

VOLUME 18 NUMBER 5

FREE

JULY 2010

WEST MOUNTAIN CYCLING JOURNAL

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A Bike Makes for a Better Vacation

The Ward family on their ride around Lake Bled in Slovenia. From left to right: Jessica, Marinda, Karma, and David.

By David Ward
Publisher

It has been the habit of my daughter, Jessica, to live at various places around the world. First, she spent a year and a half as a missionary for our church in Toronto. Then, it was a year teaching English in Taiwan,

followed by a year as a nanny in France.

Finally, realizing it fit her lifestyle to be a cosmopolitan nomad, she obtained a job with the U. S. Foreign Service. She initially spent two years living in Bangladesh, and is now ending her second assignment, two years

in Vienna. This will be followed by a two year assignment to Beirut.

As she has moved around the globe, my wife and I have made her homes our vacation destinations. We have come to realize, loving to travel as we do, we will see far more of this wonderful world in so doing, and will have the advantage of free room and board, at least while staying close to her home, and a fair amount of local knowledge and experience.

I learned years ago that, when in a new locale, I could better explore and get a faster feel for the lay of the land on a bike than in any other way. I can cover a sufficient area to do so, and maneuver much more adeptly. Therefore, I try to avail myself of cycling opportunities wherever I may be.

So it was that a week ago my wife, Karma, other daughter, Marinda, and I found ourselves in Garmisch, Germany. We had met Jessica in Munich, picked up our rental car and headed to Garmisch where we would spend several days. In addition to the Zugspitz (Germany's highest peak), Neuschwanstein Castle, Linderhof Palace, the Wieskirche (a world famous baroque church), and, every ten years, the Oberammergau Passion Play, Germany's Bavarian region offers some of the most beautiful alpine countryside in the world.

While driving around to the various sites we were visiting and events we were attending, it was not uncommon for me to say, "This would be a great place to ride a bike," or, "I would love to ride a bike on this road". Indeed, I was itching to clip in to my pedals. Unfortunately, on this vacation I had none to clip into.

Like most others, I have become a victim of the vicious practice of the airlines to charge upwards of \$300, each way, to fly my bike anywhere. So it was not an option for me to bring my bike with me. I tried to find a place in Munich to rent a ride for the duration of my trip, but could only find one possibility, and it did not respond to inquiries.

So here I was, in the heart of Bavaria, without a bike. And I had to leave Bavaria without having turned a single crank.

From Bavaria, we drove to my daughter's home in Vienna. After some checking, we arranged to participate in a bike tour of Vienna with a company called Pedal Power. Finally, I would be able to spend some time on a bike. We arrived at the arranged time and met our tour guide, Wolfgang. The bikes were sturdy GT mountain bikes, with baskets if desired. After adjusting the seat height, the only available adjustment, we set off.

This was a very leisurely, three hour ride taking us to many of the major sites. I have often done similar tours on my own when I have had a bike with me, but it was nice to get some background and historical information from a knowledgeable guide. The downside of such a tour as that you cannot do it at your own pace. I tend to be a lingerer and ponderer, and so when it was time to move on, I was often the last one to leave and not yet ready to go. Still, Wolfgang was very knowledgeable and entertaining, and even told us when and where a critical mass ride was taking place that evening. I would have participated, but we had already purchased tickets for a concert of the Vienna Boys Choir. Tough choice, but I must say that the concert was wonderful.

I also must say that, after five days of sight-seeing on foot, riding from sight to sight was much more pleasant and relaxing. Additionally, we were able to get to many more sights than if we had been on foot. It reaffirmed my belief that a bicycle is by far the best way to tour an area. And, if you are on your own, you can do more exploring which, I have found, usually results in coming across some unexpected gems that few find or experience.

My next opportunity to ride came after we left Vienna for Bled, Slovenia. Bled is a picturesque alpine village hugging the eastern end of Lake Bled, a small, beautiful lake resting in a deep basin carved out by the receding glaciers of the ice age. Our hotel had mountain bikes which we were able to rent.

We spent next the next five hours riding the approximately 6 kilometer paved path around Lake Bled. That seems a long time, but included in that were the many stops to take photos from varying perspectives of the gorgeous island, topped by a medieval church, jutting up in the west end of the lake, and of the surrounding scenery. It also included a two and one-half hour stop to rent a



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

Annual Subscription rate:
\$15

(Send in a check to
our P.O. Box)

Postage paid in Murray, UT

Editorial and photographic contributions are welcome. Send via email to dave@cyclingutah.com. Or, send via mail and please include a stamped, self-addressed envelope to return unused material. Submission of articles and accompanying artwork to **cycling utah** is the author's warranty that the material is in no way an infringement upon the rights of others and that the material may be published without additional approval. Permission is required to reprint any of the contents of this publication.

cycling utah is printed on 40% post-consumer recycled paper with soy-based ink.

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Cover: Riders in the MS Bike Tour. Blacksmith Fork Canyon, Sunday July 27th.

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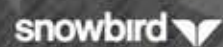
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MECHANIC'S CORNER

The Basics of Bike Fit

By Tom Jow

Lately when I ride my bikes, sometimes they just don't feel right. The reach to the handlebars seems like it's a little farther than I remember, or maybe the seat might be a little high. My back has been aching during my rides once in a while. Ever feel like that? How do people ride for 5, 10, 24 hours? It's not like I've never had them fit and I've been using the same position for years. Well, things change. Our bodies adjust to a position on the bike but over time our priorities, our fitness or our flexibility may not be the same. Maybe it is time to readjust the fit. If you've never been comfortable, or want to extract that last fraction of a percent of power, making a bike fit appointment may be a good idea. If your bike used to feel good, maybe a small adjustment or component change is all that is needed. This month I will define some of the terms and adjustments used in bike fitting and how they relate to each other and the cyclist's body.

The most obvious adjustment on the bike is the seat height. In conjunction the seat fore-aft adjustment, the seat placement of the rider in relation to the bottom bracket is the basis for power production. The seat height can be determined in a couple ways. One method is to measure the leg length, and then a mathematical formula is used to find the proper location. Another method used measures the angle of knee flexion at extension. The fore-aft adjustment is much more subjective and the

object of some debate. The traditional placement of the seat fore aft is with the knee over the pedal spindle (KOPS). The technique used to find this position involves a plumb line hung from the front of the forward knee when the crank is horizontal. While many experts say that KOPS is irrelevant, it is important to have someplace to start. Suffice to say that when the seat is further back, the rider may have more leverage to push on the pedals from behind while a forward position promotes a smoother, faster cadence.

It is important that the seat position be adjusted first. The reason is the two positions of the handlebars, reach and drop, are relative to the rider's position on the seat. The reach, or cockpit, is the combination of the top tube and stem lengths measured from the center of the seat post to the center of the handlebar. Similar to the seat height, the reach to the handlebars is often calculated from a mathematical formula, a combination of the torso and arm length. Drop, (or rise) is the difference in height of the seat and the handlebar. For example, if the distance from the floor to the top of the seat is 100cm and the handlebar is 96cm from the floor, the drop is 4cm. An age-old general guideline for setting the drop is as follows: 4-6cm for road racing, 2-4cm for serious x-c mountain biking, 0-+1cm for touring and general mountain biking or higher for commuting.

When assessing bike fit, guidelines are nice but they don't address each specific individual. Every rider

has unique requirements based upon their physical strength, flexibility, and riding style and needs. When considering each positional adjustment, it is important to consider not only its effect on performance and comfort, but also how it affects the relationship with another adjustment and the body.

The seat adjustments, to begin with seem pretty simple. They are pretty easy to get close with no measurements. In fact, many mountain bike riders adjust their seat up and down for changes in terrain with little regard to the exact height at extension. However, a seat that is too high can cause a decrease in power output, and more importantly, create more friction and pressure in the crotch area. When the seat is too low, again power output can be affected but now the knee joint can be strained from excessive flexion at the top of the pedal stroke. The seat fore-aft position affects the rider in two ways. A slightly forward position of the seat enables a higher cadence while a rearward position allows the rider to apply power by pushing from behind the bottom bracket. In addition, moving the seat forward may place more weight on the hands while moving it back takes it off the hands, placing it on the sit bones.

The position of the handlebars however, is not as easy to adjust and has a more direct effect on our comfort. The reach to the handlebars is adjusted with the length of the stem. A common source of discomfort comes from having a reach that is too long. One result of this is neck

and shoulder pain or soreness during or after rides. On the other hand, if the reach is too short pain often comes to the lower spine from being in a flexed (curved) position for long periods of time. The amount of handlebar drop can compound any minor discomfort we may be having on the bike. When the drop is too great, the hands bear a lot of weight. The neck muscles may begin to tire and be sore after riding. A more serious consequence of too much drop can be problems with the cervical spine. Our physical condition also affects the amount of drop that can be used. When the body is fit and flexible it is better able to ride in a lower, more aerodynamic and powerful position. Fortunately it is rare that a position with higher handlebars causes discomfort or health problems.

Overall, a balance of comfort and

performance is the goal of a successful bike fit. If you haven't been feeling too comfortable on the bike lately, maybe a couple minor adjustments are in order. For the do-it-yourselfer, there are many good sources of information both in print and on the web. If not, hopefully the information here will aid in the discussion with an experienced bike fitter or medical professional. Keep in mind that any adjustments should be made at a time when there is time for the body to adjust to its new position. If you are experiencing more than just a little discomfort, especially the knee joints or spine, one should seek professional advice. Riding a bike should be fun, not be painful!

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

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LETTERS

Two Readers Unhappy With Rider's Rant Article

Mr. Ward,

Your recent article (June 2010 issue) entitled *A Rider's Rant*, was unnecessary and over-the-top. I too rode the SLC Century, and rather enjoyed myself. I am an experienced cyclist, and also find it annoying to ride in a paceline with squirrels. With that being said, the SLC Century is an opportunity for cyclists of all skill levels to enjoy cycling. Your article came off as elitist and self-righteous. Did you take the opportunity to educate any of the inexperienced cyclists, or did you just complain. You could have wrote about how well organized the ride was, or the enjoyable camaraderie between complete strangers; but no, you perpetuated the stigma connected to snobish roadies. Sorry you didn't enjoy yourself! I know I did.

Sincerely,
Darren Giordano
Ogden, Utah

David Ward,

I always look forward to the next edition of Cycling Utah. I love biking, spend a lot of time biking, and I try to understand bikers in Utah. One of my biggest rants for bikers is blowing a red light. As I read your article, I had to disagree from the beginning of your article. Salt Lake Century is not a place to "Rant" about bikers. CSLC is a classic ride for all people, for the person who got a bike in Walmart, or for the \$10K bike, for the fast or slow, for the novice and for the racer. CSLC runs thru town, streets are not closed to bikers so staying on the right of the road is the best way to be good to car drivers, stay away of the road. I rode the CSLC and my last concern was to give draft to the person behind me, I need to be safe. When I ride with friends of my same level we will follow all the paceline rules, but CSLC is a recreational ride for all.

Best Regards,
Daniel Bedoya
Cycling Utah reader

Publisher's Response:

I apologize that my 'Rant' came across as self-righteous and elitist. That was not my intent. My frustration came not from the more casual recreational riders, but rather the experienced cyclists who make up the majority of those participating in the Cycle Salt Lake Century (CSLC). It is apparent, from their equipment, their gear and their strength, that they do a lot of cycling.

It is an integral part of cycling to ride in groups and to draft. As such, those who invest time and money in pursuing our sport should want to learn and improve their group riding and drafting skills.

I am guilty of not taking time to instruct fellow cyclists. But ironically, I usually refrain from doing so out of a desire to avoid the elitist attitude that my article apparently conveyed. But it is true that only when taught does one learn, and I should not complain if I am not willing to teach. In part, my article's purpose was to bring awareness to these skills and some instruction thereon.

Finally, I had great fun riding the CLSC. I rode with a great group of people and enjoyed the day. It's promoter, Jon Smith, is a long-time friend of mine and, as always, did a superior job in organizing this year's CSLC. I always make it a point to express my appreciation to him.

-David Ward
Publisher

Gift of Cycling Captured Beautiful Experience of Riding

I'm driven to ride for many reasons; one being great writing. Publisher Dave Ward's "The Gift of Cycling" captured, with few words, a beautiful experience I have lived myself many times over. Dave's description of riding through a neighborhood street on a cold and crisp February evening, encapsulated on of the things I love most about cycling: experiencing the world from a different point of view and learning about myself in the process. Many times over have I blazed through neighbor-

hoods on my two-wheeler, lingering somewhere between freezing and overheating, watching people in their warm, cozy homes do nothing, as I push myself through conditions into which few would consider venturing. Inside, minds were being polluted with the trash of popular culture or 24-hour news while outside, my mind was being freed as I put into context the events of the prior day. Inside, bodies were languishing through the winter months and adding pounds to themselves in the process, while outside I pushed mine through the paces of an activity I seem to have been born to do.

As I read of Dave's experience, I realized that these experiences are what set us as cyclists apart from the throng. For me, at least, cycling has had a tendency to push me farther than I thought possible, while clearing my mind in the process. When I explain to a non-cyclist the feeling of slipping through the quiet city streets in sub-freezing temperatures, I usually get a quizzical look; a look that denotes a fundamental misunderstanding of what would drive someone to expose themselves to the elements, to such challenge. As an answer to this bewilderment, I maintain, one cannot "get it" until one does it.

As summer attempts to descend upon us, I find myself missing those looks. People ask frequently about my commute and tend to act amazed after learning it's 25+ miles round-trip; however, this fails fulfill me as much as the quizzical looks I just described. Despite the warmer weather, I find myself often not going out when conditions "aren't right," when just a few months prior, conditions were much worse. Thanks Dave, for reminding me that finding myself through riding in inclement conditions - which seems so normal during the wintertime - is a large part of the reason I continue to ride.

-Jared Ferguson
Midvale, Utah

Send your letters to the editor to dave@cyclingutah.com

GEAR PICKS

CarboRocket is a Tasty New Utah Sportsdrink!



CarboRocket CEO Brad Keyes.

Review by Tyler Servoss

CarboRocket is a unique product in a crowded field, and is one of my new favorite sports drinks. Company founder Brad Keyes said "I had given up trying different sports drinks, bars, gels and supplements. I've tried everything out there. It didn't matter what I ate or drank I still cramped and got sick. The only thing that sort of worked was plain water and bananas. Not very convenient nor effective for cross-country racing or doing Leadville, Creampuff or the Kokopelli Trail. Something had to be done so I set out to create my own sports drink"

The desire to provide something different motivated Brad Keyes to develop the CarboRocket brand and bring a new option to the market. Tapping an extensive network of food science experts and friends he experimented and created a formula that met his needs. As fortune would have it, many of the top sports drinks mix or source ingredients from Utah companies so the local options were world class. When looking for packaging, Keyes found that pouches ship better and use 75% less material than comparable containers. CarboRocket is a Utah company and is supports many local events on both the Road and Mountain calendars.

Carborocket sales have been largely through direct fulfillment via their website, www.carborocket.com to date product has been shipped to all 50 states and 10 foreign countries. Carborocket can also be found in many local bike shops.

Product Review

I really liked CarboRocket and it worked great for me. I tested the Lemon-Lime flavor over a 6 week period and found it to be tasty and effective. The products claim of being mild on the digestive system to be accurate for me. It provided sustained energy over long rides, at the rate of 1 bottle per hour in hot weather and on short rides if I began to drink it 30 minutes prior to riding.

I found the taste of the Lemon Lime took some getting used to at first. It has a smooth, almost creamy texture. I also noted the lack of acidic "bite" that I sometimes taste with other drinks. I found the energy provided to be long lasting and worked well with other energy foods. I did not feel nausea or heart burn under hard riding, as I have with other sports drinks.

I found as I tested the drink that it had some clumping when mixing in the bottle, whether I added water before or after the mix. Keyes shared the fact that a new mixture is about to be released that solves this problem and dissolves instantly in water.

The product is available in a variety of flavors, including the wildly popular raspberry lemonade, lemon-lime, mango, and tropical orange. For a list of local dealers or to buy direct visit www.carborocket.com

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COACH'S CORNER

Heads Up Riding

By Cameron Hoffman and Mark Deterline

It seems that the pro peloton has been plagued by crashes in recent months. The Giro d'Italia saw pile-ups every day for a week – just ask Garmin's Christian Vande Velde, who broke his collarbone during Stage 3.

As we were writing this, HTC Colombia's Mark Cavendish went down in a nasty crash at the Tour de Suisse. "Cav" was going full throttle at the front of the pack sprint when he tangled with Heinrich Haussler, just meters from the finish line. It appears Cavendish veered too far and too quickly toward his primary rivals in the sprint, taking down a number of the world's top sprinters with him.

The abundance of crashes we've been witnessing both at the international level as well as locally begs the following question: How do we stay safe on group rides and out at the races? While there are never guarantees, since so much depends on your fellow racers, how much you and they are willing to risk for a result and luck, there ARE proven practices that can keep you out of trouble.

Cyclists race and train in groups for drafting benefits, and of course for social reasons. Whether you are at the front taking pulls or sitting in somewhere in the pack, you are likely "leading" somebody. Keep in mind that everything you do directly affects everybody behind you. In short, THE SAFETY OF THE RIDER BEHIND YOU IS LARGELY YOUR RESPONSIBILITY.

Rule #1: Avoid sudden movements, especially sideways

So, what can you do to keep yourself and fellow riders safe? The first rule of thumb in pack riding is: Don't do anything sudden. Traveling in a group is always about being smooth and predictable. We both took the words of our early mentors to heart – "The best pack riders are ones that stay off their brakes and ride confidently." Keep your distance from less confident riders; they tend to ride nervously, even squirrely, and can set unpredictable chain reactions in motion that result in crashes.

Also, avoid overlapping your front wheel with the rear wheel of the rider in front of you. If he swerves and hits your wheel, your odds of crashing increase drastically. You can practice dealing with this situation on grass or on your mountain bike.

Rule #2: Always ride near the front

Where should you position yourself in a group? Every year at the Grand Tours we hear the GC contenders praise their team for keeping them out of trouble near the front of the pack. The chances of crashing tend to be progressively diminished the closer you ride toward the front. Many of the riders at the back of the pack are there due to a lack of confidence, skill or both.

Rule #3: Whenever possible, have an exit strategy

We would also recommend that riders try to position themselves in places where they can benefit from the draft, yes, but ideally where they also have a way out in case things (read: when) things get sketchy. Sometimes that means riding partially exposed to the wind along the side of the pack; sure, you'll expend some extra

energy, but if you're strong enough it could be worthwhile because you'll likely save some skin.

Cavendish was penalized for causing that devastating and unnecessary crash at the Tour de Suisse that saw Haussler abandon due to resulting injuries. Cav is considered the best sprinter in the world and is generally a solid bike handler. But Cav broke a major cycling rule, not just a sprinting rule – he made an abrupt move.

Our own USA Cycling rulebook is very specific in regard to this issue: Rule 1Q6. No rider may make an abrupt motion so as to interfere with the forward progress of another rider, either intentionally or by accident. Relegation or disqualification, possible 20 days suspension, if a crash results from the infraction.

Cycling has its inherent dangers of which we need always be aware. We accept them every time we set off on a ride or start a race. Being a safe rider is the greatest contribution you can make – to yourself, your fellow riders and to the community of onlookers and motorists who tend

to think we don't respect them. As cyclists, we should be able to count on one other to be smooth, attentive and predictable.

Be safe out there!

Cameron Hoffman is a former US National Team member, a Category 1 road and track rider. He now rides for Team Biker's Edge in Utah. Following his third consecutive victory at the 206-mile LOTOJA road race in 2009 (with Mark riding in support), Cameron boasts a total of over 46 career victories. He is also an elite-level cycling coach.

Mark Deterline is a Category 2 racer and Pro/1/2 manager for the Wells Fargo Racing Team in Northern California. He works as a marketing and PR consultant in the bicycle industry, as well as a contributing technical writer for Triathlete Magazine, LAVA Magazine, velonews.com and xtri.com.

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TWO SKIS. TWO WHEELS. TWO SEASONS.

