbohydrates. The meal should focus first on the high quality protein (chicken, turkey, eggs, whey protein, beef, fish) and secondly on healthy carbohydrates to complement the protein. This may be a good time to make a whey protein isolate smoothie.

- Samples of acceptable meals:
- Chicken stir-fry (using healthy fats)
 - Tuna salad sandwich or salad

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TOUR DE FRANCE

Recollections of the 1988 Women's Tour de France

By Laura Howat

As a cyclist, it was my greatest honor to participate in the women's Tour De France in 1988. The women's Tour was inaugurated in 1984. The women's 15 day Tour joined the men's race one week into their 3 week race. The men and women races would be run concurrently with both events culminating in the Champs-Elysees stage. Unfortunately, the logistics of running the races concurrently became too much for the French promoters when their riders stopped dominating the podium and in 1992 the women's Tour was moved to its own schedule in August and renamed La Grande Boucle Feminine. Sadly, the Grande Boucle's run seems to have ended as well as the race has not been held since 2003.

My invitation to the Tour de France in 1988 began a euphoric experience. It was an (almost) perfect several weeks. We circumnavigated a spectacular country, we were treated like royalty by the cycling fans, experienced dynamic racing, watched the men's races and explored French villages and cities.

Michelin Tires, Peugeot automobiles and Tissot Swiss watches sent our American team of seven riders. Members were selected based on results and our ability to be a team rider. Our goal was to



Howat in the 2006 Downtown Critérium. Photo: John Iltis

win stages. We came close. Our best sprinter, Linda Brenneman was second by a tire width once and she also had a fourth place finish. I had more modest personal goals, to finish in the top half of general classification, and place in the top twenty in at least one stage.

The race started in the historic city of Strasbourg, along the German border, amid sunflower covered hills and rolling moun-

tains. The international field contained riders from all over the globe. The racing was incredibly difficult during both the flat and mountainous stages. The flat stages wound through villages, over cobblestones and narrow roads. The "flat" stages always had several steep hills. The pace would be aggressive and hard since many more teams had an opportunity to win a flat stage rather than a mountainous stage. We would cruise along at 30 mph and fight for position in the pack the whole way. The mountainous stages were very steep and long and Jeannie Longo (France) and Maria Canins (Italy)

would set the pace on these stages and burn riders off their wheel.

At first the aggressive European style of riding intimidated me. The pack would be twice as compact as in the U.S. The women often rode so close together they seemed to be leaning on each other. The Dutch were a good example of an aggressive team. Since they were last in the team standings, they were called to line up at the start line last each

day. However, within the first mile of the race they would muscle their way to the front of the pack. The Dutch girls were very large; the smallest weighed about 160 lbs. I think they assumed if you didn't get out of their way you would just bounce off them anyway. This style of riding assisted the Dutch with two stage wins.

The Dutch team was aggressive but it was Frenchwoman Jeannie Longo who dominated the race overall with five stage wins and the Tour de France title. If you follow women's cycling, you know her career has been unparalleled but there were many controversies in the eighties. She had tested positive for banned substances several times. In 1987, she broke the women's hour record but international authorities disallowed it after her drug testing came up positive. But the French seemed to care more about winning than playing by the rules. In fact after the final 1988 Tour stage, the mayor of Paris gave Longo a decorative clock in celebration of her "hour record."

I have many outstanding memories of my Tour de France trip. Here are a few of my experiences.

One of our hardest mountain stages was the Puy de Dome. The Puy is an extinct volcano with an even grade of 12% spiraling around the mountain for seven kilometers. The first 50k of the race wound through six villages and contained two 3rd category climbs. (1st category is the hardest but even a 4th category is

difficult.) I had a gear of 42 x 25 for the 1st category Puy and could barely turn it over. As I was struggling up the climb, a man came running up on my right, pushing my teammate Betsy. Betsy King was a favorite with the spectators since she had raced in the Tour five years, was a former stage winner and spoke fluent French. When the man tired, another willing spectator took up the push. Soon she was out of sight. I looked back and saw one of the huge Dutch women gaining on me by the pushes of the numerous Dutch fans. I hadn't been pushed yet but it seemed like a good time to get in on the action. I tried to make eye contact with Betsy's willing pals since I was not brave enough to fake tears and cry "Poussez-moi!" like some others. Sure enough several spectators took the cue and gave me a push. It was still difficult to reach the finish, but the dedication of the 500,000 fans really helped. These spectators had climbed the mountain on foot before the road closure several hours earlier. They cheered enthusiastically for each cyclist and competed with each other to hand up drinking water and wet sponges.

One of the more touching moments of my Tour occurred while we were stopped for lunch. The police motorcycles had escorted the team cars and vans to a rest area so we could eat our prepared

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7:00 PM..... EPIC 100 Awards

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ROAD RACING

Catching Up with Utah Pro Road Racer Burke Swindlehurst

By David Ward
Publisher

June 27, 2006

David Ward: Tell me what you are currently doing.
Burke Swindlehurst: I am racing for the Navigators Team again. This will be my sixth year with the team. I took a year off last year and road for Team Seasilver. Actually I had a 2 year deal with them but the sponsorship fell through quite early in the season last year and most of the guys on the team were paying for races out of their own pockets and to get themselves to races. But I had a really good time and it kind of reinvigorated my love for the sport. Luckily, I had preserved the relationship with Navigators and I was able to go back into that program and have a job again this year.

DRW: Were you paying for your own racing last year?

BS: Yes. I paid for quit a bit of my own racing, not to the extent that the other guys were because I was the marquee rider for the team and I had gotten paid enough up to that point where it was not as big of a hit for me. But some of the other guys on the team that were up-and-comers and did not have that kind of money took a much bigger hit because I had something to fall back on to that point. It was not nearly as difficult for me as it was for some of the other guys on the team.

DRW: Did your team members drop out, go elsewhere or did the team pretty much hang together and tough it out?

BS: As far as the season goes, yes, we hung together. For the most part, we toughed it out and ended up having quite a good season given the circumstances.

DRW: What events have you

done so far this year?

BS: The first event of the year was the Tour de Langkawi which is in Malaysia, early to mid January I believe. That was a 10 day event. Then I came home and headed out for racing in California, in March and April. That did not go so well. I actually got sick while I was in Malaysia before the race even started. I finished the race but I was definitely hanging on by the skin of my teeth. I had a teammate there, Cesar Grajales, that could have possibly won the event and I wanted to make sure I was there to help him in any way possible. [Grajales ended finishing 4th overall. Ed.] Unfortunately, I think that doing a 10 day event when you are not on top of it healthwise, kind of put a nail in the coffin. March was pretty much a wash for me. Anyway, I came home, got myself healthy in April and got the call to do the Tour de Georgia. I went there and had a pretty decent race. Once again, I was in a support role for Cesar. He ended up tenth overall and fourth [on the stage finishing] up Brasstown, which was really good for our team. I finished in the thirties somewhere [32nd. Ed.], which I felt was pretty respectable given the caliber of the field. I was really happy about that. Then I followed that up with the Tour of the Gila where I finished third on GC.

DRW: What is it like racing in the Tour de Langkawi?

BS: It is pretty fun. It is early enough in the season where it is fairly laid back and a lot of the field is there for training. It is not the hardest race in the world, although it does have Pro Tour level teams there. Instead of having 150 guys that are going, hell for leather, there are maybe 50 guys that are doing that. It is definitely a good race to start the season. If you stay healthy, you don't come out of it too bad. If you do

get sick, which happens to a lot of guys, it can be pretty miserable. I have done it twice and have gotten sick both times. But it is fun. It is 10 days long so it is a longer race, and it is hot and humid. It rained quite a bit this year, but yeah, it is a good time.

DRW: The Tour de Georgia, is that the first time you have done that?

BS: Yes it is.

DRW: How did you like racing in the hills of Georgia?

BS: The courses were very demanding. It was up and down all day, everyday. There were not any stages where you could just sit in and take an easy day. And obviously all the American teams want to do well there so there is pretty much action of some kind from start to finish of every stage. There are never any dull moments in that race and it is pretty much full throttle the whole time.

DRW: The Tour of the Gila, you have won that a couple of times.

BS: Yes, I have won it 3 times actually. I won it last year, 1998 and 1996.

DRW: What is up for the rest of the season?

BS: I took a week off last week after the Nature Valley G.P. in Minnesota. I am just kind of taking a breather and trying to recover a little bit from the season of racing I have done so far. I think I have done 40 races already this year. I definitely needed some down time and now I am just kind of rebuilding and getting ready for the Cascade Classic and the Tour of Utah which I am really excited about.

DRW: Tell me a little bit about the Tour of Utah and your involvement with that.

BS: It has been really fun to be involved in the Tour of Utah. Jason Preston talked to me last year after the event in May and told me that he would like me to be on the advisory counsel, come to the meetings, give my input from a rider's perspective and that evolved into me getting a, I don't know if you would call it a position, but the responsibility of contacting the pro teams and getting them to come to the race. At this point, we have 11 pro teams confirmed in the Tour of Utah and just 4 elite teams, so it is definitely an NRC [National Racing Calendar] quality field and it is going to be big.

DRW: Describe the venues for the Tour of Utah.

BS: On paper I think this could be probably the toughest stage race in the country by far, based on the amount of climbing it takes in, the heat, August is a warm time in Utah, and also the quality of the fields. Obviously, it is not up to Tour de Georgia or Tour of California standards, but probably the next closest with the field that we have assembled. The last stage, stage 6, is the one that

everyone is talking about. I think it is going to be the toughest day of racing on American soil.

DRW: Describe stage 6.

BS: Stage 6 basically takes in the Alpine Loop, Suncrest and finishes at Snowbird. I believe that is probably in the area of 13,000 to 14,000 feet of climbing and I am guessing 80 to 85 miles. Originally it was supposed to start in Salt Lake and go up Emigration Canyon, and was going to be 114 miles. But the chief referee came out, looked at the course and said, "You will be lucky to have 5 finishers." So we are starting in Park City, Deer Valley I believe, so all the hardest climbs are still in there, but the distance has been reduced. So it is going from 17,000 feet of climbing, which is just silly and I think is more than any Tour [de France] stage has, down to 13,000 or 14,000, which is still pretty ridiculous.

DRW: What kind of spectator turnout do you think we will get here in Utah?

BS: I honestly don't know. I am really excited to see who turns up for it. I know that they are going to do live advertising not to just get cycling enthusiasts out but everybody to come out and watch the race. I hope for the best. I would like to see Snowbird lined with people all the way up. That is my fantasy right there.

DRW: Who are some of the big names that will be here for the Tour of Utah?

BS: I have not seen specific rosters yet, but Heath Net is sending a team so I am sure Scott Moninger will be here. Jeff Louder will be doing it obviously. Toyota-United is sending a team. I am sure Chris Wherry and Chris Baldwin are going to be on that team and those are 2 of the best riders in the country. Our team is actually looking really solid. We are going to have Cesar Grajales here, and he is pretty much the best climber in the States right now, I would say. Also, we are going to have a couple of our Russians out. It is going to be fun.

DRW: I am looking forward to that. You have been around Utah for a long time. Tell me when you started racing and walk me through your career.

BS: I started racing when I was 15 years old. Prior to that I had done some distance running, a couple of marathons, that sort of thing. My mom's brother [Deore Jenson] raced bicycles and kind of got me into it by sending me some old Winning magazines in the mail. I thumbed through those and he ignited the spark. He actually built a bike for me. He built his bike in 1995. It was fun for me to be on something made by my uncle who got me into racing. I started racing when I lived in Orem, doing the parking lot cone crits at BYU. It just took off from there.

DRW: From there, which teams did you race for locally, when did you turn pro, and what teams have you raced for?

BS: I have so many people that have helped me out during my career. I did not come from a wealthy family by any means and bike racing is a wealthy sport. There are so many people, if I went through and told you every person that has given me significant support, we would be here for 6 hours. A guy named Mike Staley out of Provo started a junior team called Vicious Cycles and he basically bankrolled 5 or 6 of us, including myself, David Francis and Robert Williams.

DRW: David Francis won the LOTOJA last year.


