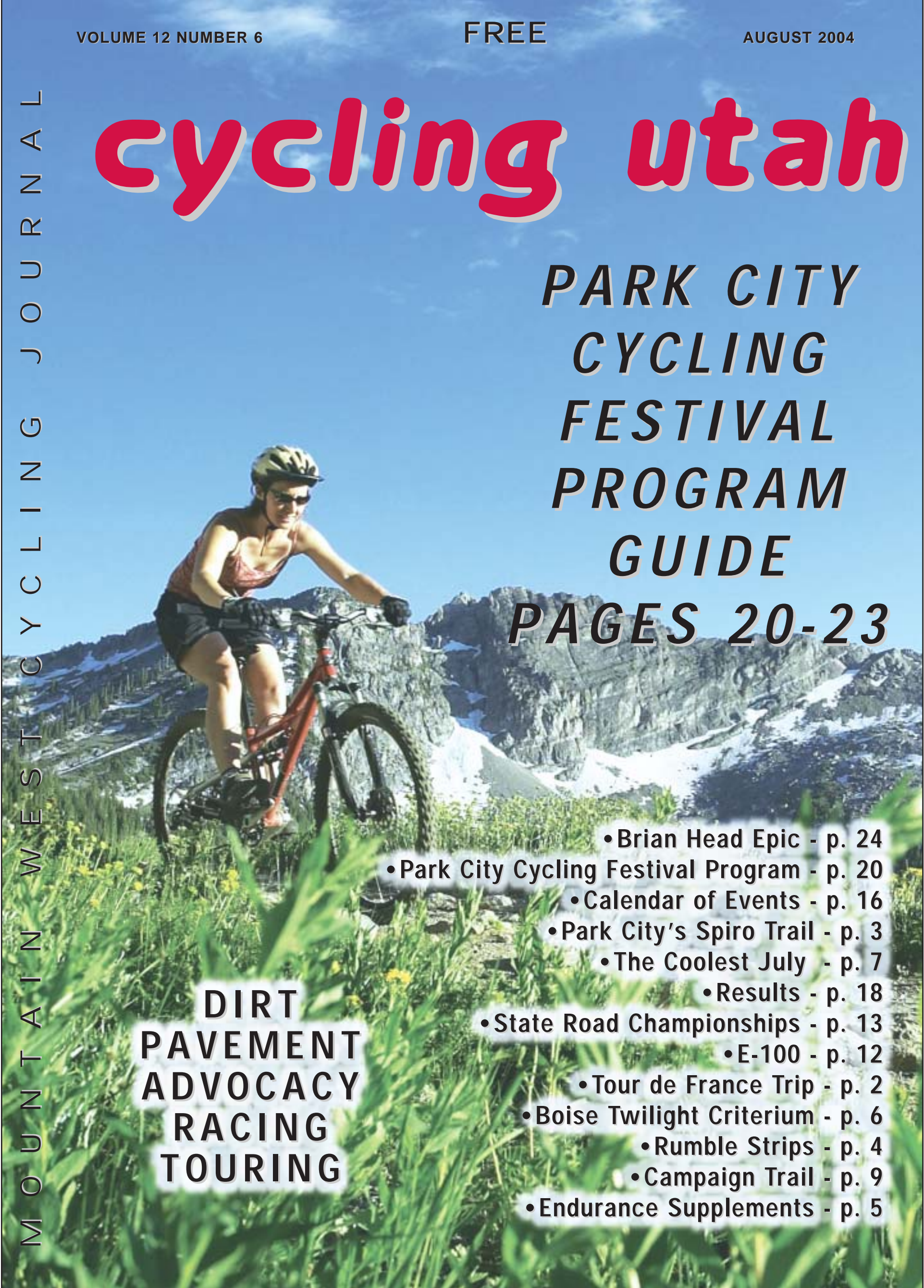


cycling utah

PARK CITY CYCLING FESTIVAL PROGRAM GUIDE PAGES 20-23

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SPEAKING OF SPOKES

Climbing the Cols - A Trip to the Tour de France

By Dave Ward
Publisher

I had just started uphill again when it started to rain. I had been riding up toward the clouds for over an hour, and so should not have been surprised. Though it had been overcast most of the way, and more so the higher I got, I suppose I had decided my life was charmed, and I would be spared any wet weather. However, the rain gradually grew in intensity till it was a heavy downpour. Time to turn around and head back? Not when you are in the French Alps, climbing toward the Col du Glandon on the same course Lance and Company would be riding in two days.

My wife, Karma, and I had arrived in Geneva on Sunday evening. After a quick downtown discovery trek on Monday morning, we met up with our tour group from Graham Baxter Sporting Tours. After the great experience we had last year with this company, we did not hesitate to book with them again. Much to our delight, we also ended up with the same tour guide, Derek Francis, with whom we had become good friends last year.

From Geneva, we had a four hour bus ride to Bourg d'Oisans, and then nearly another hour up the 21 "lacelets" (French for switchbacks) to l'Alpe d'Huez. We were to spend the next three nights here before returning to Geneva. The coach ride up was

an experience in itself. Despite being two days before the Alpe d'Huez time trial, the 21 lacelets were already packed with tents, trailers, tourists and travelers all staking out their spots to watch the professional peloton punish itself, one member at a time, up this famous and infamous climb. Our bus driver, Daniel, amazed us with his ability to clear obstacles by inches as he wound the coach and bike trailer around each turn.

We arrived early enough that we had time to quickly assemble our bikes and descend down to Bourg d'Oisans just to turn around and ride back up to l'Alpe d'Huez. This was what I had most been anticipating: Riding the Tour's most famous climb, and I tingled with excitement while simultaneously cringing at the effort ahead. When Lance Armstrong would ride this climb two days hence, his time on the actual climb (excluding the first 1.5 flat kilometers of the time trial) was just over 36 minutes. My time was 1 hour and 12 minutes. What can I say? He is Lance, and I am just me. It was a tough climb, like nothing I have ever ridden before. And though I did not dance like Lance to the top, I enjoyed every punishing pedal stroke of my own on this colossal climb.

The plan for the next day was for the non-riding members of our group to take the bus to the finish of Tuesday's stage at Villard de Lans, while those of us with bikes would ride there. After the stage finish, we would all return by bus to l'Alpe d'Huez. Unfortunately, our tour guide learned that the French gendarmerie planned to close the road up to l'Alpe d'Huez at 6:00 p.m. the next day. That would certainly have been well before our bus could have made it back, especially on the crammed canyon roads. So the decision was made to remain at l'Alpe d'Huez where we could enjoy the day as we pleased.