You've stashed the skis and dug out the wheels. Now bring them to Deer Valley this summer to experience over 55 miles of pristine biking trails as well as scenic lift rides and all the hiking you can handle. Enjoy the mountain's warmer side and its breathtaking scenery while making this season one to remember.



Royal Street Café Bounce Back Offer
Purchase a \$9 one-time ride on the Silver Lake Express chairlift from the Snow Park Mountain Biking Office; then enjoy lunch at Royal Street Café and receive a free lift voucher which can be redeemed for a scenic ride lift ticket any day of the 2010 summer season.



DEER VALLEY RESORT

Royal Street Café, located mid-mountain at the Silver Lake Lodge, is also accessible via the chairlift. The restaurant and chairlifts are open daily, June 18 through Labor Day. Chairlifts then continue to operate September 11 - 12, conditions permitting.

800-424-3337 | deervalley.com

1. Taylor Eisenhart; FFKR Architects/ SportsBaseOnline 25:41:00
2. Sam Trop; YEA of Utah 27:11:00
Junior Girls 10-12:
1. Jenna Gardner; PCIM 27:15:00
Category 5
1. Shepherd Brandon 30:36:00
2. Thomas Bradley; Contender 30:37:00
3. Jason Linder 30:39:00

- Category 4**
1. Zack Butterfield; Canyon Bicycles Draper 38:50:00
2. Cody Rohovit; Ffr/sportsbaseonline P/b Tour 38:50:00
3. Alex Kim; Revolution Cafe Rio 38:50:00
Master 45+
1. Rob Van Kirk; Ice / Idaho Kidney Institute / 37:43:00
2. Cris Williams; Cole Sport 37:44:00
3. Gary Swain 37:45:00
Women Master 35+
1. Margaret Douglass; Ski Utah Cycling Team 29:32:00
2. Bev Ronnow; FFR Architects/sports-baseonli 29:33:00
3. Betsy Spiegel 29:35:00
Women 4
1. Sarah White; Revolution Cafe Rio 29:31:00
2. Alicia Finlayson; Porcupine Cycling 29:37:00
3. Jodi Rohovit; Contender Club 29:42:00

- Masters 35+B**
1. Steve Wilson; Sugar House Cycling 36:18:00
2. Paul Lastayo; Cycle Therapy/4 Corners 36:18:00
3. Christopher Pullos; Rmcc/cyclesmith 36:18:00
Men Cat3
1. Mike Pratt; Canyon Bicycles Draper 15:33:58
2. Steve Albrecht; Revolution Cafe Rio 15:33:58
3. Cameron Candelaria; Ski Utah Cycling Team 15:33:59

- Women 1**
1. Alison Frye; Ski Utah Cycling Team 44:33:00
2. Tiffany Pezzulo; Treads.com/dft 44:37:00
3. Nisie Antaje; Pcm 44:37:00
Masters 35+A
1. Jon Gallagher; Cole Sport 43:22:00
2. Thomas Cooke; X-Men 43:22:00
3. Mike Ward; Ski Utah Cycling Team 43:23:00
Men Cat Pro 1/2
1. David Harward; Canyon Bicycles 1:14:47
2. Brian Boudreau 1:14:51
3. Jonathan Baddley; Contender Bicycles 1:14:51

- Garden Creek Gap Road Race: The Idaho Road Race Championship, UCA Series, Pocatello, Idaho, May 29, 2010**
Female Cat 1-3
1. Nicole Evans; Millcreek Bicycles
2. Chantel Thackeray Olsen; PCIM
3. Sarah Kaufmann; Elete
4. Lori Harward; Ski Utah Cycling Team
5. Trish Deim; Riverstone
Female Cat 3-4
1. Peggy Boggs; Riverstone Women's Racing Team
2. Kaytie Scott; Simply Mac Racing
3. Mary Brown; Intermountain Orthopaedics Cyc
4. Anna Podgorney; Eagle Rock
5. Heidie Moser; ICE
Female Master 35+
1. Roberta Powers; Revolution Cafe Rio
2. Lori Smith; Riverstone Women's Racing Team
3. Bev Ronnow; FFR Architects/ SportsBaseOnli
4. Chris Barnes; Riverstone
5. Toby Nishikawa
Male Cat 3
1. Nick Ekdahl; RMCC/Cyclesmith
2. Clint Carter; Ski Utah Cycling Team
3. Jared Prince; Team Bobs-Bicycles.com
4. Perry Hall; Team Wright
5. Will Hanson; Revolution Cafe Rio
Male Cat 4
1. Nathan Cisney; Roosters
2. Nathan Galpin; Projekt Isotope
3. Quinton Bingham
4. Tyler Matson; Simply Mac
5. Collin Joyce; ICE / Idaho Kidney Institute /
Male Cat 5
1. Dan Tolson; Fitzgerald's Bicycles
2. David Carter; Lin Performance Racing Team
3. Kenny McDaniel
4. Jeremy Dustin
5. Brad Nolen; Hoback Sports
Male Cat1/2
1. Sam Krieg; ICE / Idaho Kidney Institute /
2. Kai Applequist; Team Exergy
3. Elijah Romer; Team Oregon Presented by Laure
4. Aaron Olsen; FFR/SBO P/B Tour of Utah
5. Erik Harrington; RMCC/Cyclesmith
Male Master 45+
1. Jeff Clawson; Canyon Bicycles - Draper
2. James Ferguson; Bountiful Mazda
3. Craig Kidd; ICE / Idaho Kidney Institute /
4. Jamie Longe; VeloCity Cyclists/ Canyon Bicyc
Male Cat1/2/3 Master 35+
1. Jeffrey Kloppenburg; Teton Orthopaedics Masters Tea
2. Richard Feldman; Durance - Colnago
3. Dan Kadmas; Bountiful Mazda
4. Gary Gardiner; Bountiful Mazda
5. Brian Schilling; Teton Orthopaedics Masters
Male Cat3/4/5 Master 45+
1. John Hewson; Low Country Cycling Team
2. Jon Engen; Durance-Colnago
3. Charles Stearns; Team Dobbioaco
4. Michael Profsky; Canyon Bicycles Draper
5. John Lodman; Team ICO
Male Cat4/5 Master 35+B
1. Travis Mickelson; Contender

2. Erik Neilson; Logan Race Club
3. Michael Kracht; Big Ring - Realcyclist.com
4. Brian Price; LOOK Save a Life
5. Payton Nishikawa; Simply Mac
Junior 13-14
1. Tyler Shelley
Junior 15-16
1. Collin Joyce; ICE / Idaho Kidney Institute /
Junior 17-18
1. Collin Shelley
Male Master 55+
1. Lorin Ronnow; FFR Architects/ SportsBaseOnli
2. Norman Mecham; Logan Race Club
3. Jim Verdore; Fitzgeralds
4. Eldon Hout; Intermountain Orthopaedics Cyc
5. Jon Holmquist; Durance
Male 65+
1. John Swyers; Durance - Colnago
2. Willard Lindsay

- E-Center Craterium, UCA Series, Salt Lake City, Utah, June 5, 2010**
Junior Boys 10-12
1. Gianni Kennard 30:58:00
2. Noah Putt 30:58:00
3. Grady Anderson 30:58:00
Junior Boys 13-14
1. Ryan Kingsolver 30:45:00
2. Cameron Durman 30:58:00
3. Chris Fedor 30:58:00
Junior Boys 15-16
1. Sam Trop 30:29:00
Master Female 35-99
1. Bev Ronnow 28:55:00
2. Roberta Powers; Wasatch Women's Cycling Club 28:57:00
Cat 4 Female
1. Megan Hill; Porcupine Cycling 28:51:00
2. Jodi Rohovit 28:54:00
3. Shanna Matheson; Utah Premier-Ski Utah Cycling 29:32:00
Cat1/2/3 Female
1. Nicole Evans 42:12:00
2. Laura Howat 42:26:00
3. Chantel Thackeray Olsen 42:32:00
Master Male 35+B
1. Sean Fessenden 33:13:00
2. Terry Stone 33:13:00
3. Eric Martin; Skull Candy/JSA Architects 33:14:00
Master Male 55+
1. Dirk Cowley 37:21:00
2. Bob Walker 0:00:00
3. Lorin Ronnow 0:00:00
Master Male 45+
1. Brian Boudreau 37:21:00
2. John Mckone 37:23:00
3. Mike Cooper 37:24:00
Master Male 35+
1. Scott Patten 44:15:00
2. Peter Archambault 44:15:00
3. Sean Hoover 44:16:00
Cat 4 Male
1. Zack Butterfield; VeloCity Cyclists/ Canyon Bicyc 40:03:00
2. Tyler Matson 40:03:00
3. Steve Sessions 40:30:10
Cat 3 Male
1. Jess Dear 49:01:00
2. Cameron Candelaria 49:01:00
3. Clint Carter 49:38:00
Pro1/2 Male
1. Cameron Hoffman 1:13:41
2. Michael Booth; Barbacoa - Mi Duole 1:13:41
3. Andre Gonzalez 1:13:41

- Powder Mountain Hill Climb, UCA Series, Eden, Utah, June 12, 2010**
Female Cat 4
1. Jessica Arbogast 52:30.0
Cat1/2/3
1. Alisha Welsh; Pleanut Butter & Co. Twenty12 48:22.0
2. Nicole Evans; Millcreek Bicycles 49:50.0
3. Chantel Thackeray Olsen; Pcm 59:24.0
Master 35-99
1. Ellen Guthrie; Spin Cycle Racing 59:34.0
2. Roberta Powers; Revolution Cafe Rio 12:42.0
Male Cat 3
1. Nathan Cisney 52:14.0
2. Nate Pack 56:25.0
3. Robert Bennion 59:58.0
Cat 4
1. Darren Goff; Team Excelerator 45:16.0
2. Conor Matthews 49:33.0
3. Cristiano Pereira; Animal Liberation Racing 50:10.0
4. Collin Shelley 51:44.0
5. Steve Sessions; Simply Mac Racing 53:52.0
Cat 5
1. Mike Sackley 55:36.0
2. Rob Hopkins; Revolution/cafe Rio 56:50.0
3. Ryan Pace; Needles Peak/mountain Builders 57:27.0
4. Scott Stack; Team Big Ring-real Cyclist 00:44.0
5. David Bagley 01:02.0
Cat1/2/3 35-99
1. Dan Kadmas; Bountiful Mazda Cycling Team 51:21.0
Cat1/2/3/4 45-99
1. Shane Powell; Powell Ophthalmology 46:46.0
2. Mark Zimbelman; Rocky Mountain Spine &

- 22nd Annual Cook-Sanders Associates, Inc. and the Spence Law Firm High Uintas Classic Stage Race, UCA Series, Kamas/Evanston, Utah/ Wyoming, June 19 - 20, 2010**
GENERAL CLASSIFICATION
Female Cat 1/2/3
1. Nicole Evans; Millcreek Bicycles 4:23:57
2. Lori Harward; Ski Utah Cycling Team 4:35:48
3. Stephanie Skoreyko; PCIM 4:37:07
4. Alison Frye; Ski Utah Cycling Team 4:38:47
5. Laura Howat; Ski Utah Cycling Team 4:39:38
Female Cat 4
1. Nicole Evans; Millcreek Cycling 3:34:55
Female Master
1. Ellen Guthrie; Spin Cycle Racing 3:35:38
2. Roberta Powers; Revolution Cafe Rio 3:38:21
3. Cris Kiser; revolution cafe rio 3:45:18
4. Margaret Douglass; Ski Utah Cycling Team 3:48:43
Male Cat 3
1. Nate Pack; Church of the Big Ring / Gym J 4:07:27
2. Colin Joyce; ICE / Idaho Kidney Institute / 4:13:46
3. Robert Chapman; Jans 4:15:10
4. Perry Hall; Team Wright 4:16:02
5. Chris White; RMCC 4:16:30
Male Cat 4
1. Jeremy Teela; Cole Sports 4:08:39
2. Brian Cadman; Hup United 4:18:04
3. Dan Tolson; Fitzgerald's Bicycles 4:20:14
4. Robert Gutzwiller 4:24:24
5. Ryan Tanner; SLC Bicycle Co. 4:24:28
Male Cat 5
1. Ryan Pace; Needles Peak/Mountain Builders 4:08:05
2. Brad Nolen; Hoback Sports 4:13:42
3. Baylor Blessing; ICE / Idaho Kidney Institute / 4:41:24
4. Benjamin Siler; Lin's Performance Socks 5:09:10
Male Master 35-99
1. Spencer Deby; Ski Utah 4:15:51
2. Mark Schaefer; Barry Lasko DDS Race Team 4:15:57
3. Zan Treasure; Bountiful Mazda 4:16:15
4. Eric Greenberg; Great Northern Cycles 4:20:32
5. Donald Armstrong; Barry Lasko DDS Racing 4:21:59
Male Master 45-99
1. Louie Amelburu; Barry Lasko DDS Race Team 4:12:49
2. Jeff Clawson; Canyon Bicycles - Draper 4:13:39
3. John Mckone; Cole Sport 4:14:09
4. Gary Porter; Autoliv 4:14:26
5. Todd Taft; Ski Utah Cycling Team 4:22:15
Male Master 55-99
1. Dirk Cowley; FFR/SportsBaseOnline p/b Tour 3:15:53
2. Rick Montgomery; Bingham Northshore Cycling 3:19:08
3. Shannon Storrud; Porcupine Cycling 3:21:57
4. Michael Macdonald; Bountiful Mazda 3:27:51
5. Dwight Hibdon; Mad Dog Cycles 3:28:10
Male Master B 35-99
1. Payton Nishikawa; Simply Mac 4:25:59
2. Dwaine Allgier 4:26:19
3. Thom Morton; White Pine Touring 4:28:06
4. Michael Kracht; Big Ring - Realcyclist.com 4:28:26
5. Adam Taylor; SLC Bicycle Co. 4:29:18
Male Pro 1/2
1. Norman Bryner; Barbacoa-Mi Duole 4:08:54
2. Bradley Gehrig; Barbacoa-Mi Duole 4:11:52
3. Tyler Riedesel; Canyon Bicycles-Draper 4:12:16
5. Sam Krieg; ICE Idaho Kidney 4:12:33
ROAD RACE
Female Cat 1/2/3
1. Nicole Evans; Millcreek Bicycles 3:33:26
2. Lori Harward; Ski Utah Cycling Team 3:42:56
3. Alison Frye; Ski Utah Cycling Team 3:45:23
4. Laura Howat; Ski Utah Cycling Team 3:45:23
5. Chantel Thackeray Olsen; PCIM 3:45:23
Female Cat 4
1. Beth McMaster 3:00:43
2. Megan Hill; Porcupine Cycling 3:02:58
3. Christine Johnson; White Pine Touring 3:05:19
4. Katherine Smith 3:07:03
5. Megan Burger; Revolution Cafe Rio 3:21:43
Female Master 35-99
1. Ellen Guthrie; Spin Cycle Racing 3:03:02
2. Roberta Powers; Revolution Cafe Rio 3:05:19
3. Robynn Masters; Contender 3:07:19
4. Bev Ronnow; FFR Architects/ SportsBaseOnli 3:09:10
5. Betsy Speigel; The Contender club 3:09:13
Male Cat 3
1. Nate Pack; Church of the Big Ring / Gym J 3:13:52
2. Nick Ekdahl; RMCC/Cyclesmith 3:20:31
3. Chris White; RMCC 3:20:36
4. Colin Joyce; ICE / Idaho Kidney Institute / 3:20:41
5. Will Hanson; Revolution Cafe Rio 3:20:41
Male Cat 4
1. Zach Terry; Team Wright 3:19:58
2. Jeremy Teela; Cole Sports 3:20:03
3. Brandon Perry; Revolution 3:20:09
4. Roger Amell 3:20:15
5. Kyle Nelson; Spider Bait 3:20:16
Male Cat 5
1. Eric Gibbons; Bikers Edge 3:25:57
2. Ryan Pace; Needles Peak/Mountain Builders 3:25:58
3. Jonathan Liddell; Revolution 3:26:37
4. Jason Linder 3:26:38
5. Bryan Fletcher 3:26:42
Male Junior
1. Connor Johnson 2:30:06
2. Jonathon Schilling; Mesa 2:33:34
3. Ethan Fedor 2:44:19
Male Master 35-99
1. Spencer Deby; Ski Utah 3:20:16
2. Mark Schaefer; Barry Lasko DDS Race Team 3:20:22
3. Zan Treasure; Bountiful Mazda 3:20:29
4. Art O'Connor; TeamBigRing/Realcyclist.com 3:25:15

- Female Cat 1/2/3**
1. Nicole Evans; Millcreek Bicycles 22:41.1
2. Stephanie Skoreyko; PCIM 23:35.0
3. Lori Harward; Ski Utah Cycling Team 24:25.6
4. Laura Howat; Ski Utah Cycling Team 24:52.7
5. Chantel Thackeray Olsen; PCIM 25:24.6
Female Cat 4
1. Megan Hill; Porcupine Cycling 25:00.3
Female Master 35-99
1. Cris Kiser; revolution cafe rio 25:09.8
2. Ellen Guthrie; Spin Cycle Racing 25:48.2
3. Roberta Powers; Revolution Cafe Rio 25:50.9
4. Margaret Douglass; Ski Utah Cycling Team 26:17.3
Male Cat 3
1. Colin Joyce; ICE / Idaho Kidney Institute / 21:48.6
2. Nate Pack; Church of the Big Ring / Gym J 22:11.3
3. Dantley Young; The Bike Shoppe 23:02.3
4. Robert Chapman; Jans 23:06.9
5. Cody Haroldsen; Ski Utah Cycling Team 23:08.0
Male Cat 4
1. Brian Cadman; Hup United 21:47.3
2. Mike Oblad; Porcupine racing 22:15.3
3. Jeremy Teela; Cole Sports 22:27.4
4. Ryan Tanner; SLC Bicycle Co. 22:32.6
5. Spence Roper; Logan Race Club 23:30.6
Male Cat 5
1. Ryan Pace; Needles Peak/ Mountain Builders 22:22.3
2. Brad Nolen; Hoback Sports 24:08.9
3. Baylor Blessing; ICE / Idaho Kidney Institute / 26:39.1
4. Keith Taylor 26:56.2
5. Benjamin Siler; Lin's Performance Socks 51:05.2
Male Junior
1. Jonathon Schilling; Mesa 0:22:42
Male Master 35-99
1. Eric Greenberg; Great Northern Cycles 21:40.9
2. Spencer Deby; Ski Utah 22:01.4
3. Mark Schaefer; Barry Lasko DDS

1. Louie Amelburu; Barry Lasko DDS Race Team 20:59.6
2. Jeff Clawson; Canyon Bicycles - Draper 21:15.8
3. Scott Kiser; Revolution Cafe Rio 21:42.6
4. Gary Porter; Autoliv 22:02.1
5. John Mckone; Cole Sport 22:08.6
Male Master 55-99
1. Rick Montgomery; Bingham Northshore Cycling 22:57.3
2. Michael Macdonald; Bountiful Mazda 23:01.5
3. Shannon Storrud; Porcupine Cycling 23:27.6
4. Gary Simmons; Bountiful Mazda 23:32.7
5. Dirk Cowley; FFR/SportsBaseOnline p/b Tour 24:01.5
Male Master B 35-99
1. Michael Kracht; Big Ring - Realcyclist.com 22:23.5
2. Chad Burt; porcupine cycling 22:55.6
3. Payton Nishikawa; Simply Mac 22:58.0
4. Adam Taylor; SLC Bicycle Co. 23:26.7
5. Thom Morton; White Pine Touring 23:47.0
Male Pro 1/2
1. Sam Krieg; ICE Idaho Kidney 20:37.1
2. Norman Bryner; Barbacoa-Mi Duole 20:40.5
3. Dustin Eskelson; Barbacoa-Mi Duole 20:52.5
4. Bradley Gehrig; Barbacoa-Mi Duole 20:52.6
5. Zachary Tittensor; Canyon Bicycles-Draper 20:59.8
CRITERIUM
Female Cat 1/2/3
1. Nicole Evans; Millcreek Bicycles 28:05:00
2. Stephanie Skoreyko; PCIM 28:08:00
3. Lori Harward; Ski Utah Cycling Team 28:26:00
4. Laura Howat; Ski Utah Cycling Team 29:22:00
Male Master 45-99
1. John Mckone; Cole Sport 26:57:00
2. Louie Amelburu; Barry Lasko DDS Race Team 27:07:00
3. Gary Porter; Autoliv 27:09:00
4. Jeff Clawson; Canyon Bicycles - Draper 27:09:00
5. Todd Taft; Ski Utah Cycling Team 27:10:00
Male Master 55-99
1. Dirk Cowley; FFR/SportsBaseOnline p/b Tour 27:02:00
2. Michael Macdonald; Bountiful Mazda 27:25:00
3. Rick Montgomery; Bingham Northshore Cycling 27:47:00
4. Shannon Storrud; Porcupine Cycling 28:27:00
5. Dwight Hibdon; Mad Dog Cycles 28:49:00
Male Master B 35-99
1. Thom Morton; White Pine Touring 32:55:00
2. Eric Martin; skullcandy/jsa architects 33:10:00
3. Chad Burt; porcupine cycling 33:12:00
4. Payton Nishikawa; Simply Mac 33:56:00
5. Adam Taylor; SLC Bicycle Co. 33:59:00
Male Pro 1/2
1. David Harward; Canyon Bicycles-Draper 47:46:00
2. Bill Demong; Cole Sport 47:55:00
3. Erik Harrington; RMCC/Cyclesmith 48:04:00
4. Byron Kuennemann; Peter 48:10:00
5. Dustin Eskelson; Barbacoa-Mi Duole 48:10:00