BS: Dave's a really great guy. I actually had the great fortune to make his acquaintance this last year and we keep in touch pretty well now. I was really excited to see him win LOTOJA, that was really cool. This Mike Staley character basically took a bunch of juniors out of Utah and got us to every big race in the country and we had a very successful season. A couple of seasons actually. Without him, I would not be sitting here right now. Like I said, there are probably 10 or 12 more people like that, that have been involved with me. I guess my career took off in the early 1990's with Brackman Brothers and the Einstein teams. Those are some other people that I owe a huge debt to that got me to all of the races and got me the exposure I needed to turn professional. I rode for Brackman's and Einstein's from 1993 to 1997. Then I turned professional in 1998 with Team Nutra Fig.

DRW: I remember when you were racing for Brackman's and Einstein's. In fact, one of those years we named you as our Rider of the Year.

BS: Yes. 1995.

DRW: Which pro teams have you

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been with since then?

BS: After Nutra Fig, I got picked up by Saturn which was a turning point for me. Nutra Fig was a smaller team, it was professional only on paper. None of us were getting paid and we were getting ourselves to races. A lot of good riders came out of that program. Tony [Antonio] Cruz was on the team with me. Adham Sbeih was on that team. I got picked up by Saturn in 1999 and that was a turning point where I actually got paid a salary and realized that I might actually be able to make a living bike racing. In 2000 I switched over to the Navigators and was with them for 5 years straight until last season.

DRW: Before we started the interview we chatted a little bit and I was asking you about how much money riders make and you were talking about how many people actually make a liveable wage. Do you mind repeating some of that for me?

BS: As I told you bike racing is a very difficult sport, not just from the stand point of what you must put into it, but also how little you get out of it monetary wise, at least as a professional in the States. But I am fortunate enough to be on a team that makes it possible for me to make a living bike racing. I would say the total number of guys that actually earn a livable wage in the States could be as few as 20 riders. It is definitely more of a passion thing than it is for money. If anyone is looking at bike racing from a money standpoint, they are crazy. Absolutely crazy.

DRW: What is the draw of professional racing? You make a livable wage, but probably if you had pursued another career, you could make much more. What is the real draw of bike racing for you?

BS: I don't have to explain to you why I love bike racing. Who wouldn't want to get paid to race their bikes? That is the ultimate fantasy. I guess some of the other draws are that I can sit here on a Tuesday afternoon with you and have a chat about bike racing. September, October I get to go fishing for 2 months. It is definitely living the dream and I realize that. I know that some day it is going to come to an end and I am going to have to join the real world, as they say, but I can't think of too many other ways that I would rather earn a living.

DRW: How old are you now?

BS: I am 33.

DRW: How much longer do you anticipate being able to race and what is in the future after that?

BS: That is the \$24,000.00 question, I guess. I don't know. I think physically I have another good 5 years in me. I look at somebody like Scott Moninger and he is going to be 40 this year, so that tells me I could at least have 5 years in me. It is an emotionally taxing way to make a living, and I definitely admit there are days when I wake up and think I would rather be doing this or that. I don't know. As long as I am having fun and I can do my job, I will continue bike racing. I really don't



Swindlehurst in the 2006 Hell of the North.

Photo: Dave Iltis

want to put a number on that right now. As far as afterwards, that's the scary part. I have a lot of passions in life, but they all seem to be about as realistic as making a real living as a bike racer. I have done one thing, so I guess there is no reason to stop me from doing something else, but it sure is a scary proposition.

DRW: You mentioned Jeff Louder.

BS: Jeff Louder is with Health Net and he was with Navigators for 4 years previous to that. We've raced together on the same team. He lives here in Salt Lake and we train together 5 days a week when we are in town. He is a great training partner and a great friend too.

DRW: Did you ever race much with Levi Leipheimer?

BS: In 1996, we raced the whole season together on Einstein's. I know Levi really well. We are good friends and we keep in touch. He is a guy that I have the utmost respect for, for where he came from and where he got to. If someone asked me who was a cycling hero, Levi would be at the top of my list. I know how hard he has worked to get where he is.

DRW: Any predictions on how he will do in the Tour de France this year?

BS: I think we will be seeing him standing on the podium. I really feel strongly about that.

DRW: What are your predictions on Floyd Landis for the Tour?

BS: Oh, man. If he had not already won 3 big races early season, I would say that he would be a favorite to win the Tour. Whether or not he has exhausted himself physically, that is one thing. But to put that much emotion into being that good early in the season, emotional energy is as much part of the sport as physical energy. I have to think that he has probably spent a few emotional energy tokens, so to speak. I think he will be top 10.

DRW: I know that you have raced against Dave Zabriskie. I did an interview with Zabriskie last year and he reminded me of the year that you and he sprinted for the win at the Snowbird Hillclimb. He outsprinted you, and he accused me of having written that he slugged you coming into the finish. I looked back at

the article, and I had not said that. Tell me your thoughts on Dave and how you see him doing this year and in the future.

BS: Dave is definitely going places. He is definitely a funny kid. In fact, he told me about that interview, and said, "Don't you remember they printed that I punched you going up to Snowbird?" I'm like, "No, Dave, you're off your rocker." And he kept telling me, "No, they did, they did." I knew you hadn't. It is kind of a funny story, actually. We started our sprint and the road narrowed up and I was on the right hand of the shoulder. The road began to narrow and basically Dave held his line going into the sprint and I had nowhere to go but to back off or otherwise I was going to be in the dirt. I was a little hot under the collar about that after the race. So, I think maybe Dave misinterpreted what happened but he is definitely a funny kid. I think Dave physically has the most raw talent of any bike racer to come along since Lance Armstrong. I think it is easily within his power, physically, to win the Tour de France. He just needs to wrap his head around that and realize that he can do that. I think once he does, it is possible, for sure.

DRW: If you were to pick a few times, a few moments or aspects of your career that are highlights, what would those be?

BS: Oh, geez, they're all relative, I guess. One of the biggest highlights for me was my very first really big race win which was the Iron Horse road race in 1995. That was when I first realized, that I had the confidence, that I could be a good bike racer and then things just snowballed for me. So for me, winning that race was definitely one of the big ones. Also, my Tour of the Gila win in 1996 was also very big for me. I would have to say up to now last year's Tour of the Gila was really good because I had come to a point in my career where I had spent the last 5 years riding for other riders on the Navigators and I had lost the self-belief that I still had it in me to do something like that. I went into that race and I told my teammates, they were all looking up to me and it was during a hard time because we had lost our sponsorship at that point, and we all got ourselves to that race on our own dimes, and I told them, "Guys, I am going to try and win this race. I will put in everything

I can to win this race or I will die trying." I ended up pulling it off on the last day. For me, that was confirmation that I still had the ability to win a race like that and also to help elevate my teammates and build some momentum for us to be able to finish out the rest of the season.

DRW: Tell me a little bit about your training.

BS: When I was younger I was really focused on the numbers and wearing the heart rate monitor and doing exactly what my coach told me and getting a power meter and doing all those things. I found that I got way too into my head and into the numbers and the enjoyment I got out of riding a bike was starting to go really quickly. Now I look at my watch when I leave the door and I look at it when I come back. I don't use a heart monitor, I don't use power meters. I like to think of it as intuitive training. If the body feels like it is ready to be pushed, I will push it. If it does not, then I will back off. I do work with a coach, Scott Price, who is out of Phoenix. He draws out a general schedule for me, it is actually quite specific, but he leaves it up to me to adjust to my needs if I feel like I can undertake the workload he has given me or if I can't. He is not one of those guys that tells me that if I don't do 5.5 hours at such and such heart rate and wattage, I am not going to be able to win a race. He is not like that at all. It has been a really good approach for me.

DRW: That is somewhat contrary to what everyone has heard for the last few years from Lance Armstrong who is the benchmark everyone goes by. How much of an impact do you feel that a really technical and focused approach has? Does it really make a big difference or not?

BS: I think it does make a very big difference, but I think you also have to be the kind of person that responds well to that. Lets just say that emotionally I am not set up to be that strict with myself. It takes too much of the fun out of what I like about the bike and that

is why I have gotten where I am because I love the bike so much, I love to race, and I love to train. I like to think of it back in the old school way where it comes down more to heart, not necessarily what kind of numbers you have. I think, ultimately, that is what wins races, not what your little red box on your handlebar tells you.

DRW: Do you follow a strict diet?

BS: Nutrition is another thing that I have done a lot of research on and I have come to find that is more of an individual thing. You have got to find out how your body responds and I pretty much have my nutritional program dialed in. You can see that I am not super picky but I think a lot of it has to be with what you eat and when. Obviously, there are some pretty easy things. You stay away from, fried foods. I eat a pretty clean diet. I eat a lot of vegetables and good protein sources, fish, that sort of thing. I am by no means a food nazi at all. Anybody who knows me can attest to that.

DRW: When the day comes when you finally do retire from professional racing, will you continue to ride your bike? Will you race in the age graded areas? What do you think you will do in terms of the bike?

BS: I plan on riding my bike for as long as I am living. As far as racing goes, I can definitely see a day when I won't want to race anymore and hopefully that will be when my professional career ends. I don't see myself doing age graded stuff like that, but I shouldn't say never because I have seen a lot of guys that have quit racing professionally only to see them to show up on the Masters circuit. I am not saying that it is not going to happen, but for right now, I think when I want to finish pro bike racing, I hope that all my competitive juices will be exhausted and I will be ready to just go out and enjoy bike riding again and not worry about the end of the finish line.

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TRAIL OF THE MONTH

Beyond Spiro: Singletrack Heaven, Navigational Hell

By Gregg Bromka

Spiro Trail has long since served as the gateway to all things singletrack at Park City Mountain Resort (PCMR). If you're new to Park City's trails, then the 7.5-mile Spiro Loop is one of the best introductions. The core loop begins with a default 1,000-foot climb before linking to the rolling Mid Mountain Trail (MMT) and culminating with a speedy descent on Crescent Mine Grade and Eagle Trails. It's a quick ride on sweet trails.

Once you've mastered Spiro Loop and are savvy to the myriad of trails crisscrossing the slopes of Park City, then it's time to expand your horizons and go "Beyond Spiro." Like on the Spiro Loop, you'll stay within a stone's through of town, but you'll take one giant step closer to singletrack heaven. Trail directions for the newcomer, however, are hellish because the route ties together nearly a dozen trails between PCMR and Daly (Empire) Canyon. You'll warm up on Spiro, link to Mid Mountain Trails, and then climb again on upper Crescent Mine Grade Trail before embarking on a cross-country circuit



John's '99 Trail. How wide are your handlebars?

that is chock-full of diversity. When you roll off Sweeney's Switchbacks at the ride's end, chances are you'll be physically cooked from the challenging singletracks and mentally fried from the bewildering directions. After you recover, however, you won't want to ride anywhere

else.

Details:

Spiro Trail is a switchbacking "take-no-prisoners" climb that will force you into your easiest gears and keep you there for over a mile. Past the junction with Eagle Trail, the grade eases

Photo: Gregg Bromka

and there's even a stint of downhill, but you'll climb steadily again to the Thaynes Canyon jeep road. One climb down, one more to go, but before you gear down again, you'll enjoy a rolling meander on Mid Mountain Trail across ski runs separated by islands of aspens and conifers.

Like Spiro Trail, the climb up Crescent Mine Grade Trail is a low-gear creep, but it's only half as long. A quick race along the Thaynes Lift jeep road, where the loop tops out, leads to the all-important "Five-way" junction next to the yurt on the resort's Crescent Ridge. Here you can take in the sights of Park City's environs and reassess your journey: continue on your quest for choice singletrack or bail. Onward, Steps Trail is a mile-long, switchbacking flight down a sunny and scenic hillside, passing the historic Silver Queen tanks along the way.

After turning right onto MMT near the old Silver King Mine, you'll venture "beyond" the resort toward Daly Canyon and pierce uninterrupted, pristine groves of aspens and firs that block all but the most determined rays of sun. Crafted with mountain bikers in mind, MMT is wide, smooth, and comforting. Compare this with upcoming John's '99 Trail, which unlike the machine-cut MMT, was built by hand and is barely tire-width at times. Unflinching balance, not powerful legs, is required to steer you through the side-swiping trees. This is "singletrack" defined.

Upon returning to Silver King Mine, your options are many, but if you're itching for more technical tree-riding, then chug up the gravel path to the right of Town Lift, and link to John's Trail, where the fun really begins. John's winds through

the tightly packed aspens like a slalom course gone awry, taking 2.2 miles to go about 0.6 mile as the crow flies. With surgeon-like precision, the path was cut through the timber with nary a tree scathed, and the aspens are so thick you'll feel like a ghost rider fading into a Bev Doolittle painting. It's a hoot for those with deft skills, but a bother for those who are tentative.

The final leg is hardly anti-climactic because Sweeney's Switchbacks continues the bobsled-course theme down to town. Turns are plentiful and the tread beneath your tires varies from smooth dirt to vicious, jagged rocks many times. It's all good. Unless your senses have gone numb from the gyroscopic trail, stop to read the interpretive plaque next to Creole ski run. It tells of how "ski riders" made a habit of launching off the old mine dumps in the 1920s, ushering an era that transformed Park City from one of the world's wealthiest mining towns to a renown ski resort.

Just the Facts:

Location: Park City Mountain Resort

Length: 15.6-mile loop
Tread: 13.5 miles singletrack, 1.6 miles doubletrack, 0.5 mile pavement

Physically: Moderately strenuous (big climb at first then lots of rolling trail; hard to follow—not for the "navigationally challenged")

Technically: Moderate (good trails throughout; roots and tight turns on John's; rocky tread and tight switchbacks on Sweeney's)

Gain: 2,000 feet

Finding the trailhead: From the intersection of Park Avenue (UT 224) and Empire Avenue (look for Jans and Cole Sport), go west past Cole Sport, turn right on Silver King Drive, and park in the lower lot of PCMR. On your bike, go left on Silver King Drive, then immediately right on Three Kings Drive, which runs along the golf course. Turn left on Crescent Road and find the Spiro trailhead at the bend next to a dirt road. Alternatively, you can take a new trail that leads from the resort base over to Spiro.

Excerpted from the newly released guidebook Mountain Biking Park City & Beyond, by Gregg Bromka. Get a copy at your favorite bike shop.

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ADVOCACY

Share the Road Campaign is Statewide Effort

By Carly Carcione

Cyclists are killed or injured every year by motor vehicles, and every year it becomes increasingly evident that more needs to be done to help lower the mortality rate. Josie Johnson who was struck and killed at only 25 years of age on September 18, 2004, in Big Cottonwood Canyon sparked an immediate need for action within the cycling community. It became even clearer when Steve Williams was killed in Kanab on Highway 14 a year after Josie Johnson's accident. Action was taken when the "Share the Road" campaign began in 2005 to remind drivers and cyclists to occupy the road courteously and safely together.

After the "Three Foot Law" was passed in 2005 the Utah Highway Patrol, Utah Department of Transportation, and the Utah Bicycle Coalition (UBC) have been working together to promote it. \$20,000 was allocated to the UHP to provide them with the necessary funds to create the "Share the Road Campaign." Trooper Randy Akers of UHP created and was featured in a radio ad that was broadcast across the Wasatch Front by the Salt Lake Broadcasters Association on numerous commercial and non-profit stations such as KRCL. In the ad he spoke about the rights and responsibilities of motorists and cyclists. He states "Our goal is to educate and hopefully save lives. We are not sure

if the cyclist's fatality statistics for Utah in 2006 will be a reflection of our efforts, but hope to see a reduction, regardless." In addition, Omni Productions/Channel 21 created a television ad that aired down in the Moab area for a year.

Ten "Share the Road" signs were purchased with the UHP allocation and created by the UDOT sign shop. Four were placed on SR-14 in Cedar City, four on SR-18 in the St. George area, and two in Lehi on SR-68 where Bill Corliss was killed in April 2006. Previous to the "Share the Road" campaign, six signs were placed in Big Cottonwood Canyon where Josie Johnson was killed as well as in East Canyon and Little Cottonwood.

Sharon Briggs of UDOT stated "there are currently plans to install more signs on state roads in the upcoming year, right now we are focusing on getting some up on SR-9 heading down to Zion National Park." They are trying to focus on roads with the most cycling traffic for future signage. UDOT also assisted the Park Service in placing two signs in critical locations in Arches National Park.

Washington County's advocacy group The Mooseknuckler Alliance has been diligently working to get signs up in Washington City and eventually all of Washington County. Using funds raised in the Cactus Hugger Festival and the Tour of St. George and with the help from Washington City, sixteen road

signs will be placed throughout the municipality. The signs are being placed on popular routes such as the Telegraph Highway, which has also recently been dedicated as a Class II bike route.

In Salt Lake City, Share the Road signs have been placed on many existing bike routes, including 200 S. and 2200W. In Provo Canyon, signs were placed on Highway 189. More STR signs are slated to be placed on SR-32 (Kamas to Wanship) and SR-35, as well as warning signs on SR-248.

The UBC pressed lawmakers to again allocate funds to the Highway Patrol to continue the campaign in 2006, but the legislature had other priorities. Malcolm Campbell, President of the UBC, was hopeful about the future, "We are also working with legislative representatives to provide \$250,000 to be used over five years (\$50,000 a year) for a continued and statewide "Share the Road" campaign. We are also looking to launch the following projects: a statewide system of premier bicycle travel routes, a Share the Road license plate, and a Parley's Canyon Bicycle Route separate from I-80."

These efforts were coupled with a driver's education video entitled "Sharing the Road with Bicycles" produced in 2005 by the Utah Departments of Health, Safety, and Transportation (See page 23 of our April 2006 issue online at cyclingutah.com). The future of the campaign looks bright.

New Park City Mountain Bike Guidebook

Many years in the making and much anticipated, Gregg Bromka's new guidebook, Mountain Biking Park City & Beyond, has finally been published. Serving as the companion guide to Mountain Biking Utah, Wasatch Front, . . . Park City & Beyond digs deep into Park City's ever-expanding and perplexing trails network to give you "the goods" on the area's popular rides and treasured secrets. Featured trails include the family-friendly McLeod Creek-Willow Creek Loop, five versions of the renown Mid Mountain Trail, the new-and-improved Spin Cycle Trail, the historic Mormon Trail, and much more, plus detailed chapters on each of Park City's three ski resorts-turned-mountain bike parks. Want to go big, really big? Then test your mettle and might against two trans-Wasatch treks: the epic ride from Park City to Salt Lake City and the "hors categorie" march from Park City to Provo via the Great Western Trail.

The book then goes "beyond" Park City to reveal more trails in the surrounding national forests, including Beaver Creek Trail and Soapstone Basin outside of Kamas and Bench Creek/Little South Fork, Willow Creek North, and South Fork Deer Creek Trails out of Heber. You'll even get the scoop on the never-before-published but increasingly popular Dutch Hollow Trail System in Wasatch Mountain State Park.

Overall, 43 trails are presented along with dozens of options that allow you to expand upon and customize nearly every ride. Each chapter begins with "Just the Facts" and is followed by a detailed and easy-to-read trail description. Accurate trail maps with shaded relief, informative elevation graphs, and a wealth of professional-grade photographs round out the book. The book's compact size fits neatly in a jersey pocket or hydration pack. Available at your favorite bike shop and bookstores in Park City and throughout the Wasatch Front.

Mountain Biking Park City & Beyond
by Gregg Bromka (Off-Road Publications)
240 pages, \$14.95

Driver Sentenced in Corliss Death

Bill Corliss was killed in Saratoga Springs on March 25th in Saratoga Springs. According to Utah County Deputy Attorney Matt Lloyd, Jeffrey C. Austin, the driver of the truck that hit Corliss, plead no contest on June 5th to the charge of driving with any measurable controlled substance in the body, a class B misdemeanor. He received 12 months probation and a fine of \$1332.



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ROUTE 211

A Small Peek at Utah's Cycling History

By Greg Overton

Editor Dave has been gently pushing for it, and I have been researching it and working on it. "It" is a project that recounts the history of cycling in Utah. It will include bicycle racers, manufacturers, visionaries and personalities who have been part of the cycling community and have furthered the joy and sport of cycling, all of them having ties to Utah. It's a rich history and one that gets richer each year as world-class riders from Utah continue to excel, countless visitors ride the trails and roads of our state and excellent products are offered to cyclists around the world. It's an exciting project, and I thought a little glimpse at it in this month's Route 211 was in order. Here are some tidbits that may surprise you.

The original Salt Palace in Salt Lake City was a top destination for the indoor racers of the early twentieth century. In those days, track racing was a top spectator sport in the U.S., even rivaling baseball, with rider salaries and winnings at the pinnacle of all sports. Salt Lake's

higher elevation and the track facility at the Salt Palace attracted the top riders from America and many great European riders as well. Major Taylor, perhaps America's greatest racer of all was a frequent flyer on the Salt Palace track, as was Frank Kramer, another legendary figure in U.S. bike racing. Both were World Champions and both raced and trained here in Salt Lake City regularly in their era. Local rider Frank Walker was a star on the Salt Palace velodrome and raced against the likes of Kramer and Taylor.

Traveling even further back in history, into the late 1800s, Guthrie's bike shop in downtown Salt Lake City was founded by the Meredith brothers. (Note: See Cycling Utah July 2004) This shop is arguably the oldest bike shop in the United States. You could have your bike serviced, buy a new one or have one built just for you by the men at Guthrie Bike, which was already in its third decade as it serviced those customers who caught the cycling bug while watching the legends of the board track race a few blocks away at the Salt Palace.

Track racing had pretty much lost its momentum during the Second World War. In fact, cycling worldwide was placed on stand-by during the war. The post-war years saw a slow and steady resurgence as Italian cycling heroes Fausto Coppi and Gino Bartali returned to contest the roads of Europe. While the luster of track racing never returned to its pre-war glory, the kings of the road sparked a new wave of interest, even here in Utah as a new generation of racers began to ride and train in the style of the great road racers of Europe.

By the late fifties, there were several nationally known road racers in Utah, and the early sixties saw their numbers grow, as riders like Jan Hyde (note: see Cycling Utah March 1997), Pete Locke and Ward Hindman raced on a national level. This generation of riders most likely had a far-reaching influence, even perhaps to America's first Tour de France participant, Jonathan (Jacques) Boyer.

Boyer was born in Utah and lived in Moab as a youngster. He became America's most successful

road racer prior to Greg LeMond, racing in Europe as an amateur beginning in 1973, where the French co-opted his name as "Jacques". Initial success saw Boyer turning professional in 1978, and racing his first Tour de France in 1981 as a supporting teammate of the great Bernard Hinault and finishing 32nd. Two years later Boyer finished the Tour an impressive twelfth, the highest finish for a non-European to that point. Among his professional victories are the Coors Classic and the Race Across America. Boyer still competes currently, winning the 2006 enduro class of the Race Across America.

During the heart of Boyer's career, the enigmatic upstart sport of mountain biking was born. In this aspect of the sport, Utah would find more wide reaching notoriety than it had from road racing. Prominent in Utah's early embrace of mountain bikes was the "discovery" of Moab, envisioned from the seat of a small airplane by the Groff brothers, Bill and Robin, who saw the area's potential attraction as a playground for mountain bikers. They founded Rim Cyclery in 1981 to cater to road and off road riders alike. It was the off road set who took to the place in a big way. And they all stopped in at Rim, where the motto was "Rob'em and Bill'em!" The following decade saw explosive popularity for the town and the sport.

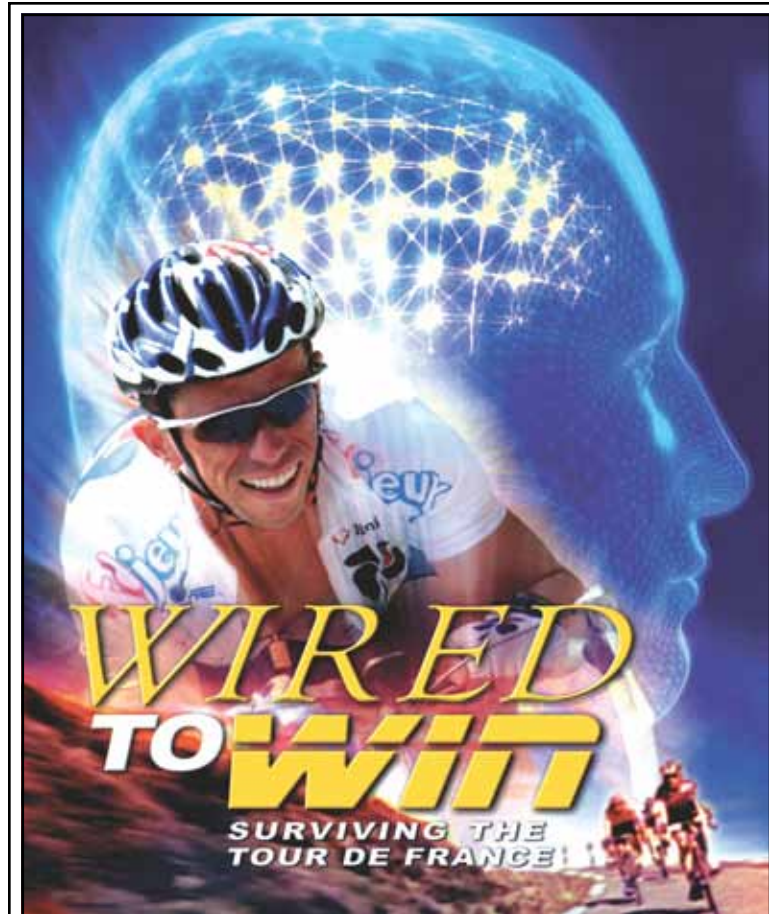
One of the most popular and definitely the coolest, funkier bike brand from those early days of the mountain bike industry, Salsa Cycles, has Utah ties as well. The company's eccentric founder and frame builder, Ross Shafer, was a Utah resident before moving to California and founding one of the cornerstones of the American bicycle industry. That torch may now have been passed along to Tony Ellsworth, a modern-day stalwart

of small production high-end bike building. Ellsworth has similar Utah ties.

Other notable Utah names in the world of cycling are early mountain bike racers Martin Stenger and Glen Adams, both having competed in World Championships, with Adams winning a bronze medal at the inaugural UCI World's in Durango, Colorado. Later Todd Tanner, a top level racer for years, and still a tough rider, competed in many World Championships. And as junior, Jeff Osguthorpe was the cross country world champion in 1992.

The fire that Jonathan Boyer started on the road was fanned wonderfully by Marty Jemison, a veteran of the Spring Classics, multiple Tours de France finisher in support of Lance Armstrong and US Pro National Champion in 2000. And the fire is burning currently in Utah's Jeff Louder and Burke Swindlehurst, two of the best domestic professionals in American racing. Our state also has two Tour de France hopefuls in top current riders Levi Leipheimer and David Zabriskie. As this is being written, both are in the top 25 placings for the 2006 Tour de France. Zabriskie wore the yellow leader's jersey for several days in the 2005 Tour, and Leipheimer won this year's Dauphine Libere stage race.

Intertwined with these examples of Utah's close relationship with cycling are numerous other stories of personalities, products, and locations that have further cemented the ties between the state and the sport. From innovative carbon fiber products to the Browning automatic bicycle transmission. From early long distance record holders to a young Lance Armstrong competing on the road and off in the multiple National Championships held in Park city to Greg LeMond's ownership in a bagel restaurant franchise. There is almost any story you can imagine and more. Now, go out for a ride and celebrate Utah's cycling heritage!



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Tour of Utah - from page 3

contending for stage wins and the overall win.

Utah's other local entry is a composite team comprised of some of the best local amateurs in Utah, including Todd Hageman, Dave Harward (current leader in the UCA points series), Jesse Gordon, Skylere Bingham, Erik Paradyjak and Alex Rock. This team is an all-star squad comprised of top riders from several Utah teams and is sponsored by local radio station 101.9 The End. You can bet the feelings of home turf pride will have these local boys forcing the pace.

Each stage's finish host community will feature a festival that will include expos, a cycling center with vendors selling gear and merchandise, race coverage on the finish line big screen, a children's play park and free material from the race sponsors. You can check your fitness at the Health and Fitness Expo and watch the action at the Demo Area, featuring BMX stunt riders and local entertainers. And for a big lift, venerable race commentator Bob Roll will bring his humor and unique insights to the announcer's booth for stages five and six.

The 2006 Tour of Utah is poised to be a premier event in American cycling. The racing should be awesome and the courses are some of the most challenging ever. The potential of the race to expand is unlimited given Utah's diverse terrain and the accessibility of the courses to spectators. All cycling fans and enthusiasts are encouraged to participate in this unique event, and get an intimate look at professional stage racing!

Note: all distances are approximate; please visit www.tourofutah.com for updates and additions. Volunteers are also needed, please visit the Tour of Utah website for details.



Ogden Valley Pathways is Hard at Work

Since its beginning in 1999 Ogden Valley Pathways has been diligently working to provide the people of Ogden with non-motorized interconnected pathways throughout the valley. As of this year they are no longer a chapter of Weber Pathways and have been able to focus their development entirely on the Ogden Valley. The Weber County/Ogden Valley ordinance stating that any new developments in the valley have pathways has been active now for almost two years. OVP has been working with developers and the county to ensure pathways are included in all new developments and that each of these connect up with existing and future paths.

The OVP Master Plan lists 32 new planned MTB trails, about 25 miles, that have been approved for building by the County. They would like to complete about nine of those new trails about 54 miles within the next three to four years. And if possible finish the remaining 23 trails about 96 miles in the next five to seven years. They are currently involved in aiding the Forest Service in maintaining the existing 26 trails, roughly 84 miles, which are scattered throughout the Ogden Valley.

OVP doesn't just focus on new developments though; they are also trying to improve the bikeways that already exist. Currently there are 35 miles of Class III Bikeways in the Ogden Valley. They are trying to take those existing bikeways and have them established and converted to Class II Bikeways to help improve the overall safety of cyclists.

Last year they completed 2.4 miles of a Class I Bike Path starting in Eden going around Pineview Reservoir and heading towards Huntsville. They expect to complete about 1.4 miles by the end of 2006 and the remaining section about 2.7 miles in 2007. OVP also just received \$143,000 in funds granted from the RAMP Foundation by Weber County to be used for two of these sections from Eden to Huntsville. Marion Horna President of OVP noted "feedback on the trail has been very positive," pointing out that many have already taken the opportunity to enjoy it.

On June 3, 2006, it was National Trails Day for OVP. It kicked off their fundraising event. It is a four year program to raise a million dollars to aid in completing the pathway around the reservoir and help get them started on other projects. "We have already raised over \$100,000 so far this year," said Lynn Bates, who handles community education and publication for OVP. "We focus a lot on community education and outreach programs." They find it important to keep people informed of the happenings within OVP.

Lastly they are in the process of setting up an adopt-a-trail program similar to the adopt-a-highway program for the Ogden Valley. Those who get involved and sign up to care for a certain trail will have a plaque placed there stating that they will maintain it. They encourage the community to get involved in the new program and help keep the trails natural and clutter free so they can continue to be enjoyed by everyone.

Marion Horna of Ogden Valley Pathways can be reached at (801) 745-2337.

-Carly Carcione

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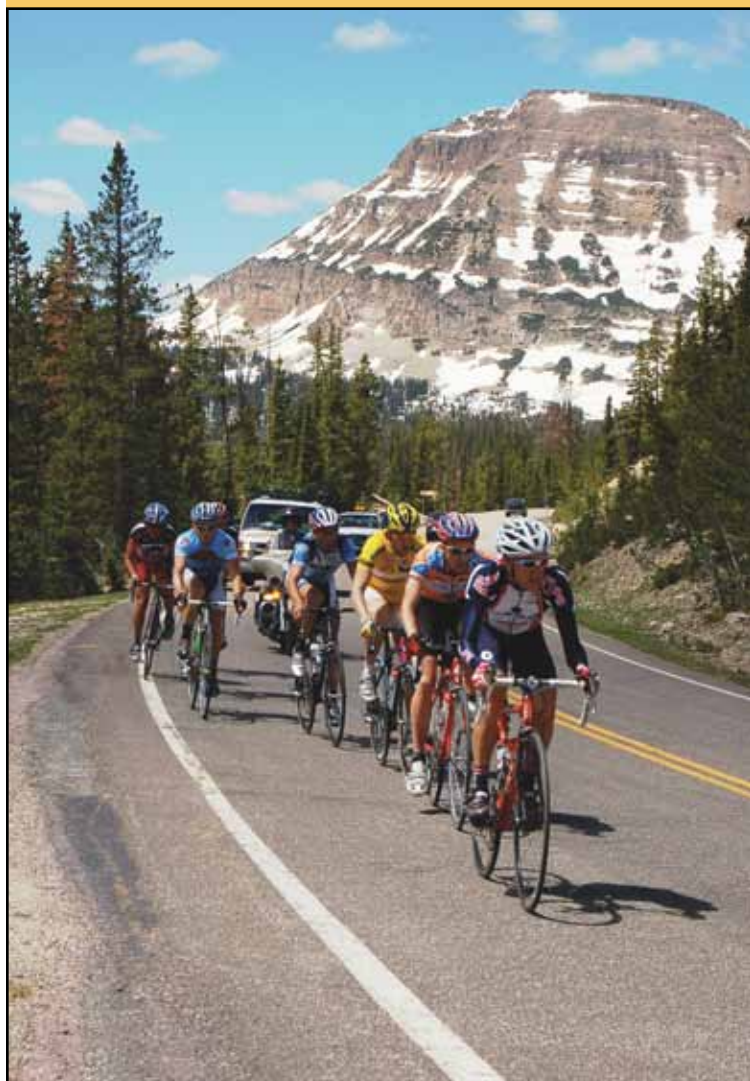
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ROAD RACING

Bryner and Evans are Tops at High Uintas



category.
 "This is my biggest race of the year," said the 21-year-old Bryner. The event started June 17 with the grueling "Over the Top" stage from Kamas, Utah, to Evanston, Wyoming. The 79-mile route took 364 cyclists over 10,700-foot Bald Mountain Pass in the Uinta Mountains. On June 18 there was the 10-mile Charles Scrivner Time Trial in the morning followed by an afternoon criterium in downtown Evanston.

"Climbing is definitely where it's at in this race," said Bryner, a Salt Lake City resident. In addition to the climb over the Uinta Mountains, he said the racers face a challenging hill in the criterium.

He finished 10th in the road race, first in the time trial and 10th in the criterium.

Bryner, who hopes to make it to the professional cycling circuit someday, said the key to his continued success in this race is being in great physical shape. "All I do is train," he said. "I train every day."

Top woman was Nicole Evans (FFKR/SBO). The 28-year-old from Sandy came in first in the road race, first in the time trials, and second in the criterium. Her combined time was a convincing 4 minutes and 55 seconds faster than second-place woman finisher, Nisie Van de Kamp (Ivory Homes) of Salt Lake City.

"It's awesome," said Evans. "Every win is a big win." She has a long list of recent wins, including the Sports-Am East Canyon Road Race on April 29.

The weather for this year's event was almost perfect with clear skies, cool temperatures and moderate Wyoming winds. The race, in its 18th year, attracted the second



Left: The Pro/1/2 Men go over the top with Bald Mountain in the background. Above: Nicole Evans (FFKR/SBO), shown here in the criterium, took the overall win. Below: The Masters 35+. They may be old, but they're not slow! Tom Cooke (X-Men, center in red helmet) won the overall. Photos: Carma Christensen. See more photos at www.1photo.com.



By Jim Woolf

EVANSTON, Wyo. – It's not surprising that Norman Bryner (Guthrie) describes the High Uintas Classic Stage Race as the "funnest" of the season.

In 2003 he won the Men's Category 4/5 competition. In 2004 he won the Men's Category 3 competition.

And this year, on June 17 and 18, he defeated 35 racers from around the West to win the Pro 1/2

largest group of competitors in its history. The record was 397 racers in 2003.

"Overall, I think the race was a terrific success," said race director Paul Knopf.

"The competition among racers was spirited and friendly. The awards celebration was festive with the annual best calves contest, free pizza and beverage. Everyone 'Survived the Challenge.' There were truly 'No Wimps' for one of America's great stage races."

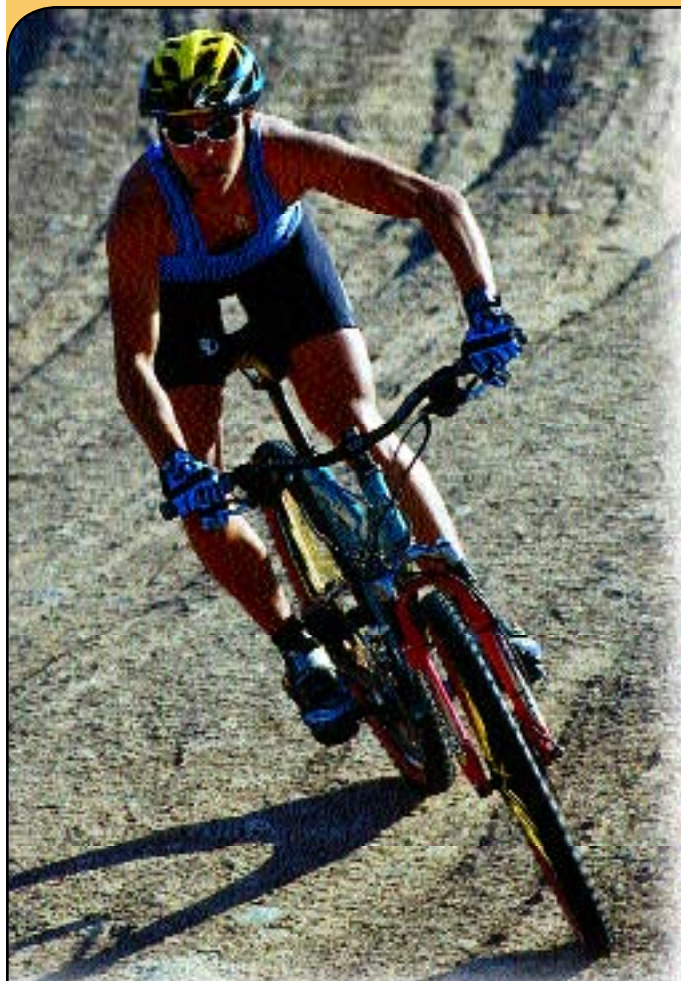
Victory in the road race over the Uinta Mountains came down to a group of about 10 men who were leading the pack into Evanston. Two of them broke away near the finish line, giving a win in the first stage

to Joey Thompson (Rocky Mountain Chocolate Factory), Durango, Colo. He just edged out John Eisinger of Fergus Fall, MN. Bryner was only 12 seconds behind at the end of the first stage.

Thompson, who finished the weekend in second place, said the Uintas were no obstacle because one of his regular training rides is the road from Durango to Silverton through Colorado's scenic San Juan Mountains. That route crosses two high passes. "We've got plenty of hills that are a half-hour long," he said.

The 20-year-old Colorado athlete

Continued on page 18




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MOUNTAIN BIKE RACING

Jones and Sherwin Crowned State Champs at Solitude



Left: Kathy Sherwin (Ford Cycling) cleaned up in the Women's Pro field.
photo: Dave Iltis

See complete event photos at cyclingutah.com.

By Dave Iltis

Riotously fun singletrack. Gorgeous weather. A challenging course. An overnight rain that kept the dust to a minimum. Perfect conditions for the crowning of 2006 Utah State Mountain Bike Champions at the Chris Allaire Memorial Utah Open State Championships at Solitude on July 1.

The race was started twelve years ago by Intermountain Cup Guru Ed Chauner with the help of Solitude employee Chris Allaire. "Chris was the guy that worked with management to have a race. He made sure the event happened," said Chauner. Allaire died of cancer on July 8, 1996 and the race was named the Chris Allaire Memorial in his honor.

This year's large turnout of 270 racers saw large Pro Men's and Pro Women's fields with 23 and 8 riders competing respectively. With the upcoming NORBA National at Deer Valley, the ranks swelled with riders coming all the way from Japan.

The big field did little to stop the perennially fast Eric Jones (Raleigh Factory Team) as he shot up the first climb with only Colorado rider Alan Obye (SRAM) able to stay close. At the top of the first climb, Jones had 10 seconds, but Obye caught him on the descent.

They stayed together until the second lap when Obye passed Jones on a short climb on the descent and

Jones later crashed for the first time on the pavement. The seesaw continued on the next climb. Obye was slowed by riders from other fields which allowed Jones to catch, pass, and gap Obye until Jones went over the bars for his second crash of the day.

The two rode together until the midway on the last climb. "I drafted off him for a minute and at the top of the steep climb I attacked him and held it to the finish," Jones said. His intimate relationship with the dirt continued as he crashed again on the last corner trying to hold off Obye. Obye, however, was a minute behind and Jones took the win with only a little road rash as a souvenir.

Obye, riding a Sunn prototype full suspension and testing parts for SRAM, commented, "Eric dropped me on all the climbs. I would catch him on the descent and if I was lucky, I put time on him. (On the last descent) I went as fast as I could and still couldn't catch him. It was a fun race, good to have a back and forth battle like that." As for the upcoming big race in Deer Valley, Jones was feeling good, "I'm hoping for a top 10 next week."

Jones and Obye weren't the only ones prepping for Deer Valley. Two pro riders from Japan, Kohei Yamamoto (I-Nac) and Shinobu Noguchi (Trek), are on a trip to Utah to race and then visit Moab. Racing here is different, "Very tough compared to Japanese course,

much climbing, very hard," said Noguchi, who finished in eleventh. Alex Grant (Rocky Mountain/Oakley), Yamamoto, and Thomas Spanning (Cole Sport) duked it out for third, fourth, and fifth.

In the women's Pro class, Sue Abbene (Raleigh Factory Team) hoped to stay with powerhouse Kathy Sherwin (Ford Cycling), but was only able to hold her wheel until part way up the first climb, "Then I blew up and she put three minutes on me on the downhill." Sherwin kept a solid pace for the rest of the race and added to the gap, winning by over six minutes.

Having just returned from a three week race trip that included races in Europe, the World Cup in Mount St. Anne, and the NORBA National in Vermont, Sherwin said, "I was in cruise control, it was a hard few weeks of racing, but I am so excited for next weekend." She currently sits in 10th overall nationally in the cross-country and 8th in the Short Track.

"Jarom Zenger worked me over. Just like back in '96 he got second. Now it's reversed ten years later," said a reinvigorated Cris Fox (riding for his blog, bikehusla.blogspot.com). Zenger (Racer's Cycle Service) kept Fox at bay to take the Men's Expert 30-39 class.

In the class without shifters, Tom Noaker (Young Riders) guided his 29" wheel, 32-20 geared singlespeeder to the win over Kenny Jones (Racer's Cycle Service).

See results on page 24.

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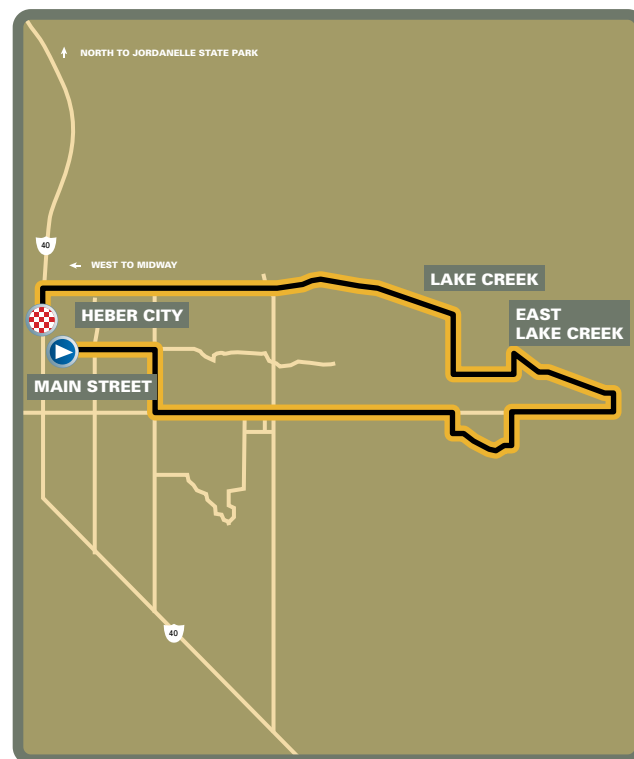
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STAGE 1

DOWNTOWN PROVO

3 CRUCIAL LAPS AFTER 92 MILES OF RACING

Date & Start Time: Monday, August 7th, 2006, 3:00 PM

Finish Time: Approximate time of arrival 6:41 to 7:09 PM

Distance: 172 Kilometers.

Route: Provo, Utah to Provo, Utah
Stage circles Utah Lake and concludes with three loops on a 6 Kilometer circuit in downtown Provo business district.

Festival: Stage 1 festival will be from 5 to 8 pm.

STAGE 2

THANKSGIVING POINT TO MILLER MOTORSPORTS PARK

MILLER MOTORSPORTS PARK

Date & Start Time: Tuesday, August 8th, 2006, 3:00 PM

Finish Time: Approximate time of arrival 6:00 to 6:28 PM

Distance: 150 Kilometers.

Route: Thanksgiving Point, Lehi, Utah to Tooele, Utah (Miller Motorsports Park). Concludes with eight laps around a 7.5 Kilometer circuit.

Festival: Stage 2 festival will be 5:30 to 8 pm.

STAGE 3

HEBER TIME TRIAL

THE RACE AGAINST THE CLOCK

Date & Start Time: Friday, August 9th, 2006, 11:00 AM

Finish time: Between 1:00 PM to 1:30 PM

Distance: 24 Kilometers.

Route: Downtown Heber to Lake Creek and back to Heber Main Street. Time Trial.

Festival: Stage 3 festival will be from 11 am - 2:30 pm.

Larry H. Miller

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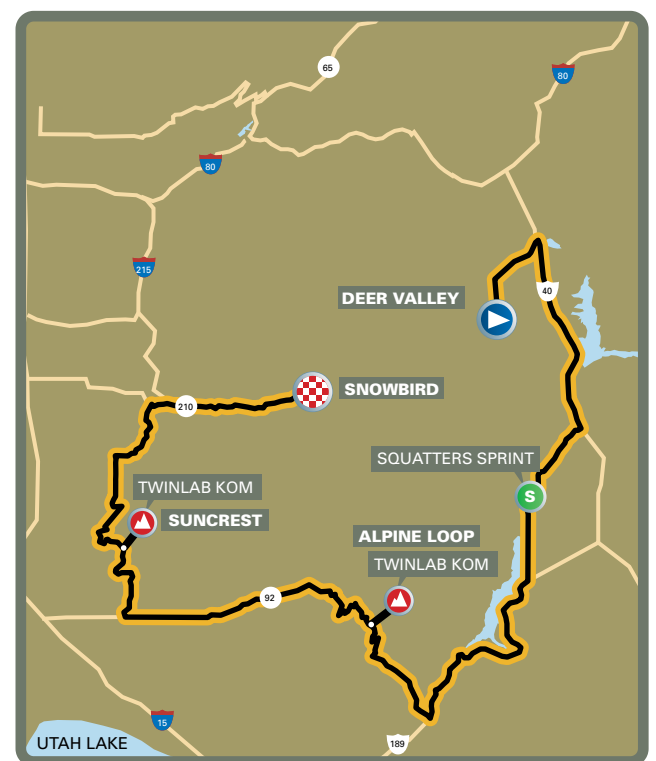
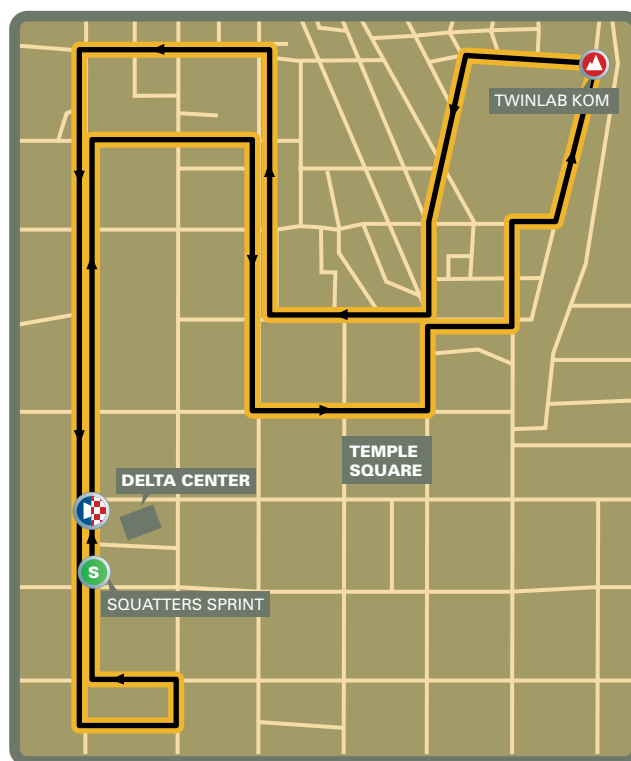
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DESERT Morning News

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STAGE 4

PROVO-NEBO LOOP

4,500 FEET OF ELEVATION AT THE FINISH

Date & Start Time: Thursday, August 10th, 2006, 12:00 Noon

Finish Time: Approximate time of arrival 4:22 PM to 5:01 PM

Distance: 150 Kilometers.

Route: Provo, Utah to top of Nebo Loop. Stage begins in Provo, follows along side Utah Lake and then loops West Mountain twice and finishes at the top of Nebo Loop.

Festival: Stage 4 NO FINISH FESTIVAL

STAGE 5

SALT LAKE CITY

20 LAPS OF THE CITY

Date & Start Time: Friday, August 11th, 2006, 7:15 PM

Finish Time: Approximately 9:00 PM

Distance: 82 Kilometers.

Route: 10 Kilometer loop in downtown Salt Lake City beginning at the Delta Center, home of the Utah Jazz, passing by the state capitol.

Festival: Stage 5 festival will be from 5:30 to 9:30 pm.



STAGE 6

SNOWBIRD ROAD RACE

12,500 FEET OF CLIMBING

Date & Start Time: Saturday, August 12, 2006, 9:00 AM

Finish Time: Approximately between 1:30 PM and 2:20 PM

Distance: 191 Kilometers.

Route: Deer Valley, Provo Canyon, Alpine Loop, Suncrest Ridge (Draper), and finishes in Little Cottonwood Canyon at Snowbird Ski Resort.

Festival: Stage 6 festival will be from 12 to 4 pm.



MOUNTAIN BIKE RACING**Harris and Wallenfels Tops at Twelve Hours of Endurance**

By Adam Lisonbee

The dawn of June 24th arrived clear and crisp in the mountains of Park City, Utah. The blue sky and rolling sage-covered hills set the stage for the 2nd annual 12 Hours of Endurance. The race, part of the three-race E100 series, is also the inaugural event for the newly formed Rocky Mountain Ultra Series. Racers lined up just before 7 a.m. for the long, uphill sprint to where their bikes lay quietly in the brush. It was the last minute of calm before the coming storm of dust, sweat, and tears that would make up the 2006 12 Hours of Endurance.

Shortly after 7 o'clock, a dusty mist obscured the blue sky as hundreds of wheels rolled through the windy single track. The race was underway, and the pace set at the front of the train was fast and furious. Twelve hours later when the dust finally settled, a classic race was revealed—a race that saw a record number of laps in both the men's and women's solo fields, and a husband and wife team ride their 29ers to victory in the very competitive Duo class.

"This year we saw a real demonstration of girl power," said Boris Lyubner, founder and promoter of The E100 series. Co-ed teams won both the duo and four-person categories, and Lynda Wallenfels (St. George) set a new female course record



Above: David Harris finished 14 laps on his way to the Men's Solo victory.

Right: Lynda Wallenfels finished an amazing 13 laps in winning the Women's Solo.

Photos: Joaquim Hailer

For complete race photos, visit JoaquimHailer.com



of 13 laps riding solo. "I wanted to start fast, then settle into a pace I could keep up all day long," said Lynda. "I kept my pit stops short and focused on being consistent throughout the day." The strategy worked well for her as she rode to her third solo victory of the season.

The men's solo race came down to the wire. After 11 hours the race was still undecided, with Dave Harris (Durango, CO) and Josh Tostado (Breckenridge, CO) fighting it out. It took an unprecedented 14th lap for Dave Harris to win the race. Afterward he recalled, "I finished up that lap, totally spent, breathing hard, elated by the effort and the result. One of the hardest earned wins I can recall."

It was an epic day for everyone out on the course. Everybody had to fight off stinging heat and powdery dust on a fun, but challenging race loop.

Racers wound their way through tight switchbacks, long climbs, and fast, rocky descents that left more than a few riders fixing flats at the bottom. It was a race full of healthy, happy, strong-willed people who were there to have a great time, and help a great cause. "We raised over \$800 for the National Ability Center. They hosted this event, and I think everyone was impressed with what goes on here throughout the year," remarked Boris. "We are pleased to have our race affiliated with them."

The 12 Hours of Endurance is the part of The E100 endurance series. Still to come are the 50-mile solo race, July 22nd, and the 100 miler on August 26th. For race results and information about the series, please visit www.the100.com.



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DOWNHILL RACING

Bountiful Bomber Downhill



Top: Ben Craner (Go-Ride.com) was fastest Pro of the day. Below: Addie Lepper (Go-Ride.com) won the women's pro class. Photos: Joaquim Hailer For complete race photos, visit JoaquimHailer.com See results on page 24.

The Sun was shining and the mountain bike race Gods were smiling upon the Bountiful "B" as yet another perfect day enhanced this year's Bountiful Bomber downhill race. Limited race numbers (a cap of only 100 racers) quickly sold out at an event that has set itself apart from other Utah Series downhills by its unique environment, and has become a true local classic! Not all was perfect in "Downhill Land", however, as emotions ran high when last minute course changes by Davis County's very capable "course gurus" concerned some racers about safety, flow, fun, change etc. With that, the Bountiful Bomber course has evolved each year to some extent and this is part of the events allure. Although this year's changes were met with some protest; prompt, thoughtful compromises were made to appease any of the legitimate concerns. At the end of the day, virtually everyone was high-fiving and very excited about the result of the awesome competition.

Looking for heroes at this race? Ben Craner (a.k.a. Ben Crank) literally tore up the competition by posting an run nearly 2 seconds faster than last year's winner Von Williams. Two seconds might not seem like a whole lot of time in a 2-mile race, but trust me, in downhill racing, it's a gap. Another hero would be Justice Pendray (son of old school downhill legend John Pendray) who at age 9, not only made it down this very steep, technical course, but made it in just over 12 minutes – great job Justice! Damon Kirchmeier, who's been on the podium at the World Championships in the 35-39 year old class, decided to teach the youngsters a lesson by entering and winning the 19-29 Expert category. Hey Damon, shouldn't you be racing in the 40+ class this year? Guess not. Ana Rodriguez, in her first Sport category race, won in impressive style. Craig Skinner earned the Gold in his first race as a 40+ Expert. Rolf Hebenstreit continued his win streak in the 40+ Men's Sport class by stomping his second run of the day. Casey Swenson kicked some butt in the very competitive Junior Sport class, winning by nearly 15 seconds. Actually, all who made it down this incredibly challenging course are heroes!

-Ron Lindley

ROAD RACING

Barrett and Kotval Crowned State Champs



Above: The Gang's All Here. The Men's Pro/1/2 break with Bryner, Harward, and Barrett in th 4,5, and 6 positions. Photo: John Hernandez See results on page 24.

By Ryan Barrett

Cycling Utah gave me the call to cover the State Road Race Championships before the event, as such, I was left with the daunting task of providing a neutral report of a race I won. It is pretty much impossible for me to do without sounding like a nimrod, however, so I am going to give you my perspective and you can work out the details on your own time. A little background, I won this race last year. A little more background, I won on this course the year before too, although it was a stage at Cache Classic and not the State Championships that year. A final bit of background, the race was on my birthday. So, yeah, there was some pressure.

It was a beautiful warm and sunny day in northern Utah and we had 6 laps of the undulating 16 mile Little Mountain course on the docket. The race started off fast, but not terribly aggressively as the Specialized/Porcupine Grill team rode tempo on the front. I am not exactly

sure on their strategy here, but they were putting the hurt on some people. With the pressure applied by Specialized/Porcupine Grill, no attacks were successful for the first half of the race. When his team finally let up on the front, Chris Pietrazak took off and gained a short gap on the field. Being the only other team with a full squad in the race, our Sienna Development/Goble Knee Clinic boys were forced to go to the front. However, with three of us on the front and only one Chris dangling off the front, it was not really a critical situation, and we let him hang out there for some time, effectively taking him out of the race by using so much energy.

On the fifth lap, a large break got away with basically every team represented. Those left in the field (by this point, not much bigger than the break) had no choice, but to chase the break. About halfway through the final lap, the break split with Sandy Perrins (Sienna Development/Goble Knee Clinic) and Aaron Jordin (Specialized/ Porcupine

Grill) rolling away and the rest of the break being swept up by the field. At this point, Dave Harward (Specialized/ Porcupine Grill) and I were able to sit on the field as we both had a good chance of winning the race in Sandy and Aaron. Dave and I have a pretty solid respect for one another's abilities (at least I hope it's mutual), so neither of us was keen on having the other in the final break. However, the last time up the hill, the field split and we could see that Aaron and Sandy weren't interested in continuing alone, so finally we went across to them. Shortly thereafter, the resurgent Norm Bryner (Guthrie's) also made what would end up being the final selection. Aaron and Sandy kept the speed up to keep anyone else from getting across and we stayed together for the final few hundred meters. Sandy led out the sprint, and Dave jumped around him on the left. There was a small gap to the left of Dave and I went for all I was worth and managed to get around him to secure the State Champion title for another year. Yes, it was a happy birthday for me!!

In the 4 lap (64 mile) women's race, the field split on the climb the first lap, but came back together. On the second trip up the climb, the day's breakaway was established with Kirsten Kotval, Nisie Vandekamp (both Ivory Homes), and Jen Ward (Wasatch Women) making the selection. These three rolled cohesively to ensure that they would stay away. Jen Ward was dropped on the final trip up the hill, but battled gamely to get back up to Kirsten and Nisie. Vandekamp attacked hard from the final corner approximately 1 kilometer from the finish, but it was Kotval whose finishing speed got her to the line first for a great day for the ladies of Ivory Homes. Kotval was later quoted as saying "Please don't quote me... I am shy."

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ADVOCACY

SLC Bike Collective Launches Bike Ed Program

By Jason Bultman

The Salt Lake City Bicycle Collective has launched a brand new Bike Ed program, joining communities around the country that offer bike safety courses to the public. This new project is surrounded with so much excitement and enthusiasm that success and high participation are guaranteed. The impetus for this project is the proof from other programs that with the increase in popularity of cycling in Utah, educating the cyclists will be one of the most effective ways to improve safety.

The Bike Ed program is a set of course curricula for adults and children and the certified instructors that teach them. The course curricula are developed and maintained by the League of American Bicyclists (LAB), and League-Certified Instructors (LCIs) must complete a rigorous training regimen before

becoming certified. The flagship course is the 9-hour Road I course, in which bike handling and traffic knowledge are covered in the classroom and on the road. Additional courses include Road II, Bicycle Commuting, Motorist Education, Kids I (for parents), Kids II, and Safe Routes to School.

Earlier this year the Salt Lake City Bicycle Collective signed a cooperative agreement with UDOT to obtain funding and managerial support for the Bicycle Education Project. The 2-year project is funded at an amount of \$200,000 plus \$50,000 soft match, with the following objectives: a minimum 250 people participating in the Collective's bicycle safety courses, helmet use among participants at 100% (use pre- and post-training evaluation form with helmet question), and the creation of new bicycle education programs in schools and other com-

munities. Longer-term objectives are to increase the number of bicycle commuters in SLC (last census/stat was 0.6%) and reduce the number of bicycle related accidents, injuries, and fatalities

Over the weekend of June 23-25, eleven candidates attended and graduated from the 20-hour LCI training seminar held at the Collective's Community Bike Shop at 2312 South West Temple. These students attended the prerequisite Road I course taught by local LCIs Chris Quann and Ashley Keene, and passed an exam to qualify for the seminar. The focus of the seminar is to learn how to teach the material effectively. Trainers Bruce Mackey and Susan Snyder, both from Las Vegas, were impressed with the Collective's unique personality and this excellent opportunity made possible by UDOT. Susan has recently moved back to Ogden and is already looking into a Bike Ed program there.

The number of LCIs in Utah has now tripled and the Collective is already planning another seminar early next year. New LCIs include Theron Jeppson with the Department of Health, who headed up the bicycle training of law enforcement agencies and the implementation of a new bicycle safety video for high school driver's education courses. Four members of the Collective's Board of Directors are also now certified.

Road I courses are being offered on the second and fourth Saturdays of July, August, and September. Additionally, the classroom and on-bike portions of the course will be split up and taught on every Wednesday starting at 6pm. Individuals can choose to register for either of the 2 course portions at any time. There will also be all-women courses offered. All courses will be taught at the Collective. Anyone can sign up for the courses by calling the shop at FAT-BIKE (328-2453) or sending an email to BikeEd@slcbikecollective.org. Individuals will be able to register and obtain more detailed information on the Collective's website www.slcbikecollective.org soon.

The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site (www.cyclingutah.com) or call the Mayor's office at 535-7939 or Brian at 328-2453.



UTAH BIKE INDUSTRY

Lin Performance Socks, Saving Your Feet

By Greg Overton

In our latest feature of Utah-based cycling products, we call on Lin socks.

Lin Manufacturing and Design, producers of Lin Performance Socks, was founded in 1991 by Hillary Lin, who still oversees the company as its owner and president. Located in Logan, Utah since its inception, Lin has been at the forefront of performance sock design and manufacturing, a continuously growing segment of the apparel market. Cyclists have made conscience efforts to upgrade their footwear in the past decade and socks have been a focal point of their attention.

Cycling Utah visited Lin's facility in Logan and was greeted by Mike Nelson, the company's head of marketing and sales. Mike took us through the history of the company and its products, which span wider than the cycling niche, including a line of themed socks called Wildlife Habitat. Customs socks are another large segment of Lin's production. The company has the capability to produce quantities as small as one dozen and as large as 20,000 pairs with your custom logo or design woven into the sock.

"Lin custom socks are worn by many clubs and race teams, including the Logan Race Club and the Subway Race Team. We make the custom socks for the Lotoja race, as well as the Cascade Bike Club in Washington with over 6000 members", Mike said. The company's socks have also been custom designed for many companies and events, including Cannondale, Shimano, SheBeest, IMBA and

RAGBRAI, in addition to thousands of bike shops worldwide. "There is no limit to what we can do or who we can service."

Unique to Lin is its new line of performance socks called Reflectorz. These new socks have a high visibility reflective yarn that is actually woven into 1/2" of the cuff on their existing performance sock. Also unique to Lin, are the machines used in knitting their socks. The Lin family business designs and manufactures the knitting machines used to create the finished products. That's pretty rare in industry regardless the product and offers Lin Performance Socks terrific versatility in production and knitting techniques. "We've made hundreds of designs, with several cuff lengths and styles." Those machines are used to produce all of the company's high performance and custom socks entirely in house at the Logan facility. Mike told us that their capacity is "thousands of pairs" of socks per week, depending upon the style of the sock, adding, "We're always consistent is using the highest quality core-spun Coolmax with Lycra in our performance socks."

You have undoubtedly seen or perhaps even worn a pair of high performance Lin socks if you've purchased cycling socks from your favorite store. Whether they have the Lin logo, the shop's logo or your favorite cycling company's logo, the performance and quality of this Utah-made product is sure to enhance your comfort and enjoyment of being on the bike. Lin socks are also available directly from the company. You can find them on the web at www.linmfg.com.

High Uintas -

Continued from page 12

also dreams of turning pro someday. "We'll have to see if I've got what it takes," he said.

The women's stage over the Uintas was set at 47 miles instead of 79 miles after some pre-race controversy. It ran from Kamas to the Christmas Meadows turnoff.

Evans stayed with a pack of women until the 24-mile mark when she surged ahead and held the lead for the rest of the race. She finished 3 minutes and 38 seconds ahead of Van de Kamp in this stage.

"This race favors climbers," said Evans, "and I love climbing."

In the time trials, Bryner was the fastest man with a time of 20:51.75. He said one of the factors that contributed to the win was the Cervélo P3 Time Trial bike that Jon Gardner loaned him for the competition. The time trial was Thompson's only weakness. He finished 12th and more than a minute behind Bryner.

After Thompson's poor performance in the time trial, Bryner said he figured his main competition for the overall title was going to be Jesse Gordon (Park City Cycling Academy), who had finished ninth in the road race and third in the time trial.

Evans was the fastest woman in the time trial with a time of 23:50.74 - more than 25 sec-

onds faster than the second-place woman Jennifer Ward (WWCC).


In the criterium Bryner said he "kept an eye on Gordon" and made certain he didn't get ahead of him. But he didn't see Thompson breaking away with a small group that built a comfortable lead over the main pack. "If I had known he was ahead on that last lap I would have pushed hard to try to bring him back," said Bryner.

Thompson managed to sprint to a narrow victory in the criterium. He finished 31 seconds ahead of Bryner but that wasn't enough to erase his poor performance in the time trial.

For the women, Van de Kamp managed to win the criterium with Evans coming in second. While Evan's strong showing assured her an easy overall victory, she said the second-place stage finish shows "I have some things to work on."

So in the general classification for Men Pro 1/2, Bryner won with a time of 4:33:20. Thompson placed second and was five seconds behind the winner. Gordon came in third and was six seconds behind. For Women Pro 1/2/3, Evans won with a time of 3:18:51. Van de Kamp placed second and was 4:55 behind the winner. Ward was third and 6:25 behind. Ben D'Hulst (Park City Cycling Academy) won the Men's Category 3 competition.

See results on page 24.

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ROAD TOURING

10,000 Mile Dream Tour Reaches Halfway Point

By Pat Hemrich

Cycling Utah covered the first week of The Dream Tour, a 10,000-mile bike tour that is the dream of Salt Lake City resident Pete Hoogenboom, in the April 2006 issue. Pete, who has had Type 1 diabetes for 32 years, is cycling to all 48 continental United States to raise awareness of the disease and to prove a point that having diabetes does not mean you can't fulfill your dreams.

Pete and myself (Pete's wife) left Salt Lake City on a snowy Saturday in March. On average he rides 65 miles a day, riding three days then taking a rest day. As of July 4th, he has cycled 4,850 miles through 30 states. We have been on the road for 109 days and stayed in 81 different towns. The states we've visited so far are Utah, Arizona, Colorado, New Mexico, Texas, Oklahoma, Kansas, Missouri, Arkansas, Louisiana, Mississippi, Alabama, Florida, Georgia, South Carolina, North Carolina, Tennessee, Virginia, West Virginia, Maryland, Delaware, New Jersey, Pennsylvania, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire, Maine and Vermont.

Pete volunteered a few other statistics from the tour: he's used five bottles of sunscreen, replaced the tires on his bike



Pete riding in the rain on Route 44 near Pascoag, Rhode Island on June 24. Everyone in the Northeast seems to agree that this is the wettest spring-summer on record.

Photo: Pat Hemrich

three times, fixed five flats (all rear tires) and worn out two bicycle chains. He's gone through countless bagels, bananas, bottles of apple juice and an amazing ten jars of peanut butter. Then I asked him a few questions.

Me: How did you decide what the route would be?

Pete: I tried to come up with a route before we left Salt Lake City. It was difficult because I knew the vast majority of it would be on roads I was not familiar with at all. I made a first pass to get a general idea, but I really rely on routing pretty

much on a daily basis. Every day we decide where we want to be that night and the route we're going to take to get to there. I've got some GPS software that helps me, and occasionally I find a local bike shop ask some questions of local people or email local cycling clubs to see if they can give me routing suggestions.

Me: Why didn't you use predetermined routes?

Pete: I brought some maps from Adventure Cycling along but they haven't coincided with our planned tour route at all. Their routes are primarily point-to-point or coast-to-coast. We're trying to hit all 48 contiguous states, so we're taking entirely different routes than what most people are taking.

Me: Were you able to get help from local people as you went along?

Pete: Definitely. In Mississippi I emailed the Jackson Metro Cyclists for routings suggestions and one of the members responded and even came out to meet me. And in Roanoke I met a local cyclist who happened to be a former Cat 3 rider. He gave me about 150 miles of great routes through Virginia.

Me: What have been your favorite rides?

Pete: I had a great ride in Arkansas through the Ozarks on a road they call The Pig Tail Scenic Byway, probably because it curves around and around through the mountains. It was great riding with little traffic with a canopy of trees over the road. Even though it was warm I was in the shade which was a pleasant change from the week we spent in Kansas where there were virtually no trees. One day in Kansas I sought some shade from a road sign.

Also, I did a ride in Mississippi on a trail called the Longleaf Trace, a 43-mile trail from Prentiss to Hattiesburg. It is a rails-to-trails project and a fantastic ride through the Mississippi forests. There were a lot of really big downed trees that I found out later had been brought down by hurricane Katrina.

I have to mention the Blue Ridge Parkway. It is unique. The Parkway runs along the ridgeline of the Appalachian Mountains from North Carolina just south of the Smokey Mountains to the Shenandoah National Park in Virginia. It's closed to commercial traffic, no trucks, and the speed limit is 45 mph. The scenery is great. It's a lot of climbing though. The estimate for climbing on the Parkway is that ten miles of riding equals about 800 feet of climbing. That may not sound like much but in an average 60 mile ride you do about a mile of climbing. It's actually hillier at the southern end. We got on the Parkway at Asheville, North Carolina, and my first day was a 60 mile ride with 6705 feet of climbing. Plus because the terrain is so up and down you're shifting constantly. I shifted more in ten miles on the Parkway than I would riding all day in Salt Lake City.

Me: Is this tour a continuous ride? Or do you get into the car and drive sections?

Pete: My goal has been to make this a continuous route. When we have to drive to a motel we have a joke about making an X on the road and then returning to the X to begin cycling again. There have been a few breaks

but they are small. For example, I crossed the Mississippi River at Vicksburg and the only available bridge was I-20 which didn't allow bicycles, so we loaded the bike onto the car. There was another break on highway 64 just before we got to Brevard, North Carolina where I was on a truly dangerous 2-lane mountain road without a shoulder that not only twisted around and around, but also was in bad condition because there was so much heavy traffic, construction and otherwise. But generally I'm trying to make this continuous, and if we have to drive to the motel or to an appointment in another town, I return to the X in the road and take up cycling from there.

Me: What have the roads been like and how about the traffic?

Pete: Generally the rural roads have been very good. Especially in the South roads are in really good condition, and I think it's because they don't experience the freeze/thaw cycle that the roads in the northern states have. So very few potholes and cracks in the pavement and great cycling. On the down side for the South very few roads have shoulders so at best you're on the white line. But there's not a lot of traffic on those rural roads so most of the time traffic isn't a problem.

Me: Has riding in the Northeast been what you expected?

Pete: The ride from Maryland past Boston took about three weeks. I expected it would be three weeks of cycling through urban and suburban congestion and what I actually found were a lot of rural roads with occasional congestion. You can be within fifty miles of New York City or Boston and be riding on rural roads.

Me: Where are you headed next?

Pete: Today I'm in New Hampshire and will be in Vermont the day after tomorrow. Then I'll come back west across New York State and the Midwest to the northern plains. I plan to be back in Salt Lake City in mid-October.

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Tour de France from page 5

I still had on my team jersey. He said, "Hello." Communicating through the language barrier was difficult but he wanted to know how I liked the race. I asked him what team he managed. It turned out he was from the Russian team. (This was still the time of the Cold War!) He seemed so excited to talk with us. He said, "We are friends. Enemies for politicians only. We are friends."

Another experience gave truth to the Andy Warhol prediction that everyone shall be famous for at least 15 minutes during their lifetime. I didn't become famous for the honor of winning a stage but for a dramatic incident much less glorious. The 85k stage from La Clayette to Chalon sur Saone, in central France, had a steep 4th category climb within the first 20k. Maria Canins set a brutal pace up the climb which created a break. The fast pace continued during the flat kilometers after the summit. I couldn't believe I had finally made the break! This was going to be a great day! However, I soon noticed that my front tire was going soft. I raised my hand to signal to the race commissaire who would radio my team car to come to the front of the caravan to change my wheel. Several minutes passed with no sign of my team car. I was riding on the rim when we began a twisty descent and was forced to drop off the race due to the danger of cornering on the rim. By now I was waving and yelling furiously. Obviously my team car was still stuck behind the main field. A French team car offered to change my wheel. They pulled over and changed my wheel within seconds. As they were pushing me off, I heard a horn and screeching brakes behind me. Next thing I knew I was flying and tumbling through the air. Paula, our team manager finally made it through the traffic and was speeding trying to catch up to me. She was unable to stop the team car in time when she caught up to me and plowed into me and my bike from behind. I was dazed when they picked me up off the pavement but felt ok. My steel framed bike weathered the mishap fine except for the twisted handlebars. A camera crew who had stopped to film the wheel change got this bonus footage. The accident was shown on French national television ten times that day. The French people, who identify with suffering, gave me a special award for courage and extra attention during the remaining stages.

It was interesting to note that the French television narrator, who wanted a date with Paula, televised that it was the Italian team car that hit me to keep Paula out of trouble. He picked the Italians because they were ahead of the French in g.c. standings.

The Tour concluded on the historic Parisian boulevard, the Champs-Elysees. It was in this final stage that I finally cracked the top twenty during a stage and finished 14th. I was grateful to have finished the race (38th place g.c.) and fortunate to have participated in this storied Tour de France.

meal. I was sitting on the ground with a sandwich in hand when one of the team managers approached me. He knew I was American since

Diet from page 4

- Salad with 5 eggs and olives
- A hamburger with tomatoes, vegetables
- A turkey sandwich

PM/Dinner: This meal should have a wide variety of foods with many colors and a focus on good fats. A good balance of protein with healthy carbohydrates and fats. This is a perfect meal to stick to the fatty fish like Salmon along with extra virgin olive oil and a wide variety of vegetables. Chef should focus much of this meal and cooking on olive oil based dishes. Think Mediterranean diet and no processed foods.

Samples of acceptable meals:

- Fish with whole grain pasta's and vegetables
- Chicken with an olive oil based sauce, tomatoes, green pepper
- Bruschetta, breads with olive oil and cheeses

The primary purpose of the food we eat is to provide us with a variety of nutrients. A nutrient is a specific substance found in food that performs one or more physiological or biochemical functions in the body. In order for our bodies to function effectively we need more than forty specific essential nutrients, and we need these nutrients in various amounts. There are six major classes of nutrients: carbohydrates, fats, proteins, vitamins, minerals and water. These nutrients perform three major functions. They provide energy for human metabolism, promote growth and development by building and repairing body tissue, and help regulate body processes.

Proper nutrition and eating a well-rounded diet is important for everybody, but athletes need to consider nutrition as a factor in performance. The science of training has been greatly improved upon over the

years and the advancements in nutrition and supplements are increasing the athlete's ability to perform better and better. "In short, what is eaten, how it is eaten, and when it is eaten have marked effects on health and performance. (Michael H. Stone)"

Tommy Murphy is a professional coach with Carmichael Training System. He works with a wide variety of athletes from the beginner to the professional athlete. For more information about CTS nutritional services and coaching email Tommy at tmurphy@trainright.com or check out www.trainright.com.

Volunteers Needed for Salt Lake County Map Project

The SLCBAC is seeking volunteers to survey/comment on the remaining routes of their county mapping project and the final design of the county bikeways map. See www.slcbac.org for more details.

Davis County Advocacy Group Forming

Davis county is expanding as rapidly as the rest of the Wasatch Front and does not currently have any advocacy or unified group to address the concerns of cyclists. A group is forming to improve the conditions and safety for cyclists. Anyone interested in helping in this effort for cycling advocacy in Davis county should Bob Kinney of Bike 2 Bike (801-677-0134 or Bob@bike2bike.org).

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COMMUTER OF THE MONTH

Physicians Stay Fit by Commuting to Work



A full bike rack at St. Marks

By Lou Melini

Dr. Scott is a Pediatric Orthopedic Surgeon. He commutes to three hospitals from his home, up to 6 miles each way. He rides for 8-9 months of the year. Dr. Scott comes to Salt Lake City via Alaska (his childhood), France (University studies), and New Mexico and Denver (Medical School and residency). He has commuted by bike in all of these places since living in France. His beloved 1972 Peugeot that he purchased at the beginning of his university studies is long gone due to theft in New Mexico. His next bike was stolen in Denver, so he now employs Kryptonite "U" locks.

Dr. Richard Wallin is a Family Practitioner from Kaysville who has commuted for the past 10 years to the Tanner Clinic in Layton. His commute is a 6.7-mile winding route through the back streets to get to his office.

Cycling Utah: Dr. Scott, as a surgeon, you keep long hours. I see your bike at St Mark's before I arrive and many days it is still there when I leave. How do you manage the desire to ride after a long day?

Steve Scott: First of all, the actual commute does not take much

more time, perhaps 15 minutes more to work and perhaps up to 1/2 longer coming home depending on which hospital I am at. Most of my rides to work are flat or downhill. As a surgeon, I sometimes stand and operate for 10-12 hours at a time. When I am fit, I tolerate the standing much better. I have more stamina and less leg and back pain. At the end of the day the inevitable swelling that has accumulated in my feet and legs mostly resolves by the time I roll into my driveway, not to mention the endorphin benefit. Both of my parents developed high blood pressure by age 50 probably due to sedentary jobs and a non-active lifestyle. As a physician I adhere to the "Midas Muffler" slogan of, "pay me now or pay me later". A small amount of time riding to and from work prevents a big payout later due to diabetes, hypertension, an increase in weight and a decrease in muscle mass.

C.U.: I believe Bicycling Magazine had an article regarding osteoporosis. The article implied that we as cyclists are at risk of decreased bone density due to cycling being a "non-weight bearing activity" compared to running. Any comment?

S.S.: When we put pressure on the pedals, we increase blood flow

throughout the back and hips, which are the bones most at risk for osteoporosis, in addition to the lower limbs. Remember the difference in climbing a canyon in the spring after gaining a bit of winter weight; we do weight bear as we ride! I do hike but not for reasons the article in Bicycling mentioned, I need to walk my dog.

C.U.: Should a person who needs to lose weight consider bicycling to work for the sake of saving one's joints?

S.S.: Excess body weight most affects the patello-femoral articulation of the knee; the quadriceps tendon insertion into the patella (kneecap), the pressure-sensitive cartilage underneath the kneecap, and the patellar tendon below the kneecap. Cycling concentrates forces up to 6 times a person's weight at these places. Thus a person who is looking to lose weight through bike commuting will load the knee joint much more with cycling than someone of a lighter weight. As a result, quadriceps tendonitis and pain under the kneecap are very common complaints among cyclists who need to lose some weight, especially those who push too high a gear. High pedaling cadences and a low gear, even if it means changing the cassette cluster or chainrings, will give the best compensation for the overweight cyclist, or non-overweight cyclist if knee pain as I described is a problem.

C.U.: There was a recent posting on one of the various e-mail lists that come across my computer screen regarding knee replacements and cycling. How should one continue to bike commute after knee replacement? Would commuting benefit rehab?

S.S.: There were over 600,000 hip and knee replacements in the past year. Joint surgeons often prescribe cycling for post-op rehab for improvement of hip and knee range of motion, to decrease joint swelling, strengthen muscles, and improve overall fitness. There is no need to restrict miles as long as one gradually works into the distance. Spinning in low gears is also best. Rehab is a process and we want to be in it for the long run. A physical therapist could map out an individual program.

C.U.: So what words of advice do you have to stay safe?

S.S.: As I tell my kids, "right or wrong, the cars always win". I pick my route to minimize risk, but the risk is always there. I look for less traffic and dedicated bike lanes. I do not ride for a few months in the winter. I think drivers are more tense, tired and irritable and prefer I was not in the way. I always try to make eye contact with drivers at intersections and side streets, which is quite difficult at night. I, like others, have grown more cautious as I age.

Cycling Utah: Dr. Wallin, what got you started commuting?

Rich Wallin: I had a severe bout of plantar fasciitis, which kept me from running. I also hurt my back, which also kept me from running. I started bike commuting, mostly in good weather, though this past

Long, 1 day events growing in popularity.

It was not that long ago when there was only one long distance cycling event in Utah, that was Logan to Jackson. That event has grown in popularity each year and is now sold out months in advance. Even with a 1000 rider cap, many aspiring participants will not get the chance to start the event this year. For those who did not get in to Lo-to-ja, do not despair. There are more 1 day, long distance cycling events than ever before in Utah these days. This growth in available events reflects an increasing demand by cyclists for challenging rides. Local clubs and organizations are responding by offering many scenic and demanding routes against which riders can test themselves and Utah cyclists are responding by signing up for these events in record numbers. The completion of a difficult route or a double century is often a pinnacle of achievement for many cyclists, though some riders will continue on to ride many more and even harder events. For the road cyclist in Utah there are some great rides on the calendar for this summer.

A new event, R.A.N.A.T.A.D. on July 10, does both the Mt. Nebo Loop and the Alpine Loop in one day, accumulating over 13,000 ft of climbing along the way! The Desperado Dual on August 26, now in its third year attracts more than 230 riders with its cool and scenic 200 mile route in southern Utah. Not to be outdone, the BBTC has their "Big Ride", a 164 mile out and back to Evanston on Aug 27.

So you aren't going to be able to do Lo-to-ja this year, no problem! With all the other events there are to choose from, you are sure to find a ride to challenge yourself. Even if you did get an entry to Lo-to-ja this year, these other great events may offer a chance for a pre-race tune up. Either way, it's going to be a great summer to get out there and GO BIG! Be sure to check the Cycling Utah calendar for more information on these events.

-Lonnie Wolff

year I rode throughout the winter. I purchased a headlight and a taillight and learned how to dress for the cold. I was surprised how few days I had to miss commuting due to snow and ice.

C.U.: How do you manage to ride despite a busy family practice?

R.W.: I get up to go to the office at 5:30 and arrive at the office at 6:30 so that I miss most of the morning traffic. I am able to end my day earlier by starting earlier in order to leave the office and arrive home before dark. Another benefit to starting my day early is that I am able to get a longer ride in after work so I sometimes do 30 miles for the day. This added training enabled me to go with Cycling Utah's publisher, Dave Ward, to climb some of the slopes used in the Tour de France last year (see story in the March and April 2006 editions online at cyclingutah.com). As a result of my commuting, another physician that I work with has also decided to commute by bicycle throughout the year.

C.U.: In addition to wearing a helmet, what are some health issues that other bicycle commuters should consider?

R.W.: Eyewear is important. It is probably more obvious to those who have had a bug or something hit them in the eye, especially if it required a visit to a physician!

I always use a high block sunscreen on all exposed body surfaces. Skin cancer occurs. A recent study showed that the incidence of non-melanoma skin cancers in women, aged 25-45, tripled between 1979 and 2005 (25 cases per 1000 to 75 cases per 1000 women). The reason for studies on non-melanoma cancers is that they are much more common than

malignant melanoma, though only 1% spread to other parts of the body. Still 1% of an expanding incidence will increase the number of more serious cancer cases.

Of people 55 years and older and having normal blood pressure, 95% will develop high blood pressure. Regular exercise lowers blood pressure, so bike commuters and other cyclists will hopefully be in that 5% category. Reduction of risk of Type II diabetes from bike commuting and weight control will also reduce the risk of hypertension.

C.U.: As my first commuter from Davis County, what are the conditions like for riding?

R.W.: Overall Davis County is a great place to ride, as there are still farms and green lands, though these are being rapidly replaced. Drivers for the most part are very courteous. Plain City (though actually in Weber County) is a great place to ride. It has to be one of the quietest places on earth, given the surrounding population.

C.U.: Any last words to the readers who wish to bike commute?

R.W.: Ride defensively, wear a helmet and eyewear, assume cars do not see you and use caution by slowing down when approaching an intersection that has traffic.

C.U.: Thank you Dr. Scott and Dr. Wallin. Hopefully you will set an example for other medical professionals.

If you have a suggestion for a commuter profile, please send an email to lou@cyclingutah.com.




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