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- Utah, Idaho, and Regional Calendar of Events - p. 22
- Complete Triathlon Calendar - p. 26
- Speaking of Spokes - p. 2
- Little Red Riding Hood - p. 4
- Touring Book Reviews - p. 6
 - Shop Directory - p. 8
 - Results - p. 9
- Compression Wear - p. 10
 - Route 211 - p. 12
- Commuter Column - p. 13
 - High Uintas - p. 14
- Escalante's Great Western Trail - p. 16
 - Pedalfest - p. 17
- WickWerks Profile - p. 18
- Little Mountain Road Race - p. 19
 - Mechanics Corner - p. 20
- Hoodoo 500 Preview - p. 28
 - Hydration Guide - p. 29
- Grand Canyon Connector Tour - p. 30



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SPEAKING OF SPOKES Meeting the Challenge

By **David Ward**
Publisher

The promotional flyer was effective. A picture of the Wasatch mountains with a deep blue sky punctuated by pure white clouds and the command, "Let's Keep This Perfectly Clear". From there, I went on to read about the Clear The Air Challenge and then visited the website.

The concept is simple: Set a goal to eliminate, during the period of June 1 - July 10, 2009, a certain number of vehicle trips per week. To achieve the gold level, eliminate 12 trips per week; at the silver level, 8 trips; and at the bronze level, 4 trips. A vehicle trip is any trip from point A to point B. If you combine two trips into one, such as going to the store on your way home from work instead of driving there after you arrive home, you have saved a trip. If you ride a bike to make a run to the store, you have eliminated two trips. There is a set of rules, but you get the idea.

I have been a bit of a laggard when it comes to reducing my car usage. Only sporadically have I chosen to make a run to my grocery store, less than a mile away, on my bike. That trip is often made at the end of the day when I am feeling lazy.

And I can easily ride a bike the 5 flat miles to my office, but I have usually chosen to drive. This will sound somewhat flimsy and vain, but there is no shower in our small office building, and I do not like what the helmet does to my hair. I know, I know. One hardly notices the small waves in my hair once I have combed it out, but I do. As for the shower, that is a little more serious issue.

But I was motivated by the Challenge. Nothing like a little organized competition to get me moving. And this was the best kind of competition - only against myself. So I decided to sign on.

I looked at my situation to decide what level to sign up for. My ego said gold, but reason won out. On average, I have 2 - 3 days a week I do not need a vehicle during the day and so can ride to work. That would be 4 - 6 vehicle trips. My errands from home that I could do on a bike are at best one or two a week. I find nothing causes me to lose interest faster than a goal I quickly realize is unattainable. So I opted for the silver level.

I realize, of course, that my vision was somewhat myopic. I confined it to trips I could eliminate by riding my bike. The Challenge's website offers up many more ways that trips can be eliminated. But being the cyclist, and having aspired for some time to be more of a bike commuter, I focused on eliminating trips with a bike.

First, my vanity. My wife often tells me when something bothers me, "Get over it." So I did. I comb my hair, and then just do not think of it again. No one has made any negative comments about my coiffure, and I do not appear to have lost any business.

As for clothing, I leave a pair of

Continued on page 27



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favorite bike shop!**

Cover:
**The Little Red Riding Hood
Century was held June 6th in
Wellsville, Utah. With 2700
women riding it, it is probably the
largest all women's ride in the
country.**
Photo: Robin Perkins



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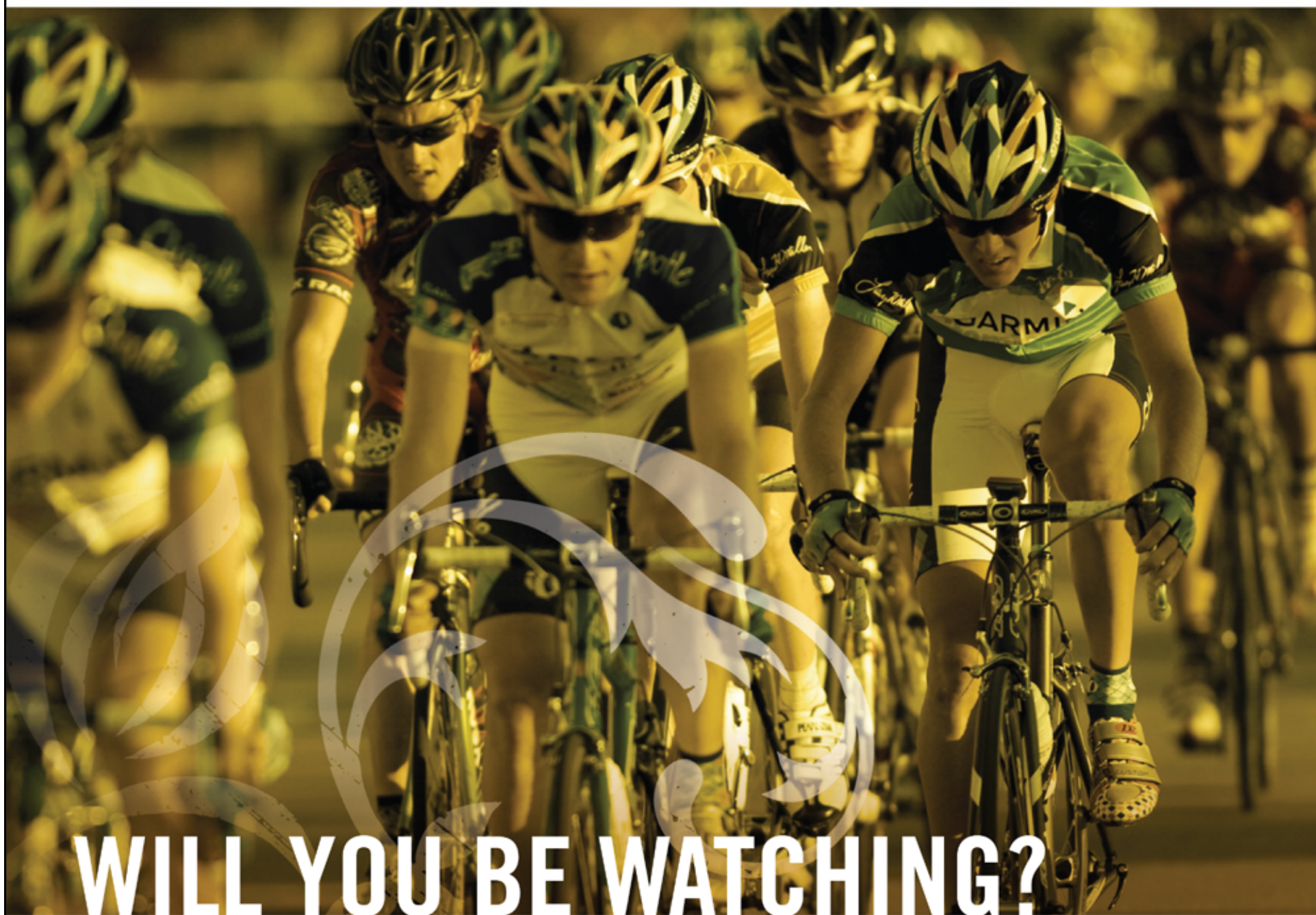
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TOURING

Little Red Riding Hood - 2700 Women Raise Funds for Cancer



Riders and volunteers wore festive costumes. Photo: Robin Perkins

By Ashton Clawson

Helmets with Hawaiian flowers, some topped with margarita glasses, palm trees, or superhero capes, dotted the crowd on an early Saturday morning in Wellsville, UT. Bonneville Cycling Club's Little Red Riding Hood, one of the largest all-women's benefit rides, accommo-

dated nearly 2700 participants this year, up from 400 participants just four years ago, according race director Penny Perkins.

The ride began with registration, costume contest and breakfast. While

Continued on page 6

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BOOK REVIEW

Two "How-to" Books for the Bicycle Tourist

Review By Lou Melini

Advice for bicycle touring was essentially nonexistent when I rode across the United States in 1975. The sole source of information for Jeff and I were the numerous mistakes made by two friends that rode across the U.S. in 1974. For example, they started the trip on tubular tires, having their wheels rebuilt for clinchers within 2 weeks. Adventure Cycle-Touring Handbook by Steven Lord and The Essential Touring Cyclist by Richard Lovett that I recently purchased on the Adventure Cycling Association website would have been a godsend.

Let me first say that a lot of the information one gleans from these two books, or bike-touring advice in general, is opinion vs. what the author may claim to be absolute "must-do" information. An example of opinion vs. "must-do" information is the selection of a sleeping bag. Mr. Lord states, "choose a down sleeping bag to get the maximum warmth for volume and weight. Down must be kept dry as it's useless when wet and dries very slowly..." On the other hand, Mr. Lovett states; "The best all-purpose sleeping bags are made from synthetics. Down is lighter, but you're in trouble if it gets wet..." This diverse advice from two experts reminds me of a quote from REI expert Dave Smith in his lecture entitled Lightweight Backpacking; "There are no right or wrong answers, only consequences".

Mr. Lovett's book is divided into two sections. The first section, Cycle

Touring 101, is meant for the person who wakes up one day and decides to be a bike rider or has minimal cycling knowledge. Section 2, Cycle Touring 102, focuses on how-to bike tour. For someone who has decent bike riding experience but no or little touring experience, this section can be of help. As an experienced bike tourist, I found the information a bit superficial and short on detail. I did find a few items to incorporate into my REI bike touring lecture, but not much. For example Mr. Lovett has nearly 2 pages on "Getting Rid of the Shimmies" a term for a feeling of the rear of your bike moving side to side. I was surprised that despite the lengthy advice, he didn't mention the obvious; Get a stiffer rack or more importantly check to make sure the rack bolts are tight. He also discusses camp cookery with the assumption that the only stoves are liquid fuel stoves, without a mention of propane/butane gas stoves, which on short tours are a viable alternative.

Mr. Lord's book is distinctly meant for the bike traveler riding for weeks, perhaps months in which the travels may take you to remote locales of the planet. A lot of his advice however can be applied to U.S. based road tours. He also goes into quite a bit of detail. For example he devotes 3 pages to "Traveling Solo" and "Two's Company"; in other words should you go alone or with a partner. This is, in my opinion, a generally under appreciated decision in long distance bike travel, and perhaps one of the most important decisions. Mr. Lovett, on the other hand, devotes 3 paragraphs. Mr. Lord even has a couple of paragraphs on tent stakes. In 80 pages, The Adventure Cycle-Touring Handbook attempts to prepare you for the long bike tour. Another 120 pages of his book discuss "Route Outlines" from around the world. These routes are simply outlines and

obviously not complete; only 8 pages are devoted to Canada, The Pacific Coast Highway and the Great Divide trail.

From an excerpt in the Bolivia section: The most dangerous road in the world descends 3400 meters over 65 km northeast of La Paz. In Bolivia, traffic drives on the right. However from Chuspipata traffic drives on the left to give downhill drivers a better view of how close their wheels are to the edge. Every year many people plunge to their deaths when their vehicles go over the edge. However priority is given to ascending traffic so when there is not enough room to pass it's the downhill vehicle that has to reverse up to a suitable passing place.

The final 60 pages, Tales from the Saddle, are anecdotal stories from various contributors making for entertaining reading. Most of Mr. Lord's information is his personal opinions, admittedly from a very extensive cycle touring background, however it would have been nice had he had more opinions from other experienced cycle tourists or at least debated the pros and cons of differing opinions.

The bike touring website, BicycleTouring101.com has also reviewed both books, giving them a favorable review. It has the following to say about Adventure Cycle-Touring Handbook; "It's been a long, long time since I found a book about bicycle touring that is a worthy successor to The Essential Touring Cyclist... However BT101 disagrees with Mr. Lord's statement "you almost certainly don't need the massive range of gears, which includes a 22-tooth small chain ring up front". I have to somewhat concur with BT101 especially since Mr. Lord doesn't given an alternative "ideal" range of gears to back up his criticism. In addition Mr. Lord states that the "internet costs nothing and

the information that you get may be worth exactly that". Though I am personally a bit lost when it comes to computer searches, one would hope that a critical analysis of bike-touring websites would be better than dismissing them outright.

One may wonder why should a book be purchased when there are websites with information for free. Adventure Cycling Association has an excellent "How-to" tab. In addition there is BicycleTouring101.com, BicycleTouringPro.com, and even a website by a bike shop, Olybikes.com, has a good touring information section. Both Mr. Lovett and Mr. Lord have extensive bike touring experience that is well organized in their books. Mr. Lord also draws information from a number of bike touring friends who contribute their advice to the book. Call me "old-school", I like books, but most importantly I like to get a variety of advice and opinions on the subject of bike touring.

If you like to bike tour and read books, either of these books are

worth buying. If you are looking for the opinions of bike touring experts then, again, consider buying these books. If you are not big on reading books and are not interested in what other bike tourists have to say (in a book), then save your money and go to a bicycle touring website. I liked both books, but I liked Mr. Lord's book better despite his sometime differing opinion on a few topics.

Adventure Cycle-Touring Handbook: Worldwide Cycling Rout and Planning Guide; By Steven Lord; May 2006; Trailblazer Publications; United Kingdom

The Essential Touring Handbook A Complete Guide for the Bicycle Traveler; 2nd Edition; By Richard A. Lovett; 2001; Ragged Mountain Press; Camden, Maine

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Little Red - Continued from 5

the 15 milers took off, the century riders sipped their coffee and evaluated the creative costumes worn by participants and volunteers alike. First timers Marti Morris and Kim Goryl signed up together for their first Little Red to do one of the shorter distances.

"I just heard about it and it sounded like a lot of fun," Goryl said.

She e-mailed several friends and Morris responded that she'd like to do it. Both expressed that they were impressed with the organization pre-event with breakfast and staggered start times. What attracted them to the race was the fact that it is all women, and that the proceeds benefit breast cancer research.

"I like that's it's not as intimidating [as a co-ed event]," Goryl said.

Many participants seem to share this sentiment. The low pressure, fun atmosphere makes the event a unique experience. For many riders this is their first time. For others it is a longstanding tradition. Alice Telford, 83, who has been involved since the ride's beginning years, rode the 68-mile distance for this year's event.

The ride covers some of the most beautiful terrain in Utah, winding through Cache Valley. Between fields of growing crops, ponds, tall

grass bends in the breeze and horses and cattle meander through fields as you wind your way along the course.

The crowds of women, staggered every 15 minutes or so based on their distance, slowly spread out along the routes. The crowd control was very well organized with volunteers in red Hawaiian shirts pointing you the right direction along the routes. Even the Big Bad Wolf made an appearance at one of the feed stations.

Besides the beautiful scenery, the general feeling of camaraderie makes the ride unique among events. The non-competitive atmosphere and easy-going attitude of the ride make it an easy one for first timers. Chrissy Lassen, who rode the 45-mile distance, agreed.

"There are a lot of women in both gender rides, [but here there are] lots of women who wouldn't normally do a big event," she said. "There's just a great atmosphere with all the riders."

One example, observed Lassen, was a tandem couple with one blind rider and a guide.

"That's just not something you see in normal races.

The volunteer support for the race, appearing to be spouses and relatives of the participants as well as others who are supporting the research effort in general, provided a valuable backbone to the event.

Nearly 200 volunteers included help at the base camp as well as riding course marshals and help at several feed stations along the various distances. The organization, including the staggered start times, seemed popular with many of the riders.

"I am 52 years old and just rode my first century or organized ride. I just want to tell you what a great job BCC did with this event. Everything about this event was great! I realize all the hard work that went into this event! What a bargain for \$49! Thank you to everyone for a job well done! I will do it again!" one participant wrote to the race directors.

The ride raised about \$30,000 for The Eccles Institute of Human Genetics and the University of Utah. The funds raised will go to women's cancer research. Funds were raised from sponsor donations, a silent auction and pledges raised by riders. Five dollars of each rider's fee was donated.

The fact that the race benefits breast cancer research motivated sisters Callie McKay and Sarah Peterson to participate.

"I have four in-laws with breast cancer, and my mom died of ovarian cancer," McKay said.

"We'll definitely be back with our daughters," Peterson said.

More information on Bonneville Cycling Club is available at bccutah.org.



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Countdown to Mont Ventoux

HOLY COW! It is almost here. Only 29 days till I ride the Etape du Tour (Stage of the Tour). Beginning with this year's March issue of **cycling utah**, I have been describing and updating my plans and preparation for this event and the week following it.

In sum, I will ride the Etape on Monday, July 20. In the days following, I plan on riding to the top of Mont Ventoux two more times, each ascent being from one of the three different approaches to the top. On Friday, July 24, I will ride to Aubenas to watch the finish of Stage 19.

Finally, on Saturday, I will ride up Mont Ventoux a final time and plant myself somewhere on its upper slopes to watch the leaders battle it out for their final placings in the Tour. I am hoping for a tight race so that this stage, the penultimate stage and last opportunity for anyone to challenge for the win or shake up the final standings, will be the dramatic test to see who wins La Grande Boucle. ["La Grande Boucle", i.e. "The Big Loop", is a French nickname for the Tour.]

Despite the challenges of the weather, my training has been going well. At the end of May, I regenerated for a couple of weeks after three weeks of hard training, and in June have had three more weeks of good training. This has included two days where I rode from home to the Alta ski area at the top of Little Cottonwood Canyon here in Salt Lake City. It is a climb of 4600 feet, and a round trip of 42 miles, from my home.

Finally, last Friday, I rode 104 miles, which included the approximately 8 mile ride up Butterfield Canyon in the southwest corner of the Salt Lake Valley and, toward the end of the ride, the climb up to

Alta. I had not ridden Butterfield Canyon for nearly 15 years. At that time it was not paved and I did it on a mountain bike. I just recently learned that it had been paved (apparently some years ago). I had forgotten what a tough climb it is. (Of course, I was much younger then.) There is a section, probably not more than a mile but which seemed to last forever, where the pitch must range between 12 - 17%. Nothing on Mont Ventoux quite compares to that.

Between these two canyons, I did almost as much climbing as I will do during the Etape. And the distance I rode, 104 miles, is almost exactly the same distance as the Etape. I survived it fairly well, so I feel I nearly have the climbing legs and endurance I desire to challenge the Etape. Now, I need to top it off with a couple more days of good climbing. One of those days, I plan to ride, as part of a century, to Brighton at the top of Big Cottonwood Canyon and to Alta at the top of Little Cottonwood Canyon. Then, I will back it off to regenerate for the Etape.

I have also nearly reached my goal weight of 145 pounds. Last Friday morning, I weighed in at 146. With four weeks to go, I might even make it a pound or two below my goal.

From a logistical standpoint, I have had a nagging worry and concern about getting my bike to France. I am using Sky Miles to get there, and so did not have the luxury of shopping different airlines. Delta, meanwhile, like most U. S. Airlines, is now charging \$300 each way to fly a bike. So, my first concern was simply the cost of getting my bike there and back.

Next, in my four flights to Europe, my bike has arrived with me three times. The one time it did not, it was delivered to my hotel

just before midnight the day of my arrival. So I missed no riding time. Still, with all the preparation, planning, effort and cost going into doing the Etape, the last thing I want is to be left standing on the slopes watching others for lack of a bike. So, I started checking out the possibility of renting. It turns out there are a number of good rental companies that can be found on line. Unfortunately, at this late date, the ones I was able to get a clear communication with informed me all their bikes were already rented for the Etape.

Good fortune, however, finally smiled on me. We have remained good friends with our tour guide from our 2003 and 2004 Tour trips. He is now retired, and will be spending about a month, including the week of the Etape, in a rented home near Mont Ventoux. A friend of his, an avid cyclist whom we met in 2004, will be staying with him, but has to return to England during that week. He graciously volunteered his bike if the specs worked out. It turns out his bike is within a centimeter of the size I ride, with the same Campy shifting and gearing numbers which I ride. This major worry has been resolved.

So, despite this and some other obstacles, such as the inclement weather which has tried to impede my training and a couple of health issues, my preparation has gone well. I expect and plan to be as ready as I had hoped for this grand adventure.

In next month's issue, I will give a full accounting of how I acquitted myself at the Etape and my personal challenge of Mont Ventoux. I am as excited about this as I have ever been about a cycling event. I am stoked, anxious to get going and looking forward to reporting back next month.

-David Ward

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Desert Cyclery

1450 S. Hilton Drive
St. George, UT 84770
(435) 674-2929
(866) 674-2929
desertcyclery.com
desertbiketours.com

Red Rock Bicycle Co.

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

Sunset Cycles

140 N. 400 W.
St. George, UT 84770
(435) 215-4251
sunset-cycles.com

Springdale

Zion Cycles
868 Zion Park Blvd.
P.O. Box 624
Springdale, UT 84767
(435) 772-0400
zioncycles.com

NORTHERN UTAH

Logan

Joyride Bikes

65 S. Main St.
Logan, UT 84321
(435) 753-7175
joyridebikes.com

Sunrise Cyclery

138 North 100 East
Logan, UT 84321
(435) 753-3294
sunrisecyclery.net

Wimmer's Ultimate Bicycles

745 N. Main St.
Logan, UT 84321
(435) 752-2326

Park City

Bootworks Cycle Center
Park City Resort Center, Plaza Level
Park City, UT 84060
(435) 649-3032
bootworks.com

Brothers Bikes

520 N. Main Street, #D
Heber City, UT 84032
(435) 657-9570
brothersbikes.com

Cole Sport

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

Dharma Wheels Cyclery

6415 N. Business Park Loop Rd. #J
Park City, UT 84098
(435) 658-0032
dharmauwheelscyclery.com

Jans Mountain Outfitters

1600 Park Avenue
P.O. Box 280
Park City, UT 84060
(435) 649-4949
jans.com

Stein Eriksen Sport

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

White Pine Touring

1790 Bonanza Drive
P.O. Box 280
Park City, UT 84060
(435) 649-8710
whitepinetouring.com

Vernal

Altitude Cycle
580 E. Main Street
Vernal, UT 84078
(435) 781-2595
altitudecycle.com

NEVADA

Boulder City

BC Adventure Bicycles
1323 Arizona St.
Boulder City, NV 89005
(702) 293-0599
bouldercitybikes.com

WASATCH FRONT

WEBER COUNTY

Eden/Huntsville

Diamond Peak
Mountain Sports
2429 N. Highway 158
Eden, UT 84310
(801) 745-0101
diamondpeak.biz

Ogden

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

Bingham Cyclery

1895 S. Washington Blvd.
Ogden, UT 84401
(801) 399-4981
binghamcyclery.com

Canyon Sports Outlet

699 W. Riverdale Road
Riverdale, UT 84405
(801) 436-2018
canyonsports.com

Skyline Cycle

834 Washington Blvd.
Ogden, UT 84401
(801) 394-7700
skylinecyclery.com

DAVIS COUNTY

Bountiful

Bountiful Bicycle Center
2482 S. Hwy 89
Bountiful, UT 84010
(801) 295-6711
bountifulbicycle.com

Saturday Cycles

2204 N. 640 W.
West Bountiful, UT 84010
(801) 298-1740
saturdaycycles.com

Kaysville

The Biker's Edge
232 N. Main Street
Kaysville, UT 84037
(801) 544-5300
bebikes.com

Sunset

Bingham Cyclery
2317 North Main
Sunset, UT 84015
(801) 825-8632
binghamcyclery.com

SALT LAKE COUNTY

Central Valley

Canyon Bicycles
3969 Wasatch Blvd.
(Olympus Hills Mall)
Salt Lake City, UT 84124
(801) 278-1500
canyonbicycles.com

Canyon Sports

1844 E. Ft. Union Blvd.
(7000 S.)
Salt Lake City, UT 84121
(801) 942-3100
canyonsports.com

Cottonwood Cyclery

2594 Bengal Blvd
Cottonwood Heights, UT 84121
(801) 942-1015
cottonwoodcyclery.com

Spin Cycle

4233 S. Highland Drive
Holladay, UT 84117
(801) 277-2626
(888) 277-SPIN
spincycleut.com

Salt Lake City

Bicycle Center
2200 S. 700 E.
Salt Lake City, UT 84106
(801) 484-5275
bicyclecenter.com

Cyclesmith

250 S. 1300 E.
Salt Lake City, UT 84102
(801) 582-9870
cyclesmithslc.com

Bingham Cyclery

336 W. Broadway (300 S)
Salt Lake City, UT 84101
(801) 583-1940
binghamcyclery.com

Contender Bicycles

875 East 900 South
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 Mountain Bikes

3232 S. 400 E., #300
Salt Lake City, UT 84115
(801) 474-0081
go-ride.com

Guthrie Bicycle

803 East 2100 South
Salt Lake City, UT 84106
(801) 484-0404
guthriebike.com

Hyland Cyclery

3040 S. Highland Drive
Salt Lake City, UT 84106
(801) 467-0914
hylandcyclery.com

REI

(Recreational Equipment Inc.)

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

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

The Bike Guy

1555 So. 900 E.
Salt Lake City, UT 84105
801-860-1528
thebikeguyslc.com

Wasatch Touring

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

Wild Rose Sports

702 3rd Avenue
Salt Lake City, UT 84103
(801) 533-8671
wildrosesports.com

South Valley

Axis Sports

12300 S 107 E
Draper, UT 84020
(801) 495-4455
axisports@digis.net

Bingham Cyclery

1300 E. 10510 S. (106th S.)
Sandy, UT 84092
(801) 571-4480
binghamcyclery.com

Canyon Bicycles

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

Golsan Cycles

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

Infinite Cycles

3818 W. 13400 S. #600
Riverton, UT 84065
(801) 523-8268
infinitecycles.com

REI

(Recreational Equipment Inc.)