So it was that I found myself that day in a downpour climbing to the top of the Col du Glandon. Though in truth I entertained ideas of turning round and heading back, especially since I was still going to have to climb back up to l'Alpe d'Huez, my obsession to make it to the top of any climb I start, and my insatiable curiosity to just see around the next bend, drove me on. I finally reached the front end of a high alpine reservoir, and looked onward, after a short descent, to more climbing



Lance, Landis, Ullrich on the Col de la Forclaz during stage 17.
photo: Dave Ward

through a high alpine meadow nestled in the towering and overpowering Alps. Now, though, it was not quite so steep and I decided to push on to where the road split a few kilometers ahead.

On arriving at that split, the sign to the left said "Col du

Continued on page 14



Cover Photo: Carolyn Eslinger riding in Alta on July 8, 2004 on the Sunnyside Downhill.
Photo: Joaquim Hailer

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TRAIL OF THE MONTH

Park City's Spiro Trail Loop is as Good as Gold

By Gregg Bromka

Answering the plead for more public access to private lands surrounding town, Park City Mountain Resort has graciously opened its doors, rather its mountain, to the community of non-motorized recreationists. To the resort, mountain biker's are indebted and grateful. An ever-expanding network of dirt roads, doubletracks, and singletracks caters to bikers of intermediate ability and above. Like Deer Valley Resort across town, you can "get a lift" at PCMR and coast downhill all day, but to bikers who actually like to ride their bikes, the resort's Spiro Trail is the gateway to a myriad of cross-country treks, including the burly climb to Shadow Lake and the resort-to-resort Mid-Mountain loop. If you are short on time or are not feeling like a NORBA contender, however, then consider the more manageable Spiro Trail Loop, which stays low on the resort thanks to a new section of the Mid-Mountain Trail.

This loop is nearly all single-track, which is reason enough to ride it. It is also a window to the bygone days when the clamber of picks and shovels shattered the still mountain air, and miners searched feverishly for pay dirt.

The account of Solon Spiro, after which the trail was named, is perhaps the most heart-breaking of all rags-to-riches-to-rags stories. The nephew of a pioneer merchant, Solon labored away in his uncle's store, saving his meager wages and buying stock in other mines. By the early 1900s, he amassed respectable wealth, bought claims bordering the goliath Silver King Mine, and incorporated his own company--Silver King Consolidated. But his workings produced little ore and the mine's main shaft was constantly flooded with icy waters. Pumping the water out was too



Golf is for wimps, go ride Spiro Trail loop instead.
Photo by Gregg Bromka

expensive, so Spiro drove a tunnel nearly 3 miles long, and so straight you could see daylight from its end, to drain the water.

He continued burrowing his mine until it was 5 miles into the mountain. But with little ore to show for his effort and with funds depleted, Spiro succumbed to defeat and sold his claim to his competitor, the Silver King, at a bargain price. Adding the greatest insult to injury, the Silver King tunneled just 40 feet farther in Spiro's old mine and struck a giant body of ore, one that Solon pre-

dicted was there all along.

Details:

Exit the lower parking lot, go left on Silver King, then immedi-

ately right on Three Kings Drive along the golf course. Go left on Crescent Road and find the Spiro Trailhead at the bend. Gear down and power up the nasty little ramp that greets you, and stay in granny gear because you'll climb in earnest for a mile to the junction with Eagle Trail. The dozen turns are steep and tight but there are breathers in between. Persevere, and you've licked the toughest part. Stay on Spiro for yet more climbing, albeit a tad easier.

Spiro Trail rises moderately through profuse timber and crosses sunny ski runs. Cross under King Con Lift then descend briefly to a right-hand curve across Broadway ski run where Claim Jumper Trail forks left. Stay on Spiro, and climb through groves of aspens commingling with firs to Thaynes Canyon jeep road. Go left and spin up to the junction with Mid Mountain Trail, just past Powerline Trail.

The climbing is done. Much like poor Solon, who toiled to no end, it's time for you to reap a little pay dirt of your own. Go left on Mid-Mountain Trail and contour across the face of Park City Mountain Resort through long patches dense timber that separate ski runs. Formerly called the 8000-foot trail, the cushiony path clings to the eight grand contour for about a mile. When you intersect the Claim Jumper jeep road, go left a hundred feet and veer right onto Crescent Mine Grade Trail. A bit of choppy tread initially gives way to a smooth-flowing one-laner that will have you whooping and hollering like a

miner who struck the motherload. It's only one mile of singletrack bliss before you intersect Eagle Trail. Stay left and drop quickly into the trees, but watch out for a hidden switchback that will take you by surprise. If you are casting a gaze at the golf links far below. A rapid descent through hairpin turns returns you to the familiar junction with Spiro Trail. Gravity continues to be your best friend at you coast back to the trailhead.

Location: Park City Mountain Resort in Park City.

Distance: 7.5-mile loop. (There are over 30 miles of additional trails available trails on the resort.)

Physical Difficulty: Moderate. The initial climb gains elevation quickly, but the rest is a piece of cake.

Technical Difficulty: Low-moderate. These trails are like "budda," except for the short descent on Eagle Trail, which is steeper, narrow, and has tight turns.

Elevation gain. About 1,300 feet.

Finding the trail: From the intersection of Park Avenue and Deer Valley Drive, go east to Park City Mountain Resort. Park in the lower lot off of Silver King Road.

This Trail will appear in a future book. For other Utah trails, get a copy of Mountain Biking Utah by Gregg Bromka. Available at your favorite bike shop or at cyclingutah.com.

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BIKE ADVOCATE

Rumbumble Stttrip Standards Still Need Help

By Chris Quann

Over the last twenty-five years I have seen many changes in the landscape of cycling. Some of these changes have been for the better; some for the worse. In my mind, the best thing to happen for road cycling was the relocation of gear shift levers from the down tube to the brake hoods. The worst thing (other than suburban sprawl consuming country roads) has been the proliferation of milled shoulder rumble strips (MSRS). Just thinking about rumble strips makes me shudder, but not nearly as much as having to ride over them.

The intention of shoulder rumble strips is a noble one: to alert inattentive or dozing drivers leaving the road surface in time for them to take corrective action. Because run-off-road crashes account for almost a third of the deaths on the Nation's highways, and milled shoulder rumble strips are thought to be very cost-effective in reducing run-off-road accidents, the reality is that milled rumble strips are probably here to stay. In my opinion, though, there is very little good about rumble strips from a bicyclist's point of view. I guess I should be grateful that there is a rumble strip between me and the sleepy semi driver bearing down on me, but rumble strips are mostly problematic on a bike.

The word "milled" is the key to both the advantages and disadvantages of shoulder rumble strips. The advantages are that MSRS can be installed after pavement has been placed and can be reliably cut to precise dimensions. The main disadvantage is that they are cut by a drum with a 12" radius--nearly the same radius as a bicycle wheel--which means that bicycle wheels fall completely into each divot cut by the rotating mill. Since, unlike cars, road bikes have no suspension, the vibrations are absorbed by the rider. The deeper the divots, the worse the vibration.

