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TOUR OF UTAH PREVIEW!

TOUR DE FRANCE TIME!

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DIRT PAVEMENT ADVOCACY RACING TOURING

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 whose names were linked with the investigation. Apparently, the evidence presented to the Tour and the teams was quite convincing. Still, by pulling all riders, 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

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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, Flovd 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.

idea of a Tour without Jan and Ivan,

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.



P.O. Box 57980 Murray, UT 84157-0980 www.cyclingutah.com You can reach us by phone: (801) 268-2652 Our Fax number: (801) 263-1010

> Dave Iltis, Editor & Advertising dave@cyclingutah.com

David R. Ward, Publisher dward@cyclingutah.com

Contributors: Greg Overton, Neal Skorpen, Gregg Bromka, Ben Simonson, Michael Gonzales, Lou Melini, Chad Nichols, Ryan Barrett, Joaquim Hailer, Tommy Murphy, Pat Hemrich, Jim Woolf, Adam Lisonbee, Carly Carcione, Ron Lindley, Jason Bultman, John Hernandez, Carma Christensen, Laura Howat, John Iltis

Distribution: Dave, Karma, and Marinda Ward, Doug Kartcher, David Montgomery (**To add your business to our** free distribution, give us a call)

Administrative Assistant: Lindsay Ross

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Cover Photo: Eric Jones (Raleigh Factory Team) won the Utah State Championship over Alan Obye (SRAM) on July 1, 2006 Photo: Dave Iltis, see more photos online at cyclingutah.

com

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

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 hardfought 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 Canvon. 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 team 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

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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-inflamma-tory 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

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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 postride. 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 Criterium. 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 mountains. 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

Crite- 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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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.

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

done so far this year?

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

up with the Tour of the Gila where

I finished third on GC.

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." Se 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 bikes for a little while and I raced 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





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.

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 Photo: Dave Iltis

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.



TRAIL OF THE MONTH

Beyond Spiro: Singletrack Heaven, Navigational Hell

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.

825-8632

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



www.binghamcyclery.com

399-4981

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. Unfaltering 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 surgeonlike 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 anticlimactic 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.



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,s Wasatch Front, . . . Park City & Beyond digs deep into Park City's everexpanding 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.

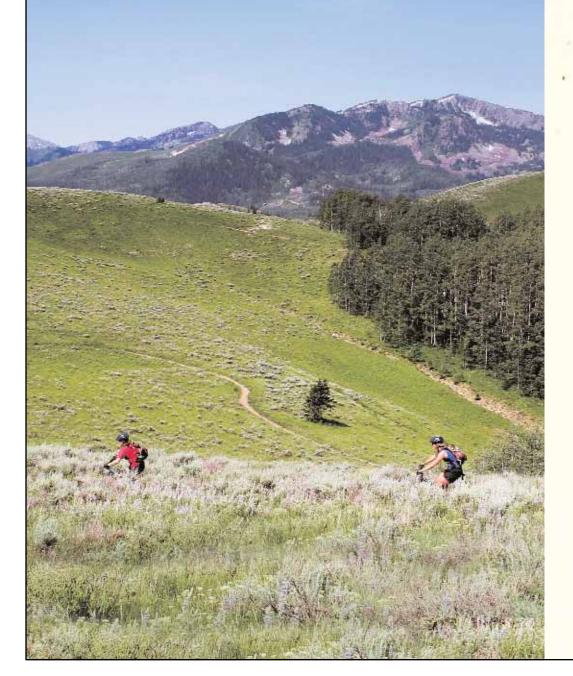
The book then goes "beyond" Park City to reveal more trails in the surrounding national forests, including Beaver Creek Trail and Soapstone Basin outside of Kamas and Bench Creek/Little South Fork, Willow Creek North, and South Fork Deer Creek Trails out of Heber. You'll even get the scoop on the never-before-published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



THE SNOW MAY BE GONE, BUT THERE ARE STILL PLENTY OF OPEN RUNS.

This summer, take a scenic chairlift ride from Snow Park up to Silver Lake Village – it's the perfect way to spend summer at Deer Valley. There are two lifts serving over 50 miles of trails where you can hike, bike and revel in the splendor and fresh air of the mountains. (June 17th through Labor Day, then weekends only in September through the 17th, conditions permitting.)

While you're here, enjoy lunch on the deck of Royal Street Café with creative menu items like grilled paninis, our famous Royal Street Café Burger, and chilled tuna tartare with arugula truffle oil salad. Whether you want to play hard or take it easy, Deer Valley is the summer destination for you.

800-424-DEER (3337) • 435-649-1000 www.deervalley.com

Royal Street Café Bounce Back Offer:

Purchase a \$6 one-time ride on the Silver Lake Express chairlift from the Snow Park Ticket Office, enjoy lunch at Royal Street Café, and receive a free lift ticket voucher for Deer Valley's Silver Lake Express or Wasatch Express lifts any day of the 2006 Summer season.



cycling utah.com

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 it's 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.

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

Α

Megaplex

Theatres

and

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 By the late fifties, there were

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

road racer prior to Greg LeMond,

beginning in 1973, where the French

racing in Europe as an amateur

co-opted his name as "Jacques".

Initial success saw Boyer turning

professional in 1978, and racing

his first Tour de France in 1981 as

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, funkiest 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 Zabriske. As this is being written, both are in the top 25 placings for the 2006 Tour de France. Zabriske wore the vellow 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!

Tour of Utah - from page 3

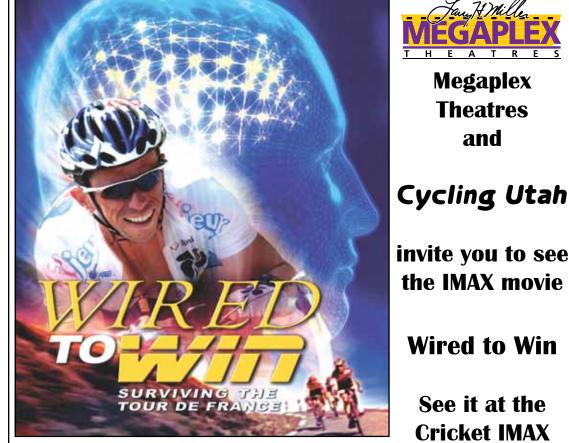
contending for stage wins and the overall win.

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 Pardyjak and Alex Rock. This team is an allstar 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 ling. 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.



FREE tickets are available at the following locations:

Bingham Cyclery 1500 S. Foothill Drive Salt Lake City

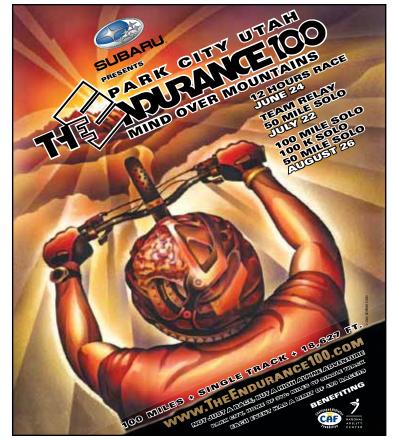
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Ogden Valley Pathways is Hard at Work

Since its beginning in 1999 Ogden Valley Pathways has been diligently working to provide the people of Ogden with nonmotorized 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.

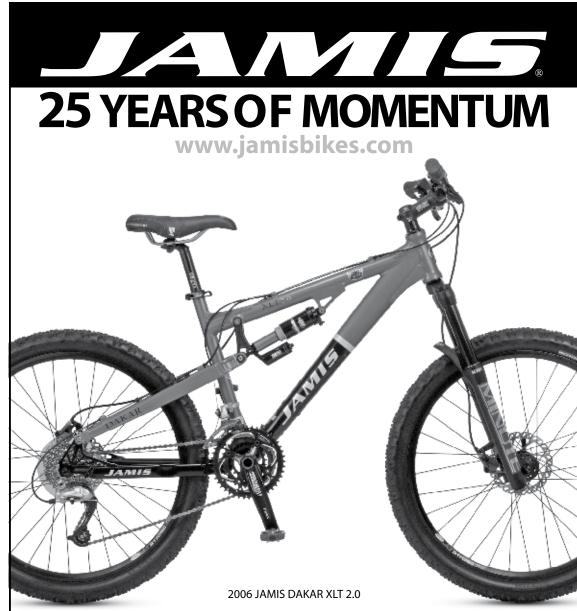
Last year they completed 2.4 miles of a Class I Bike Path starting in Eden going around Pineview Reservoir and heading towards Huntsville. They expect to complete about 1.4 miles by the end of 2006 and the remaining section about 2.7 miles in 2007. OVP also just received \$143,000 in funds granted from 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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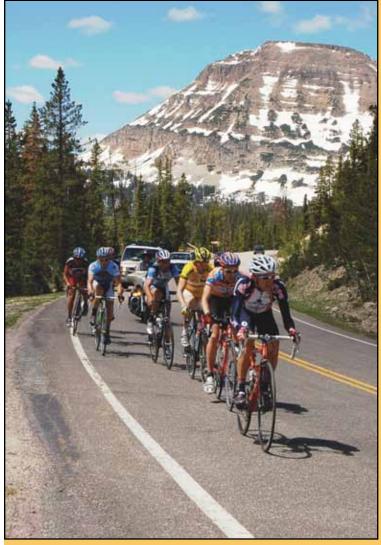
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ROAD RACING Bryner and Evans are Tops at High Uintas



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



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.

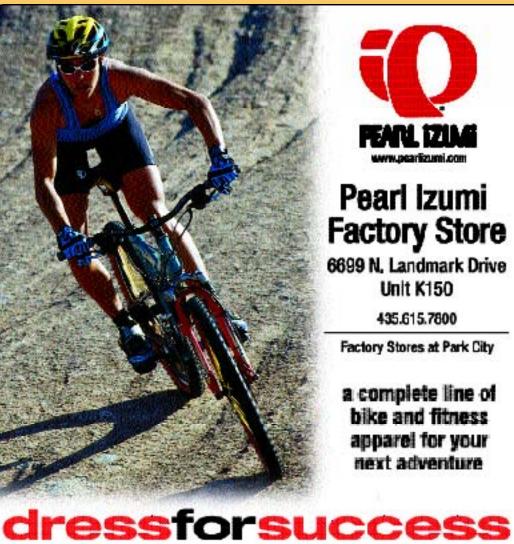
He finished 10th in the road race, first in the time trial and 10th in the criterium.

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





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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

Below: The Masters 35+. They may be old, but they're not slow! Tom Cooke (X-Men, center in red helmet) won the overall.



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."

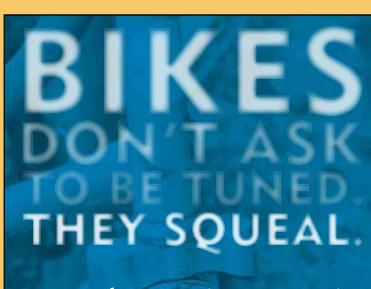
Victory in the road race over the Uinta Mountains came down to a group of about 10 men who were leading the pack into Evanston. Two of them broke away near the finish line, giving a win in the first stage

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



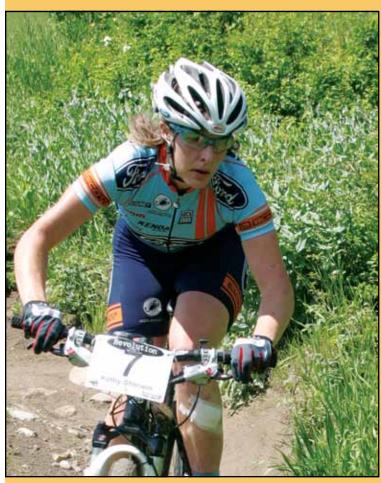
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MOUNTAIN BIKE RACING Jones and Sherwin Crowned State Champs at Solitude



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 Spannring (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.









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.



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.



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.