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

Revolution Bicycles

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

Staats Bike Shop

2063 E. 9400 S.
Sandy, UT 84093
(801) 943-8502
staatsbikes.com

Taylor's Bike Shop

2600 W. 12600 S.
Riverton, UT
(801) 253-1881
taylorsbikeshop.com

Taylor's Bike Shop

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

Recumbent Cycles of Utah

Old Towne Square
456 E State St.
American Fork, Utah 84003
801-763-0757
www.rcutah.com

Timpanogos Cyclery

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

Trek Bicycles of American Fork

Meadows Shopping Center
356 N 750 W, #D-11
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

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

Park's Sportsman

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

Racer's Cycle Service

159 W. 500 N.
Provo, UT 84601
(801) 375-5873
racerscycle.net

SBR Sports

149 W. 400 N.
Orem, UT 84057
(801) 225-0076
sbrutah.com

Taylor's Bike Shop

1520 N. Freedom Blvd.
Provo, UT 84064
(801) 377-8044
taylorsbikeshop.com

Urban Downfall Cycles

335 E. University Parkway
Orem, UT 84058
801-691-0250
www.urbandownfall.com

Saratoga Springs

Epic Biking

1284 Redwood Road
Saratoga Springs, UT 84045
(801) 653-2039
epicbiking.com

Springville

Blayn's Cycling
284 S. Main Street
Springville, UT 84663
(801) 489-5106
blaynscycling.com

cycling utah

RACE RESULTS



5th Annual Sundance Spin, Sundance Resort, Utah, Intermountain Cup Mountain Bike Racing Series - Race # 7 of 12, May 30, 2009

- 12 & Under**
 1. Tyler Mullins; Racers Cycle Service 0:19:03
 2. Drew Palmer-Leger; Young Riders 0:19:15
 3. Jordan Andersen 0:19:32
 4. Evan DeGray 0:19:40
 5. Brayden Nielsen; UtahMountainBiking.com 0:19:44

- 9 & Under**
 1. Bryn Bingham; Roosters 0:09:22
 2. Hunter Ransom; UtahMountainBiking.com 0:09:43
 3. Jakob Haderlie; UtahMountainBiking.com 0:09:56
 4. Jonny Vizmeq; Mad Dog Cycles 0:10:41
 6. Cassidy Johnson; Skull Candy/JSA Architects 0:10:52

- Beg Men 19-29**
 1. Dennis James; Mad Dog Cycles 0:43:07
 2. Ted Roxbury 0:43:16
 3. Kevin Olconowski 0:50:36

- Beg Men 30-39**
 1. Michael Moody 0:39:58
 2. Jason Scarbrough 0:39:59
 3. Ryan Nielsen; UtahMountainBiking.com 0:40:28
 4. Filip Wojcikowski 0:40:43
 5. Mike Home 0:43:12

- Beg Men 40+**
 1. Royce Parsons; Sunstone Hockey 0:42:22
 2. Randy Croal; UtahMountainBiking.com 0:43:46
 3. Jose Balcazar 0:43:58
 4. Dale Hutchings; UtahMountainBiking.com 0:43:59
 5. Mark K.(13) Crosby; Racer's Cycle Service 0:44:29

- Beginner 13-15**
 1. Eric Anderson; Autoliv 0:41:50
 2. Dallin Johnson; UtahMountainBiking.com 0:42:59
 3. Gabe Hargett; Jolly Circle Racing 0:43:02
 4. Forest Johnson 0:44:23
 5. Ken Ferguson; Mad Dog Cycles 0:45:12

- Beginner 16-18**
 1. Jared Muir; UtahMountainBiking 0:41:58
 2. James Hulme; Mad Dog Cycles 0:42:27
 3. Stephen Bennet 0:42:42
 4. Arnel Johnson 0:45:01
 5. Seth Ferguson; Mad Dog Cycles 0:46:18
- Beginner Women**
 1. Tiffany Martin 0:46:04
 2. Gayle Olpin 0:46:41
 3. Toby Nishikawa; Skyline Cycles 0:48:57
 4. Mindy Christensen 0:58:33
 5. Jessika Walker; Mad Dog Cycles 1:06:54
- Clydesdale**
 1. Greg Johnson; Mad Dog Cycles 1:31:49
 2. Ryan Payne; UtahMountainBiking.com 1:35:49
 3. Mike Ball; UtahMountainBiking.com 1:39:43
 4. Aaron (31) Mullins; RacersCS/BlackJack Pizza 1:57:16

- Exp Men 19-29**
 1. Brian(25) Tolbert; KUHL/Scott USA 1:41:59
 2. Kevin Wilde; Porcupine/Specialized 1:42:36
 3. Ryan(50) Krusemark; Kuhl/Scott 1:43:29
 4. Brock Cannon; Infinite Cycles 1:43:47
 5. Reed Abbott; Mad Dog Cycles 1:44:00

- Exp Men 30-39**
 1. Brent(82) Pontius; Bikers Edge/Destination Homes 1:41:01
 2. Pete McMullin; Revolution/Peak Fasteners 1:41:32
 3. Ryan(33) Ashbridge; Revolution/Peak Fasteners 1:41:38
 4. Tim G. Hodnett; Mad Dog Cycles 1:41:45
 5. Isaac Wilson; Vans 1:41:47

- Exp Men 40+**
 1. Chris Bingham; Roosters 1:43:08
 2. Samuel Moore; Canyon Bicycles/Draper 1:44:38
 3. Brad Keyes; Vassago Cycles 1:45:32
 4. Bob (10) Saffell; Revolution/Peak Fasteners 1:46:41
 5. Jack Dainton; Team Dar 1:46:55

- Expert Women**
 1. Paula Hudson; Jans 1:27:02
 2. Lara H. Kendall; White Pine Touring 1:27:32
 3. Lisa(57) White; KUHL/Scott USA 1:28:09
 4. Joanne Choumos; Kuhl/Scott 1:29:58
 5. Margaret Harris; Racers Cycle Service 1:31:22

- Men 50+**
 1. Jay Griffin; UtahMountainBiking.com 1:11:44
 2. Tom Noaker; Young Riders 1:11:54
 3. Dana Harrison; Revolution Peak Fastener 1:13:20
 4. Jim Rogers; Joyride 1:15:23
 5. Kevin Johansen; Racers Cycle Service 1:15:32

- Men 57+**
 1. Dwight Hibdon; Mad Dog Cycles 1:17:54
 2. Brad A.(18) Mullen; Mad Dog Cycles 1:22:43
 3. Jim Westenskow; Roosters 1:23:40
 4. Bill Dark; Mad Dog 1:24:08
 5. Lewis (12) Rollins; Contender Bicycle 1:24:16

- Pro Men**
 1. David Welsh; KUHL/Scott USA 1:41:31
 2. Charlie Gibson; Racer's Cycle Service 1:42:02
 3. Chris(8) Holley; Mad Dog/Subaru/Gary Fisher 1:42:29
 4. Burke Swindlehurst; Mona Vie/Cannondale 1:43:39
 5. Josh Wolfe; Mad Dog/Gary Fisher/Subaru 1:44:46

- Pro Women**
 1. Amanda Garey; Kendra-Tomac-Hayes 1:52:24
 2. Kara C.(22) Holley; Mad Dog/Subaru/Gary Fisher 1:54:13
 3. Erika (24) Powers; Revolution/Peak Fasteners 1:57:18
 4. Roxanne Toly; Jans 2:05:03
 5. India Wyson; Mud Honey Cycling 2:05:04

- Single Speed**
 1. Geoffrey Montague; Delta 7 Sports 1:04:36
 2. Von Edwards; Spin Cycle 1:10:19
 3. Scott Billings; Mad Dog Cycles 1:12:15
 4. Chris Cole 1:13:14
 5. Shane Horton; UtahMountainBiking.com 1:13:58

- Sport Women**
 1. Kelsey Bingham; Roosters 1:24:01

2. Brittany L. Kener; Mad Dog Cycles 1:26:14
 3. Debbie Mortensen; Diamond Peak Ski & Sport 1:28:34
 4. Shae Johansen; Racers Cycle Service 1:30:22
 5. Dot Verbrugge; Mad Dog Cycles 1:31:47
- Sport/Expert 13-15**
 1. Griffin S. Park; Jolly Circle 1:18:19
 2. Larsson Johnson; Autoliv 1:18:40
 3. Evan Taylor; Soldier Hollow 1:21:04
 4. Aren Burkemo; Brothers Bike 1:24:00
 5. Hunter Tolbert; KUHL/Scott USA 1:24:29

- Sport/Expert 16-18**
 1. Justin Griffin; UtahMountainBiking.com 1:09:02
 2. Joseph Moffitt; Mad Dog Cycles/Subaru/Gary Fisher 1:10:41
 3. Noah Talley; Racers Cycle Service 1:13:03
 4. Zane Enders; Autoliv 1:15:05
 5. Blake Wiehe; Young Riders 1:16:19

- Spt Men 19-29**
 1. Daniel Zwirzder; LC Landscape Design 1:11:36
 2. Dan Harper; Revolution/Peak Fasteners 1:13:14
 3. Jeffrey D. Heal; Wimmers 1:13:39
 4. Ben Abbott 1:17:08
 5. Stephen Brown; Utah Mountain Biking 1:18:18

- Spt Men 30-34**
 1. Derek Ransom; UtahMountainBiking.com 1:10:48
 2. Corey Larrabee; Revolution 1:11:13
 3. Russ Holley; Joyride Bikes/Ekcessories 1:11:34
 4. Jared Richards; Mad Dog 1:15:29
 5. Ryan J. Oliver; Cutthroat Racin 1:18:17

- Spt Men 35-39**
 1. Robert Johnson; Skull Candy/JSA Architects 1:12:01
 2. Ken Costa; Revolution/Peak Fasteners 1:14:35
 3. Mark Albrecht; Revolution/Peak Fasteners 1:15:43
 4. Denmark Jensen; UtahMountainBiking.com 1:15:59
 5. Jim(56) White; KUHL/Scott USA 1:16:27

- Spt Men 40+**
 1. Royce Parsons; Sunstone Hockey 0:42:22
 2. Randy Croal; UtahMountainBiking.com 0:43:46
 3. Jose Balcazar 0:43:58
 4. Dale Hutchings; UtahMountainBiking.com 0:43:59
 5. Mark K.(13) Crosby; Racer's Cycle Service 0:44:29

- Beginner 13-15**
 1. Eric Anderson; Autoliv 0:41:50
 2. Dallin Johnson; UtahMountainBiking.com 0:42:59
 3. Gabe Hargett; Jolly Circle Racing 0:43:02
 4. Forest Johnson 0:44:23
 5. Ken Ferguson; Mad Dog Cycles 0:45:12

- Beginner 16-18**
 1. Jared Muir; UtahMountainBiking 0:41:58
 2. James Hulme; Mad Dog Cycles 0:42:27
 3. Stephen Bennet 0:42:42
 4. Arnel Johnson 0:45:01
 5. Seth Ferguson; Mad Dog Cycles 0:46:18

- Trail Bike**
Cat 1 Men TB
 1. Scott Crabill; Go-Ride 6:29.72
- Cat 2 Men TB**
 1. Daniel Roper; Tomac/TLD 7:29.38
 2. Gayle Olpin 8:32.12
- Cat 3 Men TB**
 1. Devin Mitchell; 9:07.76
 2. Stacy Johnson; 9:42.27
 3. Jim Mitchell; 12:23.88
 4. Niles Andrus; 13:54.30
 5. Dylan Totaro; 16:02.21

- Cat 3 Women TB**
 1. Jessica Padour; 17:01.01
- Downhill**
Cat 2 Men 19-29
 1. Matt Lemons; Team Psycho 7:09.19
 2. Sterling Graham 7:19.34
 3. Brendan Strain 7:27.54
 4. James Comas 7:31.68
 5. Chase Clements; Sunrise Cyclery 8:18.85
 6. Colton Street; USSD 10:46.86
 7. Jared Holdaway; Night Sheep 10:52.01
 8. Washington Bennett 12:35.01

- Cat 2 Men 30-39**
 1. Brandon Barber; Liv-X.com/Allstate 6:41.20
 2. Michael Clark 7:33.79
 3. Garth Hare; HCPC 7:35.63
 4. Matt Derrick 7:42.05
 5. Clinton Woodward 7:55.88
 6. Josh Rhodes; Chainsmoke 8:11.56
 7. Nathan Isak; Chainsmoke/661 8:38.11

- Cat 2 Men 13-18**
 1. Galen Carter; Go-Ride 7:34.41
 2. Raleigh Cornwall 7:39.69
 3. Max Herran; Cannonball Racing 8:20.07
 4. Quinn Schumacher; Cannonball Racing 8:49.29
 5. Ryan Thaxton 9:37.34

- Cat 2 Men 40-49**
 1. Wayne Belles 7:43.70
 2. Clint Bullock; Flynn Fossils 8:22.75
 3. Gary Uzzell 8:40.93
 4. Kent Woodfield 9:00.22
 5. Douglas Cheney 10:11.34

- Cat 3 Men 19-39**
 1. Spensen Mehr 6:59.54
 2. Skyler Hixon 7:09.50
 3. Paul Piper 7:36.27
 4. Austin Van Orden 7:43.10
 5. Andrew Choffel 8:14.80
 6. Austin Allen; Sunrise Cyclery 8:48.80
 7. Andrew Gilbert; Go-Ride 8:53.13

- Cat 3 Men 40+**
 1. Craig Johnson 10:23.27
 1. Cody Kelley 6:42.03
 2. Justice Pendray 8:34.98
 3. Jeremy Hottinger 8:58.62
 4. Jacob Ball; Cannonball Racing 9:42.99
 5. Miles Dunford 9:58.71
 6. Mackay Hare; HCPC 10:16.59
 7. Graham Reynolds 11:55.84
 8. Damon Kirchmeier Jr.; Fezzari 12:30.75
 9. James Saarella 14:10.82
 10. Sam Ball; Cannonball Racing 15:23.08
 11. Ethan Reynolds 16:16.37

- Pro Men**
 1. Chris Canfield; Canfield Brothers 5:15.62
 2. Naish Ulmer; KHS/Spy Optics 5:23.55
 3. Ben Craner; Cafe Rio/Canfield Bros 5:26.01
 4. David Beeson; Fezzari/Kuru Shoes 5:28.82
 5. Dustin Malley; Go-Ride 5:30.25
 6. Von Williams; Go-Ride 5:31.24
 7. Nick Van Dine; Cannondale Factory Racing 5:40.49
 8. Andrew Pierce; Go-Ride 5:49.55

- Cat 1 Men 19-29**
 1. Chris Gintzton; Team Psycho 5:49.16
 2. Robbie Bamgartner; Fezzari 5:50.73
 3. Chris Hadley; Go-Ride 5:50.86
 4. Bradley Pastir 5:51.53
 5. Eric Bachmann; Sunrise Cyclery 5:57.83

6. Kade Salisbury; Fezzari 6:29.82
 7. Ben McClland 6:44.85
 8. Sean Gollub; Peaked 7:03.22
 9. Riley Barlow; Go-Ride 7:03.51
- Cat 1 Men 30-39**
 1. David Clark; Nema/661/Utopia 5:56.48
 2. Chad Bryce; Spy/Freestyle/One Industries 5:57.32
 3. Lee McGuffey 5:59.76
 4. Clint DeMill; Jeffrey Fogg 6:11.44
 5. Emmanuel Pons; Go-Ride 6:21.83
 6. Aaron Kruger 6:45.29
 7. Dave Mosher 7:02.78

- Cat 1 Men 13-18**
 1. Nic Hadley; Go-Ride 5:49.80
 2. Mitch Repelato; Cafe Rio/Canfield Bros 6:04.27
 3. Parker DeGray; Cannonball Racing 6:10.22
 4. Christian Wright; Commenal/Fox/Ex Drinks 6:13.92
 5. Hayden Smith 6:38.30
 6. Chris Geasin 1:44.81

- Cat 1 Men 40+**
 1. Scott Crabill; GoRide 5:48.32
 2. Damon Kirchmeier; Fezzari/Brother's Bikes/Kuru Footwear 6:27.19
 3. Christopher Boudreaux; SuperCo 6:35.81
 4. Craig Skinner; Go-Ride 6:41.83
 5. Justin Alvey; Mad Dog Cycles 1:20:49

- Pro Women**
 1. Addie Stewart; Go-Ride/Hayes/Maxxis/661/Amy's/Harlot Wear 7:09.08
- Cat 1 Women**
 1. Ana Rodriguez 7:41.46

The 18th Annual Pedalfest, Intermountain Cup Mountain Bike Racing Series - Race 8 of 12, Deer Valley, Utah, June 13, 2009

- 12 & Under**
 1. Drew Palmer-Leger; Young Riders 0:37:21
 2. Brayden Nielsen; UtahMountainBiking.com 0:37:47
 3. Zachary Peterson; UtahMountainBiking.com 0:38:02
 4. Zachary Mickelson; Durango DEVO 0:38:17
 5. Anders Johnson; Autoliv 0:42:23

- 9 & Under**
 1. Bryn M Bingham; Roosters 0:11:57
 2. Hunter Ransom; UtahMountainBiking.com 0:12:01
 3. Jakob Haderlie; UtahMountainBiking.com 0:13:05
 4. Jonny Vizmeq; Mad Dog Cycles 0:13:27
 5. Nash Batten; Wind driven Blinds 0:15:53

- Beg Men 19-29**
 1. Ted Roxbury 0:45:40
 2. Mike Szcesney; Infinite Cycles 0:48:12
 3. Andrew Weber; UtahMountainBiking.com 0:51:03
- Beg Men 30-39**
 1. Jason Scarbrough 0:42:43
 2. Ryan Nielsen; UtahMountainBiking.com 0:43:12
 3. Filip Wojcikowski 0:44:46
 4. Mark Messer; Utah Mountain Biking 0:47:02
 5. Justin Carey; Southern Cross Racing 0:48:20

- Beg Men 40+**
 1. Dale Hutchings; UtahMountainBiking.com 0:48:01
 2. Brett Ramsey; Southern Cross 0:55:22
 3. Les Wiehe; Young Riders 0:55:31
 4. Brad Peacock 0:56:06
 5. Todd Palowski 0:57:33

- Beginner 13-15**
 1. Dallin Johnson; UtahMountainBiking.com 0:46:27
 2. Forest Johnson 0:48:05
 3. Ryan Totman; Autoliv 0:51:01
 4. Cameron Galt 0:54:14
 5. Hayden Brooks; Mad Dog Cycles 0:56:54

- Beginner 16-18**
 1. Jared Muir; UtahMountainBiking 0:46:21
 2. Stephen Bennet 0:50:31
 3. Bryce Masterson 0:50:46
 4. Arnel Johnson 0:51:58
- Beginner Women**
 1. Madeleine Talkington 0:49:53
 2. Bryn G Bingham 0:50:17
 3. Megan Clark; SBR Sports 1:04:17
 4. Laura Barlow 1:06:27
 5. Shanna Matheson; Ski Utah 1:23:05

- Clydesdale**
 1. Michael Stark; Revolution/Peak Fasteners 1:26:18
 2. Greg Johnson; Mad Dog Cycles 1:26:38
 3. Ryan Payne; UtahMountainBiking.com 1:28:13
- Exp Men 19-29**
 1. Ryan(50) Krusemark; Kuhl/Scott 1:49:24
 2. Tanner Cottler; Porcupine/Specialized 1:52:20
 3. Eric Ellis; UtahMountainBiking.com 1:53:53
 4. Stewart Goodwin; White Cycles/Goodwin Media 1:57:20
 5. Trevor(33) Greenwood; Kuhl/Scott 2:01:02

- Exp Men 30-39**
 1. Brent(82) Pontius; Bikers Edge/Destination Homes 1:46:32
 2. Aaron Phillips; Cutthroat Racing 1:47:42
 3. Eric Rasmussen; Porcupine/Specialized Racing 1:50:04
 4. Matt Harding; Parks Sportsman 1:50:53
 5. Chad Ambrose; Contender 1:50:56

- Exp Men 40+**
 1. Chris Bingham; Roosters 1:49:22
 2. Brad Keyes; Vassago Cycles 1:49:53
 3. Samuel Moore; Canyon Bicycles/Draper 1:51:56
 4. Bob (10) Saffell; Revolution/Peak Fasteners 1:52:05
 5. Todd Henneman; Jans 1:53:16

- Expert Women**
 1. Whitney Pogue; Revolution/Peak Fasteners 2:00:39
 2. Meg Plank; Skoll/Kuhl 2:03:30
 3. Janet Munro; Hoback Sports 2:05:49
 4. Lisa Palmer-Leger; Granger Medical Clinic 2:05:50
 5. Ellen Guthrie; Spin Cycle 2:07:31

- Men 50+**
 1. Tom Noaker; Young Riders 1:17:39
 2. Dana Harrison; Revolution Peak Fastener 1:17:48
 3. Jay Griffin; UtahMountainBiking.com 1:19:10
 4. Bruce Lyman; Mad Dog Cycles 1:23:09
 5. Dwight Hibdon; Mad Dog Cycles 1:24:37

- Men 57+**
 1. Brad A.(18) Mullen; Mad Dog Cycles 1:16:14
 2. Robbie Bamgartner; Fezzari 5:50.73
 3. Chris Hadley; Go-Ride 5:50.86
 4. Bradley Pastir 5:51.53
 5. Eric Bachmann; Sunrise Cyclery 5:57.83

5. Bruce R.(14) Argyle; UtahMountainBiking.com 1:27:28
- Pro Men**
 1. Bart Gillespie; MonaVie/Cannondale 2:03:07
 2. Chris(8) Holley; Mad Dog/Subaru/Gary Fisher 2:05:04
 3. Kevin(5) Day; Kuhl/Scott 2:05:57
 4. David Welsh; KUHL/Scott USA 2:06:32
 5. Richard D. Abbott; Revolution/Peak Fasteners 2:06:41
 6. Clint DeMill; Jeffrey Fogg 6:11.44
 5. Emmanuel Pons; Go-Ride 6:21.83
 6. Aaron Kruger 6:45.29
 7. Dave Mosher 7:02.78

- Pro Women**
 1. Kara C.(22) Holley; Mad Dog/Subaru/Gary Fisher 1:59:33
 2. Julie Minahan; Jans 2:07:58
 3. Jennifer Hanks; Revolution/Peak Fasteners 2:14:19
 4. Katie Lindquist; Kent Erikson 2:16:42

- Single Speed**
 1. Chris Cole 1:17:26
 2. Rick Zunderlage; Omniture 1:18:57
 3. Scott Billings; Mad Dog Cycles 1:21:10
 4. Shane Horton; UtahMountainBiking.com 1:24:40
 5. Patrick Batten 1:28:20

- Sport Women**
 1. Kelsey Bingham; Roosters 1:19:23
 2. Dot Verbrugge; Mad Dog Cycles 1:20:48
 3. Jennifer Curry; Mad Dog Cycles 1:20:49
 4. Alison Vrem; Revolution/Peak Fasteners 1:25:12
 5. Kellie(21) Williams; Racers Cycle Service/Subaru 1:31:34

- Sport/Expert 13-15**
 1. Larsson Johnson; Autoliv 1:09:36
 2. Hunter Tolbert; KUHL/Scott USA 1:10:13
 3. Ethan Fedor; Young Riders 1:10:14
 4. Aren Burkemo; Brothers Bike 1:10:33
 5. Dylan Noaker; Young Riders 1:18:53

- Sport/Expert 16-18**
 1. Justin Griffin; UtahMountainBiking.com 1:16:03
 2. Parker DeGray; Young Riders 1:17:39
 3. Merrick Taylor; KUHL/Scott USA 1:19:51
 4. Conner Smith; Autoliv 1:21:10
 5. Joseph Moffitt; Mad Dog Cycles/Subaru/Gary Fisher 1:46:39

- Spt Men 19-29**
 1. Jeffrey D. Heal; Wimmers 1:18:05
 2. Tim Nelson 1:21:47
 3. Frank Zgoda 1:23:02
 4. Stephen Brown; Utah Mountain Biking 1:23:27
 5. David Kunz; Roosters 1:37:39

- Spt Men 30-34**
 1. Jon Rose; Revolution/Peak Fasteners 1:16:19
 2. Derek Ransom; UtahMountainBiking.com 1:17:32
 3. Matt Brown; Revolution/Peak Fasteners 1:19:56
 4. Jared Richards; Mad Dog 1:21:26
 5. Jarrett Moe 1:23:24

- Spt Men 35-39**
 1. Robert Johnson; Skull Candy/JSA Architects 0:51:03
 2. Denmark Jensen; UtahMountainBiking.com 1:21:19
 3. Darren Harris; UtahMountainBiking.com 1:23:58
 4. Chad Pexton; Revolution/Peak Fasteners 1:24:15
 5. Ryan Bybee 1:30:19

- Spt Men 40+**
 1. John W. Higgins 1:19:33
 2. Kevin Moffitt; Mad Dog Cycles 1:20:22
 3. Reed(16) Topham; Hyland Cyclery 1:20:25
 4. Brad(86) Sneed; Revolution/Peak Fasteners 1:21:12
 5. Keith K.(19) Payne; Mad Dog Cycles 1:22:14

- Women 35+**
 1. Gigi Austria; Revolution 0:53:28
 2. Sally(77) Hutchings; UtahMountainBiking.com 0:59:24
 3. Dorothy Gibson; Mad Dog 1:02:21
 4. Ruth Flanagan; Revolution/PeakFasteners 1:07:44
 5. Kendra S. Clark; Mad Dog Cycles 1:08:11

- Women 35+**
 1. Gigi Austria; Revolution 0:53:28
 2. Sally(77) Hutchings; UtahMountainBiking.com 0:59:24
 3. Dorothy Gibson; Mad Dog 1:02:21
 4. Ruth Flanagan; Revolution/PeakFasteners 1:07:44
 5. Kendra S. Clark; Mad Dog Cycles 1:08:11

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 2. Sally(77) Hutchings; UtahMountainBiking.com 0:59:24
 3. Dorothy Gibson; Mad Dog 1:02:21
 4. Ruth Flanagan; Revolution/PeakFasteners 1:07:44
 5. Kendra S. Clark; Mad Dog Cycles 1:08:11

5. Danny Spencer 00:00:00.00
- Men - Cat 4**
 1. David Brockbank 02:22:25.00
 2. Tyler Kirk 02:22:26.59
 3. Chris Mackay 02:22:27.25
 4. Alex Obbard 02:22:58.5

Coach's Corner

Performance Benefits of Compression Wear: How Does it Work?

By Scott Kelly

How does it work?

We have all seen the advertising. Wear this piece of clothing or that and you will cycle and run faster, jump higher, recover more quickly after a hard workout, etc., etc. How do these garments work and what do they do to enhance performance?

Various forms of compression wear have been prescribed for patient care by the medical profession for decades. Diabetics have been using knee high compression socks to combat peripheral neuropathy (a numbing sensation in the feet and legs) to improve circulation and increase blood flow. Compression sleeves have also been used by patients recovering from surgery, again to enhance blood flow to joints or other body parts, to aid in the healing process.

Companies that manufactured these garments (among other well known sports apparel manufacturers) have taken compression wear one step further, marketing their lines to professional athletes and weekend warriors alike, creating a hot new niche within the athletic apparel category.

In a March 9, 1999 article in the New York Times, "Dr. William Kraemer, the director of research and a professor of applied physiology at Penn State University, tested hundreds of male and female athletes of all ages, abilities and fitness levels and found that wearing form-fitting shorts, also known as compression garments, increases an athlete's power output and endurance, two important measures of athletic performance, by an average of 12 percent and by as much as 30 percent. The study, which tested athletes after they jumped and ran, was sponsored by DuPont, the maker of Lycra Power garments."

"The intent of the research was to understand the relationship between compression and muscle performance," Dr. Kraemer said. "We hypothesized a relationship existed because of the anecdotal reports from athletes who had tried compression garments and liked the way they felt and performed."

"That stretchy, form-fitting fabric exerts pressure on muscles, he said. That pressure, in turn, increases blood flow and helps flush away lactic acid and other fatigue-causing waste products quickly and efficiently. And, he added, the pressure reduces muscle vibration, another major cause of muscle fatigue."

"The garments also seem to be effective, according to the study, because of improved proprioception, or awareness of body movements."

Compression garments also support large muscle groups preventing muscle pulls and reducing muscle fatigue. Tight fitting garments like these also eliminate chafing, abrasions and other skin irritations commonly associated with loose fitting sports attire.

Other benefits of compression wear are for recovery after racing or a hard training day, traveling for long periods either in a plane or car and to use while sleeping. Again, the circulation benefits gained while

wearing compression wear is why they are performance enhancing.

Manufacturers

The competition in this category of sports apparel has become fierce. Under Armour, a 10 year old company founded by entrepreneur, Kevin Plank, was one of the first companies to market "compression wear" to the general public. Kevin played football at the University of Maryland. At that time everyone was using tee shirts made of 100% cotton which holds onto moisture like a sponge. He realized quickly that there had to be a better fabric out there to wick moisture away from the body. Upon graduation he researched fabrics that would perform in this manner and born out of this effort was the Under Armour brand. Due to their successful branding and marketing strategy, Under Armour is now a publicly traded company with \$400 million in sales annually and projections to surpass this mark in 2009.

Nike, Reebok, and Adidas followed quickly with similar, lower priced, compression garments. Running tights, shorts, tops and base layers made of a varying percentages of polyester, nylon, elastane and lycra define the category for these big sports industry players. At best, what they call "compression wear" amounts to not much more than a tight fitting wicking layer between your skin and the outside elements with little or no compression and no research to back up their claims.

McDavid, a Woodbridge, Illinois based manufacturer of knee braces and other technical padding for a variety of sports, has introduced padded compression wear for basketball which a number of NBA teams and high profile players are using. Nike has a similar garment and they plan to introduce a line of technical football padding this fall.

CW-X, owned by Wacoal Corporation, a Japanese company that is the largest intimate apparel manufacturer in the world, was one of the first manufacturers to introduce a line of "technical" compression wear that was backed by sound research. Unlike other compression wear, their technology focuses on providing compression (or band reinforcement) to specific areas of the body (knees, tibial bands, lower back, hip flexors, quadriceps, pectorals, upper back, etc.). CW-X employs Healtha+ fabric, a 90% polyester/10% spandex combination, in all their garments. They have a sport specific line (running, ski, triathlon, yoga, etc.) for men and women with various levels of compression offered in each category. Compression bras, support briefs, and socks are also available www.cw-x.com.

What Under Armour has become in the United States, Skins is the comparable brand giant in Australia. They entered the US market in 2007 and have been steadily gaining ground ever since. Skins patented Bio Acceleration Technology garments have engineered gradient compression to improve circulation. The gradient is formed by applying a higher level of compression on the muscles furthest from the heart,

which in turn forces more blood back to the heart improving venous return. Unlike other compression wear, Skins manufactures their garments using a warp knit process (as opposed to circular knitting). This ensures greater durability of the fabric, better wicking qualities and overall improved performance. They also utilize a unique sizing system based on a Body Mass Index (BMI) algorithm to fit any sized person. The garments are comprised of a blend of 76% nylon/24% spandex and are categorized as follows: Sport, Travel & Recovery, Ski, She Inspiration, Complete Range of Motion (CROM) tops, ICE, Cycling, Sleeves and Socks. All Skins tops offer SPF 50+ sun protection.