1. Jerrel Storrud; Porcupine Racing 57:15.0
2. Trent Olsen; Team Excelerator 03:17.0
3. Rich Webb 04:32.0
4. Jeff Lindsay 09:52.0
5. Rich Webb 10:48.0
Junior
1. Ryan Westermann; Spin Cycle Racing 12:42.0
Master 55-99
1. Tek Kilgore; Mi Duole 56:41.0
2. Shannon Storrud; Porcupine Cycling 59:17.0
3. Lorin Ronnow; FFR Architects/sports-baseonli 00:20.0
4. Kim Squires 53:23.0
Pro1/2
1. Zachary Tittensor; Canyon Bicycles-draper 42:14.0
2. Norman Bryner; Barbacoa-Mi Duole 43:34.0
3. Erik Harrington; Rmcc/cyclesmith 43:34.0
4. Aaron Olsen; FFR/SBO P/B Tour of Utah 44:00.0
5. Mike Sohm; Canyon Bicycles-draper 46:20.0

1. Dan Tolson; Fitzgerald's Bicycles 4:20:14
2. Robert Gutzwiller 4:24:24
3. Ryan Tanner; SLC Bicycle Co. 4:24:28
1. Ryan Pace; Needles Peak/Mountain Builders 4:08:05
2. Brad Nolen; Hoback Sports 4:13:42
3. Baylor Blessing; ICE / Idaho Kidney Institute / 4:41:24
4. Benjamin Siler; Lin's Performance Socks 5:09:10
Male Master 35-99
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3. Erik Harrington; Rmcc/cyclesmith 43:34.0
4. Aaron Olsen; FFR/SBO P/B Tour of Utah 44:00.0
5. Mike Sohm; Canyon Bicycles-draper 46:20.0

1. Rick Montgomery; Bingham Northshore Cycling 22:57.3
2. Michael Macdonald; Bountiful Mazda 23:01.5
3. Shannon Storrud; Porcupine Cycling 23:27.6
4. Gary Simmons; Bountiful Mazda 23:32.7
5. Dirk Cowley; FFR/SportsBaseOnline p/b Tour 24:01.5
Male Master B 35-99
1. Michael Kracht; Big Ring - Realcyclist.com 22:23.5
2. Chad Burt; porcupine cycling 22:55.6
3. Payton Nishikawa; Simply Mac 22:58.0
4. Adam Taylor; SLC Bicycle Co. 23:26.7
5. Thom Morton; White Pine Touring 23:47.0
Male Pro 1/2
1. Sam Krieg; ICE Idaho Kidney 20:37.1
2. Norman Bryner; Barbacoa-Mi Duole 20:40.5
3. Dustin Eskelson; Barbacoa-Mi Duole 20:52.5
4. Bradley Gehrig; Barbacoa-Mi Duole 20:52.6
5. Zachary Tittensor; Canyon Bicycles-Draper 20:59.8
CRITERIUM
Female Cat 1/2/3
1. Nicole Evans; Millcreek Bicycles 28:05:00
2. Stephanie Skoreyko; PCIM 28:08:00
3. Lori Harward; Ski Utah Cycling Team 28:26:00
4. Laura Howat; Ski Utah Cycling Team 29:22:00

1. Louie Amelburu; Barry Lasko DDS Race Team 20:59.6
2. Jeff Clawson; Canyon Bicycles - Draper 21:15.8
3. Scott Kiser; Revolution Cafe Rio 21:42.6
4. Gary Porter; Autoliv 22:02.1
5. John Mckone; Cole Sport 22:08.6
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4. Laura Howat; Ski Utah Cycling Team 29:22:00

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2. Trent Olsen; Team Excelerator 03:17.0
3. Rich Webb 04:32.0
4. Jeff Lindsay 09:52.0
5. Rich Webb 10:48.0
Junior
1. Ryan Westermann; Spin Cycle Racing 12:42.0
Master 55-99
1. Tek Kilgore; Mi Duole 56:41.0
2. Shannon Storrud; Porcupine Cycling 59:17.0
3. Lorin Ronnow; FFR Architects/sports-baseonli 00:20.0
4. Kim Squires 53:23.0
Pro1/2
1. Zachary Tittensor; Canyon Bicycles-draper 42:14.0
2. Norman Bryner; Barbacoa-Mi Duole 43:34.0
3. Erik Harrington; Rmcc/cyclesmith 43:34.0
4. Aaron Olsen; FFR/SBO P/B Tour of Utah 44:00.0
5. Mike Sohm; Canyon Bicycles-draper 46:20.0

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Male Master 35-99
1. Spencer Deby; Ski Utah 4:15:51
2. Mark Schaefer; Barry Lasko DDS Race Team 4:15:57
3. Zan Treasure; Bountiful Mazda 4:16:15
4. Eric Greenberg; Great Northern Cycles 4:20:32
5. Donald Armstrong; Barry Lasko DDS Racing 4:21:59
Male Master 45-99
1. Louie Amelburu; Barry Lasko DDS Race Team 4:12:49
2. Jeff Clawson; Canyon Bicycles - Draper

1. Jerrel Storrud; Porcupine Racing 57:15.0
2. Trent Olsen; Team Excelerator 03:17.0
3. Rich Webb 04:32.0
4. Jeff Lindsay 09:52.0
5. Rich Webb 10:48.0
Junior
1. Ryan Westermann; Spin Cycle Racing 12:42.0
Master 55-99
1. Tek Kilgore; Mi Duole 56:41.0
2. Shannon Storrud; Porcupine Cycling 59:17.0
3. Lorin Ronnow; FFR Architects/sports-baseonli 00:20.0
4. Kim Squires 53:23.0
Pro1/2
1. Zachary Tittensor; Canyon Bicycles-draper 42:14.0
2. Norman Bryner; Barbacoa-Mi Duole 43:34.0
3. Erik Harrington; Rmcc/cyclesmith 43:34.0
4. Aaron Olsen; FFR/SBO P/B Tour of Utah 44:00.0
5. Mike Sohm; Canyon Bicycles-draper 46:20.0

1. Jerrel Storrud; Porcupine Racing 57:15.0
2. Trent Olsen; Team Excelerator 03:17.0
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1. Tek Kilgore; Mi Duole 56:41.0
2. Shannon Storrud; Porcup

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altitudecycle.com

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Woods Cross, UT 84087
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masherz.com

Saturday Cycles

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saturdaycycles.com

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(Olympus Hills Mall)
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canyonbicycles.com

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

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(888) 277-SPIN
spincycleut.com

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Bicycle Center

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cyclesmithslc.com

Bingham Cyclery

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(801) 583-1940
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Salt Lake City, UT 84105
(801) 364-0344
contenderbicycles.com

Fishers Cyclery

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

Go-Ride.com Mountain Bikes

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(801) 474-0081
go-ride.com

Guthrie Bicycle

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guthriebike.com

Hyland Cyclery

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(801) 467-0914
hylandcyclery.com

REI (Recreational Equipment Inc.)

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

SLC Bicycle Collective

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

Salt Lake City Bicycle Company

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

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1350 South Foothill Dr
(Foothill Village)
Salt Lake City, UT 84108
801-582-5611
SportsDen.com

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537 E 2100 S.
Salt Lake City, UT 84105
801-860-1528
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The Bike Guy

1555 So. 900 E.
Salt Lake City, UT 84105
801-673-9540
thebikeguyslc.com

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Riverton, UT 84065
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Lake Town Bicycles

1520 W. 9000 S.
West Jordan, UT 84088
(801) 432-2995
laketownbicycles.com

REI (Recreational Equipment Inc.)

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

Revolution Bicycles

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

Staats Bike Shop

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Sandy, UT 84093
(801) 943-8502
staatsbikes.com

Taylor's Bike Shop

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Riverton, UT
(801) 253-1881
taylorbikes.com

Taylor's Bike Shop

3269 W. 5400 S.
Taylorsville, UT 84118
(801) 969-4995
taylorbikes.com

UTAH COUNTY

American Fork/Lehi/Pleasant Grove

Bike Barn

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

Bike Peddler

24 East Main
American Fork, UT 84003
801-756-5014
bikepeddlerutah.com

Timpanogos Cyclery

665 West State St.
Pleasant Grove, UT 84062
801-796-7500
timpanogoscyclery.com

Trek Bicycles of American Fork

Meadows Shopping Center
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American Fork, UT 84003
(801) 763-1222
trekAF.com

Payson

Downhill Cyclery

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

downhillcyclery.com

Provo/Orem/Springville

Bingham Cyclery

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

Blayn's Performance Cycling

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Orem, UT 84097
(801) 225-7012
blaynsperformancecycling.com

Mad Dog Cycles

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

Mad Dog Cycles

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

Noble Sports

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Springville, UT 84663
(801) 995-3034
noblesports.com

Park's Sportsman

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Racer's Cycle Service

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racercycle.net

SBR Sports

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Taylor's Bike Shop

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Provo, UT 84064
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Orem,

HEALTH

Bone Health for Cyclists

Chris Shuhart MD

In early May, I ran a search query on "fractures" at VeloNews.com and 201 hits returned. I've been riding for thirty years and over time I had accumulated a sense of fatalism about cyclists and broken bones: eventually, every rider will either suffer a fracture or know another who's fractured a bone cycling.

My work in bone health and osteoporosis over the last ten years has tempered my cynicism, and I think it's time for we road cyclists to understand that there's something about our skeletons that puts us at increased risk for fractures: our bones are weaker than we think. Simply put, longer, more intense hours in the saddle over time are associated with weaker bones, all other things equal. We cyclists will break bones more easily than someone just as fit whose frame is exposed to the increased stresses of weight bearing, resistance or irregular loads. Fractures are less about the crashes than we like to tell.

Let's examine some of the available evidence to support the hypothesis that cyclists have "frailer" bones. First, it's important to understand that there is no evidence which says that cycling causes weaker bones, only some mounting evidence associating cycling with a less robust skeleton. That said, recent studies show young competitive male cyclists at a bone density disadvantage compared to age and size matched recreational exercisers, independent of calcium intake or testosterone levels. Runners have repeatedly bested cyclists for

bone density, even when size, fitness level and age are factored out. Competitive mountain bike riders win out over roadies even when similar adjustments are made. To boot, there appears to be a "dose-response" relationship between hours, intensity of training and bone density, where more is not necessarily better for skeletal health.

Not only do cyclists end up at a disadvantage compared to other similar athletes, we actually lose significant bone mass over the course of a competitive season. One postulated cause: calcium losses in sweat. Giving riders calcium during steady-state exercise appears to blunt the rise in blood markers of detrimental bone metabolism. Unfortunately, season-long calcium supplementation does not appear to affect losses in bone density.

There many possible "confounders" at work in these and other studies. All these studies are hampered by

small sample sizes, short monitoring periods, and limited ability to quantify and classify cycling exercise. And if you're female, there's next to no science about bone loss with cycling exercise – ironic when you understand women have twice as many lifetime osteoporotic fractures as men.

In bone health, fracture risk – not bone density – is the Holy Grail. There is no evidence that cycling exercise-associated bone changes increase fracture risk. To prove an association would require hundreds or even a thousand participants followed carefully over time. Stay tuned.

Why are cyclists at apparent increased risk? Likely, it's the nature of riding: weight supported in the saddle, exercising largely in a steady state mode. If there's one thing that's known about bone mass, it's that irregular, repetitive and unpredictable loading causes living bones to

respond by getting stronger. This helps explain improved skeletal strength for the mountain rider, the triathlete, and the runner or the cross-trainer. You might also guess then that swimmers are at risk – and you'd be correct.

It's also possible that more competitive and elite cyclists are genetically pre-determined to have a smaller, lighter skeleton – which makes them faster uphill, but more likely to break bones.

My unscientific (read here: not based on good evidence) recommendation is to integrate cross-training into your year-round regimen. Cross-training is particularly important for those of us pushing beyond age thirty-five. You'll never, ever have more bone mass after that age. Better natural bone mass means lower chances of fracture.

Those of us with other risks for fracture - smoking history, excessive alcohol, family history of osteopo-

rosis, use of cortisone medications, loss of menstruation and many others – may even want to consider a baseline bone density test. All riders need to optimize their calcium intake and vitamin D status as a foundation for excellent skeletal health – consult the National Osteoporosis Foundation (www.nof.org) for more information. Ride smart, ride safe, and consider if you're doing everything you can to prevent your first or next fracture out on the road.

Chris Shuhart MD, CCD, MHA Board certified: Family Medicine is the Medical Director of the Swedish Bone Health and Osteoporosis Program, a practice dedicated to the assessment, treatment and monitoring of bone health and osteoporotic disorders in Seattle, WA; www.swedish.org. Dr Shuhart works with Erik Moen PT, our regular columnist of www.CorporeSanoPT.com.

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COMMUTER COLUMN

Bike Fit for Bike Commuters

Mike Hanseen fitting a rider on his time trial bike.

By Lou Melini

Mike Hanseen, owner of Millcreek Bicycles (formerly Canyon Bicycles or Millcreek) will discuss if you need to consider a personal bike fit or custom-built bike for commuting.

Cycling Utah: What are some of the overall benefits of a good bike fit? What happens to ride quality and ride safety on a bike that is too small or too large?

Mike Hanseen: A good bike fit can reduce injury, increase performance and improve handling. The majority of my bike fittings are clients trying to find a solution to discomfort that may occur while riding their bike.

C.U.: How many bike fittings have you done? Do you do fittings for bike commuters?

Mike: I stopped counting at 3500 a few years back. Nearing 4000 I suppose. Commuters are my smallest segment followed closely by the "racer" By racer I mean the typical

USAC licensed rider. The majority of my fittings are the recreational cyclist category. A recreational cyclist is a broad term involving many genres of cycling. Some have goals of completing their first triathlon. Others want to finish LOTOJA in less than 10 hours. Quite a few are looking to ride across the US, while others ride 40 minutes a day 3 times a week just for fitness.

C.U.: Would bike commuters, who may ride their commuter bike more than 4,000 miles a year benefit from a good bike fit?

Mike: I believe the correct bike fit benefits everyone in all genres of cycling. Some may say only cyclists riding 100+ miles a week warrant a fitting, I disagree. What about the cyclist that and only has time to ride once a week but every time she rides her feet go numb? She deserves it as much any cyclist.

C.U.: What considerations should a commuter cyclist consider when selecting the size and fitting of a bike?

Mike: Consider the fact that not all

bikes are made the same. Some may run longer or taller. No all women need a women's specific bike. Brand A may have a better rear derailleur than brand B but that won't matter when you get to work and you can't feel your hands. Consider the loads you will be carrying. If you also shop and carry 50 lbs. vs. a 10 lb commuter load the bike may demand different geometry. As the load on the bike changes so does the handling. Think about everything you may do with the bike.

C.U.: What about considerations for people who are short and tall? At what heights should people consider custom bikes?

Mike: Generally speaking below 5' and above 6'4". Some manufacturers are offering some XX (S, L) frame sizes but there are not a lot of options. Body weight to height ratio is something else to consider. If you're 5'8" and 210lbs most likely a stock bike will be softer than the engineer intended. This can lead to reduced energy transfer and more torsion flex causing instability. On the other end if you're 6' and 150lbs stock bikes become less comfortable and overbuilt.

Custom bikes can address this issue. We can change the tubing diameter, the tubing wall thickness and in carbon bikes how the carbon is orientated to manipulate riding characteristics based on each individual body type and preference. For this reason I believe even the average cyclist can benefit from a custom bike. Most of us ride bikes because it makes us feel good. A custom bike just puts a bigger smile on your face.

C.U.: Would a custom-built commuter bike be a cost-effective choice over the long run? What would your input be for specific design or considerations of a custom-commuter bike?

Mike: A custom bike can be more versatile. So instead of having 2 bikes for different uses you could have one that can do it all. If you're commuting on a road bike your stability can be compromised as the total weight increases. A custom bike can adjust for this. Plus custom bike can give you the ability to add mounts for lights, fenders, racks etc. This will make the first tube change much easier.

C.U.: How would you envision a custom commuter to look, what components would you choose, and how would you incorporate accessories such as fenders, racks, lights, bells and mirrors? What would cost-effective choices be and what would "no budget restrictions" choices be?

Mike: Tricky question. The right choice for you may be the wrong choice for someone else. Plus the budget minded consumer might not be aware of long-term expenses with cheaper bikes. Sometimes doubling your bike budget can save you money in the long run. Buying a bike every 2-3 years can add up. Why not get a bike that is 2-3 times more money to start but never needs to be replaced? You will waste less money, less natural resources and less time.

For the price minded consumer I would suggest the Surly Long Haul Trucker. <http://surlybikes.com/bikes/>

long_haul_trucker_complete/ The bike is well built and has all the mounts needed for clean rack and fender mounting. It has good handling characteristics when weighted with gear. Plus a great bike for over night bike tours on the weekends. At just over \$1000 it's a hard one to beat. The beater garage fixer upper will cost you at least \$300 to get running again.

The price is no object bike would be a tough choice for me. My goals would be true life time durability, low maintenance and a ton of accessory mounting options, tunable handling based on usage and rider position. This points me to the Seven Cycles Halcyon S. http://www.sevencycles.com/traveler/halcyon_s.php Like all Seven's custom built within +/- 1 mm, custom center of gravity for optimum handling, custom machined tubing based on rider weight, tube length and rider preferences. It could literally take 3 generations to wear out.

Equipped with a belt driven Rohloff hub with no overlapping shifts, 14 gears with a perfect 13.5% to 13.7% change every shift. Up front I'd put a Waterford steel fork lugged with traditional polished flat crown with all rack and fender mounts. I'd use a Tubus rack system, Shimano XTR cranks, Reynolds Topo 29er rims, Avid BB7 disk brakes and Continental Contact Reflex tires with reflective strip. Nightrider Pro 1200 led light system, Brooks B17 saddle,

Lone Peak Mount Superior Pannier's. Seven Cycles titanium bar and stem, Thompson seatpost and a Chris King Headset would finish it up.

C.U.: If someone were looking for a cross-country touring bike, would fit considerations be similar to a commuter bike?

Mike: For the same rider (flexibility, experience, average cadence etc.) a commuter fit and a cross-country would be similar but not entirely the same. A big question that comes up is the cyclist riding across the country self-supported or via a credit card?

C.U.: So in general, not only does body size influence bike fit, but you also take into consideration intended use of a bike resulting in a 4-step process; interviewing, measuring, the bike fit, then matching that person to a stock frame or suggesting a custom frame? Could you give the readers an example of what to expect if one came to you to be fitted for a commuter bike?

Mike: It goes beyond all of that. The perfect fit can be uncomfortable if the rider is applying him/herself incorrectly. I give instruction on proper hand position, core activation, heel height etc. The end result is not only a proper position but also knowing how to use the position to be stronger, faster and more comfortable.

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

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COMMUTING Accessories for the Daily Bike Commuter

By Lou Melini

There are some unique needs of the daily bicycle commuter. For the July Commuter column, I will be featuring a number of products that have been mentioned in the column over the years or that I have used with satisfaction. If you have any additional products that you have been happy with and can serve the needs of bike commuters, let me know.

TIRES: Getting a flat tire going to or leaving work is, in my opinion, a leading reason to quit bike commuting. Fresh tires with puncture resistant features are an excellent way to upgrade your commuter bike, though no tire is completely puncture resistant. Using "slime" in tubes and tire liners has been recommended by the bike commuters from the International Hotel Group. Would tubeless tires help? I have pulled over a dozen thorns out of each of my tubeless cyclocross tires (with Stan's sealant) after a race with little loss in air pressure. However be sure to have a tube as a back-up.

Commuter, William Athey has recommended the Specialized Armadillos for goathead thorn protection. Bike travelers, Zig Sondelski and Barb Hansen have crossed the United States with nary a flat using Schwalbe Marathon Plus tires. In June of this year, around-the-world bike travelers from both Spain and Germany have stayed at my house using Schwalbe XR tires. (www.schwabletires.com) Except for one puncture due to a nail, my Michelin City tires with "Protek plus" have been great on my front wheel, as opposed to the rear tire, a Continental Town and Country that has had several punctures due to thorns. However, my wife, Julie, has had only one tube change due to a slow leak in over 4 years using Continental's Contact (26 X 1.75) and SportContact (26 X 1.5) tires. For "maximum puncture protection" Continental makes a "Plus" line of tires. Recently, I've replaced my fatter tires for some Kenda Kwik Roller Sport 26 X 1.25. So far the ride quality has been very nice. For winter riding, a number of commuters (in particular Gary Aoki and Nick Rueff) suggested studded tires as beneficial on cold and icy days. Peterwhitecycles.com/studdedtires.asp will educate you about studded tires.

Be sure to practice changing a



Above: Lights and a bell in the cockpit.

tube on your bike. Some tires are really difficult to get on and off wheels. Obviously carry a pump that will quickly get you back on the road or, if you must, carry a CO2 cartridge with spare cartridges.

RACKS and PANNIERS: I personally like to keep weight off of my back so I use panniers for commuting and shopping. I have carried upwards of 80 lbs on a few shopping trips. I haven't looked into a Surly Big Dummy like Steve Wasmund or a Yuba Mundo like Josh Staley in order to carry several hundred pounds of weight. After reading "Pains of Bike Commuting-Tips on Carrying Your Load" by Physical Therapist Kari Studley in the June Cycling Utah, panniers seem like a very good idea!

But what do you do if your bike does not have rack mounts. Old Man Mountain (OMM) makes racks just for this purpose. I have been using them on my mountain bike for over 4 years. The rack attaches to the brakes on top and uses an oversized hub skewer to make it work (see picture). Given that the rack is rated for 50#, I thought the skewer wouldn't

last very long. Not only do I occasionally exceed the weight limits, I also had the misfortune of being assaulted (SLC case #06-85622) by a car, bending my rear wheel and denting the rack shortly after installation. Despite that, the rack has performed well without any flaws. My only complaint is the narrow profile that allows the rear accessory pouch on my Lone Peak pannier to swing into the spokes when the panniers are empty. I have resolved that problem with a little alteration.

Locally manufactured Lone Peak panniers (www.lonepeakpacks.com) have served me well since 1980. I still have 2 sets of panniers that are 25-30 years old that I still use. Utah may be a desert, but when it rains, it pours, so keep what you want dry in plastic bags. Using a dry bag system like Ortlieb panniers (www.ortliebusa.com) save you that need. In my bags I keep spare tubes, a multi-tool kit, a cable plus a U-lock, a cheap plastic rain jacket, pen/paper and glasses, spare battery for my

Continued on page 23



Above: Commuting bike setup with rear flashing light, kickstand, panniers, and rack.

Below: Clip-on fenders work where others won't.



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MOUNTAIN BIKE RACING

Paulissen and Bingham Tops at Deer Valley Pedalfest



Wednesday night an option for the race."

When Wednesday evening finally rolled around, the dark clouds and rain were back. But this time, they only lingered. And so, the racing ensued with its normal intensity and speed. In fact, that speed and intensity were amplified due to the shorter course, the looming weather, and trails both fantastic and spectacular. "I thought that the black clouds would unleash on us at any moment," said Aaron Mullins (Racer's Cycle Service). "I liked it!"

Adding to the atmospheric pressure was the Cannondale Factory Team. Former National Champion Jeremiah Bishop headlined a group of world-class talent that included Utah's own Alex Grant and reigning marathon World Champion, Roel Paulissen. Chauner was thrilled. "Three former world champions, one current world champion, and three



By Adam Lisonbee

The rain fell in sheets. Mud and run-off filled the sidewalks. The grass was thick and wet. And the prospect of racing looked bleak. Indeed, there would be no race at Deer Valley on this day. Postponement, although inevitable, is a rare occurrence for the Intermountain Cup, but one that has nonetheless hung over the circuit this season with utmost consistency. A rainy and wet spring means rainy and wet racing. And so, twitchy legs and bikes dripping wet—but clean—and ambitions of glory and fame had to wait for a few more days.

"It is always a big job to postpone a race," remarked series director Ed Chauner. "Racers, volunteers, and the venue have expectations that now have to be changed. We managed to

clear everything with the insurance company, Deer Crest, Deer Valley, and a few of our volunteers to make

national champions raced in the 19th Annual Pedalfest! This was very cool for all of the racers that attended." The trails, and the race itself, did not disappoint. "The trails were tacking and grippy like I have never seen!" recounted Bishop. "It was a blast seeing all the kids out there. Local races can be as memorable as some of the national ones."

The Cannondale racers proved their merit, sweeping the pro podium. Roel Paulissen finished first, followed closely by Italian National Champion Marco Aurelio Fontana and German National Champion Manuel Fumic. "It was a lot of fun lining up with some of the fastest riders in the world. A friend of mine got a signed picture of Roel," said Aaron Smith (Racer's Cycle Service). "I'm pretty sure he has it hanging on the wall next to his family picture."

In the women's pro race Kelsey Bingham (Rooster's) set a scorching pace that she carried to victory. K.C. Holley (Gary Fisher 29er Crew) and Erica Tingey (Las Vegas Cyclery) rounded out the podium.

One particular trail obstacle that kept racers on their toes—or in some cases, on their backs—was a downed tree. The violent weather had brought down the tree, which crossed the trail at just about handlebar height. Its final resting place, in the middle of the gleefully fast Deer Crest trail,



Left: Reigning marathon World Champion, Roel Paulissen (Cannondale Factory Racing) topped the Pro Men's field.

Lower left: Kelsey Bingham (Rooster's) won the Women's Pro race.

Above: The Slyfox Cash Zone. Photos: James Naus/Zazoosh.com

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meant that riders encountered the tree at high speeds. Aaron Mullins said, "This was the first race I've been to that featured downed trees." Jeremiah Bishop recalled "ripping down the trail at mach 5 with German National Champ Manuel Fumic, and seeing a chest high log in front of us, were certainly highlights. We were both laughing as we dragged our bikes under the tree."

Despite the tree, and the uncertain weather, the racing proved exciting. The pace was fast, evidenced by the dirt-splattered grimaces that everyone wore with pride. "It was a tough race.

Climbing Little Stick at that sort of pace hurt. It hurt a lot," said Kevin Moffitt (Mad Dog Cycles), winner of the Men's Expert 40+ race. "Those are great trails to ride, but very difficult to race," said Brad Mullen (Mad Dog Cycles) who, despite his assessment, rode to victory in the Men's 57+ group.

In the end, riders overcame the rain, mud, downed trees, and gravity. K.C. Holley, though cold and wet after her race, said, "I'll be back next year. And again after that!"

For results, see page 8.

Harward, Frye Tops at Sugarhouse Criterium

Dave Harward (Canyon Bicycles) and Alison Frye (Ski Utah) took top honors at the Sugarhouse Criterium on May 22nd. The men's Pro 1-2 field went 75 minutes on the undulating course around Sugarhouse park with 60 riders taking the start. The race was aggressive from the gun, but perhaps due to the large number of teams represented no breakaway was ever able to gain a significant advantage. With approximately half a lap to go, Harward shot out of the group, taking advantage of a lull as the field set-up for the sprint. Resplendent in his yellow UCA leader's jersey, Harward hit the line with a clear gap. Brian Boudreau (unattached) and John Baddley (Contender Bicycles) followed to fill the remaining podium spots.

The women's Pro 1-3 race, contested over 45 minutes, was also a slug fest. Frye ultimately got a small gap on the field and came across the line a scant few seconds ahead of the field sprint. Filling the podium were Tiffany Pezzulo (DFT P/B Treads) and Nisie Antacle of PCIM.

Hoffman, Evans Win E-Center Criterium

Cameron Hoffman (Biker's Edge) and Nicole Evans (Millcreek Cycle) won their respective Pro-Am races at the E-Center Criterium on June 5th. Hoffman was part of a six man breakaway, along with Michael Booth (Barbacoa-Mi Duole), Andre Gonzalez and David "Josh" Brockbank (Canyon Bicycles), Aaron Olsen (FFKR), and the winner of the 35+ race earlier in the day, Brian Boudreau (unattached). The breakaway lapped the field on the twisty parking lot circuit with 15 minutes remaining in the 75 minute event. The Canyon Bicycles riders were aggressive in trying to further split the break down, but ultimately it came down to a bunch sprint with both the breakaway and the field coming to the line together. The Barbacoa-Mi Duole team put together a lead out for Booth, but ultimately, the always crafty Hoffman snuck underneath them in the last corner and convincingly took the win in front of Booth and Gonzalez.

The Women's Pro 1-3 event was a show of force for local superstar Evans as she took an emphatic victory in front of Laura Howat (Ski Utah) and Chantel Olsen (PCIM). The win extended Evans' lead in the season long UCA points competition.

-Ryan Barrett

For results, see page 8.

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ROAD RACING

Bryner and Evans Win High Uintas Classic



Top: The Masters Men's field with the Uintas in the background. Photo courtesy Uinta County Herald.
 Below: Women's race winner Nicole Evans (Millcreek Bicycles) swept the weekend stages and the overall. Photo: Christopher See. See more at fredmarx.photoshelter.com

By Ryan Barrett

"Stormin" Norman Bryner (Barbacoa-Mi Duole) and Nicole Evans took out the 22nd Annual High Uintas Classic. The first stage was a difficult 80-mile road race from Kamas, UT to Evanston, WY. Near the top of the (nearly) 11,000

foot Bald Mountain Pass, Bryner took the race into his own hands, attacking the group solo and scooping up the King of the Mountain in the process. Over the summit, Bryner still had nearly 50 miles to go, most of it downhill. While many riders would have waited for a group to catch them on the descent, Bryner

decided to go ahead and put the GC to rest, hammering to the finish with a 2:30 minute gap, plus time bonuses for the stage win and KOM. Playing the perfect teammate, Brad Gehrig was able to sit on the small chase group into Evanston and took the sprint for 2nd, putting the exclamation point on a perfect race for the Barbacoa team. Utilizing the same tactic to even greater efficiency in the women's Pro 1-3 field, Evans amassed a gap of nearly 10 minutes to effectively put away the overall title.

Sunday's Stage Two individual time trial was another chance for Bryner to shine. After his monster effort on Saturday, Bryner was still able to finish a close (3.5 seconds close!) 2nd in the 10 mile event behind the unbeatable time trialist Sam Krieg (ICE), with Barbacoa teammates Dustin Eskelson and Brad Gehrig in 3rd and 4th and Zach Tittensor (Canyon Bicycles Draper) in 5th. Not content with dominating the first stage, Evans took the top time in the women's pro field, padding her already solid lead.

The final stage criterium saw a five lap solo effort early on Barbacoa's Michael Booth. The group stayed mostly together from that point until a group of six got away with approximately five laps to go. The stage was ultimately won by UCA leader Dave Harward (Canyon Bicycles-Draper), whose last lap attack garnered him the top spot in front of Olympic Gold Medalist Bill Demong (Cole Sport). The women's Pro crit saw Evans take yet another victory solidifying her overall win and increasing her lead at the gap of the UCA season points series, in front of Lori Frandsen (unattached) and Stephanie Skoreyko (Ski Utah). The men's Pro overall saw Barbacoa's Bryner and Gehrig go 1-2 in front of Tyler Riedesel of Canyon Bicycles-Draper with Tittensor and Krieg rounding out the top 5.

For results, see page 8.

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Commuting from page 13

light, straps for tying grocery bags if I buy too much at the grocery store, and a pair of gloves to keep grease off my hands if I get a flat. I keep my wallet, keys and phone in the clothes that I wear.

MIRROR: John McCool of the Salt Lake City Bicycle Company said that use of rear view mirrors goes back to the first Indianapolis 500 and early "innovations" in car design. I used a hand-held mirror in the 70's until it became "uncool" to use a mirror in the early 80's. I started again 10 years ago when I turned 50 as I found I was becoming less flexible to turn and see what was behind me especially if I heard something come close to me. I find mirrors very useful at night during snowstorms and other times while commuting. Multi-national champion Paul Curley even used one while winning the 55-59 national cyclocross championships last year.

I have used several brands of mirrors that attach to handlebars with satisfaction. Cat-Eye, Mirrycle and Blackburn have been my favorite mirrors for commuting and touring. I didn't particularly like the German-made UltraLight bike mirror (ortlibusa.com) on a bike tour. Because of the parabolic shaped mirror, I kept thinking my wife was further behind me when I looked into the mirror so

I would slow down unnecessarily while she was drafting off of my rear wheel. However for commuting this feature should work well. I have never mirrors that mount on helmets or eyeglasses but those that use eye-glass or helmet mounted mirrors have a lot of good things to say.

FENDERS: Fenders do the obvious, keep a brown stripe from going up your back in wet weather. Like mirrors there is a bit of the "uncool" factor one must overcome, but they are very functional. How many times do you need to be reminded by "sunny and clear" weather predictions only to have it pour on your ride home.

Most fenders are "full wrap" and then there are the partial fenders. I use full wrap to get maximum coverage. Mounting can be a pain if you don't have eyelets for attaching, but with a little creative engineering, one can manage. For a great selection of sizes and colors (and fenders made from bamboo) try www.planetbike.com to see what is available. For extra fancy fenders made of aluminum go to www.velo-orange.com or carbon fenders from Gilles Berthoud you can access a link from www.peterwhitecycles.com.

If you have skinny tires on a racing machine, you may want to check out Raceblade fenders by SKS. These cleverly attach to your forks in the front and your seat stays in the rear for a very reasonable protection

from wet streets. These attach and detach in less than 5 minutes after initial set-up. Planet Bike also has clamp-on fenders for wider tires.

Fenders can also be used to attach bicycle sized "bumper stickers". My fenders have "we are traffic" and "drive friendly" decals.

KICKSTANDS: OK so kickstands are the ultimate "uncool". But try this- ride to the store, put your kickstand down, shop, and then pack your panniers without needing one hand to hold up your bike. Ever take your bike for valet bike parking? Parking is much easier with a kickstand. Not all kickstands are created equal. Having parked bikes at the Farmer's Market for the Bike Collective, I can tell you what a piece of crap some of the kickstands are that come attached to cruiser style bikes. Some of the aftermarket kickstands are adjustable for your needs. If you also use your commuter for bike touring, consider a bipod kickstand from Pletscher. These have 2 legs that keep your bike very stable and can act like a repair stand. Pletscher products are made in Switzerland so expect a little sticker shock at \$50, pletscher.ch/, which is about 1/3 the price of a Myrtle West kickstand.

LIGHTS: I am not going to go into detail regarding lights. However it appears that makers of lights favor the 24-hour racing market. This does

provide some trickle-down technology for commuters. I still see too many people without front headlights or inadequate lights. Some of the lower lumen lights seem to get lost among competing light sources such as cars and buildings around sundown. Consider an additional flashing headlamp for these times. If you are buying a new commuter bike, consider lights that run off of the front hub such as the Schmidt, also reviewed at www.peterwhitecycles.com/schmidt.asp.

There are a multitude of light manufacturers, and prices for high output lights can run more than \$500. I use a 480 Lumen TriNewt from Niterider (NiteRider.com), though this is no longer listed on their website. I am very comfortable and secure in the power of this light compared to lights that are less than 250 lumens. Commuter Gary Aoki uses the 600-lumen Alias from Planet Bike, both of which run about \$400. You can search bike light reviews for advice, or go to reviews.mtbr.com/blog/lights-shoot-out-introduction. Again, peterwhitecycles.com has a nice discussion about lights. John Higgins of REI suggests helmet lights as additional means of safety.

Having a good quality light set is cheap insurance that you can see and be seen at night. You may want to consider a back-up front light with a flashing mode and 2-3 rear flashing lights, the Planet Bike Superflash being one of my favorites, though there are others rear lights that are equally adequate. Keep your batteries fresh. Some single rear lights I see are barely visible. Long-time cyclists Sandy and Jeff Levenson use a safety vest with LED lights from www.smarthome.com, item # 71866. Then there are Monkey lights (www.monkeylectric.com) that attach to your wheels for the Las Vegas look.

BIKE LOCKS: Security is always a big issue with bike commuting. There are lots of locks on the market. Michael Wise advises that if you can't bring your bike into your building then get a U-lock. He adds that if you use a cable, be sure that it is at least 1/2 inch thick. His other advice is to record your serial number and keep sales receipts. I carry both a thick cable and a U-lock as I sometimes go on errands where the only available place to lock my bike is too wide for my U-lock.

MISCELLANEOUS: Bells are always a nice polite way to announce your approach of pedestrians when on trails. Commuter Bill Weggeser suggests a helmet cover that not only keeps your head warm and dry, it is an additional bright object for cars to see. When wet, stormy weather is occurring a good rain outfit is nice to have including jacket, pants and shoe covers. Not only do you need protection from rain, but also from splashing by cars, some that seem to go out of their way to hit a puddle. My Burley has been a great jacket for touring and commuting (though no longer available), with comparable jackets sold by REI. Showers Pass has taken over the void in rainwear by Burley (www.showerspass.com). They make a full complement of rainwear that will keep your warm and dry.

That should do it for now. If you have any products that you feel are necessary for bike commuters to know about, let me know. And of course please send me any names of people interested in being profiled in the commuter column. Whether you just bike commute in fair weather or all year round, I want to hear from you. Lou can be reached at lou@cyclingutah.com.

DISCOVER

the racer within



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3: State Championship TT
10: Porcupine Hillclimb
17: Capital Reef Classic
24: Chalk Creek Road Race
31: Tour de Park City

AUGUST

7: Wasatch 120 Road Race
14: Sundance Hillclimb
28: Sanpete Classic

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4: Grub Fest Stage Race
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RIDE OF THE MONTH

Tooele's Rush Valley Tour Offers Break from the Usual Road Ride

By David Bern



Tooele County's Rush Valley Tour offers plenty of open roads for the casual cyclist or racer who is looking for a new two-wheeled adventure. The tour actually crosses portions of the old Lincoln Highway (1913) and climbs to the old mining ghost town of Ophir (1860s). Photo courtesy of Transcript Bulletin Publishing

For Wasatch Front roadies in search of new adventure (How many times have you ridden Emigration Canyon so far this summer?), the journey begins after a quick 35-minute trip west of Salt Lake City.

Tooele County's enormous 6,900-square mile landscape is renowned for its challenging mountain biking terrain, but the area's road riding opportunities deserve equal billing.

One of the county's best road routes is the "Rush Valley Tour," which features three out-and-back choices from Tooele City and takes cyclists to two historically-significant spots: Johnson's Pass, which was part of the Lincoln Highway, the nation's first transcontinental roadway, and to the old mining town of Ophir.

The Tooele/Johnson's Pass out-and-back is 54 miles; the Tooele/Ophir out-and-back is 42 miles; and a combination of both routes totals 71 miles. On the road the cyclist is treated to

sweeping views of the Deseret Peak Wilderness Area, the Oquirrh and Onaqui Mountains, and escarpments and sandbars left behind by ancient Lake Bonneville.