The rumble strip that jarred me into action is located on SR201 (2100 South) westbound between 5600W and 7200W. Because that particular rumble strip continues along the flare area for the right-hand turn onto 7200W, cyclists going straight on SR201 are forced to traverse the rumble strip. And a miserable traverse it is. Those rumbles are a full 5/8" deep. That means for every foot you ride along the rumble strip, the bike jumps up and down, minimally, 5/8". Now, I consider myself a decent bike handler, but it is not possible to ride safely on that rumble strip. Your brain sloshes against your skull, you cannot focus your eyes, and it's all you can do to keep the dental work from rattling out of your mouth. All you want to do is get off the rumble strip.

I hit the internet and did some research. I found that Richard Moeur of the Arizona Department of Transportation was the leading expert on rumble strips in the nation. He wrote a very sensible paper proposing that instead of a

continuous line of divots, it made sense to have periodic gaps in rumble strips to allow the occasional passage of bicycles while still serving as an effective deterrent to run-off-road accidents.

Having a gap in a rumble strip pattern becomes important because there are occasions when a cyclist must cross into the travel lane to avoid the odd pile of metal and glass, shredded tread, or animal carcass that collects on the side of the road. Also, the presence of the rumble strip itself disrupts the wind from vehicles that typically blows debris from the road surface. This means debris tends to collect in the area to the right of the rumble strip that cyclists are expected to be using.

A pattern of 40' or 48' of rumble with 10' or 12', respectively, of clear pavement provides decent maneuverability through the rumble strip at bicycle speeds up to about 30 mph. At gap spacings greater than 12', it becomes possible for a car to run off the road without hitting the rumbles. Also, the secondary sound pattern of a gap rumble strip makes it a more effective deterrent to run off road accidents. Not to mention cheaper to install. Buy 4 get 1 free!

The Utah Department of Transportation adopted a rumble strip standard which has a gap pattern of 48' "on" and 12' "off." This is a great first step in having a bicycle-tolerable rumble strip. Unfortunately, the standard also declares that divots shall be between 5/8" and 3/4" deep. This is deeper than the 1/2" depth promulgated in the Federal Highway Administration's Technical Advisory on Roadway Shoulder Rumble Strips, and MUCH deeper than the 3/8" standard depth in Arizona or the even shallower 5/16" depth adopted as the standard in California.

Rumble strips impact both instate bicyclists and out of state tourists who come to Utah to ride and spend their money.

If other states can adopt these more bicycle-friendly divot depths, why can't Utah?

-If you have comments on rumble strips, Sharon Briggs is UDOT's Bicycle and Pedestrian Coordinator and can be reached at sbriggs@utah.gov. Congressman Jim Matheson is on the House Transportation Committee and can be reached at 801-486-1236. Rep. Bishop can be reached at 801-625-0107 and Rep. Cannon can be reached at 801-374-3002.

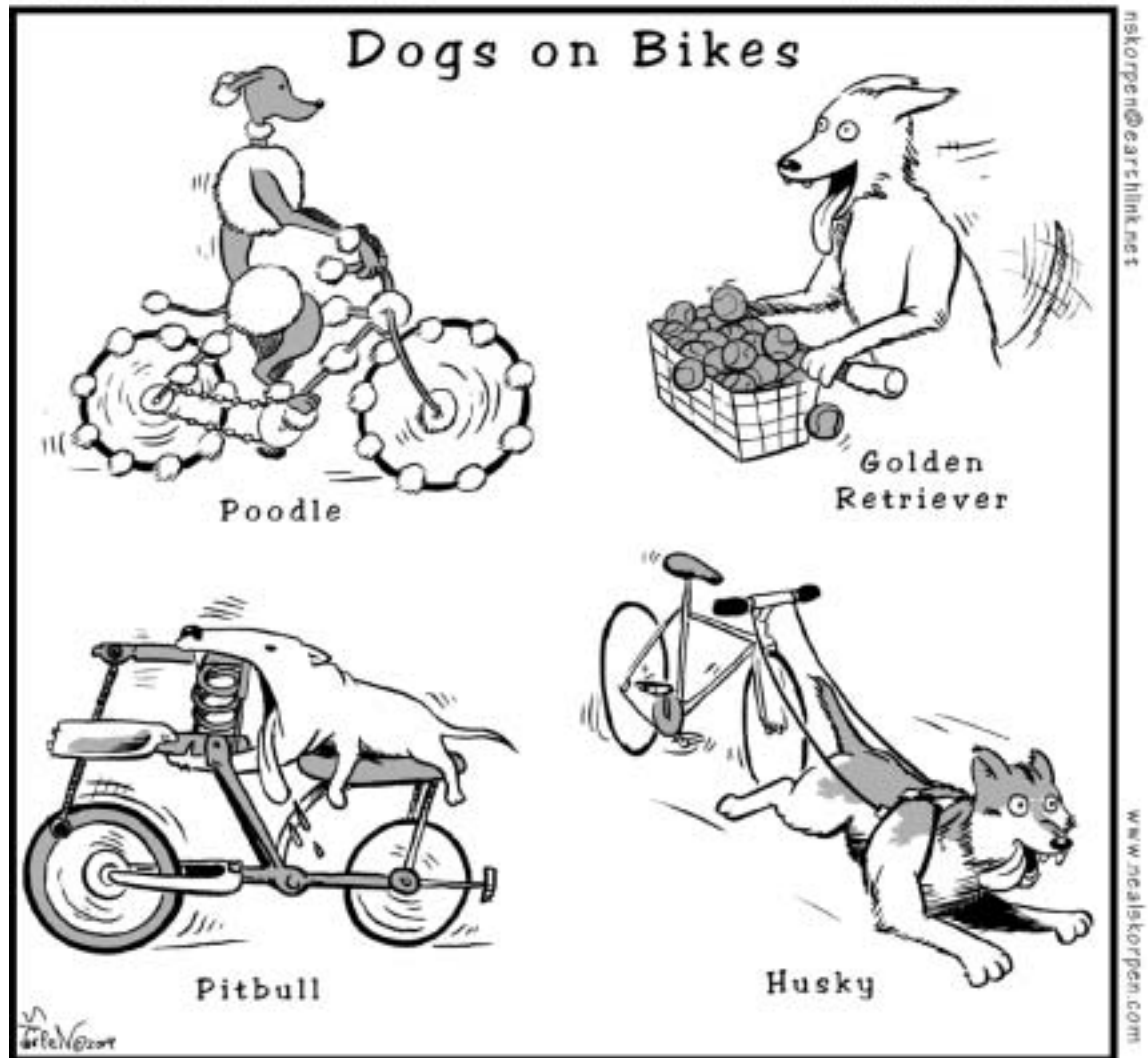
Richard Moeur's rumble strip information can be found at members.aol.com/rcmoeur/bikestuff.html

The design standards can be found at www.udot.utah.gov/download.php/tid=741/2004StdDwgSeriesPV.exe

Chris Quann is a dormant Cat 2 road racer, L.A.B. League Cycling Instructor, and former chair of the MBAC.