The new Skins line of compression cycling shorts and longs (ankle length cycling tight with pad) is only one of its kind in the world with a CyTech pad. CyTech is an Italian company that manufactures high end cycling chamois for some of the most prestigious cycling apparel manufacturers in the world. These gender specific, multi-density pads are designed for the utmost comfort, breathability and support. Bibbed and non-bibbed versions are available and a bibbed knicker will be available in 2010.

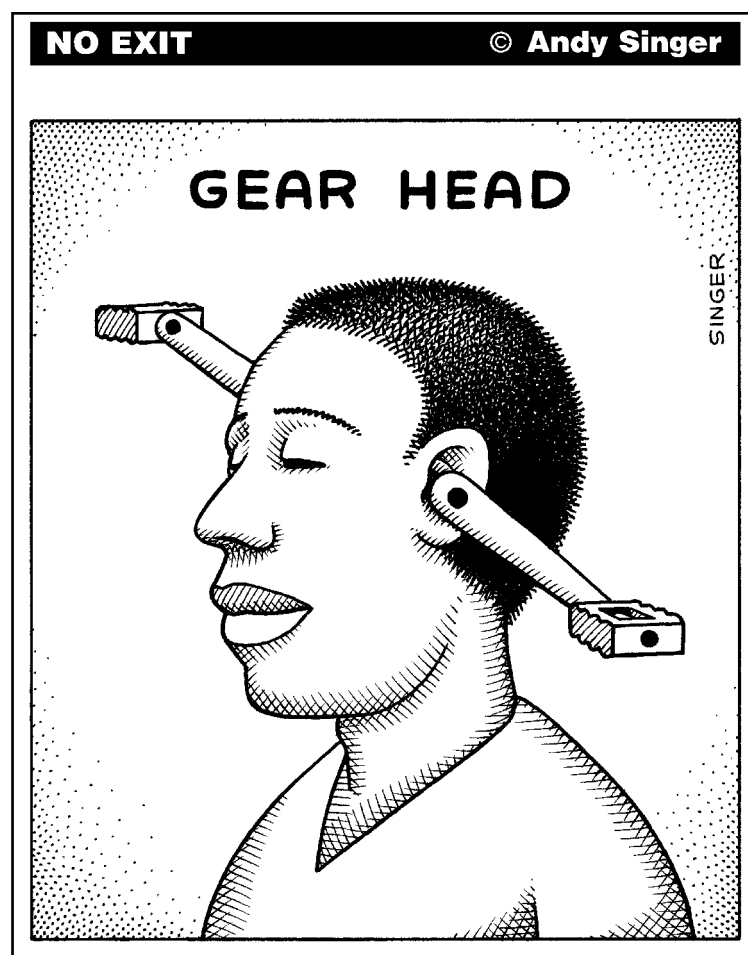
Another unique feature of the Skins product line are the ICE tops. The fabric in these tops is embedded with microcapsules. An athlete's movement, perspiration, friction, pressure and/or body temperature will trigger these microcapsules to release a cooling menthol substance. This substance has been scientifically proven to induce a cool feeling by stimulating thermoreceptors in your skin. A subtle menthol aroma is released during activity which further evokes a cool sensation. This menthol fabric treatment is good for up to ten washings. Each top is sold with an aerosol can of menthol spray to re-treat the garment once the menthol aroma wears off.

Columbia High Road, Rabobank and Bissell pro cycling teams are all using Skins compression wear www.skins.net.

Another manufacturer of compression wear that is on the cutting edge of design technology is a Swiss company called X-Bionic. Their line is highly technical, sport specific, and very expensive. A host of high tech fibers are used to manufacture the fabric that their clothing is made of. SorbaneEvapore is a highly elastic microfiber that is knitted into the garments insuring a perfect fit. Macrotermes, named after an African termite, is a unique yarn with a cooling effect. Nanocore is an insulating fiber. Mythlan is a moisture control fiber that improves the wickability of their garments. Xitanit reflects radiated heat and distributes perspiration around the garment increasing evaporation. Xitan is water resistant so the garment dries fast and SkinNodor inhibits bacterial growth minimizing unpleasant odor.

X-Bionic has men's and women's and specific product lines including underwear, cycling, outdoor, hunting, ski, ski touring, trekking, running, and multisports. They have eight different categories of sport specific socks (left and right foot specific).

Stefano Garzelli of the Aqua & Sapone team, who placed second in the fourth stage of the 2009 Giro d'Italia, wore compression wear from X-Bionic and X-Socks www.x-bionic.com, www.x-socks.com.



com.

A German company, CEP Sports, has been a major player in the medical sock business in Europe for many years. They hit the US market in 2008 and cut a deal with Zoot Sports to private label their compression socks. They claimed to be coming out with a line of cycling specific compression wear but that has not come to fruition as yet. Danish triathlete, Torbjorn Sindballe wore their socks while finishing second at the Hawaiian Ironman World Championships in 2007. 2008 US Olympic team triathlete, Matty Reed, is also using their socks www.cep-sports.com.

Zoot Sports contracted with Canadian manufacturer, Kmeleon, to harness their EC3D technology for their new line of CompressionRX wear that was introduced at Interbike last fall. Zoot made some design changes of their own along with adding a stirrup to their recovery tight. These garments are made of polypropylene and may offer the most gradient compression of any garments of this type on the market today at 18-30 MMHG. They have seven different styles for men and women. Zoot's CompressRX line is only available in black. These tights and tops fit much tighter around the body than lycra or lycra/spandex blended compression wear, therefore, it may not be as comfortable for some people or too hot in warmer temperatures www.zootsports.com, www.kmeleon.ca.

Another Australian brand is 2XU (pronounced two times you). 2XU offers a complete line of compression wear including cycling specific pieces for men and women. These cycling shorts and bibs are engineered with a high denier elastomeric yarn and manufactured using a high gauge circular knit structure providing 360 degree compression. 2XU also offers several levels of compression tights, shorts, tops, socks and calf guards www.2xu.com.

SLS3 is a California based company manufacturing compression socks. SLS3 socks average 24-26 MMHG in compression. They also added support to the Achilles heel, tibia, calf and ankle muscles to help reduce nagging foot and ankle injuries. The socks also have UV protection of SPF 50+. They plan on coming out with a line of compression triathlon wear in 2010 www.slstri.com.

So if you're looking for (legal) performance enhancement you need not look further than your local bike dealer. If they are not already carrying one or more of these brands, ask them to consider stocking one or more of these lines. Compression wear technology will continue to improve over the next decade and that will benefit both savvy retailers and athletes alike!

Scott Kelly is a personal trainer specializing in the sport of triathlon. He is the Head Coach and founder of Team Fast Lane, a USA Triathlon sanctioned club based in Salt Lake City. For more information visit www.teamfastlane.com.

Feedback? Issues? Comments? Send letters to the editor to dave@cyclingutah.com

one less car

Last Friday of EVERY Month.

CRITICAL MASS

slccriticalmass.org

5:30pm @ Gallivan Center

Continued from page 9

- Cat 3 Male**
 1. Courtney Larsen; Team Wright 03:15:49.24
 2. Elliott Smith; Spin Cycle Racing 03:15:50.64
 3. David Brockbank; Canyon Bicycles Draper/gym Jon 03:16:40.72
 4. Jonny Hintze; Bikers Edge/Destination Homes 03:17:56.82
 5. Dustin Thiel; Contender Bicycles 03:19:12.65
 6. Jon Schofield; Biker's Edge / Destination Hom 03:20:18.80
 7. Curtis Doman; Spin Cycle Racing 03:20:19.81
 8. Spencer Debruy; Ski Utah 03:21:16.95
 9. Garrett Burbridge; Mi Duole - Barbacon 03:22:49.85
 10. Josh Carter; Team Wright 03:23:43.82
 11. Jan Nielsen; Ski Utah Cycling Team 03:23:45.32
 12. Cameron Patch; Spin Cycle Racing 03:23:45.32
 13. Robert Chapman; Evo Racing 03:23:47.10
 14. Clint Carter; Ski Utah Cycling Team 03:27:25.23
 15. Jason Madsen; Kaladi-subway 03:28:26.13
 16. Dave Bergart; Fitzgeralds Bicycles 03:34:22.76
 17. Joshua Udall; Evo Racing 03:34:23.74
 18. Cameron Anderson; Ski Utah/utahpremier 03:36:02.01
Cat 4 Female
 1. Stephanie Skoreyko; Ice/rocky Mountain Surgery Cen 02:56:34.00
 2. Kelsey Bingham; Toosters 03:01:33.00
 3. Meg Plank; Kuhl/Scott 03:07:07.00
 4. Ellie Hirschberg; 03:08:08.00
 5. Megan Hill; 03:09:58.00
 6. Mary Wilcox; Kuhl/Scott 03:09:58.00
 7. Kandice Lund; Na 03:13:03.00
 8. Leah Ronnow; 03:20:22.00
 9. Kris Kiser; Spin Cycle Racing 03:33:00.00
 10. Amber Hobbs; Skull Candy 03:36:48.00
Master Female 35-99
 1. Ellen Guthrie; Spin Cycle Racing 03:00:05.00
 2. Bev Ronnow; 03:20:25.00
 3. Lisa Pascadjo; Granger Medical 03:54:35.00
Pro/1/2 Male
 1. David Francis; Red Burro Racing 02:57:24.96
 2. Rory Kelly; 02:57:25.28
 3. Sam Krieg; Krieg 02:57:25.33
 4. Mike Sohm; Specialized/porcupine Racinf 03:00:55.85
 5. Cameron Hoffman; Bikers Edge/destination Homes 03:00:55.88
 6. Taylor Shelden; Vmg/felt 03:00:56.54
 7. Benjamin D'hulst; Canyon Bicycles-draper 03:00:56.82
 8. Eric Jeppsen; Cole Sport 03:00:57.35
 9. Aaron Olsen; Ffkr/sbo P/b Tour of Utah 03:00:59.13
 10. Dustin Eskelson; Canyon Bicycles-draper 03:04:32.64
 11. Kurt Wolfgang; Canyon Bicycles Draper 03:05:29.35
 12. Ali Goulet; Ffkr-sportsbaseline 03:05:29.35
 13. Trevor Connor; Chris Cookies/swan Cycles 03:05:30.09
 14. Justin Healy; Porcupine/specialized Racing 03:05:30.64
 15. Alex Rock; Mi Duole/barbacon 03:05:30.72
 16. David Harward; Porcupine/specialized Racing 03:05:30.95
 17. Jesse Gordon; Porcupine Cycling 03:05:36.46
 18. Mark Zimelman; Bountiful Mazda 03:07:23.71
 19. Tyler Riedesel; 03:07:23.95
 20. Colin Don; Velonews 03:07:24.41
 21. Bill Demong; Cole Sport 03:07:25.39
 22. Todd Hageman; Colesport 03:07:25.43
 23. Zan Treasure; Bountiful Mazda 03:07:25.47
 24. Patrick Ramirez; Contender Bicycles 03:07:25.60
 25. Peter Beland; Boston Mountain Cyclists 03:07:25.79
 26. David Clinger; 03:07:25.90
 27. Ben Quinn; 03:07:25.91
 28. Gardie Jackson; Cole Sport 03:07:26.02
 29. Ben Nichols; Porcupine Cycling 03:14:39.91
 30. Michael Wilcox; Logan Race Club 03:20:45.33
 31. Jared Inouye; Biker's Edge/destination Homes 03:20:45.37
 32. Matthew Shackley; Nuvision Cyclery 03:26:14.08
 33. Johnathan Edwards; Barry Lasko Dds 03:26:47.54
Charles Scrivner Memorial Time Trial, Stage 2, 10 miles
Pro/1/2 Male
 1. Sam Krieg; Ice/krieg 00:21:49.28
 2. Gardie Jackson; Cole Sport 00:22:21.84
 3. Aaron Olsen; Ffkr/sbo P/b Tour of Utah 00:22:25.12
 4. Mike Sohm; Specialized/porcupine Racinf 00:22:39.25
 5. Benjamin D'hulst; Canyon Bicycles-draper 00:22:40.34
 6. Tyler Riedesel 00:22:40.42
 7. Jesse Gordon; Porcupine Cycling 00:22:50.02
 8. David Harward; Porcupine/specialized Racing 00:22:51.56
 9. Ali Goulet; Ffkr-sportsbaseline 00:22:52.62
 10. Rory Kelly 00:23:01.70
 11. Justin Healy; Porcupine/specialized Racing 00:23:04.72
 12. Trevor Connor; Chris Cookies/swan Cycles 00:23:17.07
 13. Kurt Wolfgang; Canyon Bicycles Draper 00:23:18.44
 14. Patrick Ramirez; Contender Bicycles 00:23:20.33
 15. Eric Jeppsen; Cole Sport 00:23:23.30
 16. Todd Hageman; Colesport 00:23:26.06
 17. Alex Rock; Mi Duole/barbacon 00:23:26.24
 18. Zan Treasure; Bountiful Mazda 00:23:41.21
 19. Carl Van Loan 00:23:41.86
 20. Bill Demong; Cole Sport 00:23:42.84
 21. Cameron Hoffman; Bikers Edge/destination Homes 00:23:50.11
 22. Ben Nichols; Porcupine Cycling 00:23:57.03
 23. Peter Beland; Boston Mountain Cyclists 00:24:17.09
 24. David Clinger 00:24:57.26

25. Michael Booth; Canyon Bicycles-draper 00:26:10.00
Cat 3 Male
 1. David Brockbank; Canyon Bicycles Draper/gym Jon 00:21:24.77
 2. Jon Schofield; Biker's Edge / Destination Hom 00:22:47.76
 3. Dustin Thiel; Contender Bicycles 00:22:56.85
 4. Courtney Larsen; Team Wright 00:23:15.30
 5. Jason Madsen; Kaladi-subway 00:23:20.23
 6. Garrett Burbridge; Mi Duole - Barbacon 00:23:35.73
 7. Jonny Hintze; Biker's Edge / Destination Hom 00:24:19.11
 8. Spencer Debruy; Ski Utah 00:24:33.39
 9. Jan Nielsen; Ski Utah Cycling Team 00:25:21.35
 10. Clint Carter; Ski Utah Cycling Team 00:25:47.01
 11. Perry Hall; Team Wright 00:26:04.37
Master Male 35+
 1. Michael Carroll 00:22:44.61
 2. Mark Schaefer; Barry Lasko Dds/pault-racy.com 00:23:06.54
 3. Andre Gonzalez; Canyon Bicycles Draper 00:23:25.68
 4. Scott Allen; Canyon Bicycles Draper 00:23:33.45
 5. Donald Armstrong; Pault-racy.com 00:24:03.11
 6. Shawn Nield 00:25:30.78
Cat3/4/5 Male Master 35-99
 1. Chad Burt; Porcupine Cycling 00:24:35.04
 2. Steve Briley; Jans 00:25:19.36
 3. Tim Briley; Jans 00:25:32.17
 4. David Saurman; David Saurman 00:26:09.30
 5. Emil Gercke; Whole Athlete 00:26:20.03
 6. Shawn Haran; Canyon Bicycles- SLC 00:26:55.18
 7. Chris Harder 00:27:09.12
Master Male 45-99
 1. Jeff Klug; Canyon Bicycles - Draper 00:23:18.34
 2. Michael Macdonald; Bountiful Mazda 00:23:33.44
 3. Ed Chauner 00:23:58.34
 4. Stevens Lewis; Canyon Bicycles SLC 00:25:57.46
 5. Andrew Lock; Canyon Bicycles of SLC 00:26:19.00
 6. John McKone; Cole Sport 00:32:49.26
Cat 4 Male
 1. Jerrel Storrud; Porcupine Cycling 00:24:35.28
 2. Matt Bradley; Skull Candy/Jsa Architects 00:24:38.57
 3. Eric Gardiner 00:24:46.75
 4. Brock Olsen; Bingham Northshore 00:24:50.45
 5. Samuel Chovan; Moots/sswsc 00:25:01.90
 6. Taylor Foss; Weber State University 00:25:02.00
 7. Richard Hurst; Contender 00:25:05.78
 8. Shad Hamilton; Lander Cycling 00:25:46.96
 9. Tyler Southard; Team Wright 00:25:54.32
 10. Karsten Shumway; Spin Cycle Racing 00:25:58.27
 11. David Cole; Skull Candy/Jsa Architects 00:26:21.15
 12. Julian Fowkes; Ski Utah 00:26:25.47
 13. Ben Norris 00:26:33.67
 14. Alex Miller 00:26:43.20
 15. Luis Rodriguez 00:27:07.19
 16. Eric Dupuis; Bcc Racing 00:27:44.62
 17. David Manzey; Paramount Sports 00:28:27.09
 18. Inacio Lopez 00:28:32.28
 19. Cameron Charles; Rmcc/cyclesmith 00:29:21.08
Cat 5 Male
 1. Nathan Pack 00:23:04.60
 2. Todd Lodwick 00:23:31.69
 3. Paul Houser; Wild Rose 00:25:58.77
 4. Taylor Fletcher 00:26:18.23
 5. Nolan Finlayson; Evo Energy 00:26:29.09
 6. Brent Williams 00:27:27.00
 7. Ben Aufderheide 00:27:34.60
 8. Liam O'donnell; Bcc Racing 00:30:47.38
 9. Aaron Nydam 00:30:57.00
 10. Dan Tolson; Fitzgeralds Bicycles 00:26:25.03
Cat1/2/3 Female
 1. Carmen Mcnellis; Colavita Sutter Home 00:24:46.14
 2. Tiffany Pezzulo; Dft P/b Treads 00:25:50.56
 3. Tayler Wiles; Pcm 00:26:18.24
 4. Breanne Nalder; Ski Utah Cycling Team 00:26:22.66
 5. Lori Harward; Granger Medical 00:27:30.91
 6. Jamie Carter; Ski Utah Cycling Team 00:27:34.18
 7. Chantel Olsen; Pcm 00:27:52.52
 8. Darcie Strong; Wwcc - Granger Medical Clinic 00:28:26.47
 9. Laura Howat; Ski Utah Cycling Team 00:28:42.24
 10. Alison Frye; Ski Utah Cycling Team 00:28:42.62
 11. Michelle King; Colavita-vegas 00:30:11.42
Junior Female 10-18
 1. Jillian Gardner; Pcm 00:30:56.47
Master Female 35-99
 1. Ellen Guthrie; Spin Cycle Racing 00:30:59.30
Cat 4 Female
 1. Stephanie Skoreyko; Ice/rocky Mountain Surgery Cen 00:27:21.49
 2. Megan Hill 00:27:51.26
 3. Kandice Lund 00:30:12.70
 4. Mary Wilcox; Kuhl/Scott

- 00:31:35.30
 5. Kelsy Bingham; Roosters 00:31:42.81
 6. Meg Plank; Kuhl/Scott 00:53:07.18
Master 55+ M
 1. Keith Peters; Fitzgerald's 00:25:08.14
 2. Shannon Storrud; Porcupine Cycling 00:25:28.08
 3. Rick Montgomery; Bingham Northshore Cycling 00:25:30.14
 4. William Webster; Lander Cycling 00:27:54.60
 5. Bradley Rich; Canyon Bicycles of Salt Lake C 00:27:57.71
 6. Richard Garrett; Lander Velo 00:28:57.71
 7. Dwight Hibdon; Mad Dog Cycles 00:29:53.02
Downtown Evanston Courthouse Criterium, Stage 3
Cat 3/4/5 Male 35-99
 1. Shawn Haran; Canyon Bicycles- SLC
 2. David Saurman; David Saurman
 3. Patrick Putt; Cole Sport
Master Male 45-99
 1. John McKone; Cole Sport
 2. Andrew Lock; Canyon Bicycles of SLC
 3. Jeff Clawson; Canyon Bicycles - Draper
 4. Ed Chauner;
 5. Stevens Lewis; Canyon Bicycles SLC
Cat 4 Male
 1. Richard Hurst; Contender
 2. Tyler Foss; Weber State University
 3. David Cole; Skull Candy/Jsa Architects
 4. Andrew Pult;
 5. Chris Mackay; Canyon Charles; Rmcc/cyclesmith
 7. Alex Miller;
 8. Ben Norris;
 9. Kevin Wilde; Porcupine/ Specialized Racing
 10. Matt Bradley; Skull Candy/Jsa Architects
 11. Jerrel Storrud; Porcupine Cycling
 12. Brock Olsen; Bingham Northshore
 13. Karsten Shumway; Spin Cycle Racing
 14. David Manzey; Paramount Sports
 15. Unknown Rider
 16. Inacio Lopez;
 17. Eric Dupuis; Bcc Racing
 18. Julian Fowkes; Ski Utah
 19. Kurt Wolfgang; Canyon Bicycles Draper 00:08:17.52
 20. Gardie Jackson; Cole Sport 00:09:04.83

- Cat 5 M**
 1. Todd Lodwick;
 2. Paul Houser; Wild Rose
 3. Taylor Fletcher;
 4. Liam O'donnell; Bcc Racing
 5. Dan Tolson; Fitzgerald's Bicycles
 6. Jason White; Porcupine Cycling
Cat1/2/3 Female
 1. Carmen Mcnellis; Colavita Sutter Home
 2. Tiffany Pezzulo; Dft P/b Treads
 3. Tayler Wiles; Pcm
 4. Alison Frye; Ski Utah Cycling Team
 5. Chantel Olsen; Pcm
 6. Lori Harward; Granger Medical
 7. Breanne Nalder; Ski Utah Cycling Team
Jr Female 10-18
 1. Jillian Gardner; Pcm
Master 35+ F
 1. Ellen Guthrie; Spin Cycle Racing
Cat 4 F
 1. Stephanie Skoreyko; Ice/rocky Mountain Surgery Cen
 2. Megan Hill; Kohl/Scott
 3. Meg Plank; Kuhl/Scott
 4. Mary Wilcox; Kuhl/Scott
 5. Kelsy Bingham; Roosters
Pro/1/2
 1. Michael Booth; Canyon Bicycles-draper
 2. Cameron Hoffman; Bikers Edge/destination Homes 00:08:07.99
 3. David Harward; Porcupine/specialized Racing 00:08:08.03
 4. Alex Rock; Mi Duole/barbacon 00:08:08.23
 5. Bill Demong; Cole Sport 00:08:09.46
 6. Aaron Olsen; Ffkr/sbo P/b Tour of Utah 00:08:10.52
 7. Sam Krieg; Ice/krieg 00:08:10.68
 8. Tyler Riedesel; 00:08:10.66
 9. Benjamin D'hulst; Canyon Bicycles-draper 00:08:11.17
 10. Mike Sohm; Specialized/porcupine Racinf 00:08:14.03
 11. Justin Healy; Porcupine/specialized Racing 00:08:14.71
 12. Carl Van Loan; 00:00:00.00
 13. Zan Treasure; Bountiful Mazda 00:08:18.03
 14. Kurt Wolfgang; Canyon Bicycles Draper 00:08:17.52
 15. Gardie Jackson; Cole Sport 00:09:04.83

16. Patrick Ramirez; Contender Bicycles 00:09:04.90
 17. Ali Goulet; Ffkr-sportsbaseline 00:08:09.73
Cat 3 Male
 1. Courtney Larsen; Team Wright 00:29:58.86
 2. Perry Hall; Team Wright 00:30:26.01
 3. Nick Ekdahl; Rmcc/cyclesmith 00:30:47.28
 4. Dave Bergart; Fitzgeralds Bicycles 00:32:11.61
 5. Brian Randall; Team Wright 00:32:20.88
 6. Tyler Wall; Ski Utah Cycling Team 00:32:30.80
Master 55+ M
 1. Rick Montgomery; Bingham Northshore Cycling 03:08:03.0
 2. Keith Peters; Fitzgerald's 03:19:12.0
 3. Dwight Hibdon; Mad Dog Cycles 03:20:41.0
 4. Shannon Storrud; Porcupine Cycling 03:22:33.0
 5. Bradley Rich; Canyon Bicycles Of Salt Lake C 03:24:08.0
Master 45+ M
 1. Jeff Clawson; Canyon Bicycles - Draper 03:59:15.9
 2. Ed Chauner; 03:59:35.8
 3. Unknown Rider
 4. Dwight Hibdon; Mad Dog Cycles 04:12:49.9
 5. Keith Peters; Fitzgerald's
 6. Richard Garrett; Lander Velo
High Uintas General Classification
Junior 15-18 F
 1. Jillian Gardner; Pcm 04:25:01
Pro Cat 1-2-3 F
 1. Carmen Mcnellis; Michela Fanini Record Rox 04:03:09
 2. Tiffany Pezzulo; Dft P/b Treads 04:04:49
 3. Taylor Wiles; Pcm 04:09:18
 4. Lori Harward; Granger Medical 04:10:36
 5. Alison Frye; Ski Utah Cycling Team 04:11:48
 6. Breanne Nalder; Ski Utah Cycling Team 04:12:20
 7. Laura Howat; Ski Utah Cycling Team 04:14:54
 8. Chantel Olsen; Pcm 04:16:29
 9. Jamie Carter; Ski Utah Cycling Team 04:23:43

10. Michelle King; Colavita-vegas 04:37:35
Master B 35+ M
 1. Lance Anderson; Spin Cycle Racing 03:27:21.2
 2. Thom Morton; White Pine Touring 03:38:06.2
 3. Adam Taylor; Bcc 03:38:45.8
 4. Weston Hymas; Porcupine Cycling 03:43:32.0
 5. Scott Toly; Cole Sport 03:47:39.7
 6. Chad Burt; Porcupine Cycling 04:02:48.6
 7. Dave Jarrett; 04:04:56.9
 8. Michael Jarrett; 04:11:22.3
 9. Emil Gercke; Whole Athlete 04:21:38.1
Master 55+ M
 1. Rick Montgomery; Bingham Northshore Cycling 03:08:03.0
 2. Keith Peters; Fitzgerald's 03:19:12.0
 3. Dwight Hibdon; Mad Dog Cycles 03:20:41.0
 4. Shannon Storrud; Porcupine Cycling 03:22:33.0
 5. Bradley Rich; Canyon Bicycles Of Salt Lake C 03:24:08.0
Master 45+ M
 1. Jeff Clawson; Canyon Bicycles - Draper 03:59:15.9
 2. Ed Chauner; 03:59:35.8
 3. Unknown Rider
 4. Dwight Hibdon; Mad Dog Cycles 04:12:49.9
 5. Keith Peters; Canyon Bicycles Slc 04:17:17.9
 6. Steven Lewis; Canyon Bicycles Slc 04:17:17.9
 7. Scott Kiser; Spin Cycle Racing 03:42:43.3
 8. Mark Twight; Gym Jones 03:47:27.3
 7. Richard Pamppe; Fitzgerald Bikes 04:01:05.2
 8. Jim Jerome; Fitzgeralds 04:11:00.3
Master 35+ M
 1. Mark Schaefer; Barry Lasko Dds/pault-racy.com 00:44:30.7
 2. Michael Carroll; 03:49:51.7
 3. Andre Gonzalez; Canyon Bicycles Draper 03:51:01.5
 4. Donald Armstrong; Pault-racy.com 03:51:38.6
 5. Scott Allen; Canyon Bicycles Draper 03:54:14.6
 6. Shawn Nield; 04:06:28.8
Cat 5 M
 1. Nathan Pack; 03:57:46.3

2. Paul Houser; Wild Rose 04:06:42.3
 3. Taylor Fletcher; 04:08:07.8
 4. Dan Tolson; Fitzgerald's Bicycles 04:17:18.1
 5. Brent Williams; Bcc Racing 04:22:27.0
 6. Nolan Finlayson; Evo Energy 04:23:35.0
 4. Adam Koch; Skull Candy/Jsa Architects 03:49:14.1
Cat 4 M
 1. Tyler Southard; Team Wright 03:49:20.8
 2. Ben Norris; 03:50:41.2
 3. Samuel Chovan; Moots/sswsc 03:57:45.9
 4. Richard Hurst; Unattached 04:00:05.0
 5. Karsten Shumway; Spin Cycle Racing 04:03:29.7
 6. Shad Hamilton; Lander Cycling 04:05:07.8
 7. Jerrel Storrud; Porcupine Cycling 04:06:15.6
 8. Luis Rodriguez; 04:10:36.7
 9. Eric Gardiner; Utah State University 04:12:03.9
 10. David Manzey; Paramount Sports 04:15:43.9
 11. David Cole; Skull Candy/Jsa Architects 04:50:37.3
 12. Cameron Charles; Rmcc/cyclesmith 04:53:37.2
 13. Julian Fowkes; Ski Utah 05:03:40.0
Cat 3 M
 1. David Brockbank; Canyon Bicycles Draper/gym Jon 03:38:00.7
 2. Courtney Larsen; Team Wright 03:38:49.2
 3. Dustin Thiel; Contender Bicycles 03:41:54.6
 4. Jonny Hintze; Bikers Edge/destination Homes 03:42:15.8
 5. Jon Schofield; Biker's Edge / Destination Hom 03:43:06.8
 6. Spencer Debruy; Ski Utah 03:45:49.9
 7. Garrett Burbridge; Mi Duole - Barbacon 03:46:25.8
 8. Jan Nielsen; Ski Utah Cycling Team 03:49:05.6
 9. Josh Carter; Team Wright 03:49:30.8
 10. Perry Hall; Team Wright 03:49:49.1
 11. Jason Madsen; Kaladi-subway 03:56:46.1
Cat 4 F

1. Stephanie Skoreyko; Ice/rocky Mountain Surgery Cen 03:23:25.0
 2. Kelsey Bingham; Toosters 03:33:06.0
 3. Megan Hill; 03:37:49.0
 4. Mary Wilcox; Kuhl/Scott 03:41:33.0
 5. Kandice Lund; Na 03:43:16.0
 6. Meg Plank; Kuhl/Scott 04:00:09.0
Master 35+ F
 1. Ellen Guthrie; Spin Cycle Racing00:30:59.000
Pro Cat 1-2 M
 1. Sam Krieg; Krieg 03:19:09.3
 2. Rory Kelly 03:20:02.3
 3. Aaron Olsen; Ffkr/sbo P/b Tour Of Utah 03:23:24.1
 4. Mike Sohm; Specialized/porcupine Racinf 03:23:34.8
 5. Benjamin D'hulst; Canyon Bicycles-draper 03:23:36.8
 6. Eric Jeppsen; Cole Sport 03:24:20.3
 7. Cameron Hoffman; Bikers Edge/destination Homes 03:24:45.9
 8. Ali Goulet; Ffkr-sportsbaseline 03:28:22.3
 9. David Harward; Porcupine/specialized Racing 03:28:22.9
 10. Jesse Gordon; Porcupine Cycling 03:28:26.5
 11. Justin Healy; Porcupine/specialized Racing 03:28:35.6
 12. Alex Rock; Mi Duole/barbacon 03:28:56.7
 13. Kurt Wolfgang; Canyon Bicycles Draper 03:29:07.0
 14. Gardie Jackson; Cole Sport 03:29:48.0
 15. Tyler Riedesel 03:30:03.9
 16. Patrick Ramirez; Contender Bicycles 03:30:45.6
 17. Todd Hageman; Colesport 03:30:51.4
 18. Zan Treasure; Bountiful Mazda 03:31:06.5
 19. Bill Demong; Cole Sport 03:31:08.4
 20. Peter Beland; Boston Mountain Cyclists 03:31:42.8
 21. David Clinger 03:32:22.9
 22. Ben Nichols; Porcupine Cycling 03:38:36.9



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ROUTE 211

Will He or Won't He? 2009 Tour de France a Big Unknown, Sort of

By Greg Overton

Okay, I said it. Or I'm about to anyway. Will Lance Armstrong be the Man again at the Tour this year? Will he not be the Man, but want to be so badly that he can't play the team guy for Alberto Contador or Levi Leipheimer? Will he know he's not the Man, but try to make every other team think he is, and decoy them into oblivion in order to serve up another Tour for Contador, or a first for Leipheimer? You think the other teams are wondering the same things?