Jany H. Miller

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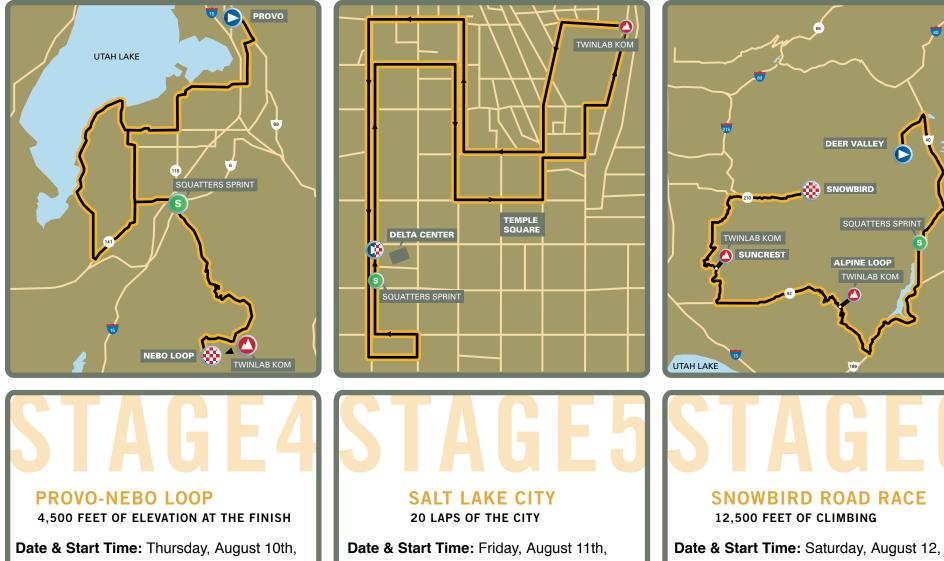




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2006, 12:00 Noon

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

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 freedom to 9:30 pm. peloton



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.











For more information and to purchase Tour merchandise, go to www.tourofutah.com

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 sagecovered 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



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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 50mile solo race, July 22nd, and the 100 miler on August 26th. For race results and information about the series, please visit www.the100.com.





Top: Ben Craner (Go-Ride.com) was fastest Pro of the day.Below: Addie Lepper (Go-Ride.com) won the women's proclass.Photos: Joaquim HailerFor complete race photos, visit JoaquimHailer.comSee 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.

<u>By Ryan Barrett</u>

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

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 form with helmet question), and the programs in schools and other communities. 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 allwomen 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 Grea Overton

In our latest feature of Utahbased 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

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 fasted woman in the time trial with a time of 23:50.74 - more than 25 secRAGBRAI, 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.

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-topoint 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?

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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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Calendar Guidelines: Listings are free on a space available basis and at our discretion. Submit your event to: dave@cyclingutah.com with date, name of event, website, phone number and contact person and other appropiate information

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Let us know about any corrections to existing listings!



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

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

- August 4 6 Rad Canyon BMX, ABA GREATSALTLAKE NATIONALS. For registration and race times go to www.ababmx.com. 9700 S. 5250 W., South Jordan, (801) 824-0095
- For more BMX track info, visit cyclingutah.com



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Advocacy Groups

Mayor s Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 328-2453.

- Salt Lake County Bicycle Advisory Committee Meetings are the second Monday of each month from 5-7 p.m. in suite N-4010 of the Salt Lake County Government Center, 2001 S. State, SLC, (801) 485-2906
- Weber County Pathways Weber County s Advocacy Group, (801) 393-2304 or www.weberpathways.org
- Provo Bike Committee Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, Call the City Council offices at 801-852-

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6120 or email gilbert.bradshaw@ gmail.com or duncanish@gmail. com

- ParkCityAlternativeTransportationCommitteenormally meets on the secondTuesday of the month at Miner'sHospital at 9:00am, call to con-firm, (435) 649-6839, (435) 731-0975, carol@mountaintrails.org,www.mountaintrails.org
- Volunteer to help build the Bonneville Shoreline Trail (801) 485-6975 or visit www.bonnevilletrail.org.

Events

- Critical Mass Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. and State Street, SLC. For more info, if you have a bike to lend, etc.: emaill info@slccriticalmass.org
- September 7-9 Utah Trails and Pathways Conference, planning, design, consruction, funding and more, www.utahtrailsconference.com, (801) 629-8558
- September 22 Mayor's Bike to Work Day presented by Salt Lake City Mayor's Office and MBAC, a mellow ride with Mayor Rocky Anderson under police escort from Liberty Park to the City/ County Bldg, then free break fast and raffle for all participants, Cost: free, 7:30 am, Liberty Park, Lisa Romney, 535-7939, lisa.romney@slcgov.com, Meet at the northeast corner of Liberty Park



Tours and Festivals

August 11-13 CANCELLED -Dinotrax Fat Tire Festival, Rides, Pasta Feed, Bluegrass Music, Flaming Gorge, (435) 781-2595 or (435) 889-3759

August 19-20 Mountain Bike Challenge for MS, Tamarack Resort, Idaho, jefflarsenboise@ yahoo.com, (208) 938-9917

September 30 Take Your Kid on a Mountain Bike Ride, Boise, ID, byrdscycling.com, (208) 434-2607

October 26-29 Moab Halloween Bike Fest. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab, UT, (435) 260-1182



General Info

- Intermountain Cup information (Utah) (801) 942-3498.
- Wild Rockies Unplugged Series information (Idaho), (208) 587-9530.
- USA Cycling, Mountain Region,(UT ,AZ,NM,CO,WY,SD), USA Cycling (719) 866-4581

Weekly MTB Races

Wednesdays Soldier Hollow Training Series , May 3, 10, 17, June 7, 21, July 5, 19, August 2,

JULY 2006

16, 30, Alternates with Sundance, 7 p.m., (801) 404-0946

Wednesdays May 24, 31, June 14, 28, July 12, 26, August 9, 23, September 6, Sundance Weekly MTB series, 6:30 pm, alternates with Soldier Hollow Training Series, Sundance Resort, (801) 223-4849

Utah MTB Races

- July 1 Chris Allaire Memorial, Utah State Open Championship, Intermountain Cup #10, Solitude, UT, XC - Ed Chauner, 801-942-3498
- July 1-2 Flyin' Brian Downhill Race, DH and Super-D, Utah DH Series, Brian Head, UT, (801) 375-3231
- July 4 Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849
- July 6-9 NORBA National Mountain Bike Series #4, Deer Valley, UT, XC/ST/DH/Slalom/ Super-D, (909) 866-4565
- July 8 Blue Mountain Bike Chase, 25 mile XC race, Monticello City Recreation, Monticello, UT, (435) 587-2029
- July 15-16 Bald Mountain Challenge Downhill, DH and Super-D, Utah DH Series, Deer Valley, UT, (801) 375-3231
- July 15 Snowbird Mountain Bout, 19th Annual!, Intermountain Cup #11, Snowbird, Ed Chauner at (801) 942-3498
- July 20 Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849
- July 22 Taming the Tetons, Intermountain Cup #12, Jackson Hole, WY, Ed Chauner at (801)942-3498
- July 22 The Endurance 100/Mind Over Mountains, 100 mile team relay, 50 mile solo, Park City, thee100.com, (435) 649-2129
- July 29-30 Bordertown Challenge, 15th Annual, Intermountain Cup #13, Wild Rockies Series #7, XC, DH, freestyle, Oasis (near Wendover), NV, (208) 587-9530
- July 29 Brian Head Epic 100 and Titanium 50, 50 and 100 mile races, Brian Head, (909) 866-4565
- August 4-6 NORBA National Mountain Bike Series #5, XC/ST/ DH/Slalom/SuperD, Brian Head Resort, Brian Head, UT, (909) 866-4565
- August 12 All West Communications Wolverine Ridge XC Race, 13th Annual, Intermountain Cup #14, Series Finals, Evanston, WY - contact Paul Knopf or Amanda Wanner at planning@mail.evanstonwy. org or (307) 783-6470 or (866) 783-6300, ext. 459 or www.evanstoncycling.org
- August 17 Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849
- August 19 Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849
- August 26 Widowmaker Hill Climb 10 AM, Ride to the top of the Tram, Snowbird Resort, (801) 583-6281
- August 26 The Endurance 100/ Mind Over Mountains, 100 mile, 100 km, and 50 mile individual races, Park City, thee100.com, (435) 649-2129
- September 2-4 Sundance Showdown, DH and Super-D, Utah DH Series, Sundance, UT, (801) 375-3231
- September 9-10 24 Hours of Soldier Hollow, Heber, UT, (801) 243-0704, 24hoursofsoldierhollow. com
- September 14 Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849
- September 16 Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849
- September 16-17 Silver Spur Fall Classic XC race, also Trail Run and climbing contest, Snowbird and Alta, UT, 801-933-2110
- September 16 Tour des Suds,

- October 7 Utah State Singlespeed Championship, 10 am start, Sundance Resort, Sundanceresort.com or 801-223-4121
- October 16-17 Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country. 800-562-1268 or hwsg@infowest.com October 14-15 24 Hours of Moab, 11th Annual, (304) 259-5533

Idaho and Regional MTB Races

- July 2 Urban Assault, Knobby Tire Series, Downtown Boise, ID, (208) 338-1016
- July 4 11th Annual WYDAHO Bike Race, Grand Targhee Ski and Summer Resort Alta, WY, 1-800-TARGHEE ext. 1313 or 307-353-2300
- July 5, 12, 19, 26 Teton Village Short Track XC Series, 6:30 pm, Teton Village, WY, (307) 733-4042
- July 8-9 Brunndage Mountain Bike Festival, Wild Rockies Series #6, XC and DH, McCall, ID, (208) 587-9530
- July 22 Taming the Tetons, Intermountain Cup #12, Jackson Hole, WY, (801) 942-3498
- July 23 Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 733-5228
- July 23 Galena Grinder Whit Henry Memorial Race, Ketchum, ID, Don Shepler (208) 720-3019, (208) 726-4010 or harleyquinn7@ onebox.com
- July 29-30 Bordertown Challenge, 15th Annual, Intermountain Cup #13, Wild Rockies Series #7, XC, DH, freestyle, Oasis (near Wendover), NV, (208) 587-9530
- July 29 Laramie Enduro, 111 K mountain bike race, Happy Jack, Laramie, WY, 307-745-4499
- August 5-6 22st White Knob Challenge, Knobby Tire Series, and Idaho Short Track XC State Championships, Mackay and Hailey, ID, Kurt Holzer at (208) 890-3118
- August 12-13 NORBA National Mountain Bike Series #6, XC/ST/ DH/MTNX/Super-D, Snowmass Resort, Aspen, CO, (719) 866-4581
- August 12-13 Pomerelle Pounder, XC, DH, freestyle, Utah DH Series, Wild Rockies Series #8, Burley, ID, (208) 587-9530
- Auguest 19 Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 733-5335
- August 19-20 Tamarack Twister Idaho State NORBA XC and DH Championship Finals, Knobby Tire Series Final, Tamarack Ski Resort, Cascade, ID (208) 338-1016 or (208) 325-1000
- August 26 Durango MTB 100, Durango, CO, (970) 259-7771
- September 16-17 Salmon Grand Prix, XC, DH, freestyle, Utah DH Series?, Wild Rockies Series #9, Salmon, ID, (208) 587-9530
- October 8 12 Hours of Bootleg Canyon Race, 2500' climbing per lap, Boulder City, NV, tmr-unlimited.com, (702) 277-6536
- October 8 Boise to Bogus Banzai, Wild Rockies Series #10, 16.5 mile, 4,100 vertical foot descent, Boise, ID, (208) 587-9530



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Road Racing

General Info

- Utah Road Racing USCF, Utah Cycling Association - James Ferguson, 801-476-9476
- USA Cycling, Mountain Region Road Racing (UT,AZ,NM,CO, WY,SD), George Heagerty, (719) 535-8113.

Utah Weekly Series Races

- Rocky Mountain Raceways Critérium Saturdays at 12 noon in March, Tuesdays in April -September, A/B s - 6 pm, C/D s 7 pm, 6555 W. 2100 S., West Valley City, UT, (801) 944-5042
- Thursday April 13- September 28, I-80 Frontage Road West of the International Center, (801) 944-5042
- DMV Criterium Driver's Training Center, Where: Times: A Flite - 6pm. B Flite - 7 pm., C/D Flite 7:45 pm (April 5 -September 27), 801-651-8333
- Wednesdays Thanksaivina Point Criterium Series, April 5th -September 27, 6:00 pm, A flight-cat 1, 2, 3, 6:00-6:55 pm, B flight- cat 3-4, 6:00-6:45 pm, C flight- beginner-cat 5, 7:00-7:30 pm, *Women's flight , 7:00-7:30 pm, *Women may race any flight they choose, 3003 Thanksgiving Way, (next to I-15), Lehi, UT visit www.tourofutah.com/wed.html for more information, or call (800) 708-9804
- Royal Street Hillclimb TT Mav 18 - September 7, Every other Thursday, 5:30 p.m., 900 ft. elevation gain, Royal Street and Deer Valley Drive, Park City, (435) 901-8872
- Logan Race Club Time Trial Series Thursdays, 6:30 pm, Logan, UT, (435) 787-2534
- For dates, see calendar below.