CYCLOTOON

BY NEAL SKORPEN



IMBA Releases Trailbuilding Book

Do you need some tips on singletrack construction? Then you need "Trail Solutions: IMBA's Guide to Building Sweet Singletrack." Trail Solutions is an essential tool for land managers and volunteer trailbuilders aspiring to raise their shared-use trail systems to the next level.

This new book expands greatly on IMBA's popular 2001 72-page handbook "Building Better Trails" and breaks new ground by providing detailed advice on banked turns, rock armoring, mechanized tools, freeriding, downhill, risk management, and other pioneering techniques.

"Trail Solutions" is divided into eight sections that follow the trailbuilding process from beginning to end. Readers will be guided through the essential steps of trail planning, design, tool selection, construction and maintenance. "Trail Solutions" also describes how to secure funding and support volunteers to get the job done.

It is available from IMBA.com.

New Tour Across Utah

The new Legacy Annual Great Ride Across Utah (LAGBRAU) will go from Blanding to St. George on October 9th-16th. The ride will be a fun filled trip through three national parks and completely on scenic highways and will raise money to educate Native American youth. The cost is \$300. Find more information at lagbrau.com or call (801) 278-6220.



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HEALTH

Rocket Fuel or Rubbish?

By Shawn Talbott

You can't miss the ads. Go faster! Go Further! Recover better! Drop the competition! The proliferation of ads for dietary supplements geared toward cyclists has reached a point where it's hard to find a cycling-oriented publication that doesn't carry at least an ad or two.

With all the choices out there, you might be asking yourself if these products are worth your hard-earned cash. Will they make you any faster, or help you recover any better, or do much of anything except make you climb faster because of a lighter wallet? As someone who studies dietary supplements for a living, I can tell you that the vast majority of "endurance performance" supplements on the market are simply garbage.

As one who also competes in Ironman triathlons and 100-mile mountain bike races, I wish that I could believe (and benefit from) some of the marketing hyperbole that I see in the ads. But alas, the scientific evidence (or lack thereof) for most of the products tells us otherwise. In some cases, the "no effect" studies that we see are due to problems with study design (small numbers of subjects, inadequate doses of the supplement, short-term feeding period, etc) – but most of the time the negative findings simply confirm that the products don't work.

So, given the relatively bleak background (that most performance supplements are useless), there are a few supplement approaches if you're looking to find that little something "extra" to bump your performance up a notch.

First of all – consider the fact that the majority of Americans could benefit from a daily multivitamin/mineral supplement. Large nutrition surveys show consistently that inadequate intakes of essential vitamins and minerals are common in the U.S. and other industrialized countries. According to the USDA (United States Department of Agriculture), the most common nutrients consumed at sub-optimal levels are the antioxidant vitamins A and E, vitamin B6, the bone minerals calcium and magnesium, and the trace minerals zinc and iron – particularly for women. What this means for you is that you ought to be taking a daily multivitamin/mineral supplement – not to directly improve your cycling performance, but to firm up your nutritional foundation. Cyclists and other endurance athletes probably need to go beyond the basics and choose a higher potency athlete-focused multi that provides a balanced blend of nutrients and higher levels of antioxidants such as Nutriex Sport from Nutriex or Damage Control Master Formula from Primal Nutrition.

Expert panels, including the American College of Sports Medicine, the American Dietetic Association and the Dieticians of Canada, have taken the position that "the athlete who wants to optimize exercise performance needs to follow good nutrition and hydration practices, use supplements and ergogenic aids carefully, minimize severe weight loss practices, and eat a variety of foods in adequate amounts" – and because micronutrients play an important role in energy production, hemoglobin synthesis, maintenance of bone health, repair of muscle tissue damage following exercise, support of adequate immune function and the protection of tissues from oxidative damage – athletes can obviously benefit from a supplement is those nutrients are lacking in their diets.

In most cases, the primary nutritional priority for athletes is meeting the energy demands of training and competition and achieving energy balance for the maintenance of muscle mass, immune and reproductive function and optimal athletic performance. For the vast majority of athletes, macronutrient requirements are not substantially different from those recommended in the Dietary Guidelines for Americans (55% to 58% of energy from carbohydrate, 12% to 15% of energy from protein and 25% to 30% of energy from fat).

OK – so let's say your diet is good. You have enough protein, carbs, and fat – and you're either eating plenty of fruits/veggies, or you're eating as many as you can and supplementing with a daily multi – now what? When you begin to consider the "performance" supplements that are available, they'll fall into 2 broad categories – either "endurance" or "recovery" (we'll forget about hydration drinks for this article – but keep in mind that they're all better than plain water, but they're also all about equivalent to each other).

Endurance Supplements

If you follow European cycling, then you are well-aware of the doping problem at the top levels of the sport. To believe some media reports, all Tour de France riders are doped up on something – whether it be EPO (erythropoietin to boost red blood cell production and thus oxygen-carrying capacity of the blood), or amphetamines (to increase energy levels), or testosterone (to enhance muscle repair and recovery), or something else. To be honest, each of these classes of drug will certainly improve athletic performance – and that's why they are all banned from competition (the old saying is that if it works, it's banned – and if it's still legal, then it must not work). Dietary supplements fall into a "grey area" because they're not drugs, but often they're not really food either – so you find yourself asking whether swallowing that encapsulated root powder before your race is "legal" (yes it is) and "ethical" (probably just as ethical as the carbo-loading that you also did).

One of the most tried and true "endurance" agents out there is caffeine – and you'll find it in various forms in supplements for energy and endurance (as caffeine, but also as Kola nut, Yerba mate, Guarana, Green/Black tea, and others).

Caffeine is probably best used during the later stages of a longer endurance event, because using too much too early can leave you fatigued and depleted before you see the finish line.

As an alternative to caffeine, a number of products (such as Endurox from Pacific Health Labs, 2nd Wind from Botanica BioScience, and Ginsana from Pharmaton) contain various forms of ginseng root as a way to give your performance a boost. The athletic benefits of ginseng are about evenly split – with some studies showing an improvement in energy levels and endurance, and just as many showing no benefit from ginseng supplements. Reasons for this "split decision" regarding the value of ginseng supplementation for endurance athletes has a lot to do with the study design issues outline above – but also to the fact that a lot of the "ginseng" that you'll find on the market is not real ginseng and thus, has none of the activity that has been shown for high-quality ginseng extracts. Bottomline – if you want to give ginseng a try for its potential energy and endurance-boosting qualities, be sure to stay away from the "generic" ginseng products and try one of the products listed above.