Astana, or more correctly team director Johan Bruyneel, is once again set to roll into France with the strongest all round squad for cycling's center stage, and none other than the Tour de France expert of

experts has returned to add a bit of stress for the team's rivals. Seven time winner Armstrong has shown flashes of form in his comeback from retirement this year, but not so much that he's the prohibitive favorite. Or is he? I mean, he never really showed a whole lot before early July in his previous racing career, so who knows?

And now there are two other strong contenders for overall victory alongside him in the team bus. Well, Armstrong usually has his own team bus, but I'll use the analogy anyway. And everyone is left to wonder how the team will play its strengths. It doesn't seem to have any weaknesses to worry about. And after more than a decade of this type of leadership, it seems Bruyneel is to be credited for the type of consistency his teams have shown. When Armstrong retired

and took his hiatus, Bruyneel kinda shrugged and went back to France for another yellow jersey, this time with the relative unknown Contador. And for good measure, teammate Leipheimer finished third, ready to step up in the event Contador cracked under the weight of yellow.

Okay, so Bruyneel has a new challenge this year. He's got a legend, a recent winner and a hungry contender nearer the end of a great career than the beginning. We haven't really seen anything like this since the mid eighties, when the La Vie Claire team showed up with Bernard Hinault, Greg LeMond, and heralded French hope Jean Francois Bernard. The latter Bernard made hardly a splash, but the other two characters are still at odds as to who was the real heavy-weight champ on that team.

In 1986, after being handed the

previous year's Tour by underling LeMond, Hinault had vowed to support LeMond and to help him begin his own Tour legend. But the competitive drive that earned Hinault the nickname Badger, could not be suppressed and he attacked early on in the race, and then went smug Badger about it. LeMond, after digesting just what had happened, went fast moving truck—the badger's only real enemy—and obliterated Hinault over the next two mountain stages and began looking at the future instead of the past. It was a cycling soap opera, and it seemed as though the race had only two riders instead of 120 or so.

So will Bruyneel have the same sort of bickering to deal with? If his team can avoid it, are there really any other riders to mention? Cadel Evans is a great rider and a strong contender. But a single rider cannot cover three teammates of the caliber on Astana. Last year's winner Carlos Sastre will be there for the fight, but like Evans, will most likely need more generals than he has on hand, especially in the mountains. Oh, and speaking of Generals, Bruyneel can see yours and raise with Andreas Klöden and Haimar Zubeldia, two dudes who have finished in the Tour's top five recently.

Perhaps the strongest team to challenge the three (five?) headed Astana monster will be Saxo Bank, with the Schleck, Andy and Frank, bolstered by strongmen Fabian Cancellara and Jens Voigt. Is it just me, or does it seem like Jens has been racing for about thirty seven years? It seems I remember battling with him in a local criterium back in the disco era in some small town somewhere. Maybe

it wasn't him. Anyway, he'll be there as always to do the dirty hard work for Saxo Bank, but he's not the guy who can challenge the Astana boys in the hills.

Rabobank just won the Giro D'Italia, placing long time front of the group guy Denis Menchov at the top of the final podium, but it's nearly impossible to win both the Giro and Tour back to back. It's a short list of names that have done it, like Merckx, Hinault and Coppi. More recently, Stephen Roche and Miguel Indurain did it, but there were no other real contenders present at the time. Not that those guys weren't great riders, mind you; but they did not have to fight off the likes of Armstrong, Contador and Leipheimer as teammates, nor others of similar stature to themselves such as Evans and Sastre.

Other riders who can get in there and cause the favorites to extend themselves before they'd like to include Tom Boonen, former points jersey winner in the Tour, who just tested positive again for cocaine, but apparently will ride the Tour anyway. Tom, they said you were 'like a rock star' in Belgium, not that you 'are a rock star'. Liquigas has three possible contenders in Daniele Bennati, Roman Kreuziger, and Vincenzo Nibali, but Italians hardly ever do well in the Tour, and haven't caused much of stir since that other 'rock star' Marco Pantani ran up the mountains with a bike underneath him back before Lance put the race on lock down.

As for me, I'll be rooting for the American-based Garmin Slipstream outfit. I like their leader Jonathon Vaughters, a guy I do remember from criteriums and local Colorado races back in the day. They're a bunch of underdogs who will be looking to grab some ink, a few photo ops and generally stir the pot. I always like to watch those types of squads do their thing while the superstars soar above them in the fray. Garmin Slipstream has one Tour de France under its belt, finally reaching the brass ring last year. Team leader Christian Van de Velde finished fifth in 2008, and the team includes Tour veteran and local homeboy David Zabriskie. Don't rule them out for stage wins, and as Vaughters proclaimed recently, maybe a rider in yellow at some point. And they have had a strong spring campaign that included a second overall in the Tour of Catalunya, a stage race with tough climbs and long stages. That second place guy was Daniel Martin, who is the nephew of the aforementioned Stephen Roche. There has to be some magic in that, right?

The 2009 Tour de France starts in Monaco on Saturday July 4, with 20 teams competing, and finishes in Paris on Sunday, July 26.



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COMMUTER COLUMN

Bike Commuting Helps Keep His Diabetes Under Control



Pete Hoogenboom and his commuter.
Photo: Courtesy Pete Hoogenboom.

By Lou Melini

Peter Hoogenboom is the subject of this month's bike commuter column. Peter was diagnosed with diabetes at age 14. You may remember that Peter was previously featured in Cycling Utah in the March 2007 issue for his 48-state, 10,000-mile bike tour.

Cycling Utah: Your diagnosis of diabetes and your start in bicycling occurred close together. Tell me about your start in cycling.

Peter Hoogenboom: My diagnosis and my start in bicycling did happen together, but they weren't related. It wasn't until much later in my life that I realized how beneficial the bicycling was for the control of my diabetes. I started cycling

when I was in Jr. High School. It was mostly a way to get around. I did my first overnight bike tour by talking my younger brother to go on an overnight bicycle tour from St. Peter, Minnesota to Sakatah Lake State Park a 60-mile round trip ride. A couple of years later I earned extra money by fixing bikes in my parent's garage. Since then, bicycles have always been part of my life in one-way or another. By 1984 I really got serious about bikes when I converted from running daily to cycling.

C.U.: How long have you been commuting by bike?

P.H.: I've lived in Salt Lake City for 24 years. I've worked at companies as far south as Riverton and as far north as the International Center. Currently I work at the University

of Utah. I've commuted to each of the companies though my 50-mile round-trip commute to Riverton wasn't done everyday! For the past couple of years I commuted nearly everyday and this past winter I made the commitment to bike commute through the winter.

C.U.: You obviously have an impressive bike-touring resume with your 10,000 mile tour of the U.S. (car supported) and then a self-supported tour to Alaska. What other notable accomplishments have you done?

P.H.: I completed LOTOJA 8 times. In 1988, I did a solo, self-supported tour from Salt Lake City to visit my parent in Minnesota. In 1986, I toured (self-supported) down the West Coast (Hwy 101).

C.U: What are you commuting on these days? What's your favorite accessory for your bike?

P.H.: When I started commuting I used a Novara Ponderosa that I finally gave it up and sold it last year. I now have a Surly Long Haul Truck. I bought this bike primarily for my Alaska tour, but it works great as a commuter bike. It has racks, fenders, a wide range of gears, more reflectors and lights than a small Christmas tree, a dull and lifeless paint job, and an ever-present coating of road grime. It's the perfect commuter bike. My favorite accessories are the Touring Plus tires (700x37C) made by Continental, the two beefiest and bombproof tires that are on the bike. The pair I have on now have never flattened and they took me from SLC to Juneau, Alaska and back again.

C.U.: Tell me how you choose your commute route? Also tell me why you bike commute?

P.H.: My only criterion for route selection is to avoid as much car traffic as possible. I may take a longer route or even a sidewalk or two to avoid a busy road. Currently I have several options to the University. The most direct route is 7 miles to the University. On nicer days I will go a longer route. Overall there are as many reasons for commuting by bicycle. For me, it came about after I completed a bicycle tour that took me to 48 of the 50 states. Traveling the country by bicycle, I was able to see that there are a lot of cars-in many places, too many cars- everywhere you go. The same thing happened when I went on my bicycle tour to Alaska last summer. I felt like there were so many cars everywhere and when you're your bicycle through a quiet wilderness, they really do seem noisy and smelly. With all that and gas as expensive as it was last summer, it was easy to decide I wanted to have as little to do with cars as possible after my tour was over. But, I haven't been able to make a complete break from cars yet-my wife and I still own two of them- but our cars sit in the garage a lot more now than they used to.

C.U.: How does cycling help you control your diabetes?

P.H.: I was diagnosed with Type 1 diabetes back in 1974 when I was 14 years old. That might be part of why I've been cycling all these years-the exercise. I get the exercise benefits from cycling just like anybody else, but it also helps keep my blood sugars under control. It's the wide swings in blood sugars that, over a long period of time, will put you at risk of all those complications of diabetes that you always hear about. You know, retinopathy (affecting vision), neuropathy (loss of sensation in feet for example), arteriosclerosis (leading to amputations and heart disease), kidney disease and those are just the ones I can mention in mixed company. My doctor does periodic blood tests to be sure long-term markers (Hgb A1c) for blood sugar control are within normal range. There have been two things that I've done over the years that have really helped keep things normal for me. One is to start using an insulin pump, which I did 13 years ago. The other is to exercise regularly and for me that means cycling. That's probably why I've kept at it all these years-because it has such a clear benefit in the control of my diabetes. Besides the blood glucose control, exercise raises my metabolism which reduces the amount of insulin I need to inject, and that's a good thing too. On the days that I commute I take about 1/2 the amount of insulin compared to days that I do not commute by bike.

C.U.: Are you familiar with Team Type 1?

P.H.: I am familiar with Team Type 1. I met several of the team members, including the founder Phil Southerland, in Washington D.C. back in June of 2006, just after they had completed their first Race Across America (RAAM). Back then their entire squad consisted of people with type-1 diabetes. I think it's great that they've been so successful and it reflects the growing realization that having diabetes isn't a limitation. What with all the technology available to manage diabetes- blood glucose meters, insulin pumps, fast-acting insulin, to name a few- people with diabetes

can accomplish pretty much anything they set their minds to doing. Currently there is a Pro Type 1 diabetes team racing the pro races in the U.S. with several members that have diabetes and an elite team with all of the members having diabetes.

C.U.: You were featured in the March 2007 issue of Cycling Utah when you did a 48-state, nearly 10,000 mile (supported) bike tour. How does bike commuting prepare one for a bike tour?

P.H.: I think riding in less than ideal conditions is largely a matter of being prepared with the right equipment and clothing. Beyond that, riding in rain and/or snow on the way to or from work gives a person the confidence to know they can ride safely in those conditions on a bike tour or anytime. For all of these things-equipment, clothing and confidence-a commute offers a low-risk opportunity to find out what works and what doesn't. It's better to do that kind of learning close to home.

C.U.: You did a self-supported bike tour to Alaska last year. How was that?

P.H.: Great-I took 2 months off of work and did a self-supported tour from Salt Lake City to Juneau, Alaska and back again.

C.U.: To wrap things up, what are some of the ways cyclists can support diabetes research?

P.H.: The American Diabetes Association Tour de Cure is a fun event, a fabulous route and, of course, a great cause. I've done that a number of times. I hope to do the Ride to Cure Diabetes by the Juvenile Diabetes Research Foundation. I encourage everyone to do these events.

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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ROAD RACING

High Uintas Hypothermia Classic II

By Steve Kodad

EVANSTON, Wyo. – The annual High Uintas Classic Bike Stage Race is billed by local promoters as “A Legendary Race.” That legend is sure to grow after this year’s event.

Race director Paul Knopf labeled the 2009 Evanston, Wyo. Race as the Hypothermia Classic II. In the 2003 edition of the High Uintas Classic, over half the field of 400-plus entries suffered some degree of hypothermia during the grueling Bald Mountain “Over The Top” Road Race from Kamas, Utah, to Evanston.

The “Over The Top” trek became even tougher this year. More than two-thirds of the 374 entries couldn’t finish the Saturday, June 20, road race due to extreme weather conditions that rolled through the Uinta Mountains early that afternoon.

The first of three stages in the Evanston race features an 80-mile test that starts in the small Utah community just east of Park City. Kamas sits at an elevation of approximately 6,400 feet. Riders leave the starting line in Kamas on the Mirror Lake Scenic Byway and climb to the top of Bald Mountain (elevation just over 10,700 feet), about 30 miles into the race.

The Men’s Pro 1-2 leaders got to the finish line in Evanston about 1 p.m. Saturday. Then Mother Nature



Above: Pro Men 1-2 finish, with David Francis first, Rory Kelly (right in red) second and Sam Krieg (hidden behind Francis) third. Francis’ time was 2 hours, 57 minutes, 24.96 seconds. Kelly second 2:57:25.28, and Krieg third 2:57:25.33. Krieg was the overall winner after winning Sunday morning’s time trial by over 30 seconds.

Right: On course in of the course in the Uinta-Wasatch-Cache National Forest. Photos: Steve Kodad



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RACE SCHEDULE

JULY

- 10: PORCUPINE BRIGHTON CRITERIUM
- 11: PORCUPINE HC
- 17-18: CAPITAL REEF CLASSIC SR
- 18: SUNDANCE HC
- 25: CHALK CREEK RR**

AUGUST

- 01: ALLAN BUTLER CRITERIUM*
- 01: TOUR DE PARK CITY
- 08: E-CENTER CRITERIUM
- 15: EMIGRATION CANYON HC
- 18-23: TOUR OF UTAH*
- 29: SANPETE CLASSIC

SEPTEMBER

- 05: CLIMBER’S TROPHY
- 12: LOTOJA CLASSIC RR*
- 19: UNIVERSITY OF UTAH CRITERIUM
- 26: HARVEST CRITERIUM

* NON-UCA EVENT **STATE CHAMPIONSHIP



RACE FOR THE YELLOW
POINTS LEADER JERSEY

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took control of the race. Riders were pounded by cold temperatures, rain and even snow at the Bald Mountain Pass early Saturday afternoon.

The Summit County (Utah) Sheriff’s Department then made a decision to stop the road race, as they deemed conditions too dangerous for the cyclists to continue down the mountain.

United States Cycling Federation head referee Gary Bywater said the temperature dropped over 40 degrees during Saturday’s road race. Bywater said only 120 riders completed the road race. The others stopped at Bald Mountain and other points on the course were shuttled back to Evanston by bus and other transportation, as race officials were prepared for possible inclement weather.

“It was the 2003 Hypothermia Classic revisited in 2009,” Paul Knopf said. “We anticipated the cold weather, and it happened, and we were ready for it.”

“Public safety is first and foremost. The success of (Saturday’s) event, in terms of rescuing people off the mountain, was a result of everybody working together – two different states, two different counties and communities. Local, state, federal governments all working together. It was terrific.”

“(Saturday’s) really bad weather just lends to the mantra of “A Legendary Race,” really it does, when you think about it.”

The Men’s Pro 1-2 breakaway trio stayed ahead of the worst weather. That group included road race winner David Francis (Red Burro Racing), Rory Kelly of GS Boulder Cycling) and overall winner Sam Krieg (Idaho Cycling Enthusiasts). Francis covered the 80 miles in 2 hours, 57 minutes, 24.96 seconds. Kelly and Krieg finished about a half-second behind Francis.

“I think that we were going fast enough, that we stayed right in front of it,” Krieg said of the weather. “I

felt like we were riding the wave. All the way down the hill at 50 miles an hour, it just felt like it was raining right behind my rear wheel. We said, ‘let’s not slow down because it’s going to catch us.’ We crossed the finish line, then two minutes later, whoosh!”

“We officially never really got rained on. We got lucky, then the other categories that started behind us got really unlucky. I’m glad that everybody is OK.”

Krieg won the King of the Mountain in a close race with his breakaway partners to the summit at Bald Mountain.

“We all just kind of made an agreement,” Krieg said. “Six miles from the KOM I said, ‘Hey look, I promise I’ll pull super hard all the way to the top if you guys are cool with that.’ They said sure. So I worked my butt off to the base of the climb, then all the way up the climb, because I really wanted that time bonus.”

Kelly said the climb up to Bald Mountain is fantastic.

“The length of the climb is really nice. It’s a nice long, steady climb here, which I really like,” he said. “The altitude for me isn’t much of a factor, just because it’s similar to the lot of the altitude we’re racing up in Boulder (Colo.). All our stuff is 7,000 feet and above. I know for a lot of the guys coming from lower altitudes,



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some of the Salt Lake guys, it makes it tougher.

"The climb itself is fantastic, one of the best climbs in a road race that I know of. It's a good time."

The three breakaway riders knew that Francis was not going to compete Sunday.

"He rode hard, he did a good job, and he worked his brains out," Krieg said of the road race winner. "I drilled it the entire climb, that's why I got the KOM, then they took over and we rode really hard the last 45 miles."

High Uintas Classic rules dictate that to be eligible for prize money, riders have to first complete Saturday's road race, then complete Sunday morning's 10-mile Charles Scrivner Memorial Time Trial, then complete the Sunday afternoon Downtown Courthouse Criterium ran on a closed course through the streets of downtown Evanston. But the disastrous weather Saturday helped race officials alter the race setup.

With more rain in the forecast Sunday, race officials decided Saturday night to count just the road race and time trial in the overall general classifications in each category. The \$8,000 purse would be paid for the results of the road race/time trial. The Criterium would be run Sunday afternoon as a separate event, not counting in the Utah Cycling Association point standings.

The Evanston Cycling Club kicked in an extra \$550 for first-place prize money for Sunday's Crit races.

Bywater said that all riders who could not complete the road race were given the option of competing in the time trial and Criterium.

"But it would not be for points or generally classification," Bywater said.

Riders battled more rain during Sunday's time trial. Sam Krieg claimed the overall Men's Pro 1-2 title with his victory in the trial. Krieg covered the relatively flat 10-mile time trial course on Yellow Creek Road southwest of Evanston in 21 minutes, 49.28 seconds. Krieg's overall time was 3 hours, 19 minutes, 9.3 seconds.

Gardie Jackson (Cole Sport) was second in the time trial at 22 minutes, 21.84 seconds.

Rory Kelly was just over a minute

behind Krieg in the time trial, and his overall time of 3:20:02.3 was good enough for second place.

In Women's Pro 1-2-3, Carmen McNellis (Michela Fanini Record Rox) won the general classification with an overall time of 4 hours, 3 minutes and 49 seconds. Tiffany Pezzulo (Dft P/B Treads) was second, about a minute behind. Pezzulo won the road race with McNellis about a bike length behind, after McNellis claimed the Queen of the Mountain. The pair crossed the finish line at the Wyoming State Hospital in Evanston Saturday in a heavy downpour.

McNellis nipped Pezzulo at the line in the Women's Pro 1-2-3 Criterium Sunday afternoon. The Men's Pro 1-2 Crit winner was Michael Booth (Canyon Bicycles).

Race officials decided to stop the scheduled 16-lap (20-mile) Men's Pro 1-2 Crit after four laps. Referee Bywater made the decision after raindrops started falling on the first lap of the race.

"I considered the safety factor of the riders the prime importance," he said. "The race is secondary. The prime importance is the safety of those riders."

About 10 minutes after the Crit was called, the sun poked through the clouds and the rain disappeared.

"I think for all of us that race against each other enough, it was a bit disappointing," Krieg said. "We wanted to race the distance. But at the same time, we all work on Monday morning. I think, overall, none of us are complaining that it was cut short. I think we were happy that it was safe."

"I think the refs made the right call. Unfortunately, it didn't rain, but it easily could have. They had to make a decision. I think they made a great decision."

Krieg said the weather will not deter him from returning to compete in the High Uintas Classic.

"I'll be back rain or shine, for many, many years," he said. "I want to win those fireworks in the (awards party) raffle."

See results on page 9.

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TRAIL OF THE MONTH

Great Western Trail, Escalante Section — I Hope I Don't See You There



Above: Kathleen Berglund navigates through the Quakeys. Right: The view from the trail. Photos: Lukas Brinkerhoff

By Lukas Brinkerhoff

I love to be alone. The only thing that quickly ruins a ride for me is seeing too many people on the trail. Every time I write about an area I go through an internal debate. Do I help my fellow riders get out there and see new places or do I do the selfish thing and keep my favorites secret?

This month the debate was fiercer than usual. The Great Western Trail in Escalante is one of the few places that I have reserved almost exclusively for myself. I almost threw in the towel and followed the selfish route, but fortunately for all of you,

I didn't have any other trails to write about.

I love riding in Escalante for two reasons.

First, you only have to ride about five minutes to enter the complete solitude of the wilderness. On my last adventure, we started at Upper Barker. There were three cars parked at the trailhead. One was a big van. I was ready to be disappointed. We rode down through the gate and started around the reservoir. There were plenty of people fishing. We were polite and gave room and made our way towards the trail. Once past the lake and on the singletrack, the

people melted into the background of the moment. We were completely alone while on the trail. We pedaled for almost three hours and never once saw a human being.

Second, mountain biking the Great Western feels like an adventure. Add the solitude to the remoteness and poor trail conditions and you have, adventure. This is not an area for the weak of heart or for those who want a drinking fountain and flush toilets at the trailhead. There is no cell service and if you get lost, it could be days, weeks, months before anyone finds your carcass. The trail is not well maintained. If you can't handle a little hike-a-bike, stream crossings and log hopping, this may not be the best area for you. By the way, did I mention that this is bear country?

If I haven't scared you off by this point, then you need to start planning your trip. The Great Western Trail (GWT) is reserved for non-motorized vehicles. You may bump into some horses or hikers. Most common are fishermen on their way to the dozens of alpine lakes in the area. The GWT can take you from Boulder all the way to Bryce Canyon. Along the way it also intersects dozens of other Forest Service trails and dirt roads. This equates to enough trails to keep you busy for months at a time.

Against my selfish nature, I'll let you in on one my favorite sections. The GWT can be accessed at the trailhead adjacent to Upper Barker. By riding around the reservoir, you can jump onto the trail and just start riding. You will pass Flat Lake,

Yellow Lake and the junction over to Joe Lay Reservoir. All bodies of water in the area are absolutely beautiful and worth the extra few minutes to visit.

From the Barker trailhead head go around the lake and you'll see the signs directing you towards the junc-

tion with the GWT. Once you make it to the T in the trail go to your right. This will take you towards Posey Lake. The trail has steep drops followed by steep hike-a-bike climbs. The trail enters meadows and often times disappears in the grass. Look for the cairns (stacked rocks) on the opposite side of the meadow and head towards them. These will be your guides in the meadows. In the trees, watch for the owls, a big slash under a smaller one. The GWT is also marked with small white badges nailed to trees. These markings will help you navigate the trail.

Keep this course until you come to Posey Lake, another beautiful, alpine lake. If you're a singletrack purist, you will have wanted to park your vehicle at this point. Otherwise, you can ride the road back to your car which, for best results should have

Continued on page 27

25 & 6 HOUR IN FROG HOLLOW

Photo Credit: Bryce Pratt
Crawling Spider Gallery

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MOUNTAIN BIKE RACING

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Above: Chris Bingham (Roosters) topped the Expert Men's 40+ Category. Right:KC Holley (Mad Dog/Subaru/Gary Fisher) took the Women's Pro win. Photos: Scott VanDenHeuvel. Find more race photos at PrimeLitePhoto.com

By Lynn Ware Peek
There are days when everything comes together despite all obstacles.

During the rainy days of June, it would've seemed highly unlikely to successfully stage a mountain bike

race, but the Intermountain Cup Race Series did just that.

Saturday, June 13, was filled with afternoon thunderstorms, but the window of beautiful weather graced the well-known racecourse that hosts the Pedal Fest at Deer Valley. And race director, Ed Chauner, had only smiles to show for it as he announced at the finish line. He knew it was touch and go as far as the weather went but seeing that Friday evening before the race was clear and warm, he knew that the rocky soil could absorb the moisture. "The trails were pretty much perfect," he said. He was also pleased with the course changes that were as smooth as the trails themselves. "The only part I was worried about was where we had to have the trails cross." But only an experienced race director like Chauner would know how to orchestrate trails crossing without confusing the racers. He explained how he had the racers that were finishing a lap cross the path of racers that were starting an uphill lap by having them merge and ride together uphill for a spell before the finishing racers turned off towards the finish.

This year's course was re-routed to navigate around and under the "funicular," the newly completed

Continued on page 21

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UTAH BIKE INDUSTRY

WickWërks: Shifting the Way Bikes Shift



Chris Wickliffe and the fast-shifting WickWërks chain rings.

By Tyler Servoss

Chris Wickliffe is a man with patience. Tremendous patience, perseverance and passion. He has been working to revolutionize the way the front drive train on a bicycle shifts for nearly a decade.

One day in the mid 90's while riding up Wheeler Canyon on his mountain bike, Chris began to contemplate the way his front derailleur worked. Having been formally trained as an engineer, he was flummoxed by the way the derailleur mashed the chain against the neighboring chain ring for up shifts, and skipped, ground, and stuttered in its movement. "The old lateral slam, drag and lift method had to go!"