Utah Road Races

- June 30 July 2 (208) 233-0951
- July 4,11,18,25 RMR Crit Series, Salt Lake, (801) 944-5042
- July 5.12.19.26 DMV Crit Series. 651-8333
- 901-8872
- Julv 1 10:00 AM, City Creek Canyon, (801) 583-6281, sports-am.com
- July 4 Freedom Festival Criterium, Provo, UT, (800) 708-9804
- Cottonwood Canyon, Salt Lake City, (801) 442-5800 or 801-424-9216
- Coalville Road Race, July 9 Coalville, UT, 801-424-9216
- mile climb from Hwy 189 (Provo

Salt Air Time Trial Every other

- Wednesdays, 4700 S. 2780 W., West Valley City

- une 30 July 2 Gate City Grind Stage Race, (208) 282-2503 or
- Every Wednesday, Salt Lake, 801-
- uly 6,20 Salt Air TT Series, Every other Thurs, (801) 944-5042 July 6,20
- July 13,27 Royal Street Hillclimb TŤ, 5:30 p.m., Park City, UT, (435)
- Earth Day Pedal Cup,
- Julv 8 Porcupine Hillclimb, Big

July 15 Sundance Hillclimb, 8

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Tommy Murphy 435.787.8556 tmurphy@trainright.com

Canvon) to the top of the Alpine Loop, Provo, UT, (800) 708-9804 July 22 Draper Days Criterium, Draper, UT, jeremysmithslc@ yahoo.com or 801-558-7215

- July 29 Garden Creek Gap Road Race, Pocatello, ID, (208) 282-2503 or (208) 233-0951 July 30 Old Town Pocatello Criterium, Pocatello, ID, (208)
- 282-2503 or (208) 233-0951 August 1, 8, 15, 22, 29 RMR Crit
- Series, Salt Lake, (801) 944-5042 August 2,9,16,23,30 DMV Crit Series, Every Wec Lake, 801-651-8333 Wednesday, Salt
- August 3,17,31 Salt Air TT Series, Every other Thurs, (801) 944-5042 August 10,24 Royal Street Hillclimb TT, 5:30 p.m., Park City, UT, (435) 901-8872
- August 5 Cache Classic Downtown Criterium, Logan, UT,
- (435) 757-5091 August 6? Huntsville 100 RR, Huntsville, UT, (801) 808-1137 or jessdear@xmission.com
- August 7-12 Tour of Utah, six stages, Provo, UT, (800) 708-9804, tourofutah.com
- August 12 Snowbird Hill Climb, 8 AM, registration from 6-7:30 am, 10.2 Miles from Shopko on 9400 2000 E. to Snowbird, (801) 933-2110
- August 13 Wolf Creek Pass Road Race, Starts in Francis. Route goes over Wolf Creek Pass to Tabiona and then back over the pass to the finish in Francis, part of the proceeds go to The Bill Corliss Bike Advocay Fund, (435) 513-0432, parkcitycycling.com
- August 19-20 Tour de Gap Stage Race, in conjunction with the Iron County Fair, Parawon, UT, (435) 990-1393
- August 26 august 26 Jeff Rogers Memorial Sanpete Classic RR, Spring City, UT contact Eric Thompson, 801-541-3840
- September 5,12,19,26 RMR Crit Series, Salt Lake, (801) 944-5042 September 6,13,20,27 DMV Crit Series, Every Wednesday, Salt Lake, 801-651-8333
- September 14,28 Salt Air TT Series, Every other Thurs, (801) 944-5042
- September 7 Royal Street Hillclimb TT, 5:30 p.m., Park City, UT, (435) 901-8872
- September 9 LOTOJA, 206 miles from Logan, UT to Jackson, WY, (801) 546-0090
- September 23 UTA Harvest Moon Downtown Ogden Criterium, downtown in the Municpal Park between 25th & 26th Streets, Ogden, UT, (801) 589-3675
- September 30 Allan Butler Memorial Criterium, Thanksgiving Point, Lehi, UT, (801) 400-6130
- October 10-13 Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsg@ infowest.com
- Sprint, 10 am, 5 1/2 mile climb up October 14 City Creek Canvon in Salt Lake City, road or mountain bikes, UCA Points Series Event, (801) 583-6281
- October 28 Halloween Criterium, Thanksgiving Point, Lehi, UT, (801) 400-6130
- November 26 Thanksaivina Criterium, Thanksgiving Point, Lehi, UT, (801) 400-6130

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Idaho and Regional Bicycle **Road Races**

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- June 30 July 2 Big Sky Cycling Classic, RR, TT, CR, Crit, Missoula, MT, (406) 531-4033
- Gate City Grind Stage July 1-2 Race, (208) 282-2503 or (208) 233-0951
- July 2 Wood River Challenge Team Time Trial, Hailey, ID, info@ sawtoothvelo.org or 208-726-0946, ext.1
- July 4, 11, 18 Tuesday Nighter Training Ride, Boise, ID, (208) 343-3782
- July 5,12,19,26 Hailey Criterium Series, Hailey, ID, info@sawtooth-velo.org or 208-726-0946, ext.1
- July 5 Idaho Cycling Enthusiasts Hillclimb Time Trial Series, Pocatello, ID, (208) 282-2503 or (208) 233-0951
- Julv 5-17 USA Cycling Road Festival, Elite, Masters, Junior, and Espoir National Championships
- Seven Springs, PA, (719) 866-4581 Grand Targhee Ski Hill July 16 Road Time Trial, 9 a.m., Alta, WY, (208) 201-1622
- July 18,25 Idaho Cycling Enthusiasts Criterium S Pocatello, ID, 208-282-5426 Criterium Series,
- Julv 23 Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 733-5228
- Well's Fargo Twilight July 22 Criterium, 20th Annual, NRC rače, Boise, ID, (208) 343-3782

July 23? The Morning After Criterium, Boise, ID, (208) 336-3854

- July 22-23 BYRDS Junior Stage Race, tobincoaching@earthlink. net, (208) 343-9130
- Julv 25 Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782
- Julv 29 Garden Creek Gap Road Race, Pocatello, ID, (208) 282-2503 or (208) 233-0951
- Pocatello Downton July 30 Criterium, Pocatello, ID, (208) 282-2503 or (208) 233-0951
- uly 25 Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) July 25 343-3782
- August 1, 8, 15, 22, 29 Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782
- August 1, 8 Idaho Cy Enthusiasts Criterium S Pocatello, ID, 208-282-5426 Idaho Cycling Śeries,
- Idaho Cycling me Trial Series, August 9 Enthusiasts Time Trial Pocatello, ID, (208) 282-2503 or (208) 233-0951
- August 11-12? Magic Valley Senior Games
- August 12 Mt. Harrison Hill Climb, Triple Crown #1, Boise, ID, (208) 323-2376
- August 13 The Cycling Classic Road Race, Boise, ID, 208-343-4037 or jonathan@coresportsllc. com
- August 16, 23 Hailey Criterium Series, Hailey, ID, info@sawtooth-velo.org or 208-726-0946, ext.1
- August 20 Table Rock HC RR Triple Crown #2, Boise, ID, (208) 867-2488

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August 26-27 Intermountain

Orthopaedics Idaho State RR and Criterium Championships, Boise, ID, Kurt Holzer at (208) 890-3118

21

Bogus Basin Hill

.... 34th

- September 2-3 Gateway Canyons Grand Valley Bicycle Classic, Road Race and Criterium, Grand Junction, CO, (970) 275-1711
- uesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782 September 5 Tuesday Night Half-
- eptember 9 Race to the Angel, 20th Annual, 2800' climb, Wells, September 9 NV, (775) 752-3540

Annual, Boise, ID, (208) 343-3782

September 16 Mt. Charleston Hill

. Climb, Las Vegas, NV, 702-228-

Nevada Senior Olympics, Must

be 50 years or older, Cycling Four

Events 5K and 10K Time Trials, 20K and 40K Road Races. Plus all

other sports. Call 702-242-1590 or

nevadaseniorgames@earthlink.

Weekend Group Rides Saturday

Sunday Group Ride

and Sunday, 10 am, meet at 9th and 9th in Salt Lake City.

Canyon Bicycles in Draper, 762E., 12600 S., (801) 576-8844

Continued on Page 18

Weekly

Rides

9 a.m.,

Ċlimb, Triple Crown #3,

9460, steve@bristlecone.net

September 23 - October 8

September 9

net



Continued from page 17



Utah and Regional Road Tours

- July 7 Antelope by Moonlight Bike Ride, 12th Annual, This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious. ride goes from marina to the historic Fielding Garr Ranch, about 22 miles round-trip. Registration fee includes park entry, t-shirt and refreshments. For more information contact Neka Roundy, Davis County Economic Development, 801-451-3286 or tour@co.davis.ut.us
- July 9 Tour de Boise, Boise, ID, (208) 343-3782
- July 9 Mt. Nebo Loop, BBTC Super Series Ride, self-supported century, start in Nephi to Springville to the Mt. Nebo loop, (801) 943-2117 or president@bbtc.net
- July 10 R.A.N.A.T.A.D, Start at Sundance and ride down to Payson around the Nebo Loop to Nephi and then back up through Utah Valley to American Fork, then ride up AF canyon around the Alpine Loop and finish back at Sundance, 170 miles with over 13,000 feet of climbing, (801) 223-4849.
- **July 15-16** Snake River Idaho MS Bike Tour, 55-110 miles, Idaho Falls, ID, (208) 336-0555
- July 22 31 Great Divide Wind River, Jackson to Lander, WY, dirt and road, Adv. Cycling Association, (800) 755-2453
- July 22 28 Cycle Montana, 319 miles, Adv. Cycling Association, (800) 755-2453
- July 24 Pioneer Century, BBTC Super Series Ride, self-supported century, Mountain Green, (801) 943-2117 or president@bbtc.net
- July 29 Stanley Challenge, Boise to Stanley, Boise, ID, (208) 867-2488

- July 30 Chalk Creek 100, BBTC Super Series Ride, self-supported century, Park City to Coalville to Chalk Creek and back, (801) 943-2117 or president@bbtc.net July 30- August 4 Bicycle Idaho,
- Sandpoint to Kellog to Sandpoint, (541) 385-5257 or 800-413-8432
- August 6-12 Ride Idaho, 7 day supported bicycle tour, Melba, Glenns Ferry, Buhl, Shoshone, Sun Valley, Stanley, & Lowman, 208.344.5502 ext 315, rideidaho. org
- August 11 Freedom Peloton Charity Ride, A Charity Ride to raise money for the Larry H. Miller Charities, Downtown Salt Lake City, Karilyn Preston, 801-209-3337, karilyn@tourofutah.com, tourofutah.com
- August 13 Blue Cruise Wheels for Wellness, Meridian, ID, (208) 387-6817
- August 13-19 Oregon Bicycle Ride XX, Klamath Falls to Lakeview to Klamath Falls, (541) 385-5257 or 800-413-8432 43-
 - August 19 ULCER, Century Tour around Utah Lake, 100, 74, 56, and 24 mile options, (801) 943-2117 or president@bbtc.net
 - August 20 Promontory Point 120, BBTC Super Series Ride, selfsupported century, 120 miles, Brigham City to Promentory, (801) 943-2117 or president@bbtc.net
 - August 26 Desperado Dual , 200 mile double century in Southern Utah, 100 mile option, Panguitch, (435) 586-7567
 - August 26 Cache Valley Century Tour - 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 7AM registration/check in, 12 mi north of Logan on Hwy 91, 435-752-2253.
 - August 27 Cycle For Life, benefit ride for cyclists injured in auto/ bike accidents, 8, 30, 66, and 100 mile options, Huntsville Park, Huntsville, UT, (801) 556-3290
 - August 27 The Big Ride, BBTC Super Series Ride, self-supported, 164 miles, Mt. Green over Monte Cristo, to Evanston and back,

- (801) 943-2117 or president@ bbtc.net
- August 27 September 2 BBTC Southern Utah Parks Tour, (801) 463-6016 and Bobrenwick@comcast.net
- September 4 Hooper Horizontal 100, BBTC Super Series Ride, self-supported century, State Agriculture Building to Hooper and Back, (801) 943-2117 or president@bbtc.net
- September 9-19 Utah Parks Tour, 493 miles, Southern Utah, Adv. Cycling Association, (800) 755-2453
- September 10 Tour de Tahoe, Bike Big Blue, 4th Annual, ride around Lake Tahoe, 72 miles, Lake Tahoe, NV, (800) 565-2704
 September ? Galena Tour, Galena Lodge, ID, (208) 788-
- 9184 September 10-16 Southern
- Utah National Parks Tour, Cedar City, Zion, Bryce Canyon, Cedar Breaks, (801) 596-8430
- September 16 Sawtooth Century Tour, Ketchum, ID, info@sawtoothvelo.org or 208-726-0946, ext.1
- September 17-23 LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Blanding to Cedar City, 400 miles on scenic highways and through National Parks, fundraiser for young Native American education, (801) 654-1144
- September 23 Heber Valley Olympic Century. 50 & 62 mile options. Enjoy scenic Heber Valley during its autumn finest during this fun and challenging ride that visits the Olympic venues, fundraiser for Huntsman Cancer Institute, Contact Bob @ 801.677.0134, bike2bike.org
- September 24-30 OATBRAN, One Awesome Tour Bike Ride Across Nevada, 15th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

September 30 Bikes for Kids with Dave Zabriskie, metric century (62 miles) plus 4 and 25 mile options in Salt Lake City and Murray. We will be giving away 1,000 bikes, helmets and jerseys to disadvantaged children in the Salt Lake Valley. The start time is 7:00 am at the Costco in Murray and a bike safety and rodeo will be held at 11:00 for all kids. Contact Teresa at (801) 453-2296 or tmay@finsvcs.com.