Taking a bit of a different tack on the "endurance" focus are products that attempt to improve long-term stamina rather than stimulate energy levels per se. The difference is subtle, with caffeine and ginseng delivering a more noticeable "charge" in energy (and perhaps in better performance), but with supplements such as cordyceps and rhodiola delivering a more gradual enhancement of stamina (so you might not feel a "bump" in energy levels, but you'll feel "stronger" in the later stages of your endurance event). In studies of cordyceps (a Chinese mushroom) and rhodiola (a Tibetan herb), both have been shown to increase overall endurance performance by improving energy metabolism (reduced lactic acid levels, increased oxygen consumption and fat oxidation, and reduced heart rate at constant workload). The exact mechanism behind why cordyceps and rhodiola have their effects is still unclear (and not all studies have been positive) – it might have to do with an increase ability to take up oxygen from the air, or carry it in the blood, or download the oxygen to the tissues. When choosing a cordyceps or rhodiola product, it's important to select one that is standardized for the known active compounds (cordycepic acid in the case of cordyceps and rosavins in the case of rhodiola) – and one such product is Optygen from First Endurance (containing both cordyceps and rhodiola).

Is there anything else worth looking at to improve your endurance performance? Probably not. There really isn't much convincing evidence (or even theoretical construct) that products like octacosanol, vitamin B12, high dose magnesium, cytochrome C, dimethylglycine, or other exotic-sounding nutrients are worth spending your money on.

Recovery products

Adequate recovery is important for cyclists and other endurance athletes, not only for the obvious benefits of being able to train and compete at a higher level, but also for the less obvious benefit of protecting you from overtraining, illness and injury. When it comes to enhancing recovery from endurance exercise, the "biggest bang for your buck" will undoubtedly not come from supplements – but rather from foods that provide adequate amounts of fluid, carbohydrates, fat and protein. To satisfy these fluid/energy needs after exercise, you could simply eat a peanut butter and jelly sandwich and a glass of chocolate milk and be all set. Unfortunately, these foods aren't always the most portable or convenient or palatable after a hard workout – and these are some of the reasons for the proliferation of post-workout products designed to be easy to mix and swallow and deliver the nutrition that your body needs for recovery and repair.

Most of the post-workout products on the market will do an okay job of supplying the carbs and protein that you need for glycogen resynthesis and muscle repair – so the old standbys like the Endurox-R4 drink mix and variations will fulfill your basic post-exercise needs just fine (just don't fall for the 4:1 ratio of carbs to protein being some magical secret to optimal recovery – we know that 4:1 carbs:protein is better than nothing, but not that it's

any better than 3:1 or 5:1 or other blends).

Newer approaches to enhancing post-exercise recovery take the simple carb/protein drinks to another level by building on rehydration and glycogen resynthesis with additions such as antioxidants (to reduce tissue damage and enhance repair), branched-chain amino acids (to reduce muscle breakdown), glutamine (to boost immune system function), and other cortisol controllers (such as theanine, magnolia bark, and beta-sitosterol to reduce cortisol and enhance many aspects of recovery). Among these "next level" recovery drinks are the line of Cytomax "before/during/after" drink mixes and the recovery-focused Ultragen drink mix (First Endurance).

Summary

There are certainly other categories of supplements that may be of benefit to cyclists such as green tea or CLA for weight loss, glucosamine or chondroitin for joints, proteolytic enzymes or fish oil for inflammation control and many others. As mentioned above your biggest gains will come from a balanced diet based on high quality carbohydrates, fats, and protein with plenty of fruits and veggies for their antioxidants. After that, consider a balanced daily multivitamin/mineral, and only then should you start looking to endurance supplements and other recovery products to boost your performance.

-For more details on these or any other supplements that you may be considering, you can check out SupplementWatch (www.supplementwatch.com), whose tagline is "supplement decisions made easy" as an unbiased source of supplement information (no advertising or sales of supplements, so you get the real scoop about what works and what doesn't).

-About the author: Shawn Talbott, PhD is an Adjunct Associate Professor in the Division of Nutrition at the University of Utah and Editor-in-Chief at both SupplementWatch and the Journal of Dietary Supplements. He cycles all over the Wasatch Front and recovers with his wife and 2 kids in Draper.

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MOUNTAIN BIKE ESSAY

Off the Couch - A Widomaker Tale

By Derek Forsberg

I was past the halfway point almost to the final set of switchbacks and slugging it out in a back-and-forth battle with several other riders. I wanted to stand up and blow past those chumps but I was out of fuel and lactic acid was surging through my thighs and buttocks. I kept asking for more power but my body screamed, "We're giving it all she's got captain!"

While on my couch two years ago I saw a TV news report from the top of Snowbird ski resort. They were interviewing the winner of the Widomaker mountain bike race. The course is five miles long and covers 3300 vertical feet (one steep motha). I wondered if I could do that ride and possibly compete in the race.

Last summer when the snow melted I started riding harder and more often. After three months of steady riding I decided I'd better try out the Widomaker course to gauge my level of fitness. On a cool Friday July morning I rolled out of the rack at o-dark thirty and drove the 30 minutes to the base of Snowbird to attempt the ride. After several cups of coffee and my half-assed attempt at proper stretching, blood began to flow. At 6:01am with the sun rising lazily beyond the mountains, I was in the saddle.

The abuse came early and often as the trail is extremely steep and the soil loose. Forty-five minutes into the hike-a-bike/ride I came to a mountain valley opening and the trail's only flat section. I dismounted and attempted to stuff my lungs back into my chest cavity. I finally found my lungs on the trail behind me but realized I wasn't even close to the top. I thought, "Mountain bike racing is not for me." Then the competitive side of my brain said, "Come on you big flaccid wimp, finish this ride!" Cursing the bravado cerebrum, I again mounted and began grinding upward.

Near death, with jelly legs, aching back, racing heart, scorching lungs, and pounding head I finally finished with a non-impressive time of 1 hour and 36 minutes. Last place was definitely not out of the question. I knew I had some work to do if I didn't want to completely embarrass myself.

The next five Fridays were just as brutal. Each week I was only able to shave 2 minutes off my previous best, but improvement nonetheless.

Race day finally came and I was extremely nervous...stomach butterflies with bowels and sphincter all aflutter. There was a plethora of fit riders in Lycra, shop-sponsored outfits. I also spotted a few heavy weights like myself. I raced in the non-slender Clydesdale division despite dropping 25 pounds of goo during training.