Upon returning home, he removed the front derailleur from his bike and began to consider a better way to build this mouse trap. That epiphany sparked a journey has brought him to the point of having products ready for market, pro's racing on them, and industry types foaming at the mouth.

While the reinvention of the front derailleur remains a priority, chain rings are the primary offering of the Ogden-based WickWërks. Chris Wickliffe says "The big picture has always been to create a better high performance front drive-train. That has always been my mission. To make a complete front drive-train that actually shifts when you shift it and does it faster and with less drag than anything offered by Shimano, SRAM, FSA or Campy."

"WickWërks chain rings have multiple ramps spread out every three, four or five teeth, providing a fast positive engagement of the

chain no matter where in the crankset revolution you're shifting. The chain rings have low profile teeth off of each ramp and an angled area above the top portion of each ramp that allow the chain to lean in and mesh smoothly into the next ring during an upshift. The low profile teeth around the WickWërks chain rings allow the front derailleur cage to physically move the chain past a cut tooth allowing for faster downshifts, especially under load," describes Wickliffe.

"Ned Overend sent me an email several years ago that I saved and I've always known what he said to be true, "The front derailleur and chain rings interface continue to be the worst performing components on a mountain bike." This is what WickWërks is out to change and I feel we certainly will make it happen."

While Chris has been the driving force, over the years he has gotten by with a little help from his friends. "My neighbor John is a machinist and has helped out with his machining skills from the beginning of WickWërks" explains Wickliffe. "Another friend that lives in Boise, Idaho, Chris Brand, is our sales and marketing guy."

As the company has progressed, Wickliffe has had others become involved in the project. "I have a very cool investor from Chicago that came on board less than two years ago. Eldon Goates, a superb engineer out of Colorado Springs has followed my SG-FD (Slide Guide-Front Derailleur) for five Interbike shows. We finally started talking seriously after Interbike 2006 and teamed up in December 2007" states Wickliffe.

The future looks bright and Wickliffe describes that outlook by stating "Our mission this year and next is getting the word out about our high performance chain rings and lining-up Independent Bicycle Dealers to carry them throughout the US and Europe. We are getting some very good name recognition by word of mouth from some professional riders that have been racing our rings. Team Kenda/Tomac and Steven K Sports in California are two teams we sponsor with our rings."

Awards including "2003 Product of the show Front Derailleur" at Interbike and being named a finalist in the 2008 Ogden sponsored concept- to- company have brought a greater degree of recognition. In the near future road and mountain chain rings should be widely available along with their innovative front derailleur and crank sets. For more information about WickWërks, please visit their web site at www.WickWërks.com

Tour of Utah Announces Utah Team Selection

SALT LAKE CITY – June 24, 2009 – The 2009 Larry H. Miller Tour of Utah, billed as America's Toughest Stage Race, announced it has confirmed the initial lineup of Utah riders and teams for its fifth edition. The teams represent many of the finest cyclists in the state.

Canyon Bicycles Utah All Stars and Cole Sport were given entry in the grueling race. Canyon team riders include: Dave Harward, Alex Rock, Jesse Gordon, Chase Pinkam, Norm Bryner, Cameron Hoffman, Michael Booth*, Ben D'Hulst*, Alternates:, Ryan Barrett, Cody Peterson.

Cole Sport team riders include: Todd Hageman, Brad Gehrig, David Clinger, Tanner Putt*, Eric Jeppsen, Billy Demong, Eric Pardyjak, Mike Sohm, Alternates: Freddy Cruz, Ali Goulet*, Zack Simons*. (* riders are currently category 2 and will need to earn their category 1 upgrade before the race begins).

ROAD RACING

Bryner and Ward Take State TT



Top: Norm Bryner (Mi Duole/Barbacoa) rode a 37:29.5 over 30k on his way to the Men's Pro/1/2 win.
Middle: Jen Ward (ICE, rider on right) was second in the women's 1/3 in 42:43.3, but was crowned state champion since first place Karen Appelby-Krieg (41:58.1) is an Idaho resident.
Bottom: Bev Ronnow (FFKR Architects/SportsbaseOnline/Tour of Utah) topped the women's masters 50-54 field in 44:38.0.
See results on page 9. Photos: Lorin Ronnow

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ROAD RACING

Booth and Welsh Crowned Utah State Road Race Champions; Walker Takes Women's Win



Above left: Kris Walker (ICE) leads Alicia Welch and Tayler Wiles (PCIM) up the climb.
 Left: Pain and suffering on the hill.
 Above: Michael Booth (The Canyon Bicycles-Sienna Development 12k Dream Team) is exuberant after taking the sprint in front of David Clinger (just behind Booth on left) and Michael Wilcox (right).
 Photos: Gary Bird. Find more photos at gbirdphoto.com

By Eric Jeppson

On June 13, Utah road racers gathered under threatening skies to fight for the state championship in the Little Mountain road race in northwest Cache Valley. The crux of the challenging 16-mile circuit is the brutal one-mile climb between Trenton and Clarkston. The rest of the course features rollers, a minor climb, a long, gradual descent and plenty of wind. The category 1/2 men raced five laps (80 miles), while the category 1/2/3 women raced 4 laps (64 miles).

The men's race was fast and aggressive from the start. The pace on the Trenton-Clarkston climb was enough to thin the pack on every lap, but the long descent afterward allowed dropped riders to chase back on each time. There were several

small breaks throughout the day, but none that the field was willing to let go, and not a single group managed to stay away for more than a few miles. Going into the fifth and final lap, the pack remained mostly intact.

Riders from Cole Sport set the pace into the final climb, but Dustin Eskelson (Canyon Bicycles Draper) used the momentum to launch a hard solo attack. Eskelson quickly opened a gap and was joined by Nate Page (Mi Duole/Barbacoa), Ben D'Hulst (Canyon Bicycles Draper), and Mike Booth (Canyon Bicycles Draper) as the pack shattered behind them. Looking to deliver Booth to the line, D'Hulst and Eskelson drove the pace hard, while Page, outnumbered three to one, chose to sit on.

In the final five kilometers, Sam Krieg (ICE/Rocky Mountain Surgery Center), David Clinger (Cole

Sport), Tanner Putt (Cole Sport), Bradley Gehrig (Cole Sport), Zack Simons (Cole Sport), Dave Harward (Porcupine/Specialized Racing), Mike Sohm (Porcupine/Specialized Racing), Cameron Hoffman (Biker's Edge/Destination Homes), and Michael Wilcox (Logan Race Club) joined the four leaders. With a bunch sprint looking likely, riders from Canyon Bicycles and Cole Sport went to the front to lead out Booth and Clinger, respectively. The finish was nearly derailed when Clinger and Harward touched wheels in the final kilometer, causing Harward to hit the deck and crack his frame. No one else was caught up in the crash, and the remaining riders entered the final 200 meters at full speed.

The situation played out perfectly for Booth, who won the sprint, taking the state championship in what he described as a drag race. "Nothing makes me happier than a bunch sprint," he said afterward. Behind Booth, Clinger and Wilcox crossed the line in a finish that the officials judged too close to call, even after reviewing the finish photos. The two riders officially tied for second place.

The women's race started with a mellow first lap, and the entire pack was still together after one trip of the Trenton-Clarkston climb. The racing picked up in the second lap with one attack after another, although nothing stuck until the Alicia Welch (PCIM) launched a fierce attack up the climb. At the top, Kris Walker and a handful of other riders joined Welch and the group stayed away for an entire lap before being caught after the third trip up the climb.

With the entire field together, the attacks began again on the fourth lap and continued right up until the base of the climb. At the bottom, Welsh attacked again and came over the top by herself with Kris Walker chasing solo and the remainder of the pack close behind. Welsh put in a strong effort on the finishing stretch, but Walker caught her in the final kilometer and came around

her at the line for the win. Because Walker is an Idaho resident, however, Welsh became the Utah state champion. Back in the pack, Tayler Wiles (PCIM) won the sprint to round out

the podium.
 See results on page 9.

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MECHANIC'S CORNER**Cleaning Up After the Rain**

in the rain during the last few weeks. Getting caught in the rain for a short period can actually be fun, especially in the mud. Problem is, all that water and dirt tears things up; including but not limited to trails, brake pads, frames and drivetrains. It's a good idea to inspect and maintain your bike often when riding often in wet conditions.



When cycling in the rain, water acts as a lubricant that accelerates the wear of many components, one of which is the brake pads. A long ride or race in the rain is enough to completely wear out a set of pads, rim or disc. To quickly determine if the brake pads need to be replaced, just remove the wheels and look at the pads. Rim brake pads have grooves molded into them for the purpose of indicating the replacement interval. When the wear grooves are nearly or completely gone, it's time for new ones.



The wear on disc brake pads is a little more difficult to see because they are hidden inside the brake caliper. Using a flashlight, peer into the brake caliper.

By Tom Jow

Kudos to all of you who were brave enough to risk getting caught

The pad material is bonded to a metal backing plate. Upon inspection, it should be clear that two dissimilar

materials are joined together. If all you can see is metal, it is time for new disc pads.

While the wheels are out, it's a good time to check over the tires for cuts in the tread and sidewalls. Checking the tires is always a good idea, but it is especially important now because the heavy rain washes debris such as glass and small sharp stones into the road. If this debris does not cause a puncture, it may become embedded in the tire tread waiting to cause a puncture later on. Pick out the offending debris carefully with a sharp pick or knife.

Water doesn't just wear things out; it also gets into things, like the frame. One port of entry for water into the frame is where the seat post enters the frame. Splashing up from the rear wheel, water can seep between the post and frame around the seat collar. Left alone, this moisture can cause corrosion, which may effectively weld the seat post and frame together.

To prevent this from occurring, remove the seat post from the frame and turn the bike upside down to allow any accumulated moisture to drain out. Leave the post out overnight and allow the frame to dry. When re-installing the seat post, coat the inside of metal frames with a light layer of bicycle grease. Carbon frames should not be greased. If anything, a thin coat of special carbon assembly paste can be used.

A good dose of riding in the rain will do wonders for a road bike chain. After just a short time, all the oil and dirt will be washed out, leaving it looking good as new. On a mountain bike, however, all that water and mud can wear out the chain and cogs like nobody's business. Worse yet, if too much mud accumulates around the rear derailleur during a ride, the chain may seize and rip that derailleur right off. Disaster aside, be sure to wash the chain and cogs well after riding in wet conditions.

Hopefully, by the time you read this the rainy season will be long gone. Rain or shine, there is no good reason to neglect bicycle maintenance. In fact, these are just ordinary tasks to be done during these extraordinary times. Maintenance does not need to be an all day affair. Just a little after every ride goes a long way.

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

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2009 Tour of Utah Seeks Race Volunteers

SALT LAKE CITY (June 23, 2009) – Tour of Utah Executive Director Terry McGinnis is reaching out to the community in search of volunteers to help with the race. The 2009 Tour of Utah will take place August 18-23 in Salt Lake City, Ogden, Park City, Thanksgiving Point, Mt. Nebo, Tooele, and Snowbird. Those interesting in volunteering should visit www.tourofutah.com or contact Volunteer Director John Cotter at (801) 694-8618; jecotterii@gmail.com.

Volunteers are needed in the following areas.

Course Marshal

Keep the course clear of pedestrians, spectators, cars etc. along an assigned portion of the race course. This is your chance to see the riders up close and the course from great vantage points.

Volunteer Moto

Experienced motorcyclists and their bikes/helmets are needed to move professional photographers and videographers through the race caravan and assist with traffic control. Previous race course/moto experience preferred.

Construction Services

Help set up and take down Tour of Utah stage and festival areas.

Public Survey

Volunteers needed to poll spectators on a series of questions about the race. Results will be used to determine changes needed for the 2010 Tour of Utah.

Ask the "Expert"

Experienced bike racers needed to roam the crowds and answer race related questions such as strategy, tactics and general information to those spectators not educated in the complicated chess game known as Bicycle Stage Racing.

Ideally volunteers will be able to work multiple days and shifts during the Tour. Previous experience is helpful, but not necessary. Volunteers will receive a Tour of Utah nylon sackpack, commemorative uniform t-shirt, hat, water bottle, and lip balm. Volunteers working three days or more they will receive a special, limited-edition t-shirt. If they work all six days they will also receive a Tour of Utah notebook.

All volunteers will receive a box lunch during their shift, as well as other refreshments such as PowerAde and Glacéau Vitamin Water.

The 2009 Larry H. Miller Tour of Utah Presented by Zions Bank will proceed as follows:

August 18, Prologue:

Utah State Capitol

August 19, Stage One:

Ogden to Salt Lake City. Eighty-two miles finishing in University of Utah Research Park.

August 20, Stage Two:

Thanksgiving Point to an uphill Mount Nebo finish

August 21, Stage Three:

Individual Time Trial – Miller Motorsports Park

August 22, Stage Four:

Park City to Snowbird – 99 miles of mountains

August 23, Stage Five:

Downtown Salt Lake City Criterium around Library Square

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**Pedalfest - Continued
from page 17**

extravaganza that will transport guests from the St. Regis Hotel to Snow Park Lodge. The route included some creative looping and zigzagging to create the full lap, which was ridden one, two, or three times depending on the category. 15 year old racer, Dylan Anderson, of Mountain Green, summed up what a lot of riders were saying about the course, "this race is especially appealing because of the technical aspects. The velocity experience through the aspens is enjoyable as well as the race is very well run."

Some of the usual suspects crossed the finish line at Deer Valley looking nearly refreshed. From what this observer could tell, they were happy to ride a great course and get a break from the weather. Bart Gillespie of Monavie/Cannondale came across, taking the Men's Pro category in a safe margin in front of Chris Holley of Mad Dog/Subaru/Gary Fisher. The most impressive finish of the day was K.C. Holley's finish in the Women's Pro category. Riding for Mad Dog/Subaru/Gary Fisher. "I was a bit apprehensive about the course at first, but I then I got into a good groove early on," Holley said. She finished over 7 minutes ahead of second place finisher Julie Minahan of Jan's. "I felt stronger than any other race so far this year," she said.

Local Tom Noaker of Young Riders made his town proud once again, taking the 50+ category with a 9 second lead over second place Dana Harrison of Revolution Peak Fastener.

Drew Palmer-Leger led the way to the podium with a victory in the 10-12 year old category. Others to stand atop the podium were Bryn Bingham, Ted Roxbury, Jason Scarbrough, Dale Hutchings, Dallin Johnson, Jared Muir, and Madeleine Talkington, in the beginner class. Michael Stark dominated the Clydesdale class, while Ryan Krusemark, Brent Pontius, Chris Bingham, and Whitney Pogue took the Expert Class in their respective age divisions. Brad Mullin took the 57+ category and Chris Cole won the Single Speed category. In the sport class, Kelsey Bingham, Jeffrey Heal, Jon Rose, Robert Johnson, and John Higgins took top honors. In Sport Women 35+, Gigi Austria took home gold. Finally, in the Sport/Expert division, Larsson Johnson and Justin Griffin stood atop the podium.

See results on page 9.

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March 7	Red Rock Desert Rampage, St. George, UT
April 4	Cholla Challenge, Hurricane, UT
May 2	Showdown at Five Mile Pass, Lehi, UT
May 9	Wimmer's XC Race, Sherwood Hills, UT
May 16	Soldier Hollow Hammerfest, Heber City, UT
May 25	Stan Crane Memorial XC, Draper, UT
May 30	The Sundance Spin, Sundance, UT
June 13	Deer Valley Pedalfest, Deer Valley Resort, UT
July 11	The 22nd Annual Mountain Bout, Snowbird, UT
July 18	Chris Allaire Memorial/Utah Open State Championship, Solitude, UT
July 25	Taming the Tetons, Jackson Hole, WY
August 1	Rock the Canyons! XC, Regional Finals, The Canyons Mountain Resort

All races are Cross Country Events, No License Required!




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Fall Event - Oct 17, 2009
www.tourdestgeorge.com

Tour de St. George
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- 🚲 8:00am @ the new St. George Town Square
- 🚲 100, 65, & 30 mile option

Spring Event - Mar 27, 2010
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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!

Bicycle Motocross

Rad Canyon BMX — (801) 824-0095

Deseret Peak BMX — www.deseret-peakcomplex.com, Tooele

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

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

Cycling Events

Advocacy Groups

Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 487-6318.

Salt Lake County Bicycle Advisory

Calendar of Events sponsored by



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(801) 942-3100

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canyonsports.com

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Committee — Meetings are the second Monday of each month from 5-7 p.m. in suite N-4010 of the Salt Lake County Government Center, 2001 S. State, SLC, (801) 485-2906

Weber County Pathways — Weber County's Advocacy Group, (801) 393-2304 or www.weberpathways.org

Davis Bicycle Advisory and Advocacy Committee — Contact Bob Kinney at (801) 677-0134 or Bob@bike2bike.org

Mooseknuckler Alliance — St. George's Advocacy Group, www.mooseknuckleralliance.org

Mountain Trails Foundation — Park City's Trails Group, (435) 649-6839, (435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

Park City Alternative Transportation Committee — normally meets on the second Tuesday of the month at Miner's Hospital at 9:00am, call to confirm, (435) 649-6839, (435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

Utah Bicycle Coalition — Statewide advocacy group, utahbikes.org

Volunteer to help build the Bonneville Shoreline Trail (801) 485-6975 or visit www.bonneville-trail.org.

2008-2009 Cycling Events

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, for more info, if you have a bike to lend, send an e-mail., slccriticalmass.org

Bike Polo League — Salt Lake City, UT, Tuesdays at Liberty Park, Salt Lake City, 7 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,

Bicycle Film Festival — September 19 TBD Salt Lake City, UT, showings will include films from the Bicycle Film Festival never before seen in Utah, live music afterwards, benefit for the SLC Bike Collective, 7:30 pm, The Depot at The Gateway, 400 W. and S.

Temple., 801-FAT-BIKE, jonathan@slcbikecollective.org, bicyclefilm-festival.com

June 26-28 — Bike Days, Driggs, ID, Area bike shops will have demos for public to ride, test all the new gear for 2009. Group rides; night rides bike clinics for women, kid's bike rodeo and a DH clinic along with road rides from Grand Targhee Resort. BBQ and bands all weekend, mtn bike movies on the big screen in the music venue and prize raffles, lodging discounts., Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

June 27 — Mountain Mile — A Multi-Sport Children's Race, Salt Lake City, UT, Children and their families are welcome to participate. This event is a 1 or 2 mile multi-sport event. Begin with your choice of bicycle, tricycle, skateboard, rollerblades, or scooter, then finish with a 1/3 or 1 mile walk/run. Strollers and wagons may be used for both segments., Don Landies, donsl@comcast.net, mountainmiles.blogspot.com

July 11 — 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 being used for Bike Town Africa and other local Rotary projects., Kim Garrett, 801-763-1216, timpaud@yahoo.com, utahtourdedonut.com

September 1 — Bikes for Kids, Salt Lake City, UT, fundraising dinner and silent auction., Teresa May, 801-453-2296, teresa@bikesforkidsutah.com, bikesforkidsutah.com

September 4-7 — Great Utah Bike Festival, Minersville, UT, every kind of event for every kind of biker, 3 century rides (100, 65, 50 mile options), road and mountain recreational rides, cyclocross racing, mountain bike racing, road stage race (2 road races, time trial, cri-

terium, part of UCA series), Bike Ed presentations, bike parade, street racing, and more., Bob Kinney, 801-677-0134, bob@bike-2bike.org, bike2bike.org

September 22 — World Car Free Day, Planet Earth, Ride your bike and leave the car at home!, worldcarfree.net



Tours and Festivals

Celebration of Pathways — 2009 TBA, Ogden, UT, Snowbasin Resort, 11 am to 7 pm, mtb and road rides, Trail Maintenance, Bike Demo, benefit for Ogden Valley Pathways., 801-920-3426, 801-528-2907, christyshaw@ovpathways.org, ovpathways.org

July 11-17 — Cycle the Divide Montana, Whitefish, MT, 208 mile multiday tour through the Swan Range, Flathead Lake and the Glacier National Park area., 800-755-2453, tours@adventurecycling.org, adventurecycling.org

July 13-14 — Dirt Series by Rocky Mountain Bicycles Women's MTB Camp, Park City, UT, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class instructional camps for beginner to advanced riders., 604-905-8177 (Canada), info@dirtseries.com, dirtseries.com

July 16-18 — Candy Mountain - Fishlake Bike Festival, CANCELLED, Sevier County, UT, CANCELLED - Candy Mountain - Fishlake Bike Festival based out of Richfield, Utah. Held July 16 - 18, 2009. Enjoy beautiful trails, Native American and mining history, wildlife and more., Kevin Arrington, 435-893-0457, 435-979-2881, sevierevents@juno.com,

July 21-22 — Dirt Series by Rocky Mountain Bicycles Women's MTB Camp, Sun Valley, ID, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class instructional camps for beginner to advanced riders., 604-905-8177 (Canada), info@dirtseries.com, dirtseries.com

August 15-24 — Wheelin' the Winds, Jackson, WY, Supported mtb tour of the Jackson and Wind River area., 800-755-2453, tours@adventurecycling.org, adventurecycling.org

September 4-7 — Great Utah Bike Festival, Minersville, UT, Join the excitement of an entire weekend of all kinds of cycling. Miles and miles of roads and trails for all kinds of biking: mountain biking, road biking, racing, cyclocross, randonnee, and recreational biking. There will be music, food and fun for everyone., 810-677-0134, info@bike2bike.org, bike2bike.org

September 13-19 — N Rim Grand Canyon, Jacob Lake, AZ, 148 Miles, self-contained tour of the Kaibab National Forest and Grand Canyon National Park, 800-755-2453, tours@adventurecycling.org, adventurecycling.org

September 19-22 — Women's White Rim Tour, Moab, UT, Women-only White Rim Trip in Canyonlands National Park with a focus on improving your riding technique and features daily yoga., 970-4563-4060, bitb@comcast.net, babesinthebackcountry.com

September 25-27 — Castle Country Single Track Mountain Bike Festival, Price, UT, Great Carbon County MTB Recreational rides for all levels, evening festivities, 2 meals included, bike raffle, fun

Antelope by Moonlight 09

Join the ride starting at 10:00 pm at the Antelope Island State Park marina. On-site registration begins at 7:30 pm.



July 10, 2009

Early registration through June 24. For information, contact Davis County Economic Development 801-451-3286, www.daviscountyutah.gov

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for everyone!, Kathy Smith, 435-636-3702, Kathy.Smith@carbon.utah.gov, castlecountryp.com

October 3 — Take Your Kid on a Mountain Bike Ride and IMBA Trail Care Crew, Boise, ID, merlinxm@cableone.net, byrdscycling.com

October 5-9 — Gooseberry Mesa Trail, St. George, UT, 5-day tour combining slick rock and single-track trails south of Zion National Park, covering 15 to 25 miles per day, 4 nights camping and 1 night inn stay. Intermediate level. Also available 10/13 through 10/31., 800-845-2453, biking@westernspirit.com, westernspirit.com

October 30-November 1 — Moab Ho-Down Bike Festival, Moab, UT, MTB festival includes townie tour and movie premiere, group rides, Super D race, DH Race, Dirt Jump Contest, Halloween Costume Party, prize giveaways and just an all around good time., Tracy Reed, 435-259-4688, info@chilebikes.com, chilebikes.com/moabhdown



Mountain Bike Racing

General Info

Intermountain Cup information (Utah) (801) 942-3498.

USA Cycling, Mountain Region,(UT, AZ,NM,CO,WY,SD), (719) 866-4581

2009 Utah MTB Races

Sundance Weekly Race Series — Sundance Resort, UT, Wednesdays, 6:30 p.m., May 20, 27, June 10, 24, July 8, 22, August 5, 19, alternates with Soldier Hollow Training Series, Kids' Races on May 20, July 22, August 19., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, weeklyraceseries.com, sundanceresort.com,

Soldier Hollow Training Series — Soldier Hollow, UT, Wednesdays, May 6, 13, June 3, 18, July 1, 15, 29, August 12, alternates with Sundance, 6 p.m., Mark Nelson, 801-358-1145, races@euclidoutdoors.com, weeklyraceseries.com

Park City/ Solitude Mid Week Mountain Bike Race Series — Park City and Solitude, UT, Park City: May 27, June 3, June 10, June 17 all at Round Valley Solitude: May 24, July 1, July 8, July 15, July 22, July 29 all at Solitude Resort Park City: August 5, August 12, August 19 Each race will be held on one of the Park City Resorts - Park City Mountain Resort, Deer Valley, The Canyons., Riley Siddoway, 435-671-5053, rsiddoway@mountainraceworks.com, solituderace.blogspot.com

Snowbasin/Biker's Edge Mtn. XC Race Series — Snowbasin Resort, UT, Dates July 8, 22 August 5, 19, Registration- 5pm-6:30pm at Grizzle Center, Race Start: 6:30, Jonny Hintze, 801-544-5300, jonny@bebikes.com, bebikes.com

July 11 — 22nd Annual Mountain Bout, Snowbird, UT, 21st Annual, 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 18 — 13th Annual Chris Allaire Memorial, Solitude Resort, UT, Utah State Open Championship, ICS #9, XC, 13th Annual, Utah State Open XC Championship, 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

August 1 — Rock the Canyons Intermountain Cup Grand Finale,

Canyons Resort, UT, ICS #12, Snowbird, 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 14-16 — Flyin' Brian Gravity Festival, Brian Head, UT, New format to include Super D race, Dual Slalom, Downhill and more., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

August 20-23 — Great American Mountain Bike Stage Race, CANCELLED, Brian Head, UT, 4 stages, 280 miles, Brian Head, Utah., Tom Spiegel or Jeff, 435-884-3515, teambigbear@aol.com, teambigbear.com

August 22 — Mt. Ogden 50 K MTB Race, Snowbasin, UT, 50 K (2 25K loops) starts 9 am at Snowbasin, Solo or 2 person relay teams, Jonny Hintze, 801-544-5300, jonny@bebikes.com, bebikes.com

August 29 — 12 Hours of Bear Lake Mountain Bike Relay, Garden City, UT, 6 a.m., 15-mile XC loop, climbing from 6,000 to 8,000 feet in elevation through cedar and pine tree and open mountain terrain, Food, water and toilets will be available at staging, Registration and lodging will be at Blue Water Resort, just 800 meters away from the staging (start/finish) line., Kevin Rowher or John Hernandez, 435-752-1987 ext 109, krohwer@s-spover.com, s-spover.com, bearlake.com,

September 4-7 — Great Utah Bike Festival, Minersville, UT, 3 century rides (100, 65, 50 mile options), road and mountain recreational rides, cyclocross racing, mountain bike racing, road stage race (2 road races, time trial, criterium, part of UCA series), Bike Ed presentations, bike parade, street racing., 801-677-0134, bob@bike-2bike.org, bike2bike.org

September 5 — 6th Annual Sundance Single Speed Challenge, Sundance Resort, UT, 10 am start, Sundance Resort., 801-223-4121, czarj@sundance-utah.com, Sundanceresort.com

September 5 — Park City Point 2 Point - presented by MTB racenews.com, Park City, UT, Ultra mountain bike race featuring the regions best single-track trails and hitting each of the 3 world class resorts (Canyons, Park City, Deer Valley), Jay Burke, info@thepcpp.com, thepcpp.com, 801-330-3214

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

September 19 — Widowmaker Hill Climb, Snowbird, UT, 10 AM, 3000' vertical race to the top of the Tram, Gad Valley, Snowbird Resort., 801-583-6281, sports@sports-am.com, sports-am.com

September 20 — Tour de Suds, Park City, UT, 27th 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 5-17 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. three events: hill climb, downhill, and cross country., 800-562-1268, hwsg@infowest.com, senior-games.net

October 10-11 — 24 Hours of Moab, Moab, UT, 14th Annual, solo, duo, 4 and 5 person team categories, men, women, and coed., 304-259-5533, heygranny@grannygear.com, grannygear.com

October 31-November 1 — 25 & 6 hours in Frog Hollow, Hurricane, UT, 25 hour event is from SAT 10am to SUN 10 am with the bonus double midnight lap6 Hour event and 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

2009 Idaho and Regional MTB Races

June 27-28 — Soldier Mountain, Fairfield, ID, XC, DH, Racers travel through pineforests and quakin' aspens, climbing to 8000' with long technical descents, creek crossings and plenty of rippin' fast single track., Hal Miller, 208-338-1016, davey@knobbytireseries.com, janelle@knobbytireseries.com, knobbytireseries.com

June 28 — Jug Mountain Ranch Ride, McCall, ID, 2-3 hr XC course and 2hr trail run. New route with fast, flowing single track and wooden bridges. On this course, you'll find deep woods single track and wide open fire road. Lots of fun all day and great BBQ, full bar and beautiful views., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

July 4 — 13th Annual WYDAHO Bike Race, Alta, WY, XC, Grand Targhee Ski and Summer Resort., Andy Williams, 1-800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

July 10 — Tamarack Double Down DH, Tamarack Resort, ID, 2 STAGE DH course, 1 pedeller and 1 technical. Combined score wins all, newer routes with fast, flowing single track and individual time trial, we use digital timing, very accurate. On this course, you'll find sick drop-offs, wooden bridges and flowing boulders, lots of fun all day and super easy shuttle w/ high-speed quad lift., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

July 11-12 — Brundage Mountain, 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, wildrockies.com

July 25-26 — White Pine Downhill Race, Palmdale, WY, Wyoming State Championships, DH on Saturday, Utah DH Series, White Pine Resort., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

July 25 — 7th Annual Taming the Tetons, Jackson Hole, WY, ICS #11, 9 a.m. start for under 9, 9:30 start for all other categories., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com, go-ride.com,

July 25 — Galena Grinder, 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, 208-720-3019, info@brokenspokecycling.com

com, knobbytireseries.com

July 25 — Idaho State Short Track XC Championships, Tentative, Hailey, ID, Hailey Community Bike Park (Croy Canyon), 208-788-9184, billy@mobilecyclerrepair.net, powerhousefitstudio.com

July 26 — 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, schilldog@hotmail.com, ucjh.org

July 29 — Peaked MTB Hill Climb, Driggs, ID, 6:30 Start, Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

August 1 — Laramie Enduro, Laramie, WY, 111 K mountain bike race, Happy Jack., Richard Vincent, 307-745-4499, Enduro.RV@gmail.com, laramieenduro.org

August 1 — Butte 100, Butte, MT, Fundraiser for Mariah's Challenge. 100 mile endurance race. Single track heaven on the Cont. Divide Trail. loop course., Bob Wagoner or Gina Evans, 406-490-5641, gettripleringprod@hotmail.com, bwtripleringprod@hotmail.com, tripleringprod.com

August 1-2 — Pomerelle Pounder, Albion, ID, Right off I-84 Burley Exit come try your tech skills on day one and speed skills on day two(2 DH days): Wild Rockies Series DH #6, Utah DH, Series, 2X DH., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

August 1 — Targhee Downhill Race, Driggs, ID, Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

August 5 — Teton Village Short Track XC Series and CX, Tentative, Teton Village, WY, August 5, 19, 6:30 pm. MTB Races, CX race on August 12, Brian Schilling, 307-690-9896, schilldog@hotmail.com, ucjh.org

August 7-9 — Blast the Mass, Aspen, CO, Cross country and mountain cross on Saturday. Super D and downhill on Sunday. Mountain cross and downhill are UCI Class 2 events. Snowmass Resort., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

August 8-9 — Silver Creek Pedal and Plunge, Garden Valley, ID, 208-338-1016, info@brokenspokecycling.org, brokenspokecycling.org

August 8 — Big Hole Challenge MTB Race and Duathlon, Driggs, ID, 15 mile MTB race, 7.5 mile bike and 5 mile run Duathlon, Horseshoe Trail, 11 miles west of Driggs., Dick Weinbrandt, 208-354-2354, info@peakedsports.com, peakedsports.com

August 15 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, 9 am reg., 10:30 am race, Brian Schilling, 307-690-9896, schilldog@hotmail.com, ucjh.org

August 15-16 — Tamarack XC, Tamarack Resort, ID, XC, STXC, DH, Dual Slalom, Tamarack Ski Resort., 208-338-1016, davey@knobbytireseries.com, janelle@knobbytireseries.com, knobbytireseries.com

August 15 — Pierre's Hole MTB Race, Driggs, ID, 50 and 100 mile distances., Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

August 29-30 — 24 Hours of Grand Targhee Mountain Bike Race, Alta, WY, XC, Grand Targhee Ski and Summer Resort, 1st place solo male /female and Dou teams will receive \$1000 / over \$10,000 in cash and prizes., Andy Williams, 1-800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

August 29 — Knobby Tire Series Finals, Boise, ID, Only 15 minutes from Boise. There'll be plenty of single-track to get your heart pumping with enough double-track to keep you honest., Hal Miller, 208-869-4055, info@brokenspokecycling.org, brokenspokecycling.org, knobbytires.com,

September 12 — Endurance Festival in Pocatello, Pocatello, ID, 20K, 40K and 50 mile half century trail course on the famed City Creek Trail system. Also trail running, mountain biking, DuXtreme off-road duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

September 12-13 — Bogus Samuraj, Bogus Basin, ID, 2-3 hr XC and 2hr Trail run. New route with single track and good marking this time., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

September 12 — Endurance Festival in Pocatello, Pocatello, ID, 20K, 40K and 50 mile half century trail course on the famed City Creek Trail system. Also trail running, mountain biking, DuXtreme off-road duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

September 12 — Targhee Downhill Race, Driggs, ID, Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

September 13 — Bogus Kamikaze DH #2, Bogus Basin, ID, 2-3 min DH course. Newer route with fast, flowing single track and individual time trial! We use digital timing, very accurate. 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, wildrockies.com

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

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

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702 Third Avenue
801 533-8671
wildrosesports.com

September 19-20 — Bogus Banzai, Bogus Basin Resort, ID, STXC/Trail run/CX, Super D., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

September 19 — Bogus Hari-Kari STXC, Bogus Basin Resort, ID, 20-30 min Short-track and 45-60 min cyclo-cross course. New route with single track and barriers set-up for the CX race., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

September 26-27 — Cactus Cup MTB Race and Festival, Pro XC Tour Finals, Las Vegas, NV, Cottonwood Cross Country Race on Saturday, and the Super D and Fat-Tire Criterium on Sunday, all categories., Ashley Forgay, 706-549-6632, info@cactuscuplasvegas.com, cactuscuplasvegas.com, gobike1.com, mtbuscup.com

October 24 — 6 Hours of Bootleg Canyon, Bootleg Canyon, NV, 6 Hour Cross Country race, 1, 2, 4 person teams, David Collins, 714-222-8064, crashinnovations@cox.net, crashinnovations.com



Road Racing

General Info

Utah Road Racing - USCF, Utah Cycling Association - James Ferguson, 801-476-9476, utahcycling.com

USA Cycling, Mountain Region Road Racing (UT,AZ,NM,CO,WY,SD), George Heagerty, (719) 535-8113.

Utah Weekly Race Series

Cyclesmith Rocky Mountain Raceways Criterium — West Valley City, UT, Saturdays at 12 noon in March, Tuesdays in April - September, 6 pm, 6555 W. 2100 S. March 7,14,21,28, 31, April 7,14,21,28, May 5,12,19,26, June 2,9,16,23,30, July 7,14,21,28, August 4,11,18,25, September 1,8,15,22,29., 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Salt Air Time Trial — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center; April 16, 30, May 14,28, June 11, 25, July 9, 23, August 6,13., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

DMV Criterium — West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700 S. 2780 W., A Flite - 6pm. B Flite - 6:55 pm. (April - September), April 1,15,22,29, May 6,13,20,27, June 3,10,17,24, July 1,8,15,22,29, August 5,12,19,26, September 2,9,16,23,30., Clint Carter, 801-651-8333, cdcarter44@msn.com., utahcritseries.com

Royal Street/Emigration Canyon Hillclimb — Park City/Salt Lake City, UT, Every other Thursday, Dates TBA, 900 ft. elevation gain, Royal Street and Deer Valley Drive, Alternating with Emigration Canyon TT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Ogden Cash Crit — Ogden, UT, Thursdays, June 4 - July 30, 6 pm, .C flight: 6:00pm (30 min), B flight: 6:40pm (40min), A Flight: 7:30pm (50min), Business Depot Ogden (600 W 12th St.), Weston Woodward, 801-388-0517, westonvw@yahoo.com,

Logan Race Club Time Trial Series — Logan, UT, Thursdays, 6:30 p.m., 435-787-2534, jke@cookmartin.com, loganraceclub.org

Powerhouse UVU Crit series, presented by UVU Cycling — Orem, UT, May: 7,14,21,28; June: 4,11,18,25; July: 2,9,16,23,30; August: 6,13; Time: 5:30: kids 5-7 / 8-9 / 10-12; 6:00-6:55 A Flight (cat 1,2,3); 6:00-6:40 B Flight (cat 3,4); 7:00-7:30 C Flight (cat 4-5); 7:00-7:35 Women (women may ride in any group); 7:40-8:00 D Flight (beginners); UVU, 1062 W 800 S,

Orem, UT 84058, Lot V, Mason Law, 801-891-5275, masons@hotmail.com, www.thefancycling.com

Utah Road Races

June 27 — Powder Mountain Hillclimb, Eden, UT, 5 miles and 3000 feet up Powder Mountain Road, finish in upper parking lot, Ben Towery, 801-774-7551, teamaccelerator@gmail.com, teamaccelerator.com

July 4 — Wasatch 120 Road Race and Tour, CANCELLED, Heber City, UT, 120 Mile Road Tour starting and finishing in Heber City, Riley Siddoway, 435-671-5053, info@mountainraceworks.com, wasatch120.com

July 10 — Porcupine Brighton Criterium, CANCELLED, Brighton, UT, Cancelled, Mike Meldrum, 801-424-9216, mikesride@gmail.com, porcupinecycling.com

July 11 — Porcupine Hillclimb, Salt Lake City, UT, Hill climb to the top of Big Cottonwood Canyon., Mike Meldrum, 801-424-9216, mikesride@gmail.com, porcupinecycling.com

July 17-18 — Capitol Reef Classic SR, Torrey, UT, ITT (8 miles), Criterium, 100/52/32 mile road race (distance determined by race category), Tina Anderson, 435-425-3491, tricrazy@live.com, capitolreefclassic.com

July 18 — Sundance Hillclimb, 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, 801-223-4849, czarj@sundance-utah.com, sundance-utah.com

July 25 — Chalk Cr RR (jr. & master state champ), Coalville, UT, Juniors and masters Utah State Championship., Mike Meldrum, 801-424-9216, mikesride@gmail.com, porcupinecycling.com

August 1 — Tour de Park City, Park City, UT, Same great 170 mile race through Northern Utah's beautiful mountain valleys. Great improvements for 2009. All men's and women's categories and masters., Riley Siddoway, 435-671-5053, rsiddoway@mountainraceworks.com, tourdeparkcity.com

August 8 — E-Center Criterium, West Valley City, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

August 15 — Emigration Canyon Hill Climb, Salt Lake City, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

August 18-23 — 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., Terry McGinnis, 801-558-2136, terry@tourofutah.com, tourofutah.com

August 22 — Snowbird Hill Climb, Snowbird, UT, 32nd Annual, 8 AM, registration from 6-7:30 am, Climb ~3,200' from the Swamp Lot on Wasatch Blvd to Snowbird's entry ll., Misty Clark, 801-933-2115, misty@snowbird.com, snowbird.com/events/competitions/summer/hillclimb.html

August 23 — Larry H. Miller Tour of Utah Presented by Zions Bank USCF Criterium, Salt Lake City, UT, Around the City County building and Library Square. Fast and furious, the circuit is one mile in length, licensed riders and kids criteriums, Eric Thompson, 801-541-3840, jerichthompson@comcast.net, tourofutah.com

August 29 — Sanpete Classic, 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. Courses are mostly flat with some rollers and false flats, 2 feed zones, with one fully supported, BBQ lunch after race., Eric Thompson, 801-

541-3840, jerichthompson@comcast.net, skiutahcycling.com

August 29 — Bikes for Kids Annual Red vs. Blue Time Trial presented by O.C. Tanner, Draper, UT, Benefits Bikes for Kids, 9:00 a.m., 272 E. Traverse Point. 1300' elevation gain with 10 percent to 12 percent grades in some locations., Teresa May, 801-453-2296, teresa@bikesforkidsutah.com, bikesforkidsutah.org

September 4-7 — Great Utah Bike Festival, Minersville, UT, 2 road races, time trial, criterium, 3 century rides (100, 65, 50 mile options), Bike Ed presentations, other events., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 5 — Climber's Trophy, Salt Lake City, UT, Individual time trial up the south side of Big Mountain from MM 3 to MM 9., first rider up at 11 AM., Jon Gallagher, 435-901-8872, sportsbaseevents@gmail.com, teamcsr.org

September 12 — LOTOJA Classic RR, Logan, UT, 206 miles from Logan, UT to Jackson, WY., Brent Chambers, 801-546-0090, info@lotojaclassic.com, lotojaclassic.com

September 12-14 — 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, deb@planetultra.com, Hoodoo500.com

September 19 — Cyclesmith Criterium, TBA, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

September 19 — Endurance Festival in Park City, Park City, UT, 20K, 40K, 50 mile Half century distances on a 20K circuit course, running, road cycling, DuXtreme duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

September 26 — Harvest Moon Historic 25th Street Criterium, Ogden, UT, Downtown Ogden in the Municipal Park between 25th & 26th Streets., Steve Conlin, 801-589-1716, steve@newcastlemortgage.com, ogdenone.com

October 5-17 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race., Kyle Case, 800-562-1268, hws@infowest.com, seniorgames.net

November 10 — 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 Series Road Races

SWICA Criterium Series — Boise, ID, Tuesdays, May 5, 12, 19, 26, June 2,9,16,23,30, July 7,14, Local training crit series at Expo Idaho West lot., Kurt Holzer, 208-890-3118, idahobikeracing@yahoo.com, idahobikeracing.org

Regional Road Races

June 27 — Tax Day Grind Circuit Race (replace Gate City Grind SR), Pocatello, ID, The course is in the town of Inkom, which is on I-15, 12 miles south of Pocatello. The race starts from Inkom Elementary School with a 1.2-mile neutral roll out of town, followed by a 4.5-mile, rolling climb to the circuit, which is 7.3 miles long. Riders will do a specified number of laps, followed by another half lap to finish at the top of the climb. Total climbing per lap is 750 feet. Riders will ride back to Inkom after finishing (9 miles; all downhill). Bring a jacket for the ride back. Pavement is good to excellent, but there are two cattle guards. Descent is FAST,

David Hachey, 208-241-0034, dmhachey@gmail.com, idahocycling.com

June 28-July 4 — USA Cycling Masters Road National Championships, Louisville, KY, 719-866-4581, tvinson@usacycling.org, usacycling.org

July 4 — Hailey 4th of July Criterium, Hailey, ID, Downtown Hailey, Eric Rector, 208-788-2117, ext 212, erector@bcrd.org, bcrd.org

July 12 — 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, info@peakedsports.com, peakedsports.com

July 18 — Wells Fargo Twilight Criterium, Boise, ID, 23rd Annual, NRC race., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

July 19 — Intermountain Orthopedics State Criterium, Boise, ID, lrc_board@lycos.com, lostrivercycling.org

July 25-26 — 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. Escape the summer heat and come race in Beautiful Bozeman, Montana!, Brian Frykman, 406-223-7632, info@tourdebozeman.com, tourdebozeman.com

July 26 — 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, schilldog@hotmail.com, ucjh.org

July 28-August 2 — USA Cycling Road Championships, Bend, OR, Elite, Junior, and Espoir National Championships., 719-866-4581, tvinson@usacycling.org, usacycling.org

August 1 — 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 6 p.m., Rob Van Kirk, 208-652-3532, rob.vankirk@gmail.com, idahocycling.com

August 1 — Mt. Harrison Hill Climb, Albion, ID, Triple Crown #1., Brad Streeter, brad.streeter@gmail.com,

August 4-8 — Idaho Senior Games, Boise, ID, Criterium, hill climb, 10k TT/20k RR, 5k TT/40k RR., jolson@allidaho.com, seidahoseniorgames.org

August 8 — Lamaille Hill Climb, Lamaille, NV, Climbs Lamaille Canyon Road, 12 miles, 2900' vertical feet., Dean Heitt, 775-738-2497, dgehatt@frontiernet.net, elkvelo.com

August 29 — Mt. Charleston Hill Climb, Tentative, Las Vegas, NV, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort., John Tingey, 702-449-6842, tingey.john@gmail.com, mountcharlestonhillclimb.com

September 5 — Bogus Basin Hill Climb, Boise, ID, Triple Crown #3, 37th Annual., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

September 12 — Race to the Angel, Wells, NV, 23rd Annual, 3000' climb., 775-752-3540, chamber@wrecwireless.coop, wellsnevada.com

September 24 — 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,



2009 Utah and Regional Road Tours

Celebration of Pathways — 2009 TBA, Ogden, UT, Snowbasin Resort, 11 am to 7 pm, mtb and road rides, Trail Maintenance, Bike Demo, benefit for Ogden Valley Pathways., 801-920-3426, 801-528-2907, christyshaw@ovpathways.org, ovpathways.org

June 27-28 — Bike MS: Harmon's Best Dam Bike Ride, Logan, UT, Benefits National MS Society and multiple sclerosis research, 40, 75, or 100 mile routes on Saturday, 40 or 75 on Sunday, Saturday's route is a figure 8 loop to the north up into Idaho. Flat and friendly to all abilities with rest stops every 8-12 miles. Sunday's route is a loop to the south through Blacksmith Fork Canyon up to Hardware Ranch and back across Hyrum Dam. One of the most scenic routes in Utah! Cache Valley Fairgrounds (400 South 500 West), Becky Woolley, 801-424-0112, Becky.Woolley@nmss.org, curemsutah.org

June 27 — RATPOD, Dillon, MT, Ride around the Pioneers in one day, 130 mile tour., 406-549-5987, info@ratpod.org, ratpod.org

June 27 — Blue Cruise - Meridian, Meridian, ID, Recreational bike ride with 15, 30, 50 and 100 distances. Beginning at 7:00 a.m. Lunch & t-shirt included in registration. Benefits Boise Greenbelt., Karri Ryan, 208-387-6817, 208-331-7317, kRyan@bcidaho.com, bluecruiseidaho.com

July 4 — Tour de Riverton, Riverton, UT, Part of Riverton Town Days events. Starts at 7:30 am at Riverton City Park, fun ride, 25 mile loop through Riverton and Herriman., 801-523-8268, email@infinitecycles.com, tdr.infinitecycles.com

July 4 — Taterville 100, Richmond, UT, BCC SuperSeries #6, Richmond City Park near Logan/Smithfield, over the LOTOJA course to Montpelier and back self-supported, 100 and 150 mile option., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

July 4-6 — Northwest Tandem Rally, Victoria, BC, A weekend of tandem fun!, dstenton@uvic.ca, nwtr.org

July 4 — Wasatch 120 Road Race and Tour, CANCELLED, Heber City, UT, 120 Mile Road Tour starting and finishing in Heber City, Riley Siddoway, 435-671-5053, info@mountainraceworks.com, wasatch120.com

July 10 — Antelope by Moonlight Bike Ride, Antelope Island, UT, 16th Annual, This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious, ride goes from marina to the historic Fielding Garr Ranch, about 22 miles round-trip. Registration

The Salt Lake City Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit www.slcgov.com/bike or call the Mayor's office at 801-535-7939 or Dave at 801-328-2066



fee includes park entry, t-shirt and refreshments., Neka Roundy, 801-451-3286, tour@co.davis.ut.us, daviscountyutah.gov

July 12 — Chalk Creek 100. Park City, UT, BCC SuperSeries #7, Treasure Mtn Middle School Park City to Browns Cyn, Coalville, Chalk Creek, self-supported, 50 mile option starts at Coalville Courthouse., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

July 15-August 13 — Tetons to Tides, Jackson, WY, Jackson, WY to Eugene, OR, self-supported tour., Elliot Bassett, 800-755-2453 ext. 3, tours@adventurecycling.org, adventurecycling.org

July 18 — Pioneer Century. Morgan, UT, BCC SuperSeries #8, 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 19-24 — Idaho Relaxed, Plummer, ID, 130 mile, low key, bike trails tour., Elliot Bassett, 800-755-2453, tours@adventurecycling.org, adventurecycling.org

July 19 — Mt. Nebo Loop, Nephi, UT, BCC SuperSeries #9, From Nephi City Park on Main to Goshen Canyon and Santaquin over Mt Nebo, limited support on the 27 mile climb., Doug Jensen, 801-815-3858, siccyclier@gmail.com, bccutah.org

July 24 — Pedal Away Parkinson's, Kaysville, UT, The 4th 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, UT, BCC SuperSeries #10, TBA., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

July 25 — The Big Loop Tour. Boise, ID, Boise to McCall, Horseshoe Bend, Boise, unsupported., 208-867-2488, jgasser@acecosemi-con.com, georgescycles.com

July 26 — Upland Roller 100, Wanship, UT, BCC SuperSeries #11, Wanship Trailhead thru Coalville Echo over Hogsback to Morgan and back self-supported 30-50 mile options., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

July 26-31 — Family Fun Idaho, Plummer, ID, Bike trails tour for the family., Elliot Bassett, 800-755-2453 ext 3, tours@adventurecycling.org, adventurecycling.org

July 26-31 — Bicycle Washington, Chelan, WA, Chelan, WA to Oroville, to Chelan., 541-385-5257, 800-413-8432, info@oregonbicycleride.org, oregonbicycleride.org

August 1 — Tour de Park City, Park City, UT, Fully Supported Road Rides starting and finishing at Park City. Great improvements for 2009. Three ride options: 50, 100, 170 miles through Northern Utah's beautiful mountain valleys., Riley Siddoway, 435-671-5053, info@mountainraceworks.com, tourdeparkcity.com

August 1 — Around the Block Ride, CANCELLED, Wilson, WY, Starts in Wilson, Wyoming to Victor and the Swan Valley and ends in Wilson after 109 miles and two mountain passes, 40, 70, and 109 mile options, fundraiser bike ride for the Growth Grant Program., Sarah Mitchell, 307-734-8600, info@pursuebalance.org, pursuebalance.org

August 1 — Ride the Rails, Hailey, ID, 20 mile ride on the Wood River Trail, Eric Rector, 208-788-2117, ext 212, erector@bcrd.org, bcrd.org

August 2 — Preride ULCER, Lehi, UT, BCC SuperSeries #12, Thanksgiving Point to Goshen and west side of Utah Lake, self-supported., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 3 — 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 this year: a shorter 100 mile option from Sundance around the Nebo Loop and back to Payson., Czar Johnson, 801-223-4849, czarj@sundance-utah.com, sundanceresort.com

August 5-10 — High Country Relaxed, Silverthorn, CO, Silverthorn, CO - Silverthorn, CO., 800-755-2453, tours@adventurecycling.org, adventurecycling.org

August 8 — ULCER, Lehi, UT, Century Tour around Utah Lake, 100, 74, 56, and 24 mile options, Thanksgiving Point in Lehi., 801-641-4020, president@bbtc.net, bccutah.org

August 8 — Blue Cruise - Pocatello, Pocatello, ID, Recreational bike ride with 15, 30 and 50 mile routes beginning at 8:30 a.m. Lunch & t-shirt included w/ registration. Benefits the Portneuf Greenway., Karri Ryan, 208-387-6817, 208-331-7317, KRyan@bcdidaho.com, bluecruiseidaho.com

August 9-15 — Ride Idaho, Nampa, ID, 7 day supported bicycle tour, 360 total miles, Nampa, Payette, Cambridge, McCall, Garden Valley, Idaho City, Boise., Emily Williams, 208-344-5501, Emily.Williams@ymcatvidaho.org, rideidaho.org

August 9-15 — Oregon Bicycle Ride XXIII, Monument, OR, Monument, John Day, Unity, Sumpter, Ukiah., 541-385-5257, 800-413-8432, info@oregonbicycleride.org, oregonbicycleride.org

August 15 — BCRD Sawtooth Century Tour, Ketchum, ID, Downtown Ketchum, fully supported, half and full century routes, t-shirt and aid station included. A portion of the proceeds from the Tour will go to the BCRD Galena Summer Trails Plan as well as the Davis Phinney Foundation for Parkinson's Disease Research., Janelle Connors, 208-788-9142, jconnors@bcrd.org, bcrd.org, sportsbaseonline.com

August 15 — 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., Jesse Ellis, 801-367-3599, ellisadvocate@gmail.com, heritagertc.org

August 15 — Blue Cruise - Coeur d'Alene, 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@bcdidaho.com, bluecruiseidaho.com/

August 16 — Promontory Point 120, Ogden, UT, BCC SuperSeries #13, 5 Points Ogden to Golden Spike, Tremonton and back 120 miles self-supported, shorter options available., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 20-22 — Bear Pa Challenge Charity Cycling Tour, Garden City, UT, Fully supported ride from Bear Lake to Park City over the Uinta Mountains for children's hospital, Saturday "family ride" in Park City (35 miles)., Tyler Hooper, 801-292-9146, tyler.hooper@gmail.com, thinkoutsideCC.org

August 22 — Tour of Utah 1000 Warriors Ride, Park City, UT, 96 miles, 11,000+ vertical feet, Park City HS at 6:00 am, finish: Snowbird. Wounded Warriors (Marines) Charity Event. Toughest Stage of the Nation's Toughest Stage Race. Beat the Tour of Utah pro time, win the purse and the glory., Rick Bennett, 801-571-3100, rick@rickbennett.com, 1000Warriors.com, tourofutah.com

August 22 — 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., 435-674-3185, rgurr@redrockbicycle.com, desperadodual.com, ,

August 22 — Bike the Bear Century, Garden City, UT, 50, 100 mile rides, starts at Camp Hunt, register through Trapper Trails Boy Scout office, supported ride, includes t-shirt and goodie bag w/registration., Jason Eborn, 801-479-5460, jeborn@bsaemail.org,

August 22 — CASVAR 2009, 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 22-23 — 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 22 — HeArt of Idaho, Idaho Falls, ID, 25, 50, 62, and 100 mile options. Entry fees are \$22.00 and \$32.00 that will cover entry, t-shirts, goody bags, and post ride BBQ at the museum. Routes are flat to rolling, easy to moderate difficulty. Sponsored by IF Art Museum, in conjunction with a show of antique bikes., Alpine Cycle, 208-523-1226, alpinecycle@one-west.net, theartmuseum.com

August 29 — 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, veloistbob@yahoo.com, cvveloists.org

August 29 — The Big Ride, Richmond, UT, BCC SuperSeries #14, Richmond City Park over Strawberry to Montpelier, West to Soda Springs, loop route on LOTOJA course., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 29 — Hess Cancer Foundation Legacy Parkway Tour, Bountiful, UT, 20 mile bike ride, half marathon, and 5K run on Legacy Parkway, Ride will begin at 8:30 am. All proceeds go directly to the Hess Cancer Foundation, a non-profit that provides financial assistance to families who lose a child to cancer. (www.hesscancer.org)., Travis Hess, 801-520-9755, hesstravis@hotmail.com, tourlegacy.com, hesscancer.org,

August 29 — 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 — Riding for a Reason Charity Bike Tour, Salt Lake City, UT, The ride begins at Sunnyside park (7:30am Place: Sunnyside Terrace @ Sunnyside Park, (840 South 1600 East)) and climbs Emigration Canyon & Big mountain, then drops into Henefer and loops back (approx 80 miles). Participants may ride any distance they choose. Elevation map available online. Jerseys are available for purchase on our web as well., Melissa Phillips, 801-463-0044, mphilips@alpineheme.com, alpinehomemedical.com/registration

August 30-September 5 — Tour of Southern Utah, St. George, UT, Carmel Junction (via Zion National Park), Bryce National Park, Escalante, Torrey, Panguitch, Cedar City and back to St. George., Deb Bowling, 818-889-2453, deb@planetultra.com, planetultra.com

September 4-7 — Great Utah Bike Festival, Minersville, UT, Every kind of event for every kind of biker, 3 century rides (100, 65, 50 mile options), road and mountain recreational rides, cyclocross racing, mountain bike racing, road stage race (2 road races, time trial, criterium, part of UCA series), Bike Ed presentations, bike parade,

street racing, and more!, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 5 — Summit Challenge, Park City, UT, To benefit the National Ability Center, 15 and 50 mile ride and 100 mile ride, check-in starts at 7 am at NAC's Bronfman Recreation Center & Ranch, rides start at 8:30 and 9 am. at the National Ability Center in Park City., Jennifer Atkin, 435-200-0985, jennifer@discovernac.org, discovernac.org, summittchallenge100.org,

September 5 — Hooper Horizontal 100, West Point, UT, BCC SuperSeries #15, 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 10-19 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Blanding, UT, 3 ride options: September 10-19, 10-12, or 13-19, Blanding to Cedar City, 400 miles, 3 National Monuments, 5 State Parks, 4 National Forests., Les Titus, 801-654-1144, lestitus@lagbrau.com, lagbrau.com

September 12 — 10th Annual Independent Living 5K Run and Roll, UT, Hand-cycle, wheelchair & walk/run categories. Course TBA., Debbie or Kim, 801-466-5565, ulic@xmission.com, ulic.org

September 13 — Tour de Tahoe - Bike Big Blue, Lake Tahoe, NV, Bike Big Blue, 7th Annual, ride around Lake Tahoe on the shoreline, food and support, 72 miles. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9658, tgfft@biketwest.com, biketwest.com

September 18-20 — Moab Century Tour, Moab, UT, Moab to La Sals and back, 45, 65, 100 mile options, century on Saturday, social rides on Friday and Sunday, benefits the Moab Cancer Treatment Center., Beth Logan, 435-259-2698, info@skinnytirefestival.com, skinnytireevents.com

September 19 — Tour de Vins, Pocatello, ID, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, ride through Buckskin and Rapid Creek, fundraiser for FS Alliance (family violence prevention), Idaho State University., Sarah Leeds, 208-232-0742, sarahl@fsalliance.org, FSAlliance.org

September 19 — Randy's Fall Colors Classic, Salt Lake City, UT, BCC SuperSeries #16, Sugarhouse Park over Big Mtn, Coalville, Wanship, Browns Canyon, and back via I-80, self-supported century., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 19 — I Think I CANyons, Salt Lake City, UT, Benefit ride for the Fourth Street Clinic, A nonprofit healthcare clinic

sundance



RACING AT SUNDANCE

AUG 3

R.A.N.A.T.A.D

R.A.N.A.T.A.D \$65
Ride Around Nebo And Timp in A Day
 This is an organized ride. Entry fee includes 4 Feed Zones, T-Shirt and a surprise for all that finish.

R.A.N CENTURY \$45
A shorter version of the more challenging R.A.N.A.T.A.D.
 Finishes in Payson at the Lunch Feed Zone.

Starting on July 1 register by visiting
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SEP 12

12 HOUR

12-HOURS OF SUNDANCE
 7am - 7pm
 Solo: \$55 • 2-Man: \$95 • 4-Man: \$135
 Starting on July 15 register by visiting
www.sportsbaseline.com

www.sundanceresort.com • 801-223-4849

in Salt Lake that provides free healthcare for the homeless, Little Cottonwood Canyon, Big Cottonwood, Millcreek, and Emigration, start and finish at the Olympus Hills Shopping Center located on Wasatch Blvd. near 3900 South. Start time 7 am; registration begins at 6:30 am., Joel Welch, 801-631-7872, joelwelch@hotmail.com, ithinkincanyons.com

September 19 — Fifth Annual 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., Jason Bultman or John Weis, 801-485-2906, 801-278-3847, john.weis@path.utah.edu, josiejohnsonride.com

September 26 — Heber Valley Olympic Century, Heber, UT, 25, 50, 62, 100 mile options. Also, Biathlon option! Enjoy scenic Heber Valley in its autumn finest during this fun and challenging ride that visits the Olympic venues, fundraiser for Huntsman Cancer Institute., Bob Kinney, 801-677-0134, Bob@Bike2Bike.org, bike2bike.org

September 26 — 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 Hoover, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 27-October 3 — OATBRAN, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 18th 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, 775-588-9658, tgft@biketwest.com, biketwest.com

October 2-4 — Sawtooth Cycle Challenge Bike Ride and Race, 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, Century to Redfish Lake and back, Extreme 150 mile Road Challenge from Sun Valley to Idaho City, benefits Leukemia and Lymphoma Society, Rob Nesbit, 208-371-5198, sccinfo@cableone.net, sawtoothcyclechallenge.blogspot.com

October 10 — Trek WSD Breast Cancer Awareness Ride, American Fork, UT, 10 a.m., Trek Bicycle Store of American Fork, UT, 10 or 20 mile casual ride for all riders. All registration contributions go to Breast Cancer Fund. Raffle, S.W.A.G. & light food. For more information contact Trek Bicycles of American Fork, 356 North 750 West, American Fork, Vegas Sharp, 801-763-1222, Vegas@trekaf.com, trekaf.com

October 10 — RTC Viva Bike Vegas, Las Vegas, NV, 25, 50, and 100 mile rides from Las Vegas to Lake Mead, Proceeds benefit Las Vegas After-School All-Stars Program., 702-676-1542, dowlngk@rtcnsnv.com, rtcnsnv.com

October 17 — 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)., Tim Tabor, 435-229-5443, timbosplace@msn.com, tourdestgeorge.com

December 31-January 1 — New Year's Revolution, Goodyear, AZ, Join us on this special occasion to celebrate the end of one year and the beginning of the new year as we Ride out the Old and Ride in the New Year. What better way to celebrate than on your bike. Two different routes in warm & sunny Arizona. Escape the cold. Three distances each

day (100, 70, 50) as we ride and enjoy the warmth., 801-677-0134, Bob@Bike2Bike.org, Bike2Bike.org



Multi-Sport Races

June 27 — DinoLand Triathlon, Vernal, UT, Olympic and Sprint distances., 435-789-7720, info@dino.com, dinotri.com

June 27 — Rock Cliff Tri at Jordanelle - Salt Lake Triathlon Series, Salt Lake City, UT, The Rock Cliff Tri at Jordanelle offers athletes the chance to race one of Utah's premier mountain racing venues near Park City, sprint and olympic distances., Greg Fawson, 602-288-9078, greg@ustrisports.com, ustrisports.com

June 27 — SunDog Bear Lake Triathlon, Garden City, UT, If Tri courses were dreamt, designed, and built from the ground up (the way golf courses are) this would be the result. The Bear Lake SunDog Triathlon courses are like nothing you have seen before—featuring the best that south-shore Bear Lake has to offer, Four words: post race raspberry shakes., jksteere@gmail.com, sundogsport.com

June 27-28 — West Yellowstone Mountain Bike Biathlon, West Yellowstone, MT, Match class division for experienced biathletes and a Sport class for novices that includes a safety clinic and loaner rifles. All racers must provide their own mountain bike and wear a helmet., Sara Hoover, 406-599-4465, randle-sara@yahoo.com, rendezvousktrails.com/biath.html

July 11 — 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, 801-631-2614, info@triutah.com, triutah.com

July 18 — Cache Valley's Super Sprint Triathlon, Logan, UT, 500 M swim, 12.5 mile bike, 5K run, Logan Aquatic Center, 7:30 am, all proceeds are donated to the American Mother's Association., John O'Very, 435-764-2319, triathlon@cvssf.org, cvssf.org, runnecard.com

July 18 — 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, 801-557-6748, race@bbsctri.com, bbsctri.com

July 25 — 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 25 — Burley Idaho Lions Spudman Triathlon, Burley, ID, spudman@burleylions.org, burleylions.org/spudman.html

August 1 — Layton Triathlon, Layton, UT, Mini-sprint at Layton Surf and Swim, info@onhillevents.com, laytontriathlon.com

August 8 — Aspen High Country Triathlon, Aspen, CO, This multi-sport event consists of an 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. This is the perfect triathlon for beginner triathletes looking for a unique challenge and seasoned racers wanting to compete on a short, but challenging course. The triathlon is a USA Triathlon sanctioned event. New for 2009 is the Swim/Bike Duathlon, which consists of an 800 yard swim the Aspen Recreation Center pool and a 17 mile bike., Aspen Recreation, 970-920-5140, aspenspecialevents@ci.aspen.co.us, aspenrecreation.com

August 15 — Utah Half Triathlon, Provo, UT, 1.2 mile swim, 56 mile bike, 13.1 mile run., Travis Snyder, 801-465-4318, salemsspringtri@hotmail.com, racetri.com

August 15 — Rush Triathlon, Rexburg, ID, 208-359-3020, chish@rexburg.org, rushtriathlon.com

August 22 — 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, One of Utah's oldest triathlons now in its 11th year!, 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

August 23 — XTERRA Wild Ride Mountain Triathlon (American Tour Points), 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, followed by awards at 3pm., Darren Lightfield, 208-388-1971, wildrockies@yahoo.com, wildrockies.com

August 29 — Bear Lake Classic Triathlon, Garden City, UT, the last race in the ELEVATION TRIFFECTA series in Northern Utah, Sprint and Olympic distances., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

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

September 12 — Bear Lake Brawl Triathlon, Garden City, UT, Olympic and Sprint., Bill Rappleye, 801-492-3442, bill@goldmedalracing.com, goldmedalracing.com

September 12 — 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., 801-568-4602, sandy.utah.gov

September 12 — Camp Yuba Triathlon, Yuba State Park, UT, Travis Snyder, 801-465-4318,

saletspringtri@hotmail.com, racetri.com

September 12 — TriUtah Ogden Valley Triathlon, Eden, UT, Pineview Reservoir, 1000 meter swim/15.2 mile bike/4 mile run, Utah's only "Battle of the Sexes" Equalizer triathlon followed by the post-race Taste of Ogden Valley Festival., 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

September 12 — Endurance Festival, Pocatello, ID, 25K Sprint (5K run-20K bike), 50K Olympic (10K run-40K bike), 101.5K Xtreme (13.1 mile half marathon-50 mile half century) distances on 5K run and 20K bike circuit courses. Also running, road cycling, DuXtreme duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

September 12 — DuXtreme off-road duathlon at the Endurance Festival, Pocatello, ID, 25K Sprint (5K run-20K bike), 50K Olympic (10K run-40K bike), 101.5K Xtreme (13.1 mile half marathon-50 mile half century) distances on 5K run and 20K bike circuit courses. Also trail running, mountain biking, DuXtreme off-road duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, DuXtreme.com

September 12 — SunDog Gunlock Triathlon, TBA, UT, TBA, jksteere@gmail.com, sundogsport.com

September 19 — Daybreak Tri - Salt Lake Triathlon Series, Salt Lake City, UT, Race the only open-water triathlon in the Salt Lake Valley! Pristine lake, bike course in the Oquirrh Mountains, running on over 13 miles of run trails, sprint and olympic distances., Greg Fawson, 602-288-9079, greg@ustrisports.com, ustrisports.com

September 19 — DuXtreme road duathlon at the Endurance Festival, Park City, UT, 5K Sprint (5K run-20K bike), 50K Olympic (10K run-40K bike), 101.5K Xtreme (13.1 mile half marathon-50 mile half century) distances on 5K run and 20K bike circuit courses.

Options for running, road cycling, DuXtreme duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, DuXtreme.com

September 26 — Kokopelli Triathlon, St. George, UT, Sprint and Olympic distances, the third race of the SG TRIFFECTA series at Sand Hollow, post race food included., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

September 26-27 — XTERRA USA Championship/ XTERRA Utah, Ogden, UT, XTERRA Utah on Saturday: 750m / 19K mountain bike / 5K trail run; XTERRA USA Championships on Sunday (Pros only): 1.5k swim / 30k mountain bike / 10k trail run; he 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@xterraplanet.com, xterraplanet.com

October 5-17 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older, Cycling Road Race, Time Trial, Hill Climb and Criterium along with Mountain Biking and a Triathlon., Kyle Case, 800-562-1268, hwsng@infowest.com, seniorgames.net

October 17 — Powell3 Triathlon Challenge, Page, UT/AZ, Sprint-750m swim, 20k bike, 5k run/Olympic-1500m swim, 40k bike, 10k run., Bill Rappleye, 801-492-3442, bill@goldmedalracing.com, goldmedalracing.com

October 17 — 2009 Land Rover Pumpkinman Triathlon, Boulder City, NV, Intermediate, Short, and Halfmax, info@bbsctri.com, bbsctri.com

October 17 — SAC Triathlon, St. George, UT, Sprint, Beginner and Kids Triathlon at the Summit Athletic Club., Gene Trombetti, 435-628-5000, gene@thesummitac.com, mysunmitathleticclub.com

October 31 — Rocktober Triathlon, Alpine, UT, Travis, 801-465-4318, saletspringtri@hotmail.com, racetri.com

Western Governors Association Experiences Park City's Cycling Legacy First Hand

Pedal power! Pedal power! Those actual words may not have been part of the energy policy discussed at the Western Governors Conference in Park City, June 14-16. But local trail and bicycle advocate organizations White Pine Touring, Mountain Trails Foundation, and Bikes Belong, enthusiastically showcased the wonderful world of cycling in Park City and promoted their energy policy. Propel oneself down the road or trail and the world will be a better place! Local guides from the two organizations led the visiting dignitaries, including the Governor Ritter and staff of Colorado, and their families on separate trail and road rides. These Western leaders influence legislature that can support cycling in myriad ways, so there was no better audience to guide along our trails. Some visitors showed up in jeans and t-shirts and took to the trails around Silver Lake at Deer Valley on borrowed bikes, but all left with smiles (and mud splashes) and a deeper understanding of the importance of preserving trails and promoting a position of sharing the road.

Lynn Ware Peek

Rent a Bike, for Free Through the U of U Bike Collective

Don't have a bike? No problem. Rent one for free. The University of Utah Bicycle Collective has just introduced a new free bike rental program up at the U for all staff, faculty, students, and even members of the Salt Lake community. If you see a red cruiser bike whizzing by, it's probably one of the 20 new bikes the Collective recently purchased.

The program, which started as a Senior Gift idea was initiated by Madison Warren, the '08/'09 class president. The bike rental concept was initially funded with an allocation from ASUU and then later, because of Warren, the Senior Gift money was added.

"She was really the mastermind behind it all," said Weston Edwards, the current director. "She got it going, and asked us [the Collective] to take it over."

The Bicycle Collective is currently all volunteer and is located in the Union. Their hours for the summer are Tuesday, Wednesday, and Thursday from 11 a.m. to 1 p.m. To rent a bike, go to the front desk with a Unid number or Credit Card for non-university affiliates and fill out a rental slip, which can then be exchanged for a two week rental. And yes, you can incur late fees.

Currently, their fleet is made up of the 20 original cruiser bikes, but they plan on expanding through donations. Bike donations can be made at the front desk of the Union. All bikes in the fleet will be overhauled, painted crimson red, and will be continuously maintained by their volunteer mechanics.

To learn more check out: www.ubike.org

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Ain't Never Lived in No Portland Before...

June in Park City is blowing my mind. I know we all forget what the weather is like from year to year, but I truly won't forget June '09, if for no other reason than for the bruises I have from slick-as-snot roots upending my mountain bike faster than a fleeting thought.

Those of us who live in the Rocky Mountain West are as out of place in a rainy, Pacific Northwest climate as an après ski tourist walking through the Market in ski boots. Case in point, my son came home from dryland ski team training the other day, where there had been a deluge of hail. "Hi sweetie. Was dryland cancelled?" He glared at me like only a teenager can as he literally vibrated off the mud room floor with wet shivers. "You mean you still rode your bike in that weather?" Again, the look. "I guess I wasn't really prepared for the rain," he said through clenched teeth. Next time I'm sure he will bring rain gear.

I thought I was a hearty mountain gal, but I wasn't smart enough to go out in the morning last Sunday when it was clear. No, instead I opted to pay bills and clean the baseboards, and then scheduled a bike ride for 1 o'clock. The monolithic black clouds converging over Park City Mountain Resort were not going to scare me as I defiantly rode away from home, confident in my rain gear. If those folks in Portland and Seattle can ride bikes in the rain, by golly, so can I. By the time I got to my friend, Carolyn's, house it was pouring. I found her scowling in her driveway, holding her bike, and cursing the sky. "Maybe it will pass quickly," I said with fake optimism. Just then, a crack of thunder and the sky opened up, dropping the kind of hailstones that make you wish you had put your car in the garage. Bewildered and befuddled, muddy and mossy, we opted for a nap instead.

We re-grouped at 5 p.m., this time with unflinching resolve that only mountain folk have in the face of inclement weather. Employing our climatological

expertise, we calculated the trajectory of the next storm and concluded that if we headed towards Deer Valley we'd be met by sunshine, singing birds, and rainbows. Fifteen minutes later and halfway up Skid Row we saw how wrong we were. The two snarling, angry black masses that were supposed to go the opposite way had become entangled over us. It was like watching my two kids fight over who had to do the dishes.

"Hey, Carolyn, what do you think the actual statistics are for being struck by lightning if you're in a summer thunderstorm, in the mountains, on an exposed trail?" I pondered aloud. I'm sure she was glaring at me too, but from her bike she just pointed at the curtains of pelting rain headed our way. It took the crack of lightning that looked like it touched down right in the middle of Old Town to make Carolyn heave her bike around and head back down the trail.

As I watched her frantically peddle like she was in the home stretch of the Tour de France, I yelled to her that we could stop in Prospector where I knew there was beer, wine, and a barbeque underway. "We can toast to our survival and wait out the storm." Then I chuckled to myself, imagining those being my final words before a lightning bolt cracked me open like a piñata. CRACK!

I mean, really... Could that bit of rubber (my tires) between the ground and me really fend off electricity that wanted to fry me like a piece of bacon? We decided as we yelled to each other through the downpour that while in Portland they might ride their bikes in the rain, they don't contend with the life-threatening perils that we face in the mountains. Yeah, that's it.

The beer and brats handed to us as we ducked into our friend's barbeque were nearly as tasty as having cheated Mother Nature (ha!) once again, on this memory-making, rainy day in June, 2009. CRACK!

-Lynn Ware Peek

Lynn lives in Park City where she will be wishing for some of this rainy weather come August...

Bikes For Kids Puts 1000 Kids on Bikes

SALT LAKE CITY - June 2, 2009 - Bikes for Kids Utah hosted successful 5K, 50K and 100K fundraising bike rides last weekend to support its mission to annually provide 1,000 underprivileged Utah second graders with free, brand new bicycles. Ride participation for 2009 more than doubled from last year with more than 300 cyclists registered to ride. The fundraising rides took place concurrently with the Bikes for Kids Utah annual bike giveaway event at Intermountain Medical Center in Murray, Utah.

"The cycling community has always been very supportive of the Bikes for Kids organization," said Debbie Reid, founder and executive director of Bikes for Kids Utah. "But this year an incredible number of cyclists from around the Salt Lake Valley turned out to offer their physical and financial support to our cause."

Though Saturday's wind was an added challenge for 5K, 50K and 100K riders, the warm, sunny weather made for overall pleasant riding conditions. All of the rides began and finished at Intermountain Medical Center and were led by police escort.

In 45 minutes or less, 80 Family 5K riders of all ages completed a 2.5-mile loop through 4800 South. The Half-Century 50K took 72 riders on a 30-mile, 1.5-hour loop with a turnaround rest stop and a Belgium breakfast at the finish line. The longest ride was the Metric Century 100K that took 160 riders 65 miles around the Salt Lake Valley, with five "Tour of Europe" rest stops.

Alyssa Boone who rode the 50K said of the ride, "I would do it any day for a good cause. The course was excellent. I always felt safe with the police escorts and that the whole group was working together to protect itself from the wind." Boone and her family enjoyed watching the BMX riders demoing at the bike giveaway after she finished the Half-Century.

Nancy Blanco rode for Bikes for Kids Utah for the first time on Saturday, tandem with her husband. She said as she was getting ready to enjoy the catered breakfast at the finish line: "This fundraising event is very well supported. This is my first time riding for Bikes for Kids; I heard about it yesterday from one of the event sponsors. I think it is great that all these kids are able to get bikes, and I love the flags that are on their helmets."

The next Bikes for Kids fundraising event will be the Bikes for Kids Utah second annual Red vs. Blue Time Trial on Saturday, August 29, 2009. A charity dinner and silent auction with a Time Trial award ceremony will be held the following Wednesday, September 1 at La Caille Restaurant. More information about the time trial and auction will be available soon.

For more information regarding the events, please visit www.bikesforkidsutah.org or call 801-523-3730. Bikes For Kids Utah is a non-profit that raises funds to provide bicycles to underprivileged children in the Salt Lake Valley.

Cyclist Dies After Being Hit on State Street

A 58-year-old cyclist died around 4 p.m. On June 22nd after a driver went into diabetic shock and collided with him around 1300 South and State Street.

Sidney Mabine was biking northbound on State Street when a car traveling about 40 mph hit him from behind. The driver, 51, continued driving, unaware that she had struck the cyclist, until an officer pulled her over a short distance down the road.

Mabine was taken to the hospital for severe internal organ injuries and head trauma, said Sgt. Robin Snyder. Mabine died later that night. Even though he was not

wearing a helmet, it seems that his internal injuries were the cause of death.

The motorist, in serious condition, was also sent to a nearby hospital for her medical condition.

The SLPD is having difficulty locating or contacting Sidney Mabine's kin or friends. If you know or have information about Mabine, please call the Salt Lake Police Department at 801-799-3000.

-Dylan Brown

Great Western Trail - Continued from page 16

been parked at the fork in the road or you will have to climb your way back up to Barker Reservoir. The trail from Barker to Posey is about 15 miles. Throw in the extra dirt road riding and you have yourself a good four to six hour ride.

For those who have a little less time, there is another loop that can be accessed from the same area. Follow the GTW towards Posey until you come to a sign in the middle of a meadow that points downhill towards Island in the Sky. This will also drop you down off the mountain and back to the road that took you up to the reservoir.

As I've already mentioned, there is a lot of open space and open trails in this area. This is only one of many options. You won't find too many trail descriptions on the Internet or bloggers writing about their last adventure in Escalante, at least on a mountain bike. Maps for the Great Western can be purchased at the BLM office in Escalante. If you are not comfortable finding your own way in the wilderness, you're kind of out of luck. Once you've got your map find your access and start putting that one pedal in front of the other and roll your way to perfect loneliness.

I prefer to camp when in the

area, but local accommodations are available. The lodge in Boulder has beautiful rooms, an outdoor jacuzzi and fire pit. There are also a few motels in Escalante. For the after ride food, I recommend Escalante Outfitters. They're a liquor store, gear outfitter, guide service, restaurant, cabin renter, bar and outside beer garden all in one tidy, all be it small, location. The vegetarian pizza is great and there is nothing better than finding micro brews on tap in a small, rural Utah town.

Other activities in the area include hiking, horseback riding and as mentioned fishing. If you like to hook yourself a nice trout on occasion, the GTW and a bike will facilitate your access to many alpine lakes that are perfect for fly fishing. Just lash your pole to your hydration pack and head out. Calf Creek Falls and Coyote Gulch are both highly popular hiking trails in the area. It's also worth the drive to follow the road over Hell's Backbone.

I hope to never see any of you there, but even if I do, I don't think one or two of you will constitute too many people on the trail. This is my secret stash of trails and I just let you all in on the secret. If you're planning a trip, drop me an email. We need to coordinate our weekends so we don't see each other on the trail...

Clear Air Challenge - Continued from page 2

shoes at the office and take clothes with me. I have always been averse to wearing a backpack when riding, but I got over that, too. It turns out a good sized backpack can hold all my clothes, a couple of files, a good bike lock and, when necessary, my laptop.

Next, though, is the shower. This was a little more difficult for me. The solution was simple. I shower before riding to work, make it an easy ride, and then do an upper body towel bath, with particular attention to the underarms. The more difficult part was the lack of privacy. I dress in the stall in the building's only bathroom and, after donning my pants, wash down at one of the two wash basins. As this is a non-locking public bathroom, occasionally someone walks in on me. But it only took a few times before the regulars came to accept it. And now that I am in the habit, the occasional visitor who interrupts me is the one, I can tell, who may feel a little awkward.

So far, after three and one-half weeks, I have eliminated 32 trips, 4 more than the silver level goal of 28, and am slightly ahead of the game. Two and one-half weeks to go, and I am determined to reach my goal.

To enhance the effectiveness of the campaign, the Challenge allows the establishment of teams, thus encouraging those participating to invite others to join in. So I set up a cycling utah team and sent emails out to family and a few cycling friends inviting them to join up. So far, 10 of us have joined. As with my church affiliation, some members are very active, some semi-active, and some totally inactive. My daughter, Marinda, leads the team with 84 trips eliminated thus far. I trail way behind in second with 32, and my wife, Karma, follows at third with 25. So far, the team as a whole has eliminated 196 vehicle trips.

One of the interesting aspects are the statistics the Challenge's website shows. Those organizing the Challenge set a goal to save 1,000,000 miles by eliminating 300,000 trips. That would be an average of 3.33 miles per trip. Just past the halfway point, 63,345 trips have been eliminated and 562,401 miles saved, a whopping 8.88 miles per trip. So, while the number of trips is

substantially down from the goal, the average miles per trip is almost triple. As a result, the total miles saved is only down about 6% from the Challenge's overall goal. And according to the Challenge, with those miles not traveled, \$326,193 and 25,564 gallons of gas have been saved, and 964,118 pounds, over 482 tons, of vehicle emissions eliminated.

According to the Challenge's website as of June 24th, my own 32 eliminated trips, totaling 141 miles, has conserved 6 gallons of gas, saved me \$82 and prevented 242 pounds of emissions from entering the air. For the team, our 196 trips and 996 miles eliminated has conserved 45 gallons of gas, saved us \$578 and prevented 1,707 pounds of emissions.

Frankly, I question the dollar savings. The figures seem high, though they are based on the 2008 IRS allowance of \$.58 (now \$.55) per mile for business vehicle use. And the emissions numbers really mean little to me as to their overall effect, though I was amazed to think that with each mile I drive I spew out 1.71 pounds of crap into the air. On the other hand, neither of the two vehicles I drive get 23 miles to the gallon (I wish). So perhaps my efforts are having an even greater impact.

But whatever the real figures and benefits are, I believe them to be good. Also, I find myself almost unconsciously questioning, each time I drive somewhere, if I could have eliminated that trip by riding, walking or combining it with another trip. Participation in the Challenge has increased my awareness of what more I might be able to do. So it has been a fun, positive, motivating and educational experience. I commend those who created and organized this challenge. It was well done.

The real challenge, though, once July 10 has passed, will be to carry these same goals and newly implemented practices over into post-Challenge life. I suspect that many of us will diminish our efforts or fall back into our old habits. But perhaps a few of us will continue at the same level while others of us, despite diminished efforts, will still be doing better. In addition, all who participated will have a greater awareness and thereby, in the long run, the Challenge will have a great impact.

Let's all work to keep the challenge alive.

ENDURANCE ROAD RACING

Hoodoo 500 Preview



Top: Jeremy on the road in Kanab.
Bottom: Jeremy and support crew.

By Jeremy Smith

Ultracycling has been around pretty much since the invention of the bicycle. The first stars of the sport being early Tour de France racers who rode nearly 300 miles per stage on primitive bikes, dirt roads and without support! Modern Ultracycling took off in the early 80's with the creation of the Ultra Marathon Cycling Association (ultracycling.com) which was soon followed by the first Race Across America (RAAM) in 1983. RAAM is a beast of its own which very few people can even conceive of (including the author), let alone compete in. But part of RAAM is qualifying for it, which racers must do by competing in an Ultra event and finishing within a certain time of the winner. Utah is home of one of the few RAAM qualifiers - the Hoodoo 500, which takes place in mid September out of St. George.

I dipped my toe into Ultracycling for the first time at last year's second annual Hoodoo 500 and found out first-hand how strenuous, intense, arduous and rewarding such an experience can be. The Hoodoo is actually 519 miles from start to finish and winds and climbs through some of the more picturesque roads of the state (i.e. in existence) like the Bryce Canyon area, Escalante, Capitol Reef, and Cedar Breaks. With 30,000 ft of climbing, including traverses of Boulder Mountain and Cedar Breaks, it's one of the more challenging qualifiers.

Ultra events aren't like your every day bike race. In fact, the only real similarity is the mode of transportation. The main difference that sets Ultra racing apart is that drafting is

not allowed. So rather than sitting in the comfort of a pack for 70-90% (or more) of a race, you are on your own to set your destiny. No group tactics, no working together, it's you against the clock and the terrain - and yourself. The other major difference is that all racers must have their own support crew - to feed them, help them stay on course, give them mechanical (and mental) support, and when all else fails, to scrape them off the side of the road in the middle of nowhere and get them back to civilization. Additionally, Ultra racers can use any bike they want at any time. They can go back and forth between a TT bike and road bike based on the terrain whenever they wish. Though they start together, most ultra racers are on their own (other than their crew) for almost the entire event. Oh - and you ARE allowed to use an iPod (in one ear) - gotta get through the solace with some shred of sanity.

The rules of the event further separate Ultracycling from traditional road racing. Each event usually has a sizable set of rules and instructions which all racers must follow. These cover rider conduct such as following traffic rules (lights and stop signs), not drafting other bikers (or cars) and lights and reflective tape required for riding at night. But they also cover such things as special signage and lights that need to be on your crew vehicle and your crew's conduct, where they can drive and when they can follow you directly. And unlike traditional racing, the penalties are in fractions of an hour rather than a handful of seconds. I "un"fortunately was the recipient of a 1-hour time penalty in my race last year as my crew drove through a "no crew zone" early on in the event. I

quote "un" because at the Hoodoo, you serve time penalties at the 375-mile mark just before ascending the 4000 ft climb up Cedar Breaks. So when I was 'forced' to stop for an hour at that point I wasn't really complaining (and think it helped me recover considerably to the point of actually really enjoying the last 140 miles.)

Your progress is monitored by Time Stations (TS) that are 50 to 90 miles apart along the course. Each racer's crew must check in with the race official there or call into race HQ at the unmanned Stations. The organizers then post your time to the race website so anyone anywhere can keep an eye on your progress.

My goal going into last year's Hoodoo was around 30 hours. Considering the winning time the year before in the inaugural running of the event was 36 hours, I knew I was setting a very high bar for myself. I, being used to traditional racing, of course started out riding far harder than I should have. There were only 15 solo racers departing the 7 am start (which is actually a decent field for an Ultra race), and I stayed in 2nd position behind RAAM racer Kevin McNulty through the first TS in Kanab. I had some stomach issues creep up on me at that point which was really unusual, and between that and going too hard early I struggled to the next TS near Bryce Canyon and slid to 5th place. After Bryce, I finally began to recover and retook 4th position solidly and cruised through Escalante and TS 3 at the 200-mile mark. Shortly afterward it became dark and the lights went on and my world became the 30 feet in front of me as I started the long climb up Boulder Mountain. Riding up a mountain is one thing, but riding up it in the dark with 240 miles behind you is something you're not likely to forget. However, there is not much to remember as most everything around you is blackness.

Just before summiting, I was passed by the leading, and eventually winning, 4-man relay team which included local racer Andre Gonzalez. Their rider went by me like I was standing still and they finished with a time of just a hair under 24 hrs.

I passed TS 4 in Loa at 12:45 am feeling somewhat good. After a smaller (1200 ft) climb, I was at the northernmost point of the course and a mere 70 relatively flat miles from Panguitch - where I would 'get to' stop. The temperature started to drop expectantly and the layers piled on. But eventually it dropped far more than the low 40s that were forecasted. When I got within 30 miles of Panguitch, my crew stopped giving me temperature updates and I knew then that it was getting bad. Each mile became extreme agony and seemed to take an eternity. I pushed myself into a state I'd never experienced where my vision and balance were affected. Though with my crew immediately behind me lighting my way, at no time did I feel unsafe. I came to a sign stating 10 miles to Panguitch and I cracked. It was just after 6 am and shivering was taking over. I stopped and got in the car for a warm 5 min nap and discovered that it was a frigid 26 degrees out. The nap and warm up helped immensely and I managed the last 10 miles into town with far less trouble.

After an hour's rest in the hotel room that was TS 5, I was back on the road and tackling the 30-mile climb to Cedar Breaks. The sun was

bright in the early morning which helped me to regain a positive attitude after the long difficult night. The road steepened significantly towards the top, and I was reduced to serpentine up the road in my 39x26 as I hit the 400-mile mark - the legs were-a-sufferin'. I summited at around 11:30 am and was into Cedar City and TS 6 an hour later. One more 80-mile mostly downhill push onto the finish to go.

Looking at the time and my pace, my new goal was 34 hours or a 5 pm finish. I cruised through the moderate descents on my TT bike and attacked the last two small climbs in the last leg of the race. As I rode into Veyo and my first familiar roads since leaving Hurricane, I knew my journey was almost over. The crew left me on my own to complete the 15 miles through Snow Canyon and on through town (as instructed per the rules) and I savored the last miles and pushed hard in attempt to finish by 4:30. "Un"fortunately, I missed that goal and finished with a time 33:33 in 3rd place (thanks to McNulty dropping out with his own stomach issues). 5-of-a-kind and

only 90 minutes from Vegas....

My time put me 2.5 hours behind winner Ken Philbrick of Oregon, which was not as good as I'd hoped, but for my first experience and the numerous obstacles I dealt with, I couldn't complain. And with my time being within 15% of the winner's, I officially became RAAM qualified. Not that I have any aspiration to do that race (at least in this decade.)

The 2009 Hoodoo 500 is accepting entries through at least August 15th. In addition to the solo race, there are 2-rider and 4-rider relay categories and a Voyager division where racers do the entire route completely unsupported (without a crew!) For more information check out www.hoodoo500.com.

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HEALTH

Hydration and Electrolytes

By Barbara Sherwood, MS, RD

The nice cool temperatures in Salt Lake City this spring have made it easy to keep well hydrated for races and training. However, now that it is officially summer it's time to think about some drinking strategies. No... not beer! Let's try water, sports drinks, and electrolytes.

Personally, I like to know the "why" when someone promotes goods and advice on nutrition and hydration to improve sport performance. There are so many products and claims that it's hard to distinguish between sound advice and a sales pitch. Bottom line, proper hydration reduces injuries, improves performance, and is important for proper recovery.

Water is involved in almost every biochemical reaction in the body, which is no surprise since the average adult is approximately 65% water. Just a few of the functions include: energy production; nutrient delivery; regulation of body temperature; and muscle function. As we sweat, we lose water and blood volume decreases. The higher the intensity of exercise the more water is lost. In addition, higher temperatures also require more fluid to maintain body temperature. Drinking is necessary to replace body fluids.

As athletes experience dehydration mental and physical performance declines. Blood volume decreases and the heart must work harder and faster to maintain internal body temperature. Additionally, there is an increased perception of how hard the exercise feels, especially when exercising in the summer heat. Studies show that a 2% drop of body mass is sufficient to cause a significant decrease in performance. When deficits go beyond 2%, athletes run the risk of developing nausea, vomiting, diarrhea. There is no evidence that athletes can manipulate the body to handle dehydration. Actually, the more fit the athlete becomes, the more sweat is produced.

Over-hydration can hinder performance and be potentially dangerous. Too much fluid may become uncomfortable when the intensity of a race increases, or creates the need for an inopportune pit stop. A potentially dangerous concern is hyponatremia. Hyponatremia is the dilution of serum

sodium levels. This is caused when fluid losses are replaced without adequate sodium and other electrolytes. Symptoms include: headaches; nausea; vomiting; disorientation; coma; and ultimately death.

For bouts of exercise lasting less than 60 minutes water should be sufficient to carry you through. However, when activity exceeds an hour sports drinks and electrolytes can enhance hydration by increasing absorption and allowing the body to retain fluids. In addition, sports drinks offer carbohydrates to provide extra energy needed to perform.

If cramping is a nuisance to your performance, look at your hydration practices, additional fluid and electrolytes may be warranted. Sodium, potassium, magnesium, and calcium are needed for maximizing muscle function and maintaining fluid balance. A daily diet that offers plenty of these nutrients is important for all athletes. If you know you are eating well and hydrating with the right stuff, an electrolyte supplement can help. Most sport nutrition companies carry a line of electrolyte supplements, Elete, Hammer, First Endurance, etc. Follow the manufacturer recommended dosages, too little may not be enough and too much can cause gastrointestinal distress. Now, if you are eating well between workouts, hydrating before – during – and after activities, having plenty of electrolytes, and still experience cramps, don't keep adding electrolytes. There is a point when too much of a good thing is bad. It may be that your muscles need a little more time to catch up to the added demands of training.

Sweat rates and salt content for athletes can vary greatly. Pay attention to the kind of "sweater" you are... Prepare before going out to train by weighing yourself with nothing on. While exercising, pay attention to how much you drink. When you get back, weigh yourself again with nothing on. Next, subtract the amount of fluid taken on the ride. For example, if you lost 2 pounds in body weight and drank two pounds of water, you have lost four pounds of fluid. For every pound lost this equates to about two cups of water. Or if you like the metric system, every kilogram (2.2 pounds) translate to one liter of fluids.

Factors that affect sweat rates

1. Fitness – The more fit an athlete is the more efficient the perspiration
2. Environment - sweat losses are higher in hot and humid conditions
3. Body Size - larger athletes are prone to sweat more than smaller athletes
4. Genetics - some people just sweat more than others
5. Exercise Intensity – higher heart rates create more sweat volume

General hydration and electrolyte guidelines

Hydration:

1. Drink enough fluids on a daily basis.
2. Learn how much you sweat by weighing yourself immediately before and after exercise.
3. On the days leading up to endurance events, drink extra.
4. The morning of an endurance event begin drinking up to two hours prior to the start.
5. Five or ten minutes before the start tank up with water or sports drink.
6. During the race match your sweat losses. If you learned from weighing yourself during training that you lose 1.5 lbs per hour, that's 8 ounces every 20 minutes. (practice when you train!)
7. Drink on a time schedule. Do not wait until you feel thirsty. High intensities can mask the body's fluid/nutrition needs.
8. Fill your bottles with what you like. If it tastes good you are more likely to drink it.
9. After exercise consume at least 150% of the losses over 4-6 hours after exercise.

Electrolytes: Na, K, Ca, Mg

1. Water should be adequate for events lasting < 60 minutes. Events lasting > 60 minutes consider having a sport drink with added sodium.
2. Sodium intakes of approximately 0.25-0.7 gram per hour may be necessary for endurance exercise lasting more than 3-4 hours. This may require the use of salty foods (i.e. sandwiches, crackers, pretzels, potato crisps) or special products such as electrolyte powders or tablets to keep pace with sodium requirements.
3. Very little potassium, calcium, and magnesium are lost during exercise. A well balanced nutrition plan that includes lots of fresh fruits, vegetables, and whole grains should be enough to maintain healthy electrolyte levels for events under 1 – 3 hours (depending on the ambient temperature). For longer and multiple events (i.e. stage races) athletes should consider some sort of electrolyte supplement.

Barbara Sherwood, MS, RD is a competitive triathlete and road cyclist in Salt Lake City. Barbara holds a masters degree from the University of Utah in nutrition and is the director of dietary services for Promise Hospital. Barbara is also a member of sports, cardiovascular and wellness nutrition (SCAN) group through the American Dietetic Association. SCAN members are leading the future of dietetics by promoting healthy, active lifestyles through excellence in dietetics practice in sports, cardiovascular, and wellness nutrition and the prevention and treatment of disordered eating. You can reach Barbara through her website: www.1fitnessfuel.com.

ADVOCACY

Airport Bike Parking and Complete Streets Bills Introduced in Congress

By Charles Pekow

While waiting for major ground transportation to get off the ground this year, a small piece of legislation may help bicyclists get off the ground – literally.

Congressional committees are still developing bills to reauthorize surface transportation law (due this year), legislation that could expand the role of bicycling as a transportation component. But it is moving more quickly on several other pieces of legislation with smaller benefits for bicyclists, including one that would help cyclists fly.

The House approved the Federal Aviation Administration (FAA) Reauthorization Act of 2009 (H.R. 915), introduced by Rep. James Oberstar (D-MN), a bicyclist himself and longtime advocate of bicycle-friendly legislation.

The bill would allow airports to build "secure bicycle storage facilities" for airport customers and employees. Funding would come from passenger facility charges added to tickets that airlines pass along to airports for improvements in runways, gates, terminals, etc. The bill would raise the maximum fee chargeable with a ticket from \$4.50 to \$7. FAA anticipates collecting \$2.899 billion in fees this year.

FAA would have to report within a year of the bill's enactment on progress airports were making to build bike storage.

The Senate Committee on Commerce, Science and Transportation now must approve the bill before the Senate votes on it. A committee staffer says the committee hopes to pass a bill before the August congressional recess but it has no firm timetable or shape for the bill.

And that's not the only bill flying through Congress this year that might promote bicycling. Three House committees have approved energy legislation that would require states to promote bicycling in state energy plans. The committees on Energy

& Commerce, Education & Labor, and Foreign Affairs approved the American Clean Energy & Security Act of 2009 (H.R. 2454).

The bill would require states and metropolitan planning organizations within three years to develop "complete streets policies" that accommodate bicyclists and reduce greenhouse gases. The plans would have to consider amending land use and zoning ordinances to promote bicycling; and building bicycle facilities that link popular destinations, including shopping areas, jobs, schools, etc.

Also, the House approved the 21st Century Green High-Performing Public School Facilities Act (H.R. 2187). The bill would start a \$6.4 billion Grants for Modernization, Renovation, or Repair of Public School Facilities program. Each state would get funding it could use to develop guidelines for energy efficient schools, including making it easy to bike to school.

States could also give grants to local school districts to improve bicycle infrastructures at schools.

The bill is now pending before the Senate Committee on Health, Education, Labor & Pensions.

Editor's Note: Salt Lake City International Airport has little bicycle parking for passengers or employees according to a representative from the airport parking concessionaire.

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TOURING

A Bicycle Tour on the Grand Canyon Connector Route — Tempe to Cedar City

Top left: An old barber shop on Route 66.

Top right: At the South Rim, at Navajo point.

Above: Pedaling fully loaded past the Ghost town of Grafton, Utah, near Zion.

Lower right: The view from my campsite on the North Rim, at sunrise.

Photos by and courtesy David Anderson.

By David Anderson

In early May, I set out on a solo, self-supported trip of the Grand Canyon Connector, an Adventure Cycling Association route that begins in Tempe, Arizona and ends in Cedar City, Utah. Highlights of the 650-mile tour include the North and South Rim of the Grand Canyon, Vermilion Cliffs National Monument and Zion National Park. I chose this route for the challenge of cycling over a remote, arid land where I would need to plan carefully to be self-sufficient. Unlike a previous tour I'd taken along the northern California coast, the Grand Canyon would traverse a desert with few services and long, windy stretches with not another person in sight.

Landing at Sky Harbor on a Friday morning, I found a quiet section of the baggage claim area where I could assemble my bike. Fortunately there were no bent forks or other damage when I put together my Giant hybrid with Ortlieb panniers and butterfly handlebars. Fully loaded with camping gear, tools, satellite phone and three liters of water, the bike weighed about 80 pounds.

Ready to go at 12:30 pm, I took the airport shuttle over the crowded airport highway to a stop near the start of the route. I noticed the temperature on a nearby display: 101 degrees. I pedaled along city streets and canal paths, reaching Surprise, Arizona, on the outskirts of Phoenix, a few hours later. With no campgrounds nearby, I checked into a motel, weary from the heat and traffic.

I left Surprise at 7:45 am. On the open road at last, I felt like I was beginning the bike trip I'd been hoping for. I rolled along a gentle ascent for 36 miles toward Wickenburg. Arriving at 11 am, I waited out the heat of the day in a shady park by the city hall, and listened as a town bell rang out 'God Bless America'.

After the heat of the day had passed, or so I thought, I rolled on toward Yarnell. Encountering my first steep grade of the trip, I climbed over a series of switchbacks toward Yarnell, 2700' above Wickenburg. The temperature at 4 pm, as I began the switchbacks, was 104 degrees. Enduring the heat, I continued up the hill anyway, resting frequently. Stung by a horsefly at one point, I raced up the hill on a burst of adrenaline. I

pulled into Yarnell in early evening and camped in an RV park, ending a 57-mile broil in the sun. That night I noticed heat rash across my shoulders, which concerned me.

around Bill Williams Mountain, an extinct volcano. Arriving at 6 pm, I camped at a windy RV park and cooked my first meal of the trip on my stove. My best day yet, I'd covered

had been compressed into marble.

After two full days at the South

Continued on page 31

65 miles. Out of Williams at 6:30 am, I rolled 52 miles into Tusayan, a mile from the Grand Canyon National Park entrance. I elected to camp at an RV park and use the afternoon for laundry, rest, and groceries. I called the National Park Service reservation line and learned that the Mather Campground at the South Rim had showers available, so I made a reservation. I enjoyed some calzone at a restaurant and did laundry outside on the back porch of the RV park office.

I pedaled into the South Rim on Wednesday and got my first look into the canyon at 7:30 am at Mather Point. I continued on to the Mather Campground and after securing a spot for the next two nights, I paused at the Yavapai cafe to enjoy a full breakfast and a newspaper. I pitched my tent and stowed my panniers, then rode to the rim to enjoy the park.

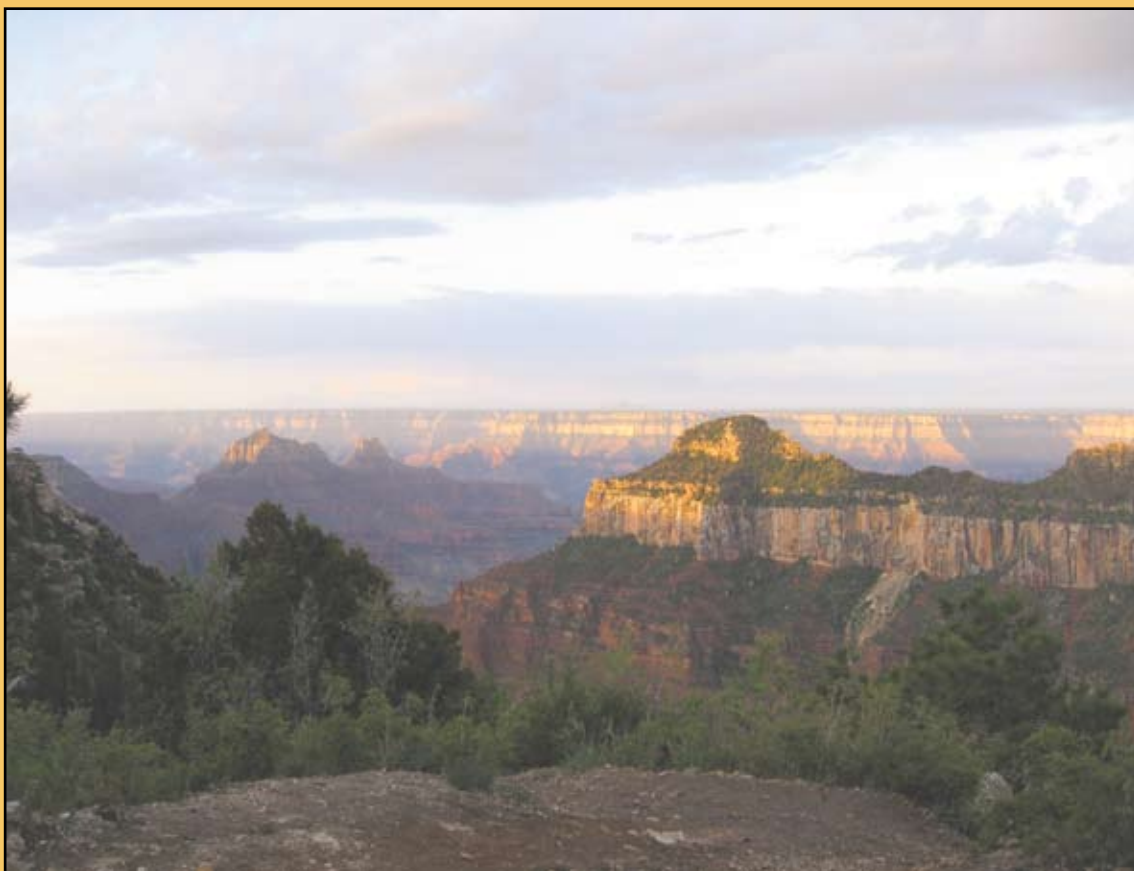
Awaking early to the sound of birds chirping, I noticed that it was light enough to ride at 5:30 am. The two preceding days had taught me to get on the road as early as possible. After pausing for breakfast at a town diner, I was on a fresh ascent to Prescott by 7:30 am. The temperature dropped to 82 degrees as I reached 6100' in elevation. After 46 miles through windy mountain roads and false summits, I arrived in Prescott just after noon. I checked into a motel and took a nap. Later I picked up cereal for future breakfasts and fuel for my camp stove – I had not been able to take fuel on the plane due to safety rules.

Now fully prepared for camping, I set out for Williams, a gateway town for the South Rim. On the road at 6:30 am, I coasted 39 miles over rolling hills toward Ash Fork. While there, I explored a section of historic Route 66 and photographed an old barber shop with a 50s-era car on the roof.

In the afternoon I began my push up I-40 toward Williams, an elevation gain of 1700' over 17 miles. The highway was busy, a 75 mph zone, but wide shoulders gave me plenty of space from the semis and RVs whizzing by. I admired the lava flows

At the Yavapai observation station, a mile from the campground, I took in views of Bright Angel Canyon, the Isis temple and the 1.8 billion year-old basement rocks near the river. I explored the Yavapai Point visitor's center, which features easy-to-understand illustrations of the canyon's formation. In the afternoon I hiked along the Rim Trail, browsed the Visitor Center bookstore, and watched a vivid sunset, enhanced with brilliant oranges and reds by haze from a prescribed burn in the area.

Awaking to my second full day at the South Rim, I joined the ranger-led, 1.5 mile hike into the canyon on the South Kaibab trail. I learned about microclimates in the canyon, which enable pine trees to live in cool ledges below the 7000 ft level; identification and use of Mormon Tea; traces of extinct animals, including a close-up look at fossilized footprints; cross bedding in the Coconino sandstone, revealing fossilized sand dunes; deposition layers, including the exact boundary between a deposit made by advancing seas and one made by an extinct desert; and metamorphic rock that had originally been sandstone but



Trip Mileage 662 Total Miles		
05/08/09	Tempe to Surprise	33 miles
05/09/09	Surprise to Yarnell	57
05/10/09	Yarnell to Prescott	46
05/11/09	Prescott to Williams	65
05/12/09	Williams to Tusayan	52
05/13/09	Tusayan to Mather Campground	8
05/14/09	(South Rim)	
05/15/09	Mather Campground to Cameron	60
05/16/09	Cameron to Marble Canyon	73
05/17/09	Marble Canyon to North Rim	85
05/18/09	(North Rim)	
05/19/09	North Rim to Kanab	85
05/20/09	Kanab to Zion	33
05/21/09	Zion to Cedar City	65

If You Go...

I began my trip preparation by purchasing a map of the Adventure Cycling Association's Grand Canyon Connector Route from the ACA's web site. Visit <http://www.adventurecycling.org/routes/grandcanyon.cfm> (\$12 for ACA members, \$15 for non-members). The map has listings of campgrounds, grocery stores, gas stations, and hotels along the route. The map also includes elevation information. I brought the map addenda, which came in handy due to phone number corrections.

Camping opportunities are plentiful along the route, except in the Phoenix area. The ACA map lists both private and public campgrounds. The South Rim of the Grand Canyon accepts reservations, while the North Rim does not. Both campgrounds allow touring cyclists to stay in the hiker/biker area even when full. The entrance pass at the Grand Canyon is \$12 for bicyclists, and can be used at both entrances. The entrance pass at Zion is also \$12.

I brought typical lightweight camping equipment (small tent, sleeping pad, etc.) Showers were generally available at both the North and South Rim and in private campgrounds. In Zion, the Watchman Campground check-in station can supply a list of nearby places to get a shower (about \$5).

Several heat-related health hazards can occur in the desert, including heat exhaustion, heat stroke, and hyponatremia. The latter occurs after drinking too much water without enough salt to replace salts lost during perspiration. Salty snacks, drinking plenty of water, and drinking electrolyte drinks are all recommended by rangers at the Grand Canyon.

I found that wearing arm warm-

ers protected my arms from sunburn without too much loss of ventilation. As a person who burns easily, I managed to avoid serious sunburn by reapplying high-SPF sunblock during afternoon breaks.

Most areas of the route have cell service, although sometimes only emergency calls are permitted. I carried an Iridium SPOT device to send GPS messages to friends and family, with the option to send a 911 message. I also carried a satellite phone, but in retrospect would have left it behind due to the cost of rental and weight.

While the entire route is paved, cracks in the shoulder made for a bumpy ride in many places. I'd suggest wider tires (35mm) for comfort.

Continued from page 30

Rim, I felt rested. My heat rash was not bothering me and seemed to be healing. I was ready to get moving again. I paused for a cafe breakfast and was on the road by 7:30 am. I waited out the heat of the day at Desert View and took in a last view from the South Rim. Desert View features a view of the Grand Canyon supergroup, a candy-striped rock formation that only appears in the eastern side of the canyon. After coasting 60 miles on a 2600' descent, I arrived in Cameron around 4 pm and checked into the Cameron Trading Post for the night. I was anticipating a big ride the next day across the Navajo Nation.

On the road at 5:30 am, I faced a 73-mile trek to Marble Canyon, at the Colorado River near Lee's Ferry. The ride was hilly, with a climb over Cedar Ridge at 6300', then descending to Marble Canyon at 3400'. I also faced my first strong headwind of the trip, so it was slow going. In the Painted Desert, I rode past the green rocks of the Chinle formation and the deep brown mudstones of the Moenkopi formation. Just before noon, having drained two liters of water, I reached Marble Canyon and checked into a motel for a nap.

My next destination, the North Rim, presented the biggest challenge of the trip, both in mileage and elevation gain. On the road at 5:15 am, I passed the new Vermillion Cliffs National Monument, which were a pinkish orange in the early morning sunlight. Then I continued the grueling, 41-mile climb to Jacob Lake, a vertical elevation gain of 4500'. After pausing for lunch, I rode past spacious, green mountain meadows on the 44-mile road to the North Rim. Reaching the ranger station at 8821' at 6 pm, I completed a vertical elevation gain for the day of over a mile.

I was on the last few miles to the campground when a rock pierced my puncture-resistant tire, forcing me to change the tube with only an hour of light left. I arrived around 7 pm as the sun was setting. After pitching my tent near the rim, I was tired but energized by the chance to explore this more primitive area of the canyon. After pedaling another mile for a quick bite at the deli, I returned in darkness and collapsed into my sleeping bag.

For my day at the North Rim, I hiked along the North Rim trail to the historic North Rim Lodge for a ranger presentation about the California Condor, an endangered species that has been reintroduced in the Grand Canyon. The ranger said he had not seen one in weeks and asked the visitors if they had seen any – none had. A few moments later, during the talk, a juvenile California Condor flew directly over group assembled on the porch of the Lodge. The ranger confirmed it was a California Condor, and the bird circled several times before soaring away.

That night, I treated myself to a restaurant dinner at the Lodge for completing my big climb, feasting on prime rib, blueberry pie, and North Rim Ale. I chatted with family and friends by cell phone while taking in the panoramic view.

The next day at 7:30 am, I began my 4000' descent to Kanab, a distance of 85 miles. I rode in the rain over the North Rim, which receives greater precipitation because of its high elevation, and battled high winds down the descent until returning to desert conditions in the vicinity of Fredonia. I stowed my jacket and cycling tights and rode up the gentle incline to Kanab. At the campground, a friendly couple invited me over for dinner and we swapped stories over a hearty meal of pork & beans, grilled vegetables, and cranberry juice.

Leaving Kanab, I was on the road

at 6:30 am toward Zion National Park. At the Zion/Mt Carmel tunnel, I hitched a ride on a pickup truck, since the tunnel does not allow bicycles. At noon I arrived at the Watchman campground inside the park, 33 miles from Kanab. After taking the park shuttle around the park for a quick tour, I came back to discover squirrels had eaten through a styrofoam container I had borrowed from the campground "free stuff" area to store my food in.

I took the Zion shuttle into Springdale for a shower, since the Watchman campground does not have showers, and returned with fresh fruit for breakfast the next day. In retrospect I should have purchased more food, as the final day of my trip was to be killer.

Striking out at 6:30 am, I set out on the last 65 miles over a 3000' elevation gain to Cedar City. Parts of the route were on I-15 and traffic was heavy, the Thursday before Memorial Day weekend. I stayed far over on the shoulder and persevered through a stiff headwind. I rolled through La Verkin without stopping for breakfast, but as I rode toward Cedar City I felt the lack of adequate calories. I stopped at the first available gas station near the Kolob Canyons visitor center and wolfed down a hot dog.

At 1 pm I reached Cedar City where I met my fiancée, who had driven down from Salt Lake to pick me up. She presented me with a bright orange and yellow cycling jersey emblazoned with the Arizona sun.

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