- September 30 Tour de Vins 4, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, Idaho State University, Pocatello, ID, more info: FSAlliance.org, Tina 208-282-2854 or mladtina@isu. edu
- October 1-6 Monument Valley & 4 Corners Tour, Monticello, UT, (801) 556-3290
- Oct 6-8 Moab Century Tour, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, 435-259-2698
- October 7 Yellowstone Fall Old Faithful Cycling Tour 2006, West Yellowstone, MT, (406) 646-7701
- October 7 Third Annual Josie Johnson Memorial Ride, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back. www.slcbac.org or call Jason at (801) 485-2906 or John Weis at (801) 278-3847
- October 21 Las Vegas Century, 22,37,55,80 and 110 miles, benefits Ronald McDonald House. (702) 340-1500
- December 31 January 1 New Year's Revolution, century each day, 50, 70 mile options, Benefiting Utah Hemophilia Foundation, 8 am, Phoenix, AZ, Contact Bob @ 801.677.0134, bike2bike.org



- July 15 Blanding Hillman Triathlon, Swim mile, Bike 15 miles, Run 3.2 miles. Kids' triathlon July 14. Recapture Reservoir, Blanding, 435-678-1314 or email solsen@sanjuanschools.org
- July 15 XANGO Echo Triathlon, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/ 5K Run, Olympic road: 1.5K Swim/ 40K Bike/10K Run, www.triutah. com, info@triutah.com, 801-631-2614 or 801-631-2624
- July 22 Scofield Triathlon, Olympic, Sprint and Novice, the highest elevation triathlon in the USA, State Park Boat Ramp, Scofield, www.scofieldtriathlon. com email info@scolfieldtriathlon.com
- August 5 Cache Valley Classic Triathlon, Hyrum Reservoir, Hyrum, UT (near Logan, UT),Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624
- August 19 Nissan Xterra Mountain Championship, offroad triathlon, XTERRA: 1.5k swim / 30k mountain bike / 10k trail run, XTERRA Sport: 750m swim / 15k mountain bike / 5k trail run, Pineview Reservoir to Snowbasin, 1-877-751-8880, xterraplanet.com
- August 26 Jordanelle Triathlon, Jordanelle Reservoir, Park City/Heber City, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

Quick Shot by Chad Nikolz





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Tour de France from page 5

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

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.

Diet from page 4

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

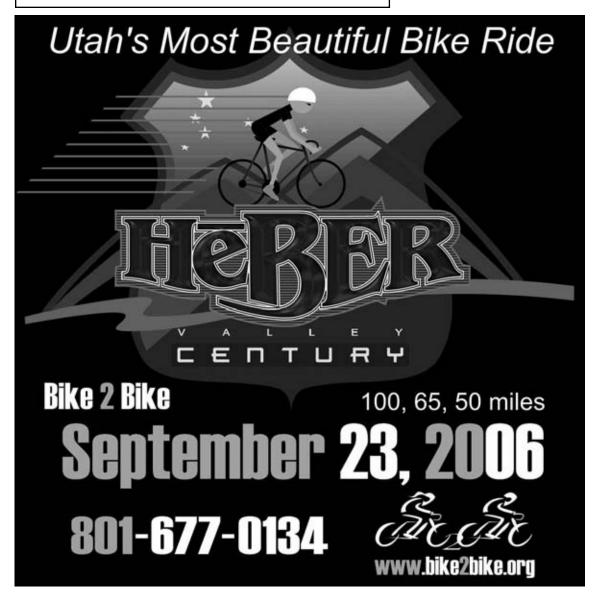
PM/Dinner: This meal should have a wide variety of foods with many colors and a focus on good fats. A good balance of protein with healthy carbohydrates and fats. This is a perfect meal to stick to the fatty fish like Salmon along with extra virgin olive oil and a wide variety of vegetables. Chef should 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 then 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.comorcheck out www.trainright.com.

What would the world be like if everyone rode a bike?

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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Service 1:27:12

5. Trevor Thompson 1:33:17 Spt Men 30-39

Michael C. Engberson:UtahMountainBiking.com 1:23:49 Im White; bikeman.com 1:24:30
 Im White; bikeman.com 1:24:30
 Garson Chynoweth; Mad Dog Cycles 1:27:22
 Justin Wilson; Revolution Mountain Sports 1:27:50
 Craig A. Pierson 1:27:51



Mountain Bike Racing

Bountiful Bomber Downhill, Bountiful, Utah, June 3, 2006 Pro Men 1. Ben Craner; BTC/Scott/Xbalm 4:52.78 2. Von Williams; Go-Ride 4:54.30 Kain Leonard: Shimano/Maxxis/Astrix 4:55.05 Kain Leonard; Shimano/MaxXis/Attix 4:35.05
 Dustin Malley; Oakley 4:55.71
 David Beeson 4:59.62
 Mark Christensen; Blue Dart Racing 5:03.81
 Phil Wheeler; The Fix 5:19.21
 Peter Maniaci; Peaked/Grand Ole Grill 5:19.49 9 Emmanuel Pons: Go-Ride 5:25 34 Expert 19-29 Men Logent 19-29 Men
 Logent 19-29 Men
 Logent 19-29 Men
 Logent 19-29 Men
 Silong
 Silong
 Silong 3. Sean Richins; Morewood/661/Utopia/Hayes/ODI/ Bombshell 5:26.27 4. Johnny Muldoon 5:28.58 Johnny Waldoon 3.22.36
 Chad Bryce; Spy/Ogio/661/Sun/Freestyle 5:31.55
 Riley Tucker; Park's/Ledge/Vacant/Rock Canyon Pharmacy 5:33.96 7. Clint Larson; Bike Zion 5:38.18 Skye Werre; ProPeaks/Ninja Riot 5:41.37
 Brandon Cross; Guthries 5:43.46
 Nate Davis; Go-Ride/Fuel/Utopia/SunRingle/Kenda 5:43.55 11. Travis Elquist 5:58.49 12. Jonathan Stecko; The Fix 6:09.93 Jonatana Sector, Ile FA 609:59
 Expert Men 30-39
 Chris Drake; Tore Up 5:12.24
 Cole McMillan; McMillan Chiropractic 5:20.87
 Justin Alvey; Go-Ride 5:26.90
 Chance Wright; Bike Zion 5:32.40
 Tummy Indexpress of Calor for 2 11 5. Timmy Pendergrass; Sol Foods 5:43.21 6. Anthony Sams 5:54.68 7. Kevin Tisue: Next Dimension 6:10.34 8. Brian Schafroth 6:13.43 9. Ian Kyees; Bike Zion 6:29.43 Ian Ryces, bite 2101 0:25:43
 Leland Long; Goat Eyewear/661/Fox 6:44.40
 Jeremy Little; ODG Mfg/Skyline 6:52.27 11. Jeremy Little; ODG Mtg/Skyline 6:52.27 Expert Men 13-18 1. Andrew Pierce Go-Ride 4:55.46 2. Naish Ulmer; Maxxis/661/PumpX/XFusion/Sun 5:16.08 3. Taylor Reed; Reed Gycles 5:34.11 4. Jordan Culp 5:33.78 5. Chris Hadley; Go-Ride 5:41.96 6. Riley Barlow 5:52.62 7. Nick Sturmack; Reed Cycles 5:59.81 And Submick, need Gues 5.55.81
 Expert Men 40+
 Craig Skinner, 5:59.05
 Kirk Meyer;Park's/RockCanyonPharmacy/BlueFin 6:02.99
 Michael Ciulla 6:40.87 Pro Women 1. Addie Lepper; Go-Ride/HarlotWear/Amy's/XBalm/ODI/ Maxxis/661 6:02.90 Maxxis/661 6:02.90 2. Tasa Herndon; TTR 6:08.34 3. Erin Thayne; SantaCruz/Spy 6:14.52 Expert Women Kimber Gabryszak; Summit Cycles & Snow 7:03.43 Sport Men 19-29 1. Matt Harding; Park's/RockCanyonPharmacy/BlueFin 2. Mat Derrick 5:34.58 3. Adam McMurray; Park's/RockCanyonPharmacy/BlueFin 5:35.30 4. Scott Cranney 6:04.65 Curt Thompson; Bingham Cyclery 6:07.06
 Dustin Richcreek; ProPeak Sports 6:11.46
 DJ Loertscher 6:25.34
 Jeremy Draper; Z Team 6:58.92 Sport Men 30-39 Sabastian Santiesteban 5:25.06
 Shane Sidwell; Bike Zion 5:44.84
 Clint DeMill 5:47.17
 Datid Eller 5:55.65 5. Dylan Astill 6:09.45 6. Tyler Brown; Red Pedal 6:18.11 7. Tory Jorgeson 6:22.60 3. Scott Mendoza: Shuntavi 6:27.97 Jorge Schmalls; Park's/RockCanyonPharmacy/BlueFin 7:00.25

1. Rolf Hebenstreit: Old Guys 6:03.18 Randy Earle; Cycle Down 6:05.48
 Cory Swenson 6:12.40
 Clint Bullock 7:26.07 **Sport Men 13-18** 1. Casey Swenson 5:14.92 2. Daniel Reed 5:29.24 Collin Lund 5:31.02 . Collin Lund 5:31.02 . Daniel Lee; 661/Marzocchi/Hayes/Intense 5:40.25 . Jordan Hopewell 5:42.87 6. Aaron Mendoza 5:45.72 7. Zach Hardin 5:48.00 8. Brvce Twitchell 5:49.94 9. Tyler Condic Zion Krew 5:54.27 10. Jacob LaRoque; DOD Racing 5:58.08 11. Riley Hewes; DOD Racing 6:03.72 12. Sam Fernstedt 6:16.18 13. Micah Hintze 6:23.58 Reginner Men 19-39 1. Justin Stoddard Ram Rod 5:44.70 2. Alex Craner; BTC Illustration 5:59.09 3. Matt Lemons; Team Ramrod 6:02.84 4. Dean Woods; Team Zion 6:15.85 Sean Houss, Jean 2000, 15.05
 Nate Green; Park's Sportsman 6:29.18
 Brandon Boudman 6:29.46 Alex Mazurkewycz 6:31.49
 Ryan Simmons 6:39.55
 Donald Sturkey 7:01.34
 Ryan Stringham 7:04.74 11. Robert Maynard; Park' s Sportsman 7:10.66 12. Matt Irvin 7:26.86 13. Art Tippets 7:59.40 Beginner Men 13-18 1. Austin Comstock 6:01.47 2. Kifer Smith 6:10.85 3. Cameron Snyder 6:13.70 4. Jeremy Morgan; Young Riders/CornerStrore/GFY 6:14.81
5. Casey fassett 6:24.96
6. Parker Eakin; EAK Productions 6:30.88
7. Gage Rogers 6:34.49
9. Low Contractions 6:30.08 8. Joey Costanzo 6:36.99 9. Justin Nelson; Park's Sportsman 7:20.15 10. Cody Franzen; Shuntavi Bikes 7:20.62 11. Galen Carter 7:31.91 12. Miles Dunford 7:53.44 13. Scott Stybe 8:05.56 14. Justice Pendray 12:12.62 Beginner Men 40+ 1. Wavne Belles 6:37.30 Snort Women . Ana Rodriguez; Park's Sportsman 7:17.73 . Liz Kilz 7:29.87 3. Jenn Rapp 8:49.92 Sundance Spin, Sundance Resort, Utah,

Intermountain Cup #7, June 3, 2006

12 & Under Justin Griffin; UtahMountainBiking.com 12:18:07
 Hunter Tolbert; Big Trace Racing and Mules 12:19:51
 Rhet C. Povey; The Bike Shoppe 12:21:24 4. Griffin S. Park 12:21:28 Sam Watson: Revolution 12:22:53 9 & Under Dallin Searle; UtahMountainBiking.com 12:09:42
 Audrey Searle; UtahMountainBiking.com 12:10:21
 Alex Binker 12:10:22 4. Jonah Fambro 12:10:49 Mackenzie Nielson; Sambucca/Contender 12:12:06 S. Mackenze Nielson; Sambucca/Contender 12:12:06
 Beg Men 13-15
 N. Keegan Swenson; Young Riders 12:48:56
 J. Jonathon Bruns 12:48:59
 J. Daniel VanWagner; UtahMountainBiking.com 12:51:57
 Conor Mathews; Young Riders 12:52:02 Blake Wiehe; Young Riders 12:52:09 Beg Men 16-18 1. Casey Jensen; UtahMountainBiking.com 12:53:17 2. Eric Taylor; UtahMountainBiking.com 12:56:23 3. Marty Povey 1:06:02 5. Colin Hunsaker; Bingham Cyclery 1:15:57 Beg Men 19-29 beg men 19-29 1. Jared Carmichael 12:46:37 2. Tyler Margetts; UtahMountainBiking.com 12:47:05 3. Brandon Campbell 12:49:49 4. Ryan Palmer 12:53:12 Beg Men 30-39 Aaron Smith, UtahMountainBiking.com 12:46:14
 Dave Dean; Mad Dog Cycles 12:48:58
 Todd Imwold; Revolution 12:50:44

. Rick Angell; Cutthroat Racing/Spin Cycle 12:52:0 5. Denmark Jensen 12:53:48 Beg Men 40+ 1. Mark K. Crosby; Taylor's Bike Shop 12:51:04 2. Gary R. Robbins 12:51:08 3. Kris Nosack; UtahMountainBiking.com 12:53:13 4. Cam Smith; Revolution Mtn. Sports 12:53:45 5. Grea Robbins 12:55:21 Beginner Women 1. Stephanie Earls; Sluts-R-Us 12:53:55 2. Meghan Beck 12:55:57 3. Christy House; Mad Dog Cycles 12:55:58 4. Kathryn Byrne; Cutthroat Racing/Spin Cycle 1:01:10 5. Amelia Young 1:01:27 Clydesdale 1. Mike Oblad; Hyland Cyclery 1:36:12 2. Greg Johnson; Mad Dog Cycles 1:41:49 Nick Thomas; Racers Cycle Service 1:43:58
 Aaron Mullins; Taylors Bike Shop 1:48:33 5. Steve Smock: Wife 2:02:45 Exp Men 16-18 1. Alex Gordon; Young Riders 2:06:56 2. Tres Wilson; Young Riders 2:08:47 Exp Men 19-29 1. David Welsh; Cedar Cycle /Colorado City 1:58:29 By and Archin, School State State School and Color 4
 Ryan M. Blaney, Bike Peddlar 2:00:04
 Matthew Sutton; Wasatch Touring 2:00:20
 Luke Costello 2:03:27
 Reed Abbott; Revolution 2:08:39 Exp Men 30-39 Jason Travis; Jans/ Trek 1:54:34 Jaron Zenger; Racing Cycle Service 1:55:04
 Brad W. Pilling; Revolution 1:59:48
 Thane Hall; Young Riders/Uinta Coffee 2:01:08
 Richard D. Abbott; Revolution/Peak Fasteners 2 2:01:37 Exp Men 40+ Robert Westermann; Vanguard/Spin Cycle 1:59:00 2 Todd Henneman: Jans/Trek 1:59:19 Chris Bingham; Porcupine/Canyon Sports 2:02:07
 Curt Bates; Canyon Bicycles 2:07:03
 Daren Cottle; Porcupine/Specialized Racing 2:11:37 Expert Women 1. Erin Gibson; Racer's Cycle Service 1:42:41 2. Amy Klepetar: Sugar/White Pine Touring 1:43:42 Stary L. Newton; Team Sugar/White Fine Touring 1:47:17
 Roxanne Toly; Jans 1:49:25 5. Michelle Passage; Revolution 1:49:32 1. Bruce Allen: Jans/Trek 1:26:20 Direc Anery Jans, Max 12020
 Dwight Hibdon; Mad Dog Cycles 1:30:02
 Bob Dawson; New Moon Media/Spin Cycle 1:32:48
 Curtis Landgraf; S. Moyers Bike Touring 1:40:20
 Direc Anery Jans, S. Moyers Bike Touring 1:40:20 5. Bill Dark; Mad Dog 1:37:04 1. Jim Westenskow: OadenOne 1:30:01 . Jim Westenskow, ogdenone 1.50.01 Steve Miller; Canyon Cycles 1:36:18 Lewis Rollins; Sambucca/Contender 1:41:36 Joel Quinn; Revolution 1:46:42 1. Eric Jones; Raleigh Factory Team 2:24:40 Enclones, Rategin Factory Jeam 2:24:40
 Thomas J. Spanning; Cole Sport 2:28:01
 Bart Gillespie; Raleigh Factory Team 2:30:14
 Chris A. Holley; Mad Dog Cycles 2:30:57
 S. Ross Scatchard; Bliss Racing 2:32:42
 Alex Grant, Rocky Mt / Oakley 2:33:58 7. Paul Clark; Jans 2:35:42 8. Tv Hansen: Revolution/BNakedCannondale 2:37:47 Heinrich Deters; JansYoung Riders 2:37:50
 Charlie Gibson; Racer's Cycle Service 2:38:17
 Pro Women
 Kathy Sherwin; Ford Cycling 2:06:54 Sue F. Abbene; Raleigh Factory Team 2:13:45
 Sue F. Abbene; Raleigh Factory Team 2:13:45
 Kara C. Holley; Mad Dog Cycles 2:18:02
 Jennifer Hanks; Revolution/Cannondale 2:23:16 Jennifer Hanks; Revolution/Lannonouse 2:25. to Single-Speed
 Kenny Jones; Racers Cycle Service 1:20:17
 Tom Noaker; Young Riders 1:20:47
 Brian A. Tolbert; Big Tace Racing and Mules 1:24:02
 Forrest Gladding; forrestgladding.com 1:24:45
 Matt Beedle 1:24:46 S. Matt Decole 1:24:36
 Sport Women
 Lisa R. White; Canyon Sports 1:43:19
 Kell Beard; Cutthroat Racing/Spin Cytel 1:43:27
 Kar Gilletz: Fram Sugar/White Pine Touring 1:43:44
 Hannah Steele; Wild Mountain Honey/Teton Cycle

Men 50+

Men 57+

Pro Men

Works/ Giant+F3805 1:44:32 5. Lucy J. Jordan; Team Revolution 1:45:10 Spt Men 16-18 1. Dave Larsen; Utah Mt Biking.com 1:37:26 2. Brandon A. Johnson; Mad Dog

Cycles 1:41:51 3. Cyrus Jordan; Young Riders 1:45:46 4. Doug W. Johnson; Mad Dog Cycles 2:09:56 Spt Men 19-29 1 Craig Chilton 1.23.03 Craig Children 122:03
 Kyle Cramer; Y Cycling 1:25:04
 Justin Healy 1:25:56
 Aaron Packard; Racer's Cycle

Spt Men 40+ Todd Winner 1:26:21 2. Thomas L. Henning; Canyon Bicycles 1:28:56 3. Scott Toly; Cole Sport 1:29:07 4. Alex Brazenol; Stein Erikson Sports 1:30:51 5. David Bruns 1:31:27 Spt/Exp Men 13-15 1. Dylan Klautt; Young Riders 2:00:46 Women 35+ Leslie Knowlton-Fredette; Vanguard Media Group 12:57:58
 Gigi Austria; 12:59:30 3. Jolene Nosack; UtahMountainBiking.com 1:00:30 4. Susannah Cummings; Mad Dog 1:01:26 5. Dorothy Parkinson; Taylors Bike 1:03:22 Deer Valley Pedalfest, Deer Valley Resort, Intermountain Cup #8, June 10.2006 12 & Under 1. Justin Griffin; UtahMountainBiking.com 12:18:41 2. Rhet C. Povey: The Bike Shoppe 12:20:14 3. Griffin S. Park 12:24:16 4. Parker Swenson 12:24:43 5. Sam Watson; Revolution 12:25:15 9 & Under 1. Alexander Birkner 12:13:57 Alexander Dirkner 12:15:37
 Cameron Larson, Revolution 12:15:12
 Noah Burbank 12:16:23
 Noah Burbank 12:16:23
 Sort Abbott, Revolution Peak Fastener 12:18:59
 S. Thomas Zenger; Racers Cycle Service 12:21:12
 Beg Men 13-15
 This Mark Mark Mark 12:00-26 1. Blake Wiehe; Young Riders 12:48:36 Jonathon Bruns 12:49:06
 Zane Enders; Autoliv 12:53:03
 Joshua Elston; Autoliv Jr. Mtn. Bike Team 12:54:55
 Justin Robbins 12:56:08 Beg Men 16-18 1. Colby Horn; Biker's Edge 12:52:28 2. Fric Taylor: UtahMountainBiking.com 12:55:41 Christon, Grainbarn, Grainbarn, Grain 12:33:41
 Beg Men 19:29
 Tyler Margetts; UtahMountainBiking.com 12:47:06
 Kent Hyden; Alta, Omahoa Steaks, Egoscue 12:48:22
 Trevor Marshall; Big Trace Racing and Mules 12:48:36 4. Brandon Campbell 12:50:25 brandon Campbell 12:0629
 Dennis Stacy; Cutthroat Racing 11:46:01
 Beg Men 30-39
 Aaron Smith; UtahMountainBiking.com 12:47:27
 Dave Deary, Mad Dog Cycles 12:49:35
 Matt Moore 12:52:09 Rick Angell; Cutthroat Racing/Spin Cycle 12:54:15 5. Roy Smeal; Cutthroat Racing/Spin Cycle 12:54:22 Beg Men 40+ 1. Robert Stephens; CNT Cycling 12:49:25 2. Jonathan Atzet 12:51:08 D. Liu Liu Liu Cycling 12:49:25 3. Reed Hamblin 12:51:33 Gary R. Robbins 12:51:34
 Cam Smith; Revolution Mtn. Sports 12:52:30 Beginner Women 1. Camila Esposito; Logan Race Club 12:55:45 2. Jaimey Bates; Canyon Bicycles 1:00:22 3. Amelia Young 1:02:16 4. Jennifer Hughston 1:04:52 5. Kathryn Byrne; Cutthroat Racing/Spin Cycle 1:05:20 Katinyin Byrne, Cututioat Kachigy Spin Cyc.
 Clydesdale
 Mike Oblad; Hyland Cyclery 1:07:07
 Aaron Mullins; Taylors Bike Shop 1:09:50
 Greg Johnson; Mad Dog Cycles 1:10:53 4. Nick Thomas; Racers Cycle Service 1:13:09 Exp Men 16-18 Alex Gordon; Young Riders 12:00:00
 Exp Men 19-29
 Ryan M. Blaney; Bike Peddlar 2:01:21 2. Adam D. Lisonbee; Mad Dog Cycles 2:03:58 3. Chris Mackay; Cole Sport 2:04:40 4. Luke Costello 2:05:05 5. Christen Thompson 2:06:40 Exp Men 30-39 Jay Petervary; Fitzgeralds Bicycles 1:56:32
 Rob Hopkins; Bikers Edge 1:57:34 3. Brad W. Pilling; Revolution 1:58:24 4. Marc Wimmer; Wimmer's Ultimate Bitler/LRC 1:58:35 5. Bob Saffell; Revolution 1:58:53 Exp Men 40+ 1. Darrell Davis; Contender Bicycle 1:59:02 2. Jack Dainton; X Men 2:00:43 Kevin W. Nelson; Canyon Bicycles 2:05:27 Jake Malloy; 9th & 9th 2:06:38
 Riley Frazier; Racer's Cycle Service 2:11:26
 Expert Women
 Amanda Riley; Teton Cycle Works 1:47:02 2. Wendy Wagner; Chipolte-Titus Mt Bike Team 1:47:03 3. Stacy L. Newton; Team Sugar/White Pine Touring 1:55:31 Tracey Petervary; Fitzgeralds Bicycles 2:04:07
 Cyndi Schwandt; Sugar/White Pine Touring 2:11:32

Men 50+ 1. Bruce Allen; Jans/Trek 1:25:45 2. Mark Enders; Autoliv 1:30:25 2. Mark Enders; Autoin 1:30:25
 3. Brad A. Mullen; Canyon Bicycles 1:31:38
 4. Bill Dark; Mad Dog 1:33:48
 5. Steve Wimmer; Wimmer's Ultimate Bitler/LRC 1:35:04
 Men 57+
 1. Lewis Rollins; Sambucca/Contender 1:10:46



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JULY 2006

2. Joel Quinn; Revolution 1:12:09 Beginner Women
1. Meghan Buzzard; Revolution Mountain Sports 1:21:01 Pro Men
1. Eric Jones; Raleigh Factory Team 2:00:04 Camila Esposito; Logan Race Club 1:26:55
 Kathryn Byrne; Cutthroat Racing/Spin Cycle 1:27:48 Bart Gillspie; Raleigh factory Team 1:00:41
 Alex Grant; Rocky Mt /Oakley 2:04:23
 Ross Scatchard; Bliss Racing 2:05:04
 Charlie Gibson; Racer's Cycle Service 2:05:56 Anne Bridgeman; SandCastle Holdings 1:33:30
 Sophia Frankenburg; Young Riders 1:36:04 Clydesdale 1. Mike Oblad; Hyland Cyclery 1:20:14 II. Dild Cyclery 1:20:33 Stephen W. Rescigno; 2:06:00
 Ty Hansen; Revolution/BNakedCannondale 2:07:59 Imite Oblad, Hyland Gydely 1.20.14
 Trent Wignall; DNA Cycling 1:20:33
 Ed Clouse; Pedaling Dogs of PC 1:25:02
 Charles Mills; Bills Bicycle 1:26:17
 Greg Johnson; Mad Dog Cycles 1:29:31
 Exp Men 16-18 Blake Zumbrunnen; Revolution Mountain Sports 2:08:32
 Kevin Day; Biker's Edge/DestinationHomes 2:09:45
 Jake M. Pantone; Biker'sEdge/Destination Homes 2:11:58 1. Ryan Harrison; Revolution Peak Fastener 1:36:21 Pro Women 1. Sue F. Abbene; Raleigh Factory Team 2:11:20 2. Chris W. Peterson; Balance Bar/Devo 1:42:30 2. Roxanne Toly: Jans 2:15:08 Exp Men 19-29 Jonnifer Hanks; Revolution/Cannondale 2:15:48
 A. Teresa Eggertsen; X-Men 2:18:19
 Pamela Hanlon; Jan's 2:21:23
 D.J. Morisette; Ellsworth/Copperchase Condos 12:00:00 David Welsh; Cedar Cycle /Color Country 1:55:53
 Jonny Hintze; Biker's Edge 2:01:39
 Reed Abbott; Revolution 2:06:09
 Paul Davis; Corte's 2:14:03 5. Luke Costello 2:17:03 Single-Speed 1. Jon Gallagher; Cole Sport 1:17:00 Fxn Men 30-39 Jon Voaker, Young Riders 1:18:19
 Taylor Foss 1:19:27
 Chris R. Peters; White Pine Touring 1:20:22
 Kenny Jones; Racers Cycle Service 1:21:34 Jaron Zenger; Racing Cycle Service 1:55:35 . Cris Fox; BikeHusls.blogspot.com 1:58:33 . Bob Saffell; Revolution 2:02:13 4. Chad Harris; Racers Cycle Service 2:03:31 Sport Women 5. Derrick K. Batley; Team Red Rock 2:03:41 . Hannah Steele: Wild Mountain Honey/Teton Cycle Exp Men 40+ Todd Henneman; Jans/Trek 2:00:09
 Dave Miller; Bikers Edge 2:00:38
 Curt Bates; Canyon Bicycles 2:08:13 Kaman Jecker, Vind Modinal Tolley Tech Syde
 Works/ Giant F3805 1:09:47
 Lisa R. White; Porcupine/Canyon Sports 1:09:48
 Meredith Brown; Cutthroat Racing/Spin Cycle 1:09:54
 Kell Beard; Cutthroat Racing/Spin Cycle 1:10:08 Kevin W. Nelson; Canyon Bicycles 2:09:35
 Daren Cottle; Porcupine/Specialized Racing 2:13:57 Spt Men 16-18 1. Brent R. Randall 1:29:39 Expert Women L Amanda Riley; Teton Cycle Works 1:38:16
Laura Howat; Vanguard Media Group 1:45:54
Bethany Neilson; LoganRaceClub/Wimmers 1:54:43
Cyndi Schwandt; Sugar/White Pine Touring 1:59:10 Dien H. Handall (2013)
 Dave Larsen; Utah Mt Biking.com 1:31:48
 Christian Maynes; 1:33:33
 Tyler M. Beyeler; BikersEdge/DJ Ortho 1:40:43 5. Kellie Williams; UtahMountainBiking.com 2:08:03 Spt Men 19-29 Men 50+ Spt Men 19-29 1. Justin Healy; CycleSmith 1:23:21 2. Tyler Nelson 1:33:02 3. Brandon Wilde; The Mighty Pink Belt 1:33:46 4. Nathan Carey; Fitzgeralds 1:33:47 5. Stephen Brown; Cuthroat Racing/Spin Cycle 1:37:29 Spt Men 30-39 1. Dran & Athidase, Durukuing Magnetic Seart 1:32:41 3. Dran & Athidase, Durukuing Magnet Seart 1:32:41 3. Dran & Athidase, Durukuing Magn 1. Dana Harrison: Revolution Peak Fastener 1:34:38 Roger Gillespie; Raleigh Factory Team 1:35:44
 Mark Enders; Autoliv 1:39:48
 Dwight Hibdon; Mad Dog Cycles 1:41:33 5. Bill Peterson; Revolution 1:44:27 Spt Men 30-39 1. Ryan Ashbridge; Revolution Mountain Sports 1:23:11 2. Tim White bikeman.com 1:23:12 3. Michael C. Engberson; UtahMountainBiking.com 1:24:49 4. Carson Chrynoweth; Mad Dog (ycls 1:24:51) 5. Todd Heymarker; UtahMountainBiking.com 1:25:00 Caracter State Sta Men 57+ 1. Jim Westenskow: OadenOne 1:13:41 Jan Westerlstow, ogderfore 112.411
 Lewis Rollins; Sambucca/Contender 1:24:13
 Joel Quinn; Revolution 1:30:55
 Pro Men 1. Eric Jones; Raleigh Factory Team 1:55:05 Spt Men 40+ Alan Obye; Sram 1:55:55
 Alex Grant; Rocky Mt /Oakley 2:00:19 1. Dave G. Miller: Anatomy Academy 1:19:39 3. Alex Grant; Kocky Mr (Vakley 2:00:19
 4. Kohei Yamamoto; I-Nac 2:00:51
 5. Thomas J. Spannring; Cole Sport 2:02:02
 6. Mitchell Peterson; Devo 2:03:56
 7. Paul Cark; Jans 2:04:57
 8. Blake Zumibrunnen; Revolution Mountain Sports 2:05:30 Jordan Swenson; Young Riders 1:25:10
 Jordan Swenson; Young Riders 1:25:10
 Todd Winner 1:28:12
 Carman Espinoza; Jans 1:28:52 5. David Bruns 1:30:49 Spt/Exp Men 13-15 Keegan Swenson; Young Riders 1:05:41
 Conor Mathews; Young Riders 1:12:01
 Tyler Wall; Team Evanston 1:16:07
 Mason West; Young Riders 1:17:40 9. Chris A. Holley; Mad Dog Cycles 2:07:55 10. Lance R. Runyan; Stein Eriksen Sport 2:10:47 Lance R. Runyan; Stein Eriksen Sport 2: 10:47
 Pro Women
 Nathy Sherwin; Ford Cycling 1:45:56
 Sue F. Abbene; Raleigh Factory Team 1:52:23
 Pamela Hanlon; Jan's 1:55:09 5. Stuart C. Povey; The Bike Shoppe 1:20:34 Women 35+ Functar Lamba (June 1:56:24)
 Kara C. Holley; Mad Dog Cycles 1:57:23
 Jennifer Hanks; Revolution/Cannondale 1:59:28
 Julie Minahan; Jans 2:05:30 1. Leslie Knowlton-Fredette: Vanguard Media Group/Spin 12.56.10 2.30.10 2. Gigi Austria 12:57:19 3. Dorothy Parkinson; Taylors Bike 1:02:56 4. Heather L. Hemmingway-Hales; Revolution 1:03:03 5. Jolene Nosack; UtahMountainBiking.com 1:03:30 Single-Speed
1. Tom Noaker; Young Riders 1:27:45 I. nom Noaker; Young Kiders 1:27-45
 Kenny Jones; Racers Cycle Service 1:30:05
 Brad Keyes; Racers Cycle Service 1:32:58
 Kobert McDonald 1:59:08
 Sport Women
 Tanya Swenson; ColeSport 1:21:29
 Citika Devasion: 1:24:29 Utah Open/Chris Allaire Memorial XC. Solitude Resort, Utah, July 1, 2006, Intermountain Cup #10 12 & Under 1. Rhet C. Povey; The Bike Shoppe 12:23:53 2. Justin Griffin; UtahMountainBiking.com 12:23:55 3. Zachary Edwards; Red Rock 12:27:28 2. Erika Powers 1:24:45 3. Sara Watzhorn: Contender 1:25:29 4. Lisa R. White; Porcupine/Canyon Sports 1:26:05 5. Hannah Steele; Wild Mountain Honey/Teton Cycle Works/ Giant+F3805 1:27:48 Spt Men 16-18 4. Griffin S. Park 12:30:49 5. Destrey Enders; Autoliv 12:33:40 9 & Under . Brent R. Randall 1:14:23 9 & Under 1. Alexander Birkner 12:10:00 2. Jonah Fambro 12:11:04 3. Brayden Nielsen 12:12:24 2. Dave Larsen: Utah Mt Biking.com 1:15:57 Alex Thomas; Young Riders 1:16:11
 Phillip D. Hovey; X-Men 1:17:09
 Kevin Perry; Healthy Choice/Guru's 1:24:22
 Spt Men 19-29 4. Cameron Larson; Revolution 12:12:56 5. Mackenzie Nielson; Sambucca/Contender 12:13:56 Nathan Carey; Fitzgeralds 1:33:20 Beg Men 13-15 1. Parker DeGray; Young Riders 1:12:14 2. Logan Phippin; Autoliv 1:12:29 3. Zane Enders; Autoliv 1:12:30 2. Justin Healy; CycleSmith 1:33:22 3. Tim V Quinn 1:34:03 4. Craig Chilton 1:34:36 5. Tyler Nelson 1:36:36 **Spt Men 30-39** 4. Tanner Cottle; Porcupine/Specalized 1:24:45 Iahner Cottley Forcupine/Specalized 1:24:45
 Beg Men 16-18
 Colby Horn; Biker's Edge 1:14:12
 Eric Taylor; UtahMountainBiking.com 1:15:55
 Adam K. Petersen 1:20:50
 Colin Hunsaker; Bingham Cyclery 1:46:25 Ryan Ashbridge; Revolution Mountain Sports 1:31:35
 Tim White; bikeman.com 1:32:06
 Archie Yamada; Revolution Mountain Sports 1:34:47 4. Justin Wilson; Revolution Mountain Sports 1:34:4 5. Dave fassnacht 1:38:01 Spt Men 40+ 1. Todd Winner 1:32:35 Beg Men 19-29 beg men 19-29
1. Ramsey Moore 1:05:57
2. Carl Reese; UtahMountainBiking.com 1:06:01
3. Chris Daniels; BikersEdge/Destination Homes 1:11:57
4. Jonathan Doty 1:15:31
5. Carson Wick; UtahMountainBiking.com 1:16:08 1. Todd Winner 1:32:35
 2. Tom Hennine; Canyon Bicycles 1:39:01
 3. Marc E. Anderson 1:39:12
 4. Scott Russell 1:45:54
 5. Paul S. Moote; Mad Dog Cycles 1:46:43
 Spt/Exp Men 13-15 4. Kune Didne 1:00:12 Beg Men 30-39 Beg Men 30-39 1. Darren Harris 1:07:02 2. Rodney Kopish; Contender Bicycles 1:07:35 3. Stephan Bergen; UtahMountainBiking.com 1:07:36 4. Dave Dean; Mad Dog Cycles 1:08:36 b. Les Christenen Psuchiarie 1:11:12 Spt/Exp Men 13-15 1. Keegan Swenson; Young Riders 1:28:17 2. Stuart C. Povey; The Bike Shoppe 1:24:45 3. Mason West; Young Riders 1:27:00 4. Justin Griffin; UtahMountainBiking.com 1:28:24 5. Conor Mathews; Young Riders 1:29:52 Woman 34-5. Joe Christensen; Revolution 1:11:12 Beg Men 40+ 1. Robert Stephens; CNT Cycling 1:06:37 Women 35+ Robert Stephens, CN Cycl
 Jonathan Atzet; 1:08:33
 Twitch E 1:10:47
 Gary R. Robbins 1:12:24 1. Gigi Austria 1:23:33 Dot Verbrugge; Mad Dog Cycles 1:27:00
 Jolene Nosack; UtahMountainBiking.com 1:29:03 5. Kris Nosack; UtahMountainBiking.com 1:15:28



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Road Racing Utah State Road Race Championships, Little Mountain course, Logan, Utah,

June 3, 2006 Pro/1/2 Men 1. Ryan Barrett; Sienna Developement/Goble Knee Clinic 2. Dave Harward; Porcupine/Specialized Racing 3. Norman Bryner; Guthrie Race Club SANDY Perrins; Sienna Developement/Goble Knee Clinic
 SAron Jordin, Porcupine/Specialized Racing
 Kirk Eck; Sienna Developement/Goble Knee Clinic
 Anthony Johnson; FFKR/ Sportsbaseonline.com 8. Nate Page 9. Kyle Brown 10. Eric Flynn; Park City Cycling Academy Cat 3 Mer Mitchell Peterson: Devo/Revolution Mitchell Peterson, Dev
 Eric Jeppson; Mi Duole
 Kris Henthorn; Autoliv 4. Scott Patten: VanGuard Media Group Cycling Team 5. Jared Inouye; Mi Duole / Barbacoa 6. Ted Tatos; RMCC/Revolution 7 Chris White Chris White
 Mark Zimbelman; Utah Valley Racing
 Mike Sohm; Binghams/Northshore 10. Bryson Garbett Cat 4 Men 1. Colin England 2. Curtis Doman; Inertia 3. Daniel Nelson; Y Cycling Matthew Thompson 5. Colby Tanner 6. Terry Totemeier; ICE/Rocky Mountain Surgery Center 7. Mike Hadley Mine Tailey
 Jared Kirby; Sienna Development/Goble Knee Clinic
 Todd Taft; Vanguard Media Group Cat 5 Men 1. Bill Demona: Trek VW 2. Cole Gibbon Core Gibbons
 Fabian Esposito
 James Swink
 James Blotter; Cache Valley ENT Cycling 6. Grant Roper 7. Jacob Balls 8. Justin Gibson: Wimmers 9. Ryan Godfrey; CVENT 10. Craig Willis; CVENT Master Men 35+ 1. Brent Cannon 2. Craig Kidd; ICE/Rocky Mountain Surgery Cente Gland Adding Rock, Proceeding Proceedings of Carlot Gland Adding Porcupine Specialized Racing
 A. Robert McGovern; ICE/Rocky Mountain Surgery Center
 Mark Skarpohl; Cole Sports
 Mark Todd; Canyon Bicycles 7. Tony Chesrow; Jan's 8. Chuck Collins; ICE/ROCKY MOUNTAIN SURGERY CENTER Mike Fogarty; Porcupine/Specialized Racing
 Rob Van Kirk; ICE/Rocky Mountain Surgery Cente Master Men 45+ Robert Hatch
 Ken Louder; FFKR Architects/SBO.com 3. John Haney 4. Roger Hansen 5. Henry Ebell; SLCC Cat1/2/3 Women Kirsten Kotval 2. Nisie Van De Kamp; Ivory Homes 3. Jen Ward: Wasatch Womer Jamie Williams
 Kristi McIlmoil; Utah Valley Racing Ansu Michinon, Otan Valley Racing
 Darcie Strong; WWCC
 Ruthie Shapiro; Vanguard Media Group Cycling Team 8. Laura Patten; Vanguard Media Group Cycling Team 9. Shannon O'Grady; Cyclesmith Cat 4 Women 1. Kara Roper 2. Kelsey Withrow 3. Karen Mohr; Intermountain SM 4. Gail Towsley 5. Lori Frandsen; Revolution 6. Jo Garuccio; Canyon Bicycles 7. April Jones Junior Men 1. Bruce Hoffman 2. Adam Steinke 3. Ryan Harrison; Devo/Revolution 4. Creed Ebell; SLCC Junior Men 1. Connor O'Leary 2. Tanner Putt; Cole Sport Dana Hoffman
 Nathan Clyde; MDSC Juniors 5. Colin Curtis Junior Mer 1. Ryan Fogarty 2. Tyler Talbot 3. Luke Wilkins

1. Jillian Gardne 2. Camila Esposito Junior Women 1. Meagan Roper 2. Angela Clyde; MDSC Juniors Jennifer Zimbelma Sugarhouse Criterium, Salt Lake City, Utah, June 10, 2006 Cat 1/2/3 Women
1. Tiffany Pezzulo; Team Ivory Homes
2. Nisie Van De Kamp; Ivory Homes
3. Chellie Terry; Fitzgerald's Bicycles
4. Laura Howat; Vanguard Media Group
5. Jill Wilkerson-Smith; Wasatch Women's Cycling Club
Kingen Kitchen, Ukazulta Kirsten Kotval; Ivory Homes
 Kicole Evans; FFKR Architects \ Sportsbaseonline.com
 Laura Patten; Vanguard Media Group Cycling Team 9. Jen Ward; Wasatch Women 10. Shanin Miller; Canyon Bicycles Cat 3 Men Brian Boudreau Jonathan Gardner; Canyon Bicycles
 Jonathan Gardner; Canyon Bicycles
 Xris Henthorn
 Eric Rasmussen; Porcupine/Specialized Racing
 Patrick Fasse; Vanguard Media Group Cycling Team 6. Sam Moore Sammoore
 Mark Zimbelman; Concept Construction/Fazoli's
 Scott Patten; Vanguard Media Group Cycling Team
 Carl Majors; Rhodes
 Less Dear, RMCC Cat 4 Women 1. Juel Iverson; Ivory Homes Juei Verson; Vody Homes
 Valerie O'neill; Contender
 Sonia Maxifield; Vanguard Media Cycling
 Debbie Chiquito; Unattached
 Jo Garuccio; Canyon Bicycles
 Leslie Cooper; Vanguard Media Group 7. Anna Dingman; Ivory Homes 8. Brandi Gorden; Sambucca/Contender 9. Brooke Johnson 6. Brooke Johnson Cat 4 Men 1. Curtis Doman; Inertia 2. Nathan Arnim 3. Colby Tanner 4 Rob Brasher: Miduole / Barbacoa Job Brasici, Middice / Barbacoa
 Jon Schofield; Mi Duole / Barbacoa
 Kent Barton; MiDuole/Barbacoa
 Brian Randall; RMCC 8. Mike Hadley 9. Richard Urena: Vanguard Media Group Cycling Team 10. David Hansen; Porcupine/Canyon Sports Cat 5 Men 1. James Ransom 2. Gary Swain 3. Daniel B.; Mi Duole/Barbacoa 4. Douglas Hansen; Inertia 5. Christopher Pullos 6. Darek Axtman; Porcupine/Canyon Sports 7. Brian Avery; Canyon Bicycles of Salt Lake 8. Terry Stone 9. Aaron Pauls 10. JK Scott: C-Dub Racing Master Men 35+ 1. Skylere Bingham; Porcupine/Specialized Racing 2. Thomas Cooke; X-men 3. John McKane 4. Mitch McBeth; Porcupine/Specialized Racing 5. Mike Hanseen; X-men's Canyon Elite Squadra 7. Steven P. Lewis; ColeSport/ONEonONE 8. Jarmon Zenger 9. Greg Freebairn; Porcupine/Specialized Racing 10. Scott Marland; Utah Premier/Vangaurd Medi Master Men 45+ 1. Jeff Ure; Autoliv 2. Louis Riel: Porcupine/Canvon Sports 4. Charles Palmer; Vanguard Media Group 5. Ken Louder; FFKR Architects/SB0.com 6. Zan Treasure; Autoliv 6. Pete Barquin; Cole Sport Jamie Longe; Canyon Bicycles
 Mark Seltenrich; Cutthroat Racing 9. Bob Walker: Autoliv 9. Bob waker, Autony 10. Kevin Shepherd; Mi Duole Pro/Cat1/2 1. David Mellon 2. Rich Vroom; Mi Duole 3. Rvan Barrett: Sienna Dev't - Goble Knee Clinic 4. Burke Swindlehurst; Navigators 5. Cameron Hoffmar; Ogden One 6. Jeremy Smith; Vanguard Media Group Cycling Skylere Bingham; Porcupine/Specialized Racing 8. Pete Kuennemann; Ogden One

4. Josh Burningham 5. Taylor Eisenhart; SBO JR Racers 6. Landon Willis

Junior Women

cycling utah.com

1. Ben D'Hulst 3:25:34

Downtown Criterium, Utah State Criterium Championships, Salt Lake City, Utah, June 11, 2006 Master Men 35+ Master wen 3-+ 1. Skylere Bingham; Porcupine/Specialized Racing 2. Thomas Cooke; X-Men The 3. Steven P. Lewis; ColeSport/ONEonONE 4. Michael Fogarty; Porcipine/Specialized Racing Team 5. Greg Freebaim; Porcupine/Specialized Racing team of the state of the sta 6. Justin Kline Donald Armstrong: Autoliv 7. Donald Armstrong; Autoliv 8. Zan Treasure; Autoliv 9. John Iltis; Cole Sport 10. Jon Gallagher; Cole Sport **Master Men 45**+ 1. Chuck Collins; ICE/Rocky Mountain Surgery Center 2. Donald Armstrong; Autoliv 3. Jeff Ure; Autoliv Zan D. Treasure; Treasure Autoliv 5. Darrell Davis; Contender Bicycles Jamie Longe; Canyon Bicycles
 Bob Walker; Autoliv Michael MacDonald; Bountiful Mazda 9. Kevin Shepard; Mi Duole 9. Kevin Shepard; Mi Duole 10. John McConnell; Porcupine/Specialized Racing Junior Men 1. Bruce Hoffman; Ogden One 2. Jillian Gardner; SBO Junior Racers Jinah Guturet, JS Jointo Hacers
 Taylor Elsenhart, SBO JR Racers
 Ryan Fogarty: Porcipine/Specialized Racing Team Cat 5 Men
 Robby Milne 2. Brad Burnett 3. John Eisenhart Lance Miller Christopher Pullos
 Morgan Broadhead
 Shawn Haran 8. Jason Byron 9. Jeffery Holloran 10. Ben Melini Cat 4 Men at 4 Men . Colby Tanner . Keith Anderson; Logan Race Club 3. Craig Vanvalenburg; Cole Sport 4. Nathan Arnim 5. Zach Butterfield 6. Vernon Fitch; Ogden One 7. Michael Lee; Utah Valley Racing 8. Aaron Olsen 9. Jon Bell: Contender/Sambucca 10. Alex Lizarazo; Ogden One Cycling Club Cat 4 Women . Christie Johnson: Jan Christie Johnson; Jans
 Juel Iverson; Ivory Homes
 Sara Watchorn
 Jillian Gardner; SBO Junior Racers 5. Jen Hanks; WWCC/Revolution 6. Jo Garuccio: Canvon Bicycles Melanie Helm; Wasatch Women's Cycling Club Metallie Heilit, Wasalch Wohl
 Anna Dingman; Ivory Homes
 April Jones
 Debbie Chiquto Cat 1/2/3 Women 1. Nisie Van De Kamp: Ivory Homes Tiffany Pezulo; Team Ivory Homes
 Laura Howat; Vanguard Media Group
 Darcie Murphy; Ivory Homes
 Kirsten Kotval; Ivory Homes 6. Shanin Miller; Canyon Bicycles Lisa Milkavich, WWCC/Otopexy Records
 Kelly Crawford; Intermountain SportsMedicine/LRC
 Laura Patten; Vanguard Media Group Cycling Team
 Cat 3 Men 1. Patrick Fasse; Vanguard Media Group Cycling Team 2. Brian Boudreau; Sambucca/Contende Jonathan Gardner; Canyon Bicycles
 Jonathan Cardner; Canyon Bicycles
 Kris Henthorn
 Kris Henthorn
 Philip Wood; FFKR Architects/Sportsbaseonline.com 7. Mike Pratt; Canyon Bicycles 8. Sam Moore 9. Cameron Candelaria: Canvon Bicycles 10. Eric Rasmussen; Porcupine/Specialized Racing
Pro Cat1/2 Men
1. Cameron Hoffman; Ogden One 2. Burke Swindlehurst; Navigators 3. Sandy Perrins; Sienna Dev't - Goble Knee Clinic 4. Jesse Gordan; Park City Cycling Academy Fisse Gondali, Yi and City Cycling Academy
 Rich Vroom; Mi Duole
 Dave Harward; Porcupine/Specialized Racing
 Ryan Barrett; Sienna Dev't - Goble Knee Clinic 8. David Mellon Kevin Radzinski; FFKR Architects/Sportsbaseonline.com 10. Ryan Littlefeild; Porcupine/Contender Bicycles

All West Communicatons High Uintas Classic, June 17-18, 2006 3 Stages

BY NEAL SKORPEN

Kamas to Evanston Bald Mountain Road Race, 80 Miles Licensed Men Cat Pro/1/2

Joey Thompson 3:18:17 John Eisinger 3:18:17 3. Corey Collier 3:18:27 4. Rolando Gonzalez 3:18:27 Mark Santurbane 3:18:27 Licensed Men, Cat. 3



7. Jared Clegg 3:35:37 Stephen Kempe 3:36:34
 Stephen Tanner 3:42:50 10 Durk Johnson 3:52:20 Recreational Citizen Men, 40-49 1. Tracy Miwesell 2:41:30 2. Rocky Stonestreet 2:46:49 3. Mark Sarette 2:49:51 4 Charlie Lansche 2:55:45 Glanne Earlsche 2:35.4.
 Bruce Wignall 3:01:56
 Glenn Meikie 3:08:22
 Gordon Olsen 3:15:48 8. Mark Pantone 3:18:48 9. Steve Horvat 3:24:12 10. Tai Bright 3:32:17 11 Brent Gibson 3:45:40 Recreational Citizen Men, 50-59 1. Bob Greer 3:10:12 2. Wayne Wells 3:20:44 3. Brad Binker 3:23:49 4. Steve Dougherty 3:53:40 5. Dave Walters 3:54:59 5. Stece Holcomb 4:23:21 5. Dave Nees 4:57:41 Recreational Citizen Men, 60+ 1. Larry Holmes 3:32:58 Recreational Citizen Women, 30-39 1. Margaret Schilling 3:24:44 Recreational Citizen Women, 30-39 1. Marlene Murnin 2:45:32 2. Kim Larson 3:20:54 3. Kerry Kelly 3:53:48 Recreational Citizen Women, 40-49 1. Kari Sewel 2:55:56 Recreational Citizen Women, 50-59 1. Nancy Alcabes 3:08:22 Recreational Citizen Women, 60+ 1. Glenn McConkey 3:26:48 Citizen Tandem 1. Charles Schuster 3:53:31 Charles Scrivner Memorial Time Trial, **10 Miles** Licensed Men Pro/1/2 1. Norman Bryner 00:20:52 2. Sandy Perrins 00:20:57 3. Jesse Gordon 00:21:00 4. Francis Gardi Jackson 00:21:01 5. Mark Santurbane 00:21:04 Licensed Men Cat. 3 1. Ross Berger 00:21:50 2. Travis Ward 00:21:57 3. Dustin Eskelson 00:21:57 4. Eric Jeppsen 00:22:02 5. Justin Rose 00:22:06 Licensed Men Cat. 4/5 1. Ben Nichols 00:23:17 2. Eric Wynn 00:23:27 Steve Forbes 00:23:24
 Terry Totemeier 00:23:58
 Ian Tuttle 00:24:11
 Licensed Master Men 35 44 Mark Schaefer 00:22:21 2. Thomas Cooke 00:22:27 Jionias Coke 00.22.27
 Jon Gallagher 00:22:28
 Eric Greenberg 00:22:42
 John Iltis 00:22:46
 Licensed Master Men 45 54
 Dia Mathematical Comparison of the second secon 1. Russell Thorstrom 00:22:52 2. Ed Chauner 00:23:00 3. Ken Louder 00:23:05 4. Chuck Collins 00:23:15 4. Chuck Collins 00.23.15 5. Jamie Longe 00:23:22 Licensed Master Men 55+ 1. Walt Chauner 00:23:39 2. John Haney 00:24:52 3. Shannon Storrud 00:26:47 Licensed Jr. Men 10 16 1. Cody Wignall 00:25:00 2. Tyler Wall 00:28:14 Licensed Women Pro/1/2/3

1. Nicole Evans 00:23:51

2. Jennifer Ward 00:24:15

3. Nisie Vande Kamp 00:25:03 4. Amy Dombroski 00:26:19 5. Chellie Terry 00:26:20

1. Lisa Palmer Leger 00:26:31

2. Jenifer Amelkuru 00:27:04

3. Gail Towsley 00:27:44 4. Sonia Maxfield 00:29:17

Licensed Men Pro/1/2 1. Joey Thompson 00:53:29 2. Ryan Turbo Barrett 00:53:29

A. Rolando Gonzalez 00:53:29
 A. Rolando Gonzalez 00:53:29
 Mitch Moreman 00:53:29

Licensed Men Cat. 3

2. Jason Hendrickson 00:3 3. Ross Berger 00:36:44 4. Kris Henthorn 00:36:45 5. Chris Judy 00:36:46 Licensed Men Cat. 4/5

1. Ben Nichols 00:38:01

2. David Bergart 00:38:03 3. Perry Hall 00:38:03 4. Steve Forbes 00:38:03

1. Dustin Eskelson 00:36:42

2. Jason Hendrickson 00:36:43

Licensed Women Cat. 4/Master 35+

Downtown Courthouse Criterium

4. Cody Lallatin 3:26:52 5. Matt Larson 3:26:55 6. Ryan Bacher 3:34:51

4. Jon Gallagher 00:37:00 5. Mark Schaefer 00:37:00 Licensed Master Men 45-54 1. Chuck Collins 00:23:29 2. Ed Chauner 00:23:29 3. Russell Thorstrom 00:23:29 4. Mark Seltenrich 00:25:10 5. Jamie Longe 00:25:12 Licensed Master Men 55+ 1. Walt Chauner 00:25:04 2. Shannon Storrud 00:25:31 3. John Haney 00:28:10 Licensed Jr. Men 10-16 1. Cody Wignall 00:25:35 2. Tyler Wall 00:26:52 Licensed Women 1/2/3 1. Nisie Vande Kamp 00:26:13 2. Nicole Evans 00:26:18 3. Laura Howat 00:26:23 4. Amy Dombroski 00:26:24 5. Jennifer Ward 00:27:42 Licensed Women Cat. 4/Master 35+ 1. Jenifer Amelkuru 00:29:22 2. Lisa Palmer Leger 00:29:44 3. Gail Towslev 00:30:34 4. Sonia Maxfield 00:30:34 **High Uintas Overall GC** Licensed Men, Cat. Pro/1/2 1. Norman Bryner 04:33:20 2. Joey Thompson @ 00:00:05 Jesse Gordon @ 00:00:06
 Mark Santurbane @ 00:00:10
 Rolando Gonzalez @ 00:00:20
 Mitch Moreman @ 00:00:23 7. Corey Collier @ 00:00:32 8. Nate Thomas @ 00:00:32 9. Nate Page @ 00:00:53 10. John Eisinger @ 00:01:00 Licensed Men, Cat. 3 1. Ben D'Hulst 04:24:44 2. Elliot D @ 00:00:20 3. Justin Rose @ 00:00:42 4. Eric Jeppsen @ 00:00:42
5. Travis Ward @ 00:00:51
6. Julian Kyer @ 00:01:24
7. Jason Hendrickson @ 00:01:27

 Assol Herdinksson @ 000.1.3
 Ross Berger @ 00:01:55
 Brain Schilling @ 00:01:56
 Sean Hoover @ 00:05:42
 Licensed Men, Cat. 4/5
 Steve Forbes 04:33:57
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 Michael MacDonald @ 00:33:15 10. Jeff Penrod @ 00:33:45 Licensed Masters Men, 55+ 1. Walt Chauner 03:18:25 2. John Haney @ 00:10:02 3. Shannon Storrud @ 00:33:40 Licensed Jr. Men, 10-16 1. Cody Wignall 03:23:04 2. Tyler Wall @ 00:17:30 Licensed Women, Cat. Pro/1/2/3 1. Nicole Evans 03:18:51 2. Nisie Vande Kamp @ 00:04:55 3. Jennifer Ward @ 00:06:25 4. Amy Dombroski @ 00:07:00 5. Laura Howat @ 00:07:18 Kelly Crawford @ 00:16:42 7. Melissa Doherty @ 00:10:42 8. Chellie Terry @ 00:20:41 Licensed Women, Cat 4/Mas. 35+ 1. Lisa Palmer-Leger 03:48:50 2. Sonia Maxfield @ 00:05:23 3. Gail Towsley @ 00:07:47 Jenifer Amelkuru @ 00:11:13



Chris Pietrzak: Porcupine/Specialized Racing

10. Kirk Eck; Sienna Dev't - Goble Knee Clinic



1. Desekin Syversen 2:55:48 2. Michael Johnson 3:04:41

3. Larry Armstrong 3:17:49

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5 Jan Tuttle 00:38:03

Licensed Master Men 35-44

1. Louie Amelson 00:36:53

2. John McKone 00:36:56

3. Thomas Cooke 00:36:58

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<u>COMMUTER OF THE MONTH</u> 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

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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 nonoverweight 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 he 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 acheivement 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 calender 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 it's third year attracts more than 230 riders with it's 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 calender 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.



BICYCLE SHOP DIRECTORY

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Cedar City, UT 84720 (435) 586-5210 cedarcycle.com

<u>Moab</u>

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446 W. 100 S. (100 S. and Bluff) St. George, UT 84770 (435) 674-3185 redrockbicycle.com

<u>Springdale</u>

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

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Stein Eriksen Sport (a) The Stein Eriksen Lodge 7700 Stein Way (mid-mountain/Silver Lake) Deer Valley, UT 84060 (435) 658-0680 steineriksen.com

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<u>Vernal</u>

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rei.com **SLC Bicycle Collective** 2312 S. West Temple South Salt Lake, UT 84115 (801) 328-BIKE slcbikecollective.org

Wasatch Touring 702 East 100 South Salt Lake City, UT 84102 (801) 359-9361 wasatchtouring.com

Wild Rose Mountain Sports 702 3rd Avenue Salt Lake City, UT 84103 (801) 533-8671 (800) 750-7377

wildrosesports.com <u>South Valley</u> Bingham Cyclery 1300 E. 10510 S. (106th S.)

Sandy, UT 84094 (801) 571-4480 binghamcyclery.com

Canyon Bicycles 762 E. 12300 South Draper, UT 84020 (801) 576-8844 canyonbicyclesdraper.com

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

REI (Recreational Equipment Inc.)

230 W. 10600 S. Sandy, UT 84070 (801) 501-0850 rei.com

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

UTAH COUNTY <u>American Fork/Lehi</u>

Bike Barn 201 E. State St. Lehi, UT 84043 (801) 768-0660 bikebarn@hotmail.com

Trek Bicycles of American Fork 356 N. Meadow Lane American Fork, UT 84003 (801) 763-1222 trekAF.com

UTAH COUNTY (CONT.)

Payson

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

Provo/Orem

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

Down Shift Cycles 1063 N. State Street Orem, UT 84057 (801) 221-7499 downshiftcycles.com

Mad Dog Cycles 736 South State Orem, UT 84058 (801) 222-9577

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

Park's Sportsman 644 North State St. Orem, UT 84057 (801) 225-0227 parksportsman.com

Racer's Cycle Service 159 W. 500 S. Provo, UT 84601 (801) 375-5873 racerscycle.net

<u>Springville</u>

Blayn's Cycling 290 S. Main Street Springville, UT 84663 (801) 489-5106 biknut@sisna.com

WEBER COUNTY

<u>Eden/Huntsville</u> Diamond Peak

Mountain Sports 2429 N. Highway 158 Eden, UT 84310

(801) 745-0101 peakstuff.com **Ogden**

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The Bike Shoppe 4390 Washington Blvd. Ogden, UT 84403 (801) 476-1600

thebikeshoppe.com Bingham Cyclery 3259 Washington Blvd. Odgen, UT 84403 (801) 399-4981 binghamcyclery.com

Canyon Sports Outlet 705 W. Riverdale Road Riverdale, UT 84405 (801) 621-4662 canyonsports.com

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