Cheap baggy shorts with a newer bike not worthy of mention; I lined up at the starting line. I pressed play and the drum beat of Van Halen's Too Hot for Teacher pumped through my ears and twitching muscles. Everyone charged harder out of the gate than I thought they should. I got caught up in the excitement, pushed too hard and began to feel sick within the first 20 minutes. Halfway up I was surprised to see my split time was 5 minutes faster than my best training ride. The Cytomax/caffeine drink concoction kicked in and I got the proverbial second wind. I was determined to keep up the strong race pace.

When I got to the final set of steep switchbacks I could hear my two-year old son shouting from the top, "GO DADDY, GO FASTER!" I felt a surge of adrenaline and I jumped on the pedals with everything I could muster (which wasn't much). I passed two guys on the final turn and muscled by another rider in the last 30 yards. That was the closest to death that I've ever come but I was far from last place.

I'll probably never be competitive with the elite riders of my sport. But then again, I never pictured myself off the couch entering mountain bike races either. I plan on entering more races this year. We'll see you at the starting line. I'll be the one with baggy bike shorts and 80's rock tunes in my headphones.

ROAD RACING

Nothstein and Sanborn Take Twilight Criterium Wins

By Dan Fazzini Jr.

While many Utahns were celebrating Pioneer Day, some of them were in Boise for the 18th Annual Twilight Criterium. This year both the men and women's races were on the National Racing Calendar and had a combined purse of \$15,000. Annually drawing crowds numbering around 20,000 on the 1K course in downtown Boise, this event is a favorite.

Drawing on the success of the Ore-Ida Women's Challenge, the Criterium quickly became one of the top criteriums in the country. Set in beautiful downtown Boise, the crowds line both sides of the street armed with clickers, with their cheers echoing off the buildings to create a wall of noise for the racers as they make their way around the course. Bright work lights illuminate the nighttime race.

In the title event, Marty Nothstein (Navigator's Insurance) took the top prize of \$3,000. In the final lap, Nothstein's teammate, Henk Vogels (Australia), went to the front with the power sprinter on his wheel. He delivered Nothstein to the final corner where the fastman took over. His leadout was executed with such speed that Vogels held on for third behind Jittery Joe's rider Chad Hartley.

You may remember Marty from the 2000 Olympics where he brought home the Gold in the Match Sprint Track event. He plans on competing in three more races before we see him go for the gold again in Athens. Nothstein has been competing part time on the road as of late, and by far considers this Boise event as one of the best. He commented, "Hats off to Boiseans with their electrifying noise all the way around (the circuit)." With a good prize list and this amount of people, he was sure that this event would enjoy many years of success.

Teams from Porcupine-Contender, Canyon Cycles, and New Moon Media/Spin Cycle, along with many individual riders, made the trip North. Skylere Bingham, the top placing Utah rider in 15th, felt the Boise race was a great race to compete in, and is looking forward to the Park



Top: Marty Nothstein takes the win. Photo: Andrew Rafkind
Bottom: Sanborn outsprints the rest. Photo: Dan Fazzini Jr.

City Cycling Festival in August. He said, "It was great that it was a fast race with no crashes." Idaho riders Remi McManus and Shawn Mitchell finished in the top ten.

In the Women's Pro Race, Melissa Sanborn (Wells Fargo) defended her title in a sprint to the line, taking home \$1,400 for her efforts. Sanborn's teammates held things together coming into to the finale and Sanborn took over from there. Placing second was Park City's Ina Teutenberg (Racer's Cycle Service), a six-time competitor in the Idaho Women's Challenge. Margaret Douglass (Porcupine/Contender) won two primes. Douglass used the races as a high-level tune-up for the upcoming Nationals in Park City. Idaho riders Liza Rachetto, Brooke Blackwelder and Sima Trapp placed in the top 10 with Utah's Crystal Yap taking the tenth spot.

Tim Root (George's Cycles)

won the combined Cat 3/Masters race while Utah's Dirk Cowley (Sportsbase/Century 21) took second and Don Pollari took fourth.

Elsewhere, off the finish line, the crowds were able to enjoy cycling in various ways. On the back stretch, Marek Shon from Utah (Porcupine-Contender) added some color along with some great music and a live piano player. In the vendor area spectators could purchase event tee's, get info on the Lance Armstrong Foundation and its fight against cancer, stock up on energy bars, or enjoy a cool drink in the 99 degree heat at the start of the racing.

Look forward to Utah riders having another strong year in 2005 at this premier race. The short five-hour trip to Boise from Salt Lake is well worth the trip to see some of Utah's and the country's top riders race in a great venue you won't be disappointed.

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ROUTE 211

The Coolest July

By Greg Overton

Another July and another historical Tour de France for Lance Armstrong. I will leave the countless pages of accolades and descriptions of this barrier-breaking victory to the likewise countless writers who will do the job more thoroughly and more eloquently than yours truly. But there are a couple of thoughts that occurred to me during my daily watching of the Tour stages this year, especially as the race entered the Pyrenean mountains of southern France.

The most overwhelming thought that occurred to me was how great it is to have a leader of the peloton present in the Tour again. It seems that emotion and aggression left with the final yellow jersey of Bernard Hinault, the five-time winner from France who retired in 1986 (Hinault is now technical director of the Tour, and could be seen congratulating the daily winners on the podium). Except for a road burning time trial by Greg LeMond to catch and overtake Laurent Fignon on the Tour's final stage a couple of years later, the Tour has not seen a captain until the past four of Armstrong's record six victories.

I have relayed accounts of Hinault's methods of controlling the peloton in past issues of Cycling Utah, but unless Armstrong is



threatening the health of his competitors, the similarities between himself and Hinault are limited to merely riding their rivals into the dirt. To see the yellow jersey attack, fight for sprint wins and chase down rivals is a welcomed site. Don't get me wrong, Armstrong and his team are masterful tacticians, but if things go slightly awry, or even if they don't, Armstrong has the ability and the mindset to crush any challenger, often after telling them he plans to do so.

Before the Pyrenean stages, Armstrong made it clear which stage he felt "the hammer" was going to drop. He called his rivals out, then gained a minute or more on all of them. The next day featured more of the same, and the yellow jersey was suddenly within a few seconds of his back, with Armstrong calling his shots for the upcoming stages in the Alps. The hammer dropped again on

the stage to Le Alpe D'Huez, a time trial [climbing Route 211] in which Armstrong put more than one minute into his closest chasers. Armstrong then sprinted to a stage win on the next day's mountain finish; I suppose, to paraphrase former president Clinton, because he could. The Tour was "finis", and there was clearly a new sheriff in town.

Also evident in this year's Tour de France was the fact that American riders have arrived at the top of their profession, with at least three team leaders from the U.S., and several others having pivotal team roles and finishing well in the General Classification.

Aside from Armstrong, team leaders included the Dutch Rabobank team placing its hopes on American Levi Leipheimer, a rider with strong Utah ties who finished ninth overall behind Armstrong, and was always present near the front in the mountain stages. Leipheimer is a strong multi stage tour contender with several high finishes in recent years.

Perhaps the most prominent American rival of Armstrong's is his friend and former teammate Tyler Hamilton, new leader of the Swiss Phonak team. There was no shortage of pre-race press touting Hamilton as a strong challenger for overall victory, or at least garnering a podium finish. His courageous ride in last year's Tour, finishing with a


broken collarbone after a crash in the first week, was awesome and created strong interest in his chances for this year. Bad luck grabbed Hamilton's wheels again this year, when he suffered a crash and back injury before the mountain stages, and withdrew on the first day in the Pyrenees.

My personal sentiments were with team CSC's Bobby Julich. Julich is a former leader of Cofidis, and finished third in the Tour in 1998, before several years of injury and disappointing results had him leaning towards retirement when team director Bjarne Riis called to offer a spot in the team. Julich had a strong Tour, gaining strength throughout the race, and finishing 40th, riding in support of his teammate and third place finisher, Ivan Basso. I have memories of Julich as a junior racer in Colorado, when we were members of the same team. He is a talented rider, and all around nice guy. Here's hoping he continues racing, and regains the podium.

Less than two decades ago, the only American presence in the Tour was a band of young racers in the 7-11 squad, who were scoffed at by the European race community, and Greg LeMond. LeMond was a dominant rider, beatable only by Bernard Hinault and a misused hunting rifle. The 7-11 boys had a good Tour debut, even winning the final stage on the Champs Elysees, but the only Tour contender to come out of the team was Andy Hampsten. These were the riders, LeMond, Hampsten, Davis Phinney, Ron Keifel, even Bob Roll, who fueled this current generation of racers and team lead-

ers. What may become of the next generation of American riders who have the only six-time Tour de France winner, along with several strong team leaders and classics riders to look up to and emulate? What young racers out there are trying to be the next George Hincapie, Floyd Landis, Christian VandeVelde or even Lance Armstrong? Armstrong has admitted that LeMond was his hero. The similarities are striking, both coming back from death's door to win multiple Tours, though they have had a sketchy relationship in recent years.

If this pattern holds true, and a small group of American riders in the eighties, who surely saw Jonathon Boyer and Bob Cook as examples, can light the fire of the current larger group, then what will the next generation hold for American racing? I'm not trying to push the current crop out the door, mind you, but it is exciting to think that U.S. racing has reached a point of "reloading" the peloton in the manner that countries like Italy and Spain have done for generations. Hey, it may keep us old guys from talking about the "good old days" all the time! We certainly cannot argue that there has been a better American champion than Armstrong, and here's hoping that the trend continues. Now let's see an American victory at Paris Roubaix! Is there a kid out there riding some potholed and muddy road pretending to be Hincapie? Maybe!



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august 21

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august 22

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COMMUTER OF THE MONTH

Fehr is Sensible

Raleigh Fehr at speed.

Photo: Robin Perkins

By Lou Melini

This month's featured bicycle commuter is not a hard-core daily commuter who rides in all types of weather, day or night. Rather he is what people outside of cycling might call, "sensible". Raleigh Fehr has to balance his passion for riding, with the realities of family and work. This dilemma is probably true for most of us.

Raleigh devotes part of his passion to cycling as president of the Bonneville Bicycle Touring Club (BBTC). The BBTC is the oldest club in Utah and consistently the top rated recreation club in Utah. It has something for everyone except those who race.

Cycling Utah: Raleigh, tell me what you do for a living, where do you live and work and how often do you commute?

R.F.: I am a software engineer for HK systems. My commute is 15 miles each direction from Sandy to my work, which is just east of downtown Salt Lake City. On a good day, when the traffic lights are with me I have done the ride in 45 minutes or 15 minutes slower than my car. On the way home I sometimes extend the ride to 20 to 25 miles.

I've commuted up to 4 days a week, however I am only commuting once a week lately. I am currently doing much of the car-pooling as my wife has a new schedule. I am dropping off my daughter at the University or to the swimming pool in the mornings. I ride when I get the chance.

C.U.: Do you ride only in good weather? Do you ride at night?

R.F.: It is important to be safe. I am always prepared for bad weather as I have been caught in some nasty weather on few occasions, fortunately very few. However I draw the line with darkness. I have a headlamp and rear lights but I only use them if necessary. I carry a pocket full of bus tokens for bad weather or darkness. Fortunately my work schedule is very flexible and I can leave as early as 3 PM in the winter months.

C.U.: I assume you miss riding on the days you drive?

R.F.: Yes and No. I will sometimes drive my bike route and imagine what it is like to see a cyclist on the road. I think it helps to have this perspective when I ride my bike.

C.U.: I have heard from a few people that commuting in the city is different, perhaps nicer and safer than in the suburbs? Since you ride both, could you comment on this?

R.F.: I generally ride during non-peak traffic hours. I also have what I consider a comfortable and safe route to work. I really do not have any preferences for county vs. city riding.

C.U.: As president of the BBTC, do you see the club encouraging commuting or decreasing car usage?

R.F.: One of the BBTC charters is to be involved as cycling advocates, but the club doesn't necessarily push or promote commuting. Several club members commute, so others who want to commute obtain tips through word of mouth. Of course, for our rides, we encourage car-pooling. The club has also discussed trying to have starting points for a particular ride scattered in several areas so club members could ride to the their starting point. Each group would then proceed to a central location for the full group ride.

C.U.: Do you have any other tips for novice commuters?

R.F.: First scout out your route before you start in earnest. Try the route on an off day (weekend) and look for danger spots that you weren't aware of when you drove the route. Also drive the route during the time frame you're planning on riding to determine if you'll feel comfortable on the bike. Then scout for alternative routes if you have any concerns. I also carry extra cycling clothing due to sweating or if I hit rain. I think this reduces any potential for saddle sores. Fortunately I have a shower at work.

COACH'S CORNER

Training for Really Long Events

By Tommy Murphy

Wow, what a month July was. Lance, the Tour and OLN's coverage. You can't ask for much more than that. It seemed like just about every time you turned on OLN the Tour was being broadcasted. I almost started to wonder what they did with poor Hank. I guess there was no hunting for him last month. And well, we won't even get on the topic of Kirstin Gum.