All three rides can begin at Tooele City Hall, 90 N. Main in Tooele. Head south on SR-36 and pass Tooele Army Depot's east gate at 4 miles. Proceed over Stockton Pass and then descend into the town of Stockton at 6.5 miles. Continue south for another 6 miles to the intersection of SR-36 and SR-73.

There the cyclist can choose either the Johnson's Pass (SR-36) or Ophir option (SR-73). To ascend Johnson's Pass, remain on SR-36 for 4 miles to the intersection of SR-36 and SR-199. Turn right onto SR-199 and proceed west through the quiet community of Clover towards Johnson's Pass on the horizon.

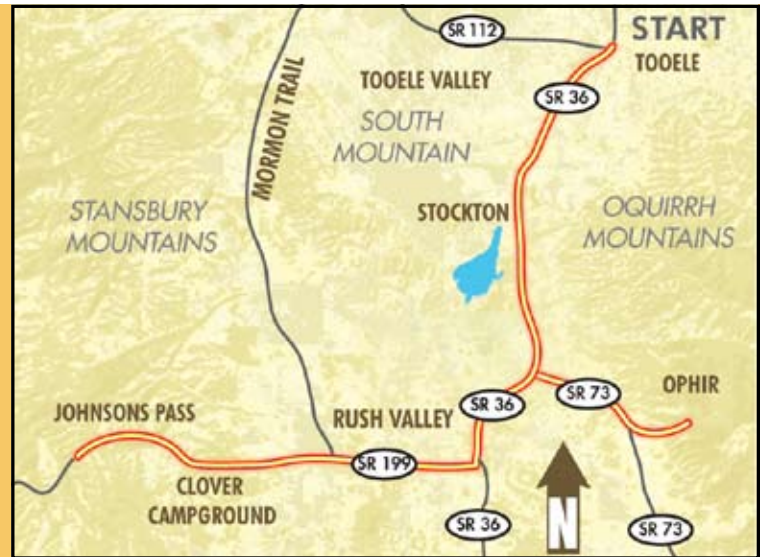
At 25.5 miles Clover Campground appears on the left; another 1.5 miles

is the summit of Johnson's Pass, which features a new historical marker that explains the significance of the Lincoln Highway and the summit's somewhat controversial second name of "Fisher Pass."

To return to Tooele City Hall, reverse route. If continuing to Ophir from Johnson's Pass, turn right at the intersection of SR-36 and SR-73 and climb 4.7 miles to Ophir Canyon Road. Turn left and proceed 3.8 miles to the old mining town of Ophir, which features a historic district with tours on weekends from Memorial Day to Labor Day.

To return to Tooele City Hall from Ophir, reverse route. Turn right at the intersection of SR-36 and SR-73 and continue north for 12.5 miles back to Tooele City.

Water and food are available in Tooele, Stockton, Clover and Ophir. Cyclists who choose to descend the



The Rush Valley Tour features three riding options 54, 42 and 71 miles and offers breathtaking vistas of the Oquirrh Mountains and Deseret Peak Wilderness Area. Map courtesy of Transcript Bulletin Publishing

west side of Johnson's Pass and proceed to Dugway Proving Ground's east gate should be prepared not to be granted access to food and water in English Village by security personnel.

From Johnson's Pass, an alternative route back to Tooele City is to turn left onto the Mormon Trail Road in Clover and proceed north for 20 miles to Grantsville City. Proceed east on Grantsville's Main Street (SR-138) to the intersection and stoplight for SR-138 and SR-112. Turn right onto SR-112 and proceed southeast for 11 miles to Tooele City.

SR-112 between Grantsville and Tooele has recently been widened, giving cyclists a new, yet small shoulder. Despite the new shoulder, cyclists should be prepared for possible fast-moving and inconsiderate motorists

through this area. Also, food and water are unavailable on the Mormon Trail Road.

How to get there: From Lake Point off of westbound Interstate 80, proceed south on SR-36 for 12 miles. Start is at Tooele City Hall (parking in rear) at 90 N. Main St., Tooele.

Specifics: Out and back road ride. Distances: 54, 42 and 71. Elevation gain: Johnson's Pass 1,460 ft./Ophir 1,380 ft. Rating: novice to advanced. Riding time: 3 to 6 hrs. Signage: Excellent. Season: Typically March to November, but can also be ridden during dry and warm winter days. USGS 7.5 maps: Tooele, South Mountain, St. John, Johnson's Pass, Stockton, Ophir. Water availability: Tooele, Stockton, Clover and Ophir.

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CALENDAR OF EVENTS

Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!

Utah BMX

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

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

Utah Advocacy

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

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

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

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

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

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

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

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

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

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

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

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

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

Events, Swaps, Lectures

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., None , noemail@cyclingutah.com, slccriticalmass.org

Bike Polo League — Salt Lake City, UT, March to November - Come and play bike polo! Tuesdays at Liberty Park, Salt Lake City, 6:30 pm, enter from 13th S. and come up the 7th East side to the road entering the center of the park. All welcome, bring bike, gloves, and helmet. Mallets provided., Scott Brown, 801-870-9292, sbrown@redrocks.com

July 17 — Utah Tour de Donut, American Fork, UT, 21 mile circuit race and donut eating (subtract time for eating donuts each lap), bike safety rodeo, kids race, Greenwood Elementary in American Fork, 8 am, All proceeds are for Bike Town Africa and other local Rotary projects., Kim Garrett, 801-763-1216, timpaud@yahoo.com, utahtouredonut.org

September 4-6 — Great Utah Bike Festival, Minersville, UT, Join the fun in the new cycling Mecca of Minersville, a quaint and scenic hamlet in historic Beaver County; a different century ride to choose from each day, a 4 stage road race, and a 4 stage mountain bike race. Over 300 miles of roads, 100 miles of double and single track, recreational riding, racing, supported and unsupported rides to choose from on some of Utah's least traveled and scenic roads., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

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

Mountain Bike

Tours and Festivals

July 23-25 — WYDAHO Rendezvous: Teton Valley Mountain Bike Festival, Driggs, ID, 3 Day Mountain Bike Festival, mountain bike group rides, films, pump track, welcome party, skills clinic, yoga, and more!, Tim Adams, 208-201-1622, BikeFest@TVTAP.org, tetonmountainbikefest.tvtap.org

July 24 — Rawhide Continental Divide Tour, Basin Creek Park, MT, Shuttled, one way ride. 35 miles of single-track on the Continental Divide Trail, 2 supported aid/rest stations, BBQ at Homestake Lodge following ride! Start time TBD., Warren Smith, 406-490-2556, chirobike@hotmail.com

September 4-6 — Great Utah Bike Festival, Minersville, UT, Join the fun in the new cycling Mecca of Minersville, a quaint and scenic hamlet in historic Beaver County; a different century ride to choose from each day, a 4 stage road race, and a 4 stage mountain bike race. Over 300 miles of roads, 100 miles of double and single track, recreational riding, racing, supported and unsupported rides to choose from on some of Utah's least traveled and scenic roads., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

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

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

are urged to ride with their parents or in a kid-specific ride., 435-637-0086, meccabikeclub@etv.net, biketheswell.org

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

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

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

Utah Weekly MTB

Race Series

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

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

Mt. Ogden Midweek XC Race Series — Snowbasin Resort, UT, Dates June 16, 30; July 14, 28; August 11, 25. Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Jonny

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Hintze, 801-230-2995, jonnyhintze@yahoo.com, mtogdenraceseries.com, bebikes.com

Utah Mountain Bike Racing

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

July 3 — 23rd Annual Mountain Bout, Intermountain Cup, Snowbird, UT, ICS #10, Snowbird, Open to all, Event starts at 8000' near the Snowbird Center (Entry 2). Course: 4-mile loop, with 800' of climbing per lap, First race starts at 8:10am for U9, 8:30am next start., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

July 10 — 14th Annual Chris Allaire Memorial, Intermountain Cup, Solitude Resort, UT, Utah State Open XC Championship, ICS #11, Course combines Cruiser (upper) and Serenity (lower) loops, Registration closed 7/13, First start at 8:15am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

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

August 7 — 2nd Annual Rock the Canyons Intermountain Cup Grand Finale, Intermountain Cup, Canyons Resort, UT, ICS #13, Open to all, XC course starts and finishes at Smokie's Bar and Grill at the base of the gondola at The Canyons Resort. The course is about 90% wide single track, Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

August 13-15 — Flyin' Brian Gravity Festival, UT Downhill Series, Brian Head, UT, Friday Trail Bike Race, Saturday Super D, Sunday Downhill., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

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

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

801-330-3214, info@thepcpp.com, thepcpp.com

September 4-6 — Great Utah Bike Festival, Minersville, UT, Join the fun in the new cycling Mecca of Minersville, a quaint and scenic hamlet in historic Beaver County; a different century ride to choose from each day, a 4 stage road race, and a 4 stage mountain bike race. Over 300 miles of roads, 100 miles of double and single track, recreational riding, racing, supported and unsupported rides to choose from on some of Utah's least traveled and scenic roads., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

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

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

September 18 — Widemaker Hill Climb, Snowbird, UT, 10 AM, 3000' vertical race to the top of the Tram, Gad Valley, Snowbird Resort., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

September 19 — Tour de Suds, Park City, UT, An uphill MTB race from Miner's Hospital to Guardsman. 28th Annual, Park City, 6 mile hill climb to celebrate the end of mountain bike season., Carol Potter, 435-649-6839, carol@mountaintrails.org, mountaintrails.org

October 9-10 — 24 Hours of Moab, Moab, UT, 16th Annual, solo, duo, 4 and 5 person team categories,

men, women, and coed. USAC National 24 Hour Championships too!, Laird Knight, 304-259-5533, heygranny@grannygear.com, grannygear.com

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

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

November 6-7 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, 25 hour event is from SAT 10am to SUN 10 am with the bonus double midnight lap. Costume contest is from Sat 11 am to Sat 5 pm- contest and awards at 6 PM, Other fun Halloween fun TBA, Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

Regional Mountain Bike Racing

July 3 — 15th Annual WYDAHO Mountain Bike Race, Alta, WY, The 15th annual WYdaho XC race, kids race, huffy toss and hill climb. Mountain biking in the heart of the Tetons!, Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309,

awilliams@grandtarghee.com, grandtarghee.com

July 3-4 — 19th Brundage Mountain Bike Fest XC/Super D/DH, Wild Rockies Series, Brundage Resort, ID, 2-3 hr XC course and 20 min super D. 5-6 min DH course., deep woods single track and wide open fire road, super easy shuttle with high speed lift for the Super D and DH events., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com

July 9-11 — Blast the Mass - MSC #5, Mountain States Cup, Crested Butte, CO, Short track (endurance), downhill (gravity) and super d (endurance/gravity) on Saturday. Cross country (endurance) and downhill (gravity) on Sunday. Qualifier for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

July 15-18 — USAC National Mountain Bike Championships, Granby, CO, USAC Mountain Bike National Championships., 888-850-4615, info@bikesolvista.com, solvistanationals.com

July 24 — Galena Grinder, Knobby Tire Series, Galena Lodge, ID, XC/ Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

July 24 — Targhee Downhill Race #1, Alta, WY, The WYdaho DH series at Grand Targhee Resort. This 3 race DH series will test all with a single track course over 2 miles

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UTAH OLYMPIC PARK

Welsh and Cisney Win Powder Mountain Hillclimb



Alisha Welsh (Peanut Butter & Co. Twenty 12) won the women's race. Photo: Dennis Montgomery.

Eden, UT – The 2nd Annual Powder Mountain Hillclimb Benefiting the Ovarian Cancer National Alliance was held this past weekend in less than June-like conditions, but nonetheless, a spectacular cycling event took place.

68 riders lined up to tackle the 6-mile, 3300 vertical foot bike race that started at the Wolf Creek Utah Resort and ended up hill at the Powder Mountain Lodge. Boasting one of the steepest bike rides in Utah, the race attracted some of the state's best and most ambitious climbers. Among them were professional road racer Alisha Welsh of the Peanut Butter & Co. Twenty 12 team and last year's overall winner, Nathan Cisney of Roosters Cycling team.

It doesn't take long for riders to spread out on this climb. It turns uphill sharply in the first mile. On the men's side of things, Nathan Cisney broke away as part of an elite group of 3 riders. Each taking turns at the front, Cisney waited until the final mile or so to make his move. With the move, one of the riders was dropped and Cisney took his speed all the way to the top just beating out his opponent by a bike length. His time was good enough to take home the Tecia Stout Trophy, given to the fastest elapsed time up the mountain. Cisney finished in 42 minutes 14 seconds.

For the women, Alisha Welsh rode most of the race solo. Climbing is really her forte. "I love going up" she said as she warmed up on her trainer. She won the Women's Pro/1/2/3 division in a time of 48 minutes seconds.

This year's event also functioned as a fund raiser for the Ovarian Cancer National Alliance. A portion of the proceeds from the event went to support ovarian cancer research. The Tecia Stout Trophy was established to honor a local woman who lost her fight to the disease.

Regardless of the weather the 2nd Annual Powder Mountain Hillclimb was a great success and once again showcased some of the spectacular cycling and scenery Northern Utah has to offer. A huge thanks goes out to Diamond Peak Mountain Sports, Edge Composites, The Bike Shoppe, Peregrine Health, Roosters Brewing Co., Vitality Nutrition, Powder Mountain, Wolf Creek Utah, PROBAR and Team Exceleator.

long., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

July 25 — Teton Pass Hill Climb, Wilson, WY, 8:30 AM road race (4.7 miles, 2284 ft. vertical), 10:30 AM MTB race (5.6 miles, 2870 ft. vertical), cash prizes for top 3 men and women combined racers. Raffle and party following., Brian Schilling, 307-690-9896, schilddog@hotmail.com, ucjh.org

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

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

ripleringprod@hotmail.com, tripleringprod.com

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

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

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

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

720-407-6142, sarah@racemsc.com, racemsc.com

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

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

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

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

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

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

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

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

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

September 4 — Bogus Hari-Kari STXC, Wild Rockies Series, Bogus Basin Resort, ID, 20-40 min Short-track, depending on category. 1.2 mi course rolling, tight corners. 11 a.m. start time., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com

September 5 — Bogus Kamikaze DH, Wild Rockies Series, Bogus Basin, ID, 2-3 min DH course. Newer route with fast, flowing single track and individual time trial! On this course, you'll find gap jumps, drop-offs, wooden bridges and flowing boulders. Lots of fun all day and super easy shuttle., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com

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

September 11 — City Creek Mountain Duathlon Endurance Festival, Pocatello, ID, 20K trail course includes a 15K mountain bike, followed by a 5K trail run (1463' total elevation gain on mountain bike course, 479' total elevation gain on run course) on the famed City Creek Trail system, trail running and mountain biking divisions available., Mike Welch, 866-8-ECO-FUN, info@endurancefestival.com, EnduranceFestival.com

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

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

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

October 22-24 — Singlespeed World Championships, Rotorua, NZ, Dave

Harris, hairball.dh@gmail.com, ssw-c10nzcom

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

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

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

Utah Weekly

Road Race Series

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

Salt Air Time Trial Series — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center; 4/15, 4/29, 5/13, 5/27, 6/10, 6/24, 7/1, 7/15, 7/29, 8/12, 8/26, 9/9, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

DLD (DMV) Criterium Presented by Ski Utah — West Valley City, UT, Ski Utah Cycling team is pleased to sponsor the Utah Driver's License Division (DLD) weekly criterium race. Weekly Training Crit at the Driver's Training Center, 4700 S. 2780 W., A Flite - 6pm, B Flite - 6:55 pm. (April 7 - September 9), Clint Carter, 801-651-8333, cdccarter44@msn.com, utahcritseries.com

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



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2479, utcritseries@gmail.com, utah-critseries.com

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

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

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

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

Utah Road Racing

July 3—State Time Trial Championship, UCA Series, Salt Lake City, UT, Just west of the International Center, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

July 3 — Terry McGinnis Memorial Criterium 2010, Holladay, UT, Starts at 2:30 by the Holladay City Building, Cat 1/3, 4/5, and Masters 1/4 races., Dirk Cowley, 801-699-5126, dcowley@sportsbaseonline.com, sportsbaseonline.com

July 10 — Porcupine Hill Climb, UCA Series, Salt Lake City, UT, Hill climb to the top of Big Cottonwood Canyon., Mike Meldrum, 801-424-9216, mikesride@gmail.com, porcupinecycling.com

July 16-17 — Capitol Reef Classic Stage Race, UCA Series, Torrey, UT, ITT (8 miles), Criterium, 100/52/32 mile road race (distance determined by race category), Tina Anderson, 435-425-3491, 435-691-1696, tricrazy@live.com, capitolreefclassic.com

July 24 — Chalk Creek Road Race, UCA Series, Coalville, UT, Juniors and masters Utah State Championship., Mike Meldrum, 801-424-9216, mikesride@gmail.com, porcupinecycling.com

July 30-31 — Saints to Sinners Bike Relay, Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night and have a great time! Fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, steven@saintstosinnersbikerelay.com, saintstosinnersbikerelay.com

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

raceworks.com, tourdeparkcity.com

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

August 7 — Wasatch 120 Road Race, Heber, UT, Fully Supported Road Race. All men's and women's UCA categories. Great course starting and finishing in Heber City., Riley Siddoway, 801-739-3161, rsiddoway@mountainraceworks.com, wasatch120.com

August 14 — Sundance Hill Climb, UCA Series, Provo, UT, Starts at the bottom of SR92, climbs 8.2 miles, over 3000' of climbing, passing Sundance and finishing at the Alpine Loop Summit, perfect for the Pro Level racer wanting to beat the best or the beginner wanting a good challenge., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundance-utah.com

August 17-22 — Larry H. Miller Tour of Utah Presented by Zions Bank, UT, America's toughest stage race, 6 stages, 325 miles, \$45,000 purse, Pro/1 Men only, Salt Lake, Ogden, Utah County, Tooele, Park City, Snowbird, Salt Lake. Come and watch the best!, Karen Weiss, 415-218-0193, karen@tourofutah.com, tourofutah.com

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

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

August 28 — Sanpete Classic, UCA Series, Spring City, UT, Main Street, Spring City will serve as the Start/Finish for loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Races start at 10:00 a.m. BBQ lunch, awards, and raffle after race., Eric Thompson, 801-541-3840, jericthompson@comcast.net, skiutahcycling.com

August 28-30 — Hoodoo 500, St. George, UT, 500 mile Ultramarathon bike race in Southern Utah. Voyager Start: 5am, Solo Start: 7am, Two-Person Relay Teams Start: 9am, Four-Person Relay Teams Start: 11am., Deb Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.com

September 4-6 — Great Utah Bike Festival Stage Race, UCA Series, Minersville, UT, Join the fun in the new cycling Mecca of Minersville, a quaint and scenic hamlet in historic Beaver County; a different century ride to choose from each day, a UCA 4 stage road race, and a 4 stage mountain bike race. Over 300 miles of roads, 100 miles of double and single track, recre-

ational riding, racing, supported and unsupported rides to choose from on some of Utah's least traveled and scenic roads., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

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

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

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

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

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

October 9 — City Creek Bike Sprint, Salt Lake City, UT, 10 am, 5 1/2 mile climb up City Creek Canyon, road or mountain bikes., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

Regional Weekly

Road Race Series

Grand Junction Spring Crit Series — Grand Junction, CO, 6 race series March 31, April 7,14,21,28,May 5th, 2010 Two Races will be held: 5:45 pm - Group A - Men/Women Cat 1,2,3, Masters and Collegiate. 6:45pm - Group B - Men/Women Cat 4.5, Masters and Collegiate., fast flat fun .67 mile closed course at 627 25 1/2 Rd., Mike Driver, 970-274-1232, chrised@ascentproductions.net, org.mesastate.edu/cycling/

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

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

Regional Road Racing

July 4 — Hailey 4th of July Criterium, Hailey, ID, Downtown Hailey Criterium, Janelle Connors, 208-788-9142, jconnors@bcrd.org, bcrd.org

July 10 — Allan Butler Criterium, Idaho Falls, ID, Twilight Criterium in downtown Idaho Falls in memory of Allan Butler. Course is flat, technical, L-shape, 1 km in length. Racing starts at 5:30 p.m., Rob Van Kirk, 208-652-3532, rob.vankirk@gmail.com, idahocycling.com

July 10-11 — Tour of Bozeman, Bozeman, MT, Two day, 3 stage omnium in the mountains around beautiful Bozeman, Montana. Stages include: 20k Time Trial, Downtown Match Sprints, and 70 mile Road Race with 4600+ ft of climbing. \$5000.00 + cash purse., Amy Frykman, 406-579-0944, info@tourdebozeman.com, tourdebozeman.com

July 10 — Snake River/ICO TT Series #2, TBA, ID, Rudy Estrada, elitescycling@msn.com, idahobikeracing.org

July 11 — Jackson Hole Downtown Criterium, Jackson Hole, WY, Part of Crit Omnium with the Allan Butler Crit, Brian Schilling, 307-690-9896, schildog@hotmail.com, ucjh.org

July 16-18 — BYRDS Stage Race, Boise, ID, Douglas Tobin, douglas@tobincoaching.com, byrdsycling.com

July 17 — Wells Fargo Twilight Criterium, Boise, ID, 23rd Annual, NRC race., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, boisetwilightcriterium.com, georgescycles.com

July 18 — Intermountain Orthopedics State Criterium, Boise, ID, The day after Boise's Twilight Criterium, a full day of crit racing on a sweet 1K course. Nice family friendly venue with good race watching., Kurt Holzer, 208-890-3118, irc_board@lycos.com, lostrivercycling.org

July 24 — Grand Targhee Ski Hill Road Time Trial, Alta, WY, 9 a.m., 12 miles, 2000', to the summit of Grand Targhee, Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peakedsports.com

July 24-25 — Carson Valley Classic, NCNCA, Minden, NV, Cat 3-4-5 and Masters Racing Weekend, Diamond Valley Road Race on Saturday, Minden Park Criterium on Sunday, Garth Jackson, 877-845-2453, gjacksonbsee@gmail.com, altaalpinia.org

July 25 — Teton Pass Hill Climb, Wilson, WY, 8:30 AM road race (4.7 miles, 2284 ft. vertical), 10:30 AM MTB race (5.6 miles, 2870 ft. vertical), cash prizes for top 3 men and women combined racers, Raffle and party following., Brian Schilling, 307-690-9896, schildog@hotmail.com, ucjh.org

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

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

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

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

August 22 — Idaho Time Trial Championships, tentative, Boise, ID, Idaho State TT Championships, Rudy Estrada, elitescycling@msn.com, idahobikeracing.org

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

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

September 23 — USA CRITS Finals, Las Vegas, NV, Criterium, Part of USA CRITS Championship, during Interbike, Mandalay Bay Resort, staggered start times for the different races, Men and Women Pro races, various amateur classes, and an Industry Cup Challenge., Casey Lamberski, 706-549-6632, casey@swagger.us, usacrits.com, swagger.us

September 25 — Mt. Charleston Hill Climb, Las Vegas, NV, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort, Begins at the base of Highway 156., Steve Classe, 702-252-8077, steve@mcghies.com, mountcharlestonhillclimb.com

Utah Road Touring

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

July 3 — Tour de Riverton, Riverton, UT, 10th Annual, Part of Riverton Town Days. Starts at 7:30 am. Fun family ride. 25 mile loop through Riverton and Herriman., Brad Rowberry, 801-523-8268, email@infinitecycles.com, tdr.infinitecycles.com

July 11 — Mt. Nebo Loop, BCC SuperSeries, Nephi, UT, BCC SuperSeries, From Nephi City Park to Santaquin over the Mt Nebo Loop, 27 miles of climbing, self supported., Doug Jensen, 801-815-3858, slccycler@gmail.com, bccutah.org

July 17 — Pioneer Century, BCC SuperSeries, Morgan, UT, Morgan High School to East Canyon, Echo, Coalville and Back, Self-supported 30 and 70 mile leg options., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

July 17 — Tour de Park City, Park City, UT, Fully Supported Road Touring options starting and finishing in Park City. Three ride options: 50 or 100 through Northern Utah's beautiful mountain valleys. New additions and changes will make 2010 the best Tour de Park City yet., Riley Siddoway, 801-739-3161, rsiddoway@mountainraceworks.com, tourdeparkcity.com

July 17 — Three Kings Cycling Event, North Salt Lake, UT, Can you conquer the kings? Winding through North Salt Lake, the Three Kings offers some of the steepest climbs of the season. Each climb is named after one of the biblical magi who brought gifts, but the only gifts these kings bring is pain. Cyclists can choose to tackle one, two, or all three kings., Matt Jensen, 801-550-0778, mattjensennsl@gmail.com, threekings.nslcity.org

July 24 — Pedal Away Parkinson's, Kaysville, UT, The 5th Annual 10 mile family fun ride begins at 8:00 am at Gailey Park in Kaysville. All proceeds benefit the Utah Chapter of the American Parkinson Disease Association., Meredith Healey, 801-451-6566, senditmyway@gmail.com, pedalawayparkinsons.com

July 24 — Pioneer Day Century, BCC SuperSeries, UT, TBA, Don Williams,

DAVID R. WARD ATTORNEY AT LAW (801)268-9868 Personal Injury Practice Specializing in Bicycling Related Accidents. This firm also practices: Real Property, Estate Planning, Divorce and Domestic Relations, Business Entities, Contracts and Collections, Adoption. LAW FIRM OF WARD & KING ATTORNEYS & COUNSELLORS AT LAW. 4543 South 700 East, Suite 200 Salt Lake City, UT 84107 dward@cyclingutah.com

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The Heart of Idaho Century Ride August 21, 2010, in Idaho Falls Lush farmland, Grand Teton views and vibrant desert landscapes greet riders at every turn. Barbecue celebration at the finish line. 25, 62 and 100 mile options. \$40 for the 25 mile ride and \$65 for the 62 and 100 mile rides. \$5 early-bird discounts. Benefit for the Art Museum of Eastern Idaho. To register call the Art Museum at 208/524-7777 or register online at www.theartmuseum.org/Century.htm

801-641-4020, roadcaptain@bbtc.net, bccutah.org

July 30-31 — Saints to Sinners Bike Relay, Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night and have a great time! Fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, steven@saintstosinnersbikerelay.com, saintstosinnersbikerelay.com

July 31 — Tour de Park City, Park City, UT, Fully Supported Road Touring options starting and finishing in Park City. 170 miles Super Century through Northern Utah's beautiful mountain valleys. New additions and changes will make 2010 the best Tour de Park City yet., Riley Siddoway, 801-739-3161, rsiddoway@mountainraceworks.com, tourdeparkcity.com

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

July 31 — Bryce Canyon 200 K, Southern Utah Brevet Series, Panguitch, UT, Brevets are self support, timed, distance cycling events, route begins in Panguitch and loops around to Bryce Canyon, Tropic and Circleville before returning to Panguitch., Lonnie Wolff, 435-559-0895, info@subbrevet.org, subbrevet.org

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

August 2 — R.A.N.A.T.A.D., Sundance Resort, UT, Ride Around Nebo And Timp in A Day. Start at Sundance and ride down and around the Nebo Loop to Nephi and then back to the mouth of American Fork Canyon, over the Alpine Loop, finishing back at Sundance, 165 miles with over 12,000 feet of climbing. New: a shorter 100 mile option from Sundance around the Nebo Loop and back to Payson., Czar Johnson, 801-223-4121, czar@сандансe-utah.com, sundanceresort.com

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

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

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

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

August 14 — Bike the Bear Century, Garden City, UT, Bike the Bear, celebrating the 100th anniversary of the BSA. 100 and 50 mile division. Begins at Camp Hunt on Bear Lake, UT., Jason Eborn, 801-479-5460, jeborn@bsamail.org, trapper-trails.org

August 14 — Ride for Teens, Provo, UT, 2 to 50 miles options in all three forks of Provo Canyon. Proceeds benefit local at-risk youth services. Prizes and post ride meal, the event starts at 8 am at the Ronald Williams Last Park, essentially Heritage Schools, 5600 N. Heritage School Dr. Provo., Charis Wilke, 801-735-2142, charis_02@hotmail.com, heritagertc.org

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

August 21 — Desperado Dual, Panguitch, UT, 200 mile double century in Southern Utah, 100 mile option, Utah's only fully supported, 200 mile, one day cycling adventure., Ryan Gurr, 435-674-3185, info@spingees.com, desperadodual.com,

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

August 26-September 4 — LAGBRAU (Legacy Annual Great Bike Ride

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

August 28 — Cache Valley Century Tour, Logan, UT, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 8 am, in Richmond (12 mi north of Logan on Hwy 91), Bob Jardine, 435-752-2253, veloist-bob@yahoo.com, cvveloists.org

August 28 — Summit Challenge, Park City, UT, Benefits the National Ability Center, 15 and 50 mile ride and 100 mile ride, check-in starts at 7 am at NAC's Bronfman Recreation Center & Ranch, rides start at 8:30 and 9 am. at the National Ability Center in Park City., Jennifer Atkin, 435-200-0985, jennifer@discover-nac.org, discovernac.org, summit-challenge100.org

August 28 — Sanpete Classic Road Race and Fun Ride, Spring City, UT, Non-competitive fun ride and Road Race (UCA) for all classes, fully supported, 75 miles, route will circle the Sanpete Valley and will be on mostly flat roads with a few short moderate grades., Eric Thompson, 801-541-3840, jericthompson@comcast.net, skiutahcycling.com

August 29 — Hooper Horizontal 100, BCC SuperSeries, West Point, UT, West Point Park to West Weber and Hooper, self-supported century, 30 and 65 mile options., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 4-6 — Great Utah Bike Festival, Minersville, UT, Join the fun in the new cycling Mecca of Minersville, a quaint and scenic hamlet in historic Beaver County; a different century ride to choose from each day, a 4 stage road race, and a 4 stage mountain bike race. Over 300 miles of roads, 100 miles of double and single track, recreational riding, racing, supported and unsupported rides to choose from on some of Utah's least traveled and scenic roads., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 4 — Beaver 200K, Southern Utah Brevet Series, Cedar City, UT, Brevets are self supported and timed distance cycling events. This route begins in Cedar City, continues to Parowan and Beaver and then returns., Lonnie Wolff, 435-559-0895, info@subbrevet.org, subbrevet.org, rusa.org

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

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

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

September 17-19 — Moab Century Tour, Moab, UT, Weekend of road cycling with rolling and climbing route options including the infamous "big Nasty" (3000 feet elevation in 7 miles). Warm Up ride Friday, Recovery ride Sunday., Beth Logan, 435-259-2698, info@skinnytireevents.com, skinnytireevents.com

September 18 — Randy's Fall Colors Classic, BCC SuperSeries, Salt Lake City, UT, Sugarhouse Park over Big Mtn, Coalville, Wanship, Browns Canyon, and back via I-80 over Parleys, self-supported century.,

Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

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

September 25 — Heber Valley Olympic Century, Heber, UT, Utah's most beautiful bike ride through the scenic splendor of the Wasatch mountains, dramatic autumn beauty of Heber Valley, picturesque Jordanelle, and Olympic venue Soldier Hollow. This is the only Biathlon century in the USA. Benefiting Hess Cancer, Start time 8:00 am. 100 mi, 65 mi, 50 mi, 25 mi options, fully supported, starting from Southfield Park., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

October 2 — Josie Johnson Memorial Ride, Salt Lake City, UT, This memorial ride is dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back, no charge to participate., Ken Johnson, 801-205-1039, kijiveto-bike@gmail.com, josiejohnsonride.com

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

October 16 — Tour de St. George, St. George, UT, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at 900E & 100S (Dixie State College), Ryan Gurr, 435-674-3185, info@spingees.com, tourdestgeorge.com

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

Regional Road Touring

July 10 — Blue Cruise - Coeur d'Alene, Blue Cruise of Idaho, Coeur d'Alene, ID, Recreational bike ride w/ distances of 15, 30 and 62 miles, 8:00 a.m., lunch & t-shirt included, Benefits North Idaho Centennial Trail Foundation., Karri Ryan, 208-

387-6817, 208-331-7317, kryan@bcdaho.com, bluecruiseidaho.com

July 24-30 — Idaho Bicycle Ride, Carey, ID, 6-day fully supported road tour starting and ending in Carey, ID. Arco, Challis, Stanley, Hailey, Carey., Sandy Green, 541-385-5257, 800-413-8432, info@oregonbicycleride.org, oregonbicycleride.org

July 24 — Boulder Sunrise Century, Boulder, CO, Plains cruising, canyon carving & high-alpine rollers with views for miles. 75, 100 mile option, 30 miles downhill to the finish. 7 aid stations, full course support, post-event meal, music, beer garden & sponsor arena., Traci Brown, 303-875-9000, traci@tracibrown.com, bikerpell.com

July 24 — Taylor House & Cancer Center Century Ride, Flagstaff, AZ, 7 a.m. start from Flagstaff Medical Center, check in and day of registration starting 6 a.m. There are 45, 65, and 95 mile route options, SAG vehicles supporting., Anthony Quintile, 928-779-5969, flagstaff@absolutebikes.net, absolutebikes.net/taylor


July 29-August 1 — Colorado Peace Ride, Durango, CO, Four-day, 238-mile fully supported charity bike tour along the entire San Juan Skyway out of Durango. Epic climbs topping 10,000 feet!, Isabelle Stone, 720-308-9944, revisabelle@thepeaceride.com, thepeaceride.com

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

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

August 21-22 — Bike MS Road, Sweat, and Gears, McCall, ID, Benefits the MS Society of Idaho and multiple sclerosis research, 20, 25, 40 & 60 miles, Camp Pinewood., Erin Farrell, 208-388-1998, idi@nmss.org, bikems.org, msidaho.org

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





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Bike Big Blue

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

August 28 — CASVAR 2010, Afton, WY, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley., Howard Jones, 307-883-9779, 307-413-0622, info@casv.org, casv.org

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

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

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

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

September 18 — 2nd Annual Sawtooth Cycle Challenge 2010, Sun Valley, ID, 4 rides/races, all start in Sun Valley, Galena Summit Challenge (30 Miles), Metric Century to the Top of Galena and back, Extreme! 150 mile Road Challenge from Sun Valley to Idaho City to Sun Valley, benefits Leukemia and Lymphoma Society, Rob Nesbit, 208-371-5198, sccinfo@cableone.net, sawtooth-cyclechallenge.blogspot.com

September 25 — Yellowstone Fall Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, Supported ride., Sara Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 25 — West Yellowstone Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, Supported ride., Sara Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 26-October 2 — OATBRAN, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 19th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully supported motel style tour., Curtis Fong, 800-565-2704, 775-588-9660, tgff@bikethewest.com, bikethewest.com

October 9 — RTC Viva Bike Vegas, Las Vegas, NV, 118-mile century ride, a 62 mile metric-century ride and a 35-mile ride. Proceeds benefit the Nevada Cancer Institute and Las Vegas After-School All-Stars Program., Alison Blankenship, 702-676-1542, blankenshipa@rtc-snv.com, rtc-snv.com

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

November 4-6 — Tri-States Gran Fondo, Mesquite, NV, Starts in Mesquite, NV, passes through AZ, loops through UT and Ends in Mesquite, NV. 114 miles - 7,500' of climbing. Ride your bike in three states in one day on a route with quiet roads and awe-inspiring scenery. Entry includes event jersey, chip timing, fully supported route, post-ride lunch., Deb Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondo.com

Multisport Races

July 6-August 10 — Youth Triathlon Team, Murray, UT, For youth with tri experience or team experience in another sport such as swimming, track or cycling. Team meets twice per week on Tuesday and Thursday mornings., Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, greatbasin-coaching.com

July 9-10 — San Rafael Classic Triathlon, Huntington, UT, Huntington State Park, Olympic distance tri, Olympic team relay, Sprint Tri, Sprint team relay, spring swim/bike duathlon, sprint bike/run duathlon, youth tri. Friday night activities offer live music during the pasta dinner. Body marking and packet pick-up available Friday night., Dave Capalbo, 435-637-0207, davecapalbo@yahoo.com, sanrafaelclassic.com/

July 10 — TriUtah Echo Triathlon, Coalville, UT, Echo Reservoir, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, Utah's best open water triathlon course., Chris Bowerbank, 801-631-2614, 801-631-2624, info@triatutah.com, triatutah.com

July 10 — Cache Valley's Super Sprint Triathlon, Logan, UT, 500 M swim, 12.5 mile bike, 5K run, Logan Aquatic Center, 7:30 am, a portion of the proceeds are donated to the American Mother's Association., Joseph Coles, info@onhillevents.com, cvsst.com, runnercard.com

July 17 — Scofield Triathlon, Price, UT, Kid's, Sprint, Olympic and "ESCAPE from Scofield" distances, the highest elevation triathlon in the USA, Mountain View State Park Boat Ramp., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

July 17 — Blanding Hillman Triathlon, Blanding, UT, Swim .75 mile, Bike 15 miles, Run 3.2 miles, Kids' triathlon July 24, Recapture Reservoir., Stephen Olsen, 435-678-1314, solsen@sanjuanschools.org, hillmantriathlon.info

July 24 — Stansbury Tri, Salt Lake Triathlon Series, Stansbury Park, Tooele County, UT, new bike and run courses for 2010. Greg Fawson, 602-288-9077, greg@ustrisports.com, ustrisports.com, stansbury.htm

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

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

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

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

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

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

August 7 — Zoot Aspen Triathlon and Duathlon, Aspen, CO, 800-yard indoor pool swim, 17-Mile bike (gaining 1,500 feet in elevation) to the spectacular Maroon Bells, and a 4-mile run in the Elk Mountain range and the scenic Maroon Creek Valley. The perfect triathlon for beginner triathletes looking for a unique challenge and seasoned racers wanting to compete on a short, but challenging course. USAT sanctioned event. Also featured is a duathlon and aquathlon (swim/bike)., Sandra Doebler, 970-920-5140, aspenspecialevents@ci.aspen.co.us, aspenrecreation.com

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

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

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

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

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

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

August 21 — TriUtah Jordanelle Triathlon, Park City, UT, Jordanelle Reservoir, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, 12th Annual., Chris Bowerbank, 801-631-2614, 801-631-2624, info@triatutah.com, triatutah.com

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

August 22 — XTERRA Wild Ride Mountain Triathlon (American Tour Points), Wild Rockies Series, McCall, ID, Ponderosa State Park next to Payette Lake, 3/4-mile swim, a 19-mile mountain bike and a 6.2-mile trail run, mass start at 9:00 am in the Park and the finish line festivities begin at 12:00 noon with the racer feed and music., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com, xtterraplanet.com

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

August 28 — Bear Lake Brawl Triathlon, Garden City, UT, 8:00AM This course is fairly flat bike course that rolls along the Bear Lake blue waters. USAT sanctioned. Participants love the scenery and views. Sprint, Olympic, and Half distances., Joe Coles, 801-335-4940, joe@gold-medalracing.com, goldmedalracing.com, onhillevents.com

September 6 — Youth and Family Triathlon, Murray, UT, Start time: 8 AM, Murray Park. Youth 7-10 years: 75 yard swim, 2.3 mile bike, 6/10 mile run. Adults/Youth 11+ distances: 150 yards, 4.3 miles, 1mile., Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, greatbasincoaching.com

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

September 11 — City Creek Mountain Duathlon at the Endurance Festival, Pocatello, ID, 15K trail course (1463' total elevation gain) on the famed City Creek Trail system. Also trail running and off-road duathlon divisions available., Mike Welch, 866-8-ECO-FUN, info@endurancefestival.com, DuXtreme.com

September 11 — Alta Canyon Sports Center I Can Triathlon, Sandy, UT, 400m swim, 9 mile bike and 5K run., Alta Canyon Sports Center - 9565 S. Highland Dr., Lois Spillion, 801-568-4602, lispillion@sandy.utah.gov, sandy.utah.gov

September 18 — Kokopelli Triathlon, St. George, UT, Great season closer! Sprint and Olympic distances, the third race of the SG TRIFECTA series at Sand Hollow, post race food included., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

September 25 — XTERRA USA Championship/ XTERRA Utah, Ogden, UT, XTERRA Utah on Saturday offering 2 different distances: 750m / 19K mountain bike / 5K trail and 1.5k swim/ 30k mountain bike/ 10k trail run; XTERRA USA Championships on Saturday too (Pros only): 1.5k swim / 30k mountain bike / 10k trail run; the XTERRA USA Championship is the culmination of a series of more than 50 qualifying events across the US that award points to the top athletes in XTERRA's eight regions., Ann Mickey, 877-751-8880, info@xterra-planet.com, xtterraplanet.com

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

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Above: Hand crews putting finishing touches on machine built berm.
Right: Flow trails are fun to ride or run.
Photos: Joey Klein/IMBA



By Sarah Bennett

Trails for All in Corner Canyon

Over the last couple months Draper City has put another feather in their cap with the creation of the new single-use Rush Trail in Corner Canyon. They did it with the help of a die-hard group of trail enthusiasts and the professional guidance of IMBA (International Mountain Bicycling Association) trailbuilder, Joey Klein. The story of trails development in Draper is one that makes any trails advocate envious. It is what happens when committed trail proponents representing a healthy cross-section of user groups and willing political partners share a vision and the belief that trails make better communities. The result is a trail system that is one of the most progressive in the state.

Joey Klein, trail dowser and builder for Trail Solutions, IMBA's for-profit trail building arm, spent the entire month of June lending his expertise to the Draper trail project. It was one of at least a half a dozen house calls in the last ten years to help out with the ongoing effort to create a world class trail system in the hills above Draper for hikers, trail runners, bikers, and equestrians. It's a tall order given the increasing pressure this area is getting from bikers and the established group of equestrians that have been determined not to abandon their well-loved trails to fat tires. But as it turns out, the desire of both mountain bikers and equestrians to have more and better trails has not resulted in a bitter power struggle but in a shared commitment that is working to create a system of trails that Draper City has given their full support.

Anatomy of a Trail System

The Rush Trail, numerous new trails in the Corner Canyon area, and the larger network of trails above Draper came to be through the efforts of a handful of individuals who grew alarmed as the once sleepy hamlet of Draper nestled at the foot of the Wasatch began to explode with new subdivisions in the late 80s and early 90s. It was the equestrian community led by long time Draper resident, Anne Parr, who first started attending City Council meetings and raising concerns about preserving trails and the rapidly disappearing open space above town. "I was laughed out of the building when I first suggested we needed a trails master plan," said Parr, "but I kept coming back." Parr soon joined forces with Clark Naylor,

another area resident known for training top-notch trail horses in the high peaks of the Wasatch. "Developers really fought the idea of trails at first," noted Naylor, "they didn't get it. They didn't understand that people on trails around homes and neighborhoods actually prevent theft."

The turning point came when the Draper City Council agreed to fund a city-wide questionnaire asking residents what recreational amenities they wanted their dollars to fund. Trails overwhelmingly won out and by 1996 Draper had its first trails master plan. The Parks and Trails Committee was established and a growing number of trail interests from a variety of user groups stepped up to help plan and organize volunteers to help build trail. "We had buy in from all kinds of trail users right from the start," said Naylor, "and they've stuck around. That's helped a lot. We've never had the council go against us." The solidarity of trails interests on the city Parks and Trails Committee was key in the next major hurdle they faced; how to prevent the loss of Corner Canyon to development.

Just about this time Ken Murdock, a trail runner, mountain biker, and super-human energizer bunny, moved to Draper and was looking to devote some of his boundless energy to trails. Murdock quickly found his way onto the Draper Parks and Trails Committee and began organizing weekly mountain bike races. "People were getting chased off the mountain at gun point during races," Murdock reflected, "The old timers saw trails as an encroachment. In their mind they were protecting the watershed and private property. They didn't understand that recreation means preservation."

It became clear the only way to protect Corner Canyon was to buy it—an imposing prospect given it was over a thousand acres and valued at thirteen million dollars. There were also developers clamoring to build as many as 1,400 homes in the canyon. But Murdock, Parr, Naylor, and others were undeterred. In early 2004 they approached the Draper City Council and asked that a bond that would fund the purchase be put on the fall ballot. Murdock donated his own money for the advertising campaign to woo city residents. The bond received 90% approval, which raised over seven million of the needed funds. The rest came from the Salt Lake County Open Space Trust Fund, Utah Quality Growth Commission, and Draper City.

The following spring IMBA Trail Solutions landed Draper as their first client in partnership with National Parks Rivers and Trails to help flag adjustments to the BST (Bonneville Shoreline Trail) in Corner Canyon. Klein worked with Bill Farrand from National Parks Rivers and Trails and Brad Jensen, city engineer and project manager for Draper City's Parks and Trails. Klein moved in with Murdock and his family for the next month and went to work designing trails in Draper. During this first trip he also flagged alignments for the Bonneville Shoreline Trail between from Sandy all the way to Alpine. "It was a dream come true getting to spend a month doing nothing but designing and building new trails on our first gig," mused Klein.

He went on to hold several trail building workshops and introduced Murdock and the rest of Draper trail team to IMBA trail building methods and guidelines that they remain faithful to today. Murdock soon had the idea to use trail building for his son's Eagle Scout project and before he knew it he had hundreds of strong, young bucks signing up to build trails. He began approaching scouting groups at Jamborees and other events and before long Murdock had Scout troops from across the state asking to participate. "It was incredible. The Scouts really helped make the difference. But organizing was a lot of work." Murdock eventually penned a guide to help others organize and carry out Scout-based trail building efforts.

Another enormous boost came a few years later when Klein suggested to Murdock, Naylor, and others that Draper City purchase a trail building machine called a Sweco (pronounced Sway-co). Once again, the City Council approved the recommendations of the Parks and Trails Committee and the Sweco was ordered. They already had a mini-excavator but the Sweco allowed them to put down trail far more quickly than boy scouts could. Volunteers are still crucial to smooth out back slope, remove vegetation, and tamp down trail tread, but with the machines they can now build and maintain trail in a fraction of the time it takes by hand. Moving earth to build jumps, berms and other features, or do difficult reclamation to old trails and erosion scars has been a revelation. Klein has helped to train crews on machines over his last few visits and city crews and volunteers are excited and able to build new styles of trails with bike-specific features. A new style of trail, like the Rush Trail.

Rush Trail is a "Flow" Trail

This past June Klein's main task was to help design and build a style of trail not seen in Draper, or really anywhere else in Utah. This is the second phase of the Rush Trail, a trail that was inspired by Jamie Pogue, Draper resident, free rider, trail builder and founder of Corner Canyon Cyclists. Pogue, who also found his way onto the Parks and Trails Committee, said he saw the need for a free-ride style trail "when the steep and technical sections started being improved out of existing trails. That really got me thinking about single use trails," said Pogue.

The Rush Trail is now doing its job by drawing bikers to a certain area within the larger shared-use system. "The Rush Trail," said Klein, "is designed to take the heat off the other trail users by providing a single-use, single direction trail for mountain bikers. It's a purpose-built trail which is really the trend in designing trail systems these days." Pogue's instincts were right on. Now mountain bikers can ride up the shared-use, gently contouring Clark's Trail or the Ghost Falls Trail to get to the top of the Rush Trail, but the Rush Trail is for downhill biking traffic only.

The Rush Trail is not a gonzo downhill trail, but a "flow" trail for all styles of mountain bikes. A "flow" trail makes use of terrain features, uses a variety of grades, and includes elements such as berms, drops, rollable jumps, step-ups and step-downs. Many of the jumps are camouflaged as rock piles on the sides of the trail while others are large earthen structures in sequence that can be rolled or gap jumped. The Rush Trail descends from the top of the trail system at the Peak View Trailhead. A beautifully constructed rock "strainer," at the top of the trail is a heads up that what lies ahead is something other than an unremarkable A to B way down the mountain. The trail loops and winds down through a gently undulating drainage weaving in and out of stands of scrubby Gamble oak and shady stands of maples before joining the old pipeline trail midway down the mountain.

Downhiller types will definitely find lots here to entertain them but may find it's too much pedaling. Free-riders will be craving more and cross-country riders can explore their appetite for airtime. None of the features are unsuitable for cross-country riders just looking for a fun descent and most features can be ridden around. Anyone who is curious or looking for a little adventure shouldn't miss the Rush Trail.

The Future Looks Bright

Construction on the third phase of the Rush Trail is scheduled for later this summer and fall and additional phases will follow in the coming year. The flow style of this trail will be continued. Maple Hollow is another area within the larger trail system where purpose-built, single-use and direction trails are being developed. Those with heavier, downhill-style bikes and a fear of maximum heart rates induced by aerobic exercise can shuttle Maple Hollow trails from the pavement near Traverse Ridge subdivision.

Should conflicts between hikers and equestrians continue or increase with the addition of these trails, it is likely that management will opt for an even-odd day use system. But indications at this point are that the concept of purpose-built trails within the larger trail system is working in Draper. Descending bikers are being funneled away from hikers and horses using perimeter trails for both up and downhill traffic.

Also in the long range plan for the Draper Trail System is a bridge spanning Bear Canyon, just to the north of Corner Canyon. This fully engineered suspension bridge, for which Alta Ski Resort donated several spools of cable, will support trail users as they cross 130 feet above the chasm that currently poses a major stumbling block along the Bonneville Shoreline Trail. Once this bridge is completed the Sandy and Draper sections of the BST will be joined and trail users of all kinds will have many more miles of uninterrupted singletrack to traverse along the east bench.

Construction on trails in the Draper area is ongoing and opportunities for doing volunteer work and learning a thing or two about building high quality "flow" singletrack with bike-specific features can be had on almost any weekend. If you are seeking out trail work to earn some racing points interested in finding out more about scheduled trail work events contact Ken Murdock, Trail Crew Boss, event organizer, trail runner, and one of the architects of the Draper trails effort, at 801-205-3700 or ken.murdock@utahhomes.com. You can also contact Jamie Pogue, also Trail Crew Boss at 801-652-3700 or tibiker@mac.com. Greg Hilbig, Draper City Crew Boss can be reached at 801-831-6435 or greg.hilbig@draper.ut.us. These people are who make great trails happen. Give them a call to lend a hand, or just get out there and ride, and when you see folks working on the trails, be sure to pull over and say thank you.

How to get there:

An interactive map of Draper trails can be found at the city's web page at www.draper.ut.us. The map can be found under "City Departments" then under "Mapping & GIS." New signage will be posted in the coming weeks and new brochures and trail maps are soon to be printed that will be available at Draper City Hall. The two main trailheads for the area are the Ballard Equestrian Center and the Orson Smith Trailhead. The best way to get to the Equestrian Center is to take the Draper/Bluffdale I-15 exit at the Point of the Mountain and go east along Highland Drive approximately 3 miles to 1600 East, where it is located on the north side of the road. The best way to get to the Orson Smith Trailhead is to take the 12300 South I-15 exit and continue east on 12300 South to 900 East. At 900 East go south one block to Pioneer Road (12400 South), then east on Pioneer to Highland Drive (2000 East), turn south and go about ¼ mile to where Orson Smith Trailhead is located on the east side of the road.

ADVOCACY

New Report Shows How Utah and Idaho Spend Federal Monies on Bike Enhancements

By Charles Pekow

States are thinking ahead when it comes to using Transportation Enhancements money. But Utah and Idaho are also so short staffed by the economic crisis that bicycle projects are getting shorted despite the availability of federal money.

On the plus side, states are getting better at figuring out ahead of time what to do with their annual funds for bicycling and related projects from the U.S. Department of Transportation, says Transportation Enhancements: Summary of Nationwide Spending as of FY 2009, the annual report from the National Transportation Enhancements Clearinghouse (NTEC).

States have obligated (decided what to do with) 89 percent of the money they have been given since the program's inception in 1992, an increase from 80.4 percent only a year earlier, according to the report,

which is based on figures states reported to the Federal Highway Administration.

(Full disclosure: NTEC is run by the Rails-to-Trails Conservancy, of which I am a member.)

Utah has done pretty well at getting its money out historically. Since 1992, it received a total of \$80.365 million and obligated all of it – while the national average is only 89 percent. (Some states have thought so far ahead that they've already obligated money they expect to receive in future years, but neither Utah nor Idaho has gone that far.) Grantees who put out their own money had been reimbursed for \$77.612 million, or 97 percent of what they were owed in Utah. That rate also beats the national average of 87 percent.

But lately, staff shortages at the Utah Department of Transportation have plagued its ability to fund bicycle projects. It is so understaffed that the figures it reported to NTEC aren't complete and may not adequately reflect its progress (or lack thereof), says NTEC Program Coordinator Tracy Loh.

The budget crunch affecting all states hits programs like Enhancements particularly hard because the program requires states to pay all their administrative expenses. Many other programs, such as Safe Routes to School, include funding for state coordinators.

Utah and Idaho have followed the national pattern historically and spent most of their Enhancements money on bicycle and pedestrian facilities since 1992.

States or communities must put up at least 20 cents of their own money or the equivalent (labor, supplies) for every federal dollar. And unlike other federal spending pro-

grams, states or entities they give the money to must spend their own cash first – and then get reimbursed with the Enhancement funds.

Idaho also obligated all its money and reimbursed grantees for 92 percent of their costs.

Federal law requires states to use at least 10 percent of their surface transportation money for "enhancements," such as bicycle and pedestrian facilities, highway beautification, safety programs and so on. Since the policy started in 1992, states have received \$9.2 billion, though it takes them a while to spend it all.

Also, within the last year, states got \$800 million more for enhancements under the economic stimulus package Congress passed, a law which required them to spend it all fast. This restriction favored spending on projects ready to go rather than on planning new bike routes or bridges. This amount is not figured into the obligation numbers cited above.

Utah got \$6.406 million under the stimulus program while Idaho got \$2.402 million. But Utah didn't use any of the funds to help bicyclists directly. Faced with the quick spending deadline, UDOT decided to use it all for sidewalk improvements and Americans with Disabilities Act ramps. "Not exactly the most diverse programs for the year, but given the fact that they were under the gun, we approved it," recalls Steve Call, program development team leader for the Federal Highway Administration Utah office.

States have always made improving bicycling and walking the major thrust of the Enhancements program. Since its inception, on-road bike facilities got 8.4 percent of funding, while off-road trails got 34.1 percent

and rail-trail projects 10.9 percent. The rest went for highway beautification, transportation museums, historic preservation, etc.

All states, however, lost some of their transportation money because the federal government took some back. Ironically, the 2006 law reauthorizing surface transportation called for rescissions that hit at the same time Congress approved the new funding in the stimulus package. So while Congress gave some added stimulus money, it also rescinded \$995 million in surface transportation money – the largest amount in any year so far.

States can use some flexibility in deciding which transportation programs to cut. Some came down harder on Enhancements than others. While Utah has rescinded some Enhancements money in previous years, last year it didn't. Idaho, however, gave back six percent of its Enhancements share. Idaho had obligated all its money and reimbursed local communities for 92 percent of what they were entitled to (\$51.587 million). But it didn't act fast enough to lose some last year.

Nationally, when states had to return money, they take about as proportional a share from Enhancements as they do other surface transportation programs.

But to add another incentive to getting Enhancements projects funded quickly: the federal government can't take it back if it's already spent. This fact protected Utah's 2009 Enhancements money.

Thus far Utah has sponsored 179 Enhancements projects totally in \$75.269 million in federal funds. The average amount of federal money spent on a project in Utah: \$420,000, above the national aver-

age of \$372,000. But when it comes to matching the federal money, Utah come out near the bottom: the state put of only 8 percent of in-state funds, while the national average is 29 percent. Only Florida put up a smaller match because of a quirk in its situation that lets it put up user fees (such as turnpike tolls).

Utah is exempt from the 20% matching requirement because a provision in the law lowers its requirement since the federal government owns so much land in the state. Still, one wonders why Utah communities attach so little investment in cycling projects that they can't voluntarily come up with more money to make projects bigger and better. Communities in virtually every other state manage to.

"On the one hand, the more matching funds you invest, the further the federal dollars can be spread. On the other hand, there are situations where matching funds are so incredibly scarce that even trying to scrounge for 20 percent is a deal breaker and you can't do anything at all," Loh notes. "You wouldn't want matching funds to be a barrier."

Idaho, meanwhile, funded 144 projects averaging \$330,000 in federal funds and met the 20 percent match rate.

But the financially struggling Idaho Transportation Department has suspended taking applications for Enhancements Projects. Two years ago, it stopped taking applications for grants under the Congestion Mitigation & Air Quality program, which grantees can use to promote bicycling as an alternative to driving autos.

Find the NTEC report at www.enhancements.org.

Vacation - Continued from page 2

boat, row out to the island and tour the church and museum.

After that, my family returned to the hotel while I made the ride up the steep road to Bled Castle. This was a short ride, approximately six kilometers round trip, but included an approximately one-half kilometer climb at close to 18% grade to the castle entrance. After arriving, I even found a hiking trail that I was able to use as single track for a little playing around. I suspect there is some excellent mountain biking in this area, but as this was not a biking trip, I had no time to explore that possibility.

As it turned out, that was it. I had no other opportunity to bike on this trip. This vacation had been planned to take in a lot of cities, and so there was no opportunity to work a local bike rental and ride into a tight

schedule. We had a great vacation, taking in more geography, sights and interests than most could hope for. If there were no options, I would not forego this vacation with family for one filled with biking but no loved ones.

But I did miss my bike, and there are options. With a little more advance planning, which I had virtually no time for prior to our departure, I might have located a bike rental agency in Munich, either online or upon my arrival, from which to rent a bike for a the two weeks I was here. Alternatively, I plan to pursue the possible purchase of a folding/breakdown bike that I can take as regular luggage.

Having regretted not having a bike with me, I am determined, from now on, to always have a bicycle with me when traveling. For this I know, from both good and bad experience: A bike makes for a better vacation.

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MOUNTAIN BIKING

Five Tips for Better Mountain Bike Photos



Above: This classic panning photo was taken a few years ago with a Canon compact digital camera. I pre-focused on a spot on the trail I thought was about the right distance. Then I followed Scotty as he hit the jump, timing the shot so the shutter fired where I'd pre-focused. I also used the flash, which helps make the subject pop and separate from the background more. Point-and-shoot camera flashes are pretty weak, though - don't bother using the flash if you're more than about ten feet away.

By Photo John

Managing Editor,
PhotographyREVIEW.com

Most mountain bikers I know ride with a point-and-shoot camera. Not all of them get good photos on the trail, though. Here are a few tips that will help any photographer take better mountain bike photos. Whether you carry a cheap point-and-shoot or a \$5000 digital SLR, following

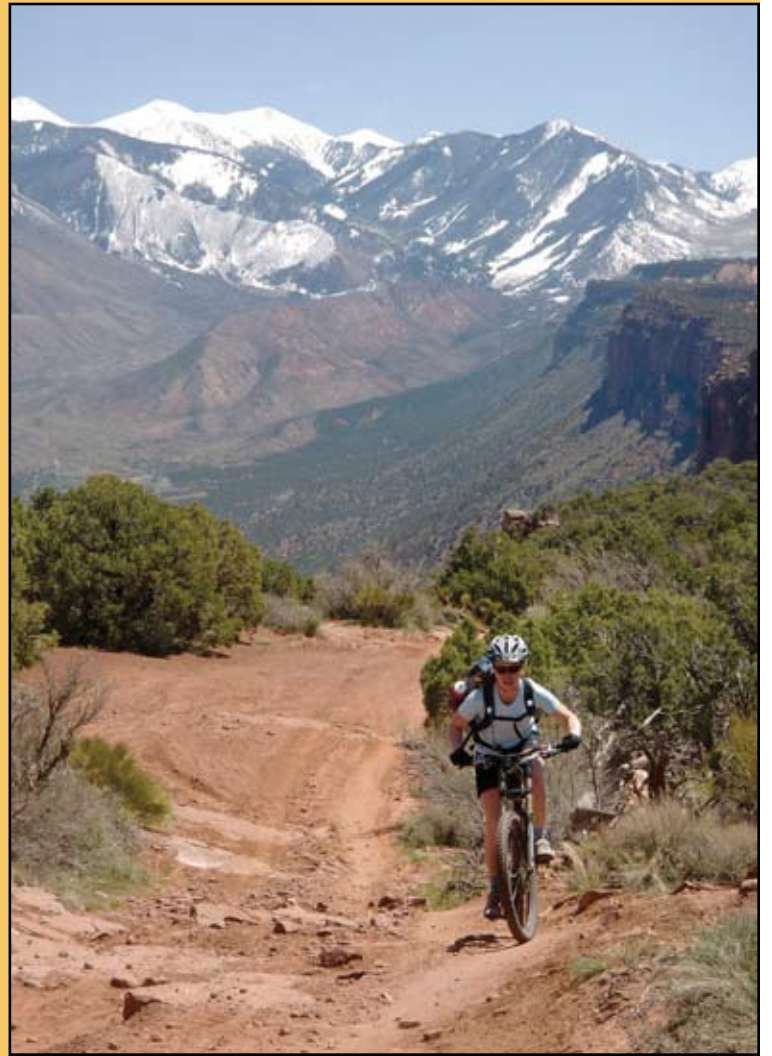
these simple suggestions will help increase your photo success rate. They'll even work for road bike and hiking photos!

Be Prepared

Make sure your batteries are charged and you've got plenty of room on your memory card. There's nothing worse than having a great photo opportunity and running out of

batteries or discovering your memory card is full. I recommend charging your battery the night before a ride and downloading and formatting your memory card after every ride.

Keep your camera where you can get it quickly. You'll be less likely to use your camera if it's buried in your hydration pack. I keep mine in a small camera pouch on the shoulder strap of my pack. That way I can grab it quickly if a surprise photo opportunity presents itself.



Above: In this photo, taken with a Casio waterproof point-and-shoot camera, I zoomed in on the mountains to bring them in closer to Jenni. If I'd had more zoom and gotten lower I could have made them bigger and put them right behind her. This photo was a bit rushed, though. And when I asked Jenni if she'd ride that little climb again, she took a pass on the suffering.

nity presents itself.

With most cameras, pressing the shutter release button halfway locks the focus. As long as you hold the button down halfway the focus will stay locked and you can recompose and shoot however you want.

Panning is when you follow and take a picture of a moving subject with your camera. If you do it well you'll have a photo of a cyclist with a blurred background. It's a great technique for making your buddies

How to Get a Good Action Shot

Just because you have a simple point-and-shoot camera doesn't mean you can't get a good action shot. I've been getting good point-and-shoot photos of mountain bikers in action for years. The trick is knowing the proper technique - pre-focus and pan.

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Top left: This photo was taken at Brianhead with a waterproof Olympus point-and-shoot - the only camera I was comfortable taking out in the nasty weather that afternoon. The photo is all about that ribbon of singletrack through the hailstones, the dead trees, and the clouds in the background. It was carefully composed and I made a test shot before I told my buddy Jake to ride through

look really fast – even the slow ones. To get a good panning photo, choose the exact spot where you want to take your photo. Pick a rock or root on the trail and pre-focus. Then follow the rider down the trail with the camera – panning – and press the shutter release right before the rider reaches the spot where you pre-focused. You press the button early to compensate for shutter-lag and ensure your chances of success. Panning is like throwing a ball – make sure to follow through. Start your pan well before the spot where you pre-focused and follow through after your press the shutter release. If you don't follow through you're likely to lower your camera too soon and chop off your subject.

Note: most cameras also lock in the exposure (brightness) when you press the shutter release halfway, too.

Knowing this greatly increases the control you have with your point-and-shoot camera.

Fill the Frame

Get closer. A common mistake for inexperienced photographers is to have little tiny riders and way too much foreground and sky. Get in close and so your rider fills the frame. Look at what's really in your viewfinder or LCD and move in to eliminate anything that doesn't contribute to your photo.

Watch Your Background

The background is almost or even as important as the main subject in your photo. Pay attention and you'll notice a lot of professional mountain bike photos where the background makes the photo. By watching the background, changing your angle and

zooming in or moving closer you can control the background and make a much more dramatic photo. Look at the landscape and think about where the camera needs to be to put mountains, rivers, trees, etc., where you want them in a photo. You're in charge and you can make your own composition. Leave a ribbon of singletrack in the background or zoom in to pull in a distant mountain so it looks like it's looming behind a rider.

RTFM

Last but not least, read the



I took this photo of Jenni on a little Porcupine Rim roller with a Casio waterproof point-and-shoot camera. Before she rode it I did a test with another rider to make sure I wasn't too tight or too wide. Then I panned with Jenni to make sure she wasn't too blurry in the final photo.

\$!^% manual (RTFM). In other words - know your camera. Chances are your camera can do more than you realize. If you don't already know where they are, find the exposure compensation, ISO and flash controls and learn to use them. Turn off auto flash and manually turn on the flash when you need it. Use exposure compensation to lighten or darken your photos. And manually select a high ISO setting in low light or to help freeze action - not too high, though. The higher your ISO is set, the more noisy (grainy) your photos will be. Lower ISO settings make smoother, sharper photos.

Conclusion

Use these simple techniques and practices with your camera and you'll notice a big improvement in the number of good photos you get on the trail. The techniques in this article will also work for other kinds of photos – roadriding, pets, kids'

sports, landscapes, portraits, etc. The important thing is to understand how your camera works, pay attention to what's actually in your viewfinder, and take control. You don't have to be a point-and-shoot photographer just because you have a point-and-shoot camera.

Note: Photo John (Shafer) took our June 2010 cover photo and is the managing editor of PhotographyReview.com. For more photography tips and techniques along with digital camera buyer's guides and camera gear reviews, visit PhotographyREVIEW.com. Cyclists, skiers and kayakers should check out our 2010 Outdoor and Waterproof Digital Camera Guide. It's the most popular and informative trail-worthy digital camera guide on the Internet: <http://reviews.photographyreview.com/blog/outdoor-waterproof-digital-cameras/>

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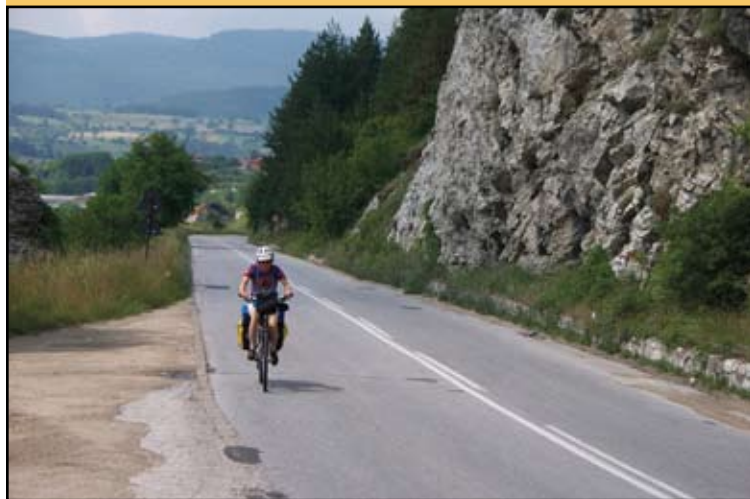
Top left: Josif, who had lived in Chicago and Santa Barbara, and was really one of the few truly outgoing Bulgarians we met (also, one of the few who spoke more than "a little - i.e. a couple of words - of english).

Below left: The vast majority of the riding we did was on quiet, beautiful roads like this.

Top left: One of the many small shrines to fresh water.

Below right: the Cyrillic language definitely caused a bit of consternation at times...

Bottom right: Tour guides?



By Tom Diegel

Our trip to Bulgaria actually began in an unlikely place: the bottom of the Grand Canyon. We were fortunate enough to get on a river trip in the Spring of 2008, and on that trip we met a fascinating woman (Zori) who is a native Bulgarian now in med school in the US, and since we knew absolutely nothing about her homeland we asked her about it. Bulgaria is a small, former-Soviet bloc country tucked between Greece, Turkey, the former Yugoslavia, Romania, and the Black Sea and sports not only seven mountain ranges but also famous European beach resort destinations, and given its cultural-crossroads location has been involved in wars almost perpetually throughout time, and therefore has a fascinating history.

But history aside, we asked Zori the most important questions that prospective bike tourers need answered: does the country have lots of small roads with little traffic, cool little villages, good food, beer, and wine, a good mix of mountains and

flatlands, and interesting sites to see within a days ride of anywhere else? When her answer was an unequivocal "yes", it was intriguing. And when she mentioned that Bulgaria had already been accepted into the EU but had not switched to the Euro and was therefore still quite inexpensive because it was still using its own currency, it was all that we needed to get the wheels turning.

Zori had actually emigrated to the US when she was just a kid; her dad had gone to Cuba as part of a communist-regime exchange, and while there something went awry and he disappeared. So her mom, losing her enthusiasm for the whole communism thing, escaped and came to the US. Which is relevant because Zori admitted that she actually had only gone back and visited as a tourist, and therefore knew very little about her own country. But we wanted to go somewhere, had enough frequent flier miles to get to Europe, we had already been to the meccas of bike touring (France and Italy), and among the many "other" countries Bulgaria sounded as interesting as anyplace else, so armed with very little information we committed to the trip.

As an indication of how little we knew, I spent an hour on the phone with the airlines booking the complicated journey and after I hung up I got the confirmation email that indicated we were all set for our trip to Bucharest, the capital of Romania! Clearly, the randomness of what we were doing was getting to me. I had to call back.

However, we knew that with a "Rough Guide" for Bulgaria and the freedom of riding bikes, we were



assured of a good trip. Via the internet we connected with a guy in Sophia – the capitol - who assured us he had "the best bicycles available in Bulgaria" to rent and arranged for a hotel to stay in upon our arrival, and the rest we felt we could improvise. So we headed for Eastern Europe knowing very little about what we were getting into.

Upon arriving in Sophia we immediately realized that communication and navigation was going to be a challenge. Almost no Bulgarians speak English, and they use the same Cyrillic alphabet that Russia uses. So to facilitate our directions, we got two maps; one was in Cyrillic and one was in "our" Roman alphabet, so when we wanted to get somewhere we'd have to cross-reference it on our two maps, show a local the Cyrillic version, and via charades we'd get tentative confirmation that we were "on our way", though truth be told it didn't really matter where we went because Bulgaria, like many of their neighboring countries, proved to be just what Zori had promised: plenty of small, little-trafficked roads that wound through mountains and rolled through rural farmlands. The mountains were relatively small by our standards in that they topped out at "only" 9000 feet or so, but on our second day – as we neared the highest peak in the coun-

try in a steady drizzle of rain – that much vertical when starting at sea level made for a healthy climbs and bone-chilling descents even in the "hot" season (the summer of 2009 happened to be the rainiest they had ever seen, which followed a blistering, and nearly rain-free summer the prior year). We found that there were ski resorts in these mountains that were "world class" that we had never heard of; we went through two of them that had eight and eleven runs in them, respectively. So "world class" by Eastern European standards is clearly different than what we were accustomed to, but the terrain made for great cycling.

An aspect that we felt could be representative of Eastern Europe is that the people there tend to be relatively taciturn and while not unfriendly, certainly do not have the open-arms attitude and enthusiasm of Latin American or Western European countries. But as always, there are exceptions. At one point we were cruising along a gentle mountain road and heard a loud "HEY!" which was surprising because it was clearly in English. We looked over to see a guy running toward us waving his arms frantically, so naturally we stopped to see what he wanted. Josif turned out to have lived in the US for years, spoke great English, and was a huge bike enthusiast! He started

to give us the directions for the best riding ahead, then just as suddenly dashed away only to re-emerge with his bike, to blow off his job for a few hours and show us the way. It was nice to see that even in a Cold War-influenced country there were still folks who loved the freedom of bicycles.

Our two week tour took us through five of the seven mountain ranges in Bulgaria, across the middle flat lands, and - because everyone said we "had to" go there - also the Black Sea coast. The latter turned out to be a beach resort frenzy that rivals Cancun and Cabo - and at least it was blistering hot - but the rolling midlands riding to get there and back made for nice cycling through lush fields that produced raspberries, peaches, strawberries, pears, apples, greens, and tomatoes. The tomatoes - when combined with cukes, onions, and feta cheese (the Mediterranean influence) constituted what seemed to be the excellent national dish of "Shopska" that came with every meal. In addition to the bountiful vegetables, Bulgaria is also famed for its great wines (apparently Bulgarian wine is all that Winston Churchill would drink and made sure to keep the shipments coming during WWII) and as always, wine country makes for great bike touring. It was in this prodigious area that we completely stumbled into a village perched high above endless rolling fields that apparently is "the best" representation of old Bulgaria, with ferociously-cobbled streets, elegant and sturdy homes of ancient wood, and a sense of dignity and austerity that seemed to have been quelled in much of the country during the Cold War years.

Of particular interest to us as cyclists was Bulgaria's fondness for roadside spigots! Every few miles there were pipes coming out of what seemed to us to be small shrines to fresh water - with some getting pretty elaborate - so we always knew that fresh water was only a few km away. We knew that wells were common in Western Europe where they tend to be more in the village centers, but in Bulgaria they seemed to be placed in very random - and for cyclists, very convenient - places along both large and small roads.

Our last day necessitated a 25km climb in the rain and an equally-long bone-chilling descent to a town where we hoped to catch a ride back to Sophia to fly home. Concerned about the cold, we stopped in a café near the top for some tea, and inside the café, was a calendar with a picture of - of all things - Navajo Bridge that crosses the Grand Canyon just a few miles from where river trips begin. So our Bulgarian adventure - borne out of the depths of the desert - had in an odd way come full circle. Despite our lack of knowledge of Bulgaria, we realized yet again that with a bike, a couple of maps, and just a bit of intrepidity, even completely unknown places can unfold themselves to offer a fun adventure. Some interesting history, good food and wine, mountains, and rolling, little-trafficked roads are all that's really needed for a good bike tour. How about Belarus, Slovenia, Hungary, or Lithuania? Perhaps we'll even make it to Bucharest after all.

For more photos, visit: picasaweb.google.com/modaliti/BulgariaJuly09

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URBAN CYCLING

**Bars,
Bikes and
Technology:
OpenSprints in
SLC**

By Esther Meroño

Heart pounding, you take a deep breath and bow your head as the crowd screams: three ... two ... one! Cranks slicing through the air with ease, your legs become a blur as they pick up speed and the excitement of the audience grows more audible. Only ten seconds into your stationary sprint and your lungs begin to burn. Your legs have turned against you and each crank rotation now takes every ounce of physical and mental willpower you can muster. "Bleep, why did I take that tequila shot before this?" Someone leans into you and says you're halfway. "Keep going, you've got her beat, come on now." With renewed conviction, you ignore your aching body and let out a primal scream, unheard through the cheering spectators. Just as you think you're going to explode off the rollers, the cheering spikes and you're told to stop. What seemed like a lifetime was a brutal 1000 meters in 46.15 seconds, only .12 seconds ahead of your opponent, but a clear-cut win. Stepping off the rollers, you take another victory shot before asking for the puke bucket.

If you aren't familiar with this kind of bar experience, it's called Goldsprints, or roller racing, and in this form, has been around since the nineties all over the world. The term was coined as a result of a roller racing event in Zurich, Switzerland, sponsored by a beer brand of the same name. It's only fitting that this event has become popular bar entertainment. That's right, though you may see a bunch of v-neck clad hipsters outside in matching "colorways," this isn't just a consequence of the fixed gear craze, and it just so happens that Salt Lake City is at the epicenter of its rising popularity.

Jonathan Morrison, perhaps better known for his work as one of the founders of the Salt Lake Bicycle Collective, is also a really big geek. Graduating with a Bachelor's degree in Software Engineering, Morrison moved to Salt Lake from New York in 2000 to work for a local software company before meeting some fellow bicycle enthusiasts, eventually joining forces and making the Bicycle Collective his full-time job. About three years ago, Morrison found himself in Las Vegas, representing the Collective at Interbike, where New York City Goldsprints put on a roller racing event. Intrigued, he researched the source of the sprints software and followed it to Canada, where he found Navid Taslimi and offered to update the system. Taslimi, however, wasn't interested, so Morrison kept searching, eventually coming upon Opensprints.org, a website with a single link that allowed anyone to download the source code and design of their sprints software. Connecting with the people behind the site, Evan Farrar and Luke Orland, based in



Above: Jonathan Morrison pictured with the OpenSprints software and hardware kit he helped develop for roller racing. Photo: Esther Meroño. Right: Dani and Celia at the Salt City Sprints event at the W Lounge on May 14, 2010. The green screen on the left tracks the position of each rider on the 1 kilometer course. Photo: Dave Iltis

Chicago, Morrison started modifying the software. Truly a dream come true, as Morrison was able to combine both of his passions, cycling and software, and two seemingly opposite ones at that, "I've always loved technology and bikes, ever since I was little it was bikes and things that blinked, and my mom would let me take stuff apart and put it together again ... sometimes I even got them back together," he says.

Thus, with the help of Todd Erickson and Cal Cruz, the first Salt City Sprints was held at Urban Lounge in 2008, resulting in a "technological flop" according to Morrison. About six months later, after some much needed fine-tuning, he was approached by the Bicycle Film Festival Director, Brendt Barbur. One of the festival sponsors, 42 Below Vodka, owned by Bacardi U.S.A. Inc., was looking for something fun and bike-related to do in bars. Morrison knew that Goldsprints were definitely it, so after putting in a proposal, and with the help of Erickson, Cruz, Farrar and Orland, they were given a contract by Bacardi to set up 20 kits to send to 20 cities. "We set out to design something that was bullet proof, that looked good and was up to their brand, that didn't have any bugs and anyone could set it up," says Morrison. Once the software was up to par, the equipment became a problem. Rollers were needed that would be able to withstand the amount of beating they'd receive. So giving Kreidler Rollers the specs for what they were looking for, they came up with a unique design just for roller racing, the Kreidler OpenSprints Edition Goldsprints Rollers. Thanks to the advocacy work Morrison had done, he was able to find 20 people involved in their bicycle communities in 20 different cities willing to put on events in exchange for keeping the equipment sent to them. These cities range across the country, from Los Angeles and San Francisco, to Miami and Atlanta, to Boston and New York City, all given identical equipment and software.

OpenSprints has since become a legal entity with Morrison, Farrar and Orland as the co-owners, as has Salt City Sprints, the company founded by Erickson and Cruz that puts on events in Salt Lake and surrounding areas. Visiting Opensprints.org now will take you to a website where you can buy all the equipment needed for Goldsprints and

download the open source software for free. The equipment comes in parts at a low price, or preassembled and tested at a higher price. "One of the things with open source is being transparent: here's a list of all our parts that you need to make our product, here's the instructions on how to make it, and here's where you can buy those parts. There's absolutely no reason why people need to go through us except for the fact that you can buy them in bulk and we offer them combined at a lower rate," says Morrison, "Because it's open source, we have a do-it-yourself kind of nature. Soldering's kind of fun ... it's kind of fun to bring it back ... you turn it where people can put in their sweat equity and it doesn't



cost people as much. They can buy it from us assembled and tested, but we encourage people to give it a shot and it's really easy." The equipment also uses standard printer and network cables that anybody with a computer has lying around, and YouTube videos are available for those up for the challenge. "It's an education process, we want to show people how easy it is, anyone can build it," says Morrison.

OpenSprints kits have been shipped to every continent except Antarctica and Morrison hopes that it will become a sanctioned event by USA Cycling, the national governing body for bicycle racing. Goldsprints have also become a savior for bicycle shops in the winter. "These are great for not only bars, but keeping a shop alive during wintertime. A lot of bike shops are buying these up like crazy, setting them up and having a good

time and keeping customers during that time period," says Morrison. Those cities that have had them for a while will be competing in the World Championship at Interbike in Las Vegas on Thursday, Sept. 23. Sponsored by OpenSprints and organized by West Coast Goldsprints, people will be able to qualify on a regional level beforehand and compete for some major prizes and cash at the championship.

Utah may be known for its epic mountain biking and skiing, but watching some of those kids take on the rollers at Salt City Sprints, it looks like we may become famous for our roller racing, too. "Stuck up on the stage, everyone can see every moment and every grueling face," says Morrison. Keep an eye out for the World Championship qualifying race in Salt Lake City by checking out Saltcitysprints.com.

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