Now in the later part of the season, we still have a lot to look forward to here in Utah. The Park City Cycling Festival is playing host to National Championships (volunteers are still needed), LOTOJA is coming up just around the corner, 24 Hours of Moab is in October, and there are still over 20 tours, centuries and double centuries posted on the Cycling Utah calendar. Ultra-distant events are becoming ever so popular, and it seems like you can find them just about everywhere now. Ultra-distant events vary in time and length and include everything from centuries, double centuries, 24 hour events, multi-day events to the legendary Race Across America (RAAM). Training for these events can be very challenging, but the rewards of completing an ultra-distant event are well worth the time and effort.

As in any sport, the training for these events is going to depend on the specific rigors of the race or ride. With most events a standard training protocol of 110% can be used. Meaning that training at or beyond the events length, time, or effort can be easily instituted, but once you get into ultra events this becomes rather difficult for a number of reasons. With these events it's more common to use a 70-85% training protocol. The longer the event is the more focus is placed on the long training rides needed to prepare for the event and with increased training volumes longer blocks of recovery will be needed to rebuild after those workouts. Looking at the calendar, there is six weeks until the LOTOJA Classic, a 203 mile road race from Logan, UT to Jackson Hole, WY. Using a 70-85% training protocol this would put your longest rides at 140 to 175 miles on similar terrain or a more common means of training is basing your program on time. By estimating your event time you can easily determine your training time. Estimating event times are as simple as looking at previous completion times of your field or category, looking at past personal times at the event, or by comparing similar events that you have competed in. The average winning time (looking at all fields) of LOTOJA in 2003 was about 9 hours. Based off this, average long rides can be calculated to be between 6 hours and 15 minutes to 7 and a half hours. When setting up any well structured training program for an event your race taper should begin 2-4 weeks out. With this in mind, the longest training rides prescribed should be completed 3-4 weeks out for a race such as LOTOJA and should taper in time

and length the closer you get to the event date.

The weeks prior to any goal event should be reserved for specific training needs for the event. This includes practicing for feed zone exchanges, dialing in race plans, food, and equipment, as well as specific training needed for the course or terrain. This also means doing night training rides with a lighting system if the event carries over into the night.

There are many factors that need to be considered before you line up on the start line. Planning your event is as important as training for your event. On the mountain bike side of things, 24 hour events have become the most popular ultra-endurance events on the dirt. Right here in our backyard we have one of the top 24 hour events, 24 Hours of Moab. Although there are a few individuals who take these races on solo, more than 95% of the field is made up of 2-man, 4-man, co-ed, and 5-man teams. Twenty-four hour mountain bike races are incredible, and training for these events primarily depends on the category you are competing in. Are you attempting it solo or on a team? If on a team, how big is the team? These races are typically scored by the total number of laps completed. With this in mind, the race plan is very critical for 24 hour teams. Normally, the fastest rider on the team can't complete more than 2 laps (depending on the event) more than the slowest rider on the team. Due to this you want a well rounded team. This is also important on your team ride order. The first laps are always crucial for placement and time, so it's important to start out with your strongest riders. From there most teams go with the standard strongest to weakest rider plan leaving the fastest riders to do more laps than the slow in the 24 hour time limit. This is a good plan, but the goal is to do the most laps as a team during the 24 hours. Because of this, you'll want to organize your riders not just on speed but who's the best at what. Who has the most endurance to do the most laps?

Who's the best technical rider? These are questions you'll want to ask when developing a rider order. You'll want your technical riders to put in more laps in the dark, since this is where the majority of the time is lost, and you'll want to organize the weaker riders, so they can't get as much recovery between turns as possible for better results. The biggest key to success in 24 hour races is monitoring effort to recovery. We all know with less recovery between efforts comes more fatigue. With this in mind, it's usually beneficial to do multiple laps at certain points in a 24 hour race to increase recovery periods between turns. Although the laps may be slower the overall lap average may decrease.

Another advantage in any race is having a strong support crew. Family members, friends, mechanics, soigneurs or other teammates who can help prepare meals, wrench and complete other general tasks help decrease riders' responsibilities and needless fatigue. If possible have two bikes for endurance mountain bike events, so you always have a back-up. This is great if you have a mechanic, so they can maintain one while you ride the other—this is a must for soloists. Be sure also to have extra everything—water bottles, socks, shorts, jerseys, helmets, chains, tools, lighting batteries and sunglasses. It's surprising what you'll find yourself looking for at 3:00am.

Fueling for these races and the training rides in preparation for them is also a crucial aspect of success. Stick to what you know works for you, but also experiment with some new foods during longer training rides. Variety is key after multiple hours on a bike. Many riders have a difficult time stomaching solid foods as time on the bike increases, so being able to depend on liquids to keep you going becomes a must. Pay attention to what you are getting from your energy drinks. Some have plenty of electrolytes but very

Continued on page 14

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CAMPAIGN SEASON

Shifting Gears

U.S. Senate Candidate Takes on Race from a Cyclist's Perspective

By Jill Homer

When U.S. Senate candidate Paul Van Dam wheeled his brakeless bicycle around a hairpin curve at 40 mph, he was probably thinking less about health care, and a lot more about his own health.

"We were coming down from Brian Head when the pads on our disk brakes just gave out," he said. "I looked down at the odometer and we were going 55 to 60 mph. We managed to get around a blind curve when no cars were coming the other way. It was life threatening, and we were very lucky. From a zen-like position, you figure it was meant to be. If you can survive that, you can survive anything."

And Paul Van Dam has proved he's a fighter. In a seemingly impossible race against Utah's "junior" senator, Republican Bob Bennett, the Democrat set out to campaign the best way he could think of - on a bicycle built for two.

Van Dam's "Listen to the People," bicycle tour began May 18. He and his wife, Mary Dawn Bailey, pedaled their way across central and southern Utah — over 650 miles, through 40 towns, to do exactly that. The 32-day tour ended June 20, however, Van Dam cycles into northern Utah communities two or three days every week. He hopes to top 1,000 miles before the November election.

"The people are what have made this experience worthwhile," he said. "We talked to hundreds of people, people with amazing stories. Everybody has a series of issues on their minds."

Van Dam has made an effort to speak with everyone he meets about the issues that concern them most — everyday issues like employment, education, the economy, the deficit, energy conservation and health care. He said his bike — a strikingly non-conventional EZ tandem adorned with campaign signs and an American flag — makes it easy for people to approach him on the street. He discusses everything from veteran's benefits to the war in Iraq with people at stores, rest stops, and mom-and-pop restaurants.

"I feel like if we could just talk to everyone in the state, we could win this thing," he said.

And Van Dam has a long way to go. A recent poll by Dan Jones & Associates found that Bennett leads his Democratic challenger 61 to 24 percent. Bennett has amassed the state's largest campaign coffer - nearly \$2 million, while Van Dam currently holds only a modest \$27,000. Still Van Dam doesn't feel despair. He's been down this road before.

Van Dam built a successful



Paul Van Dam and Mary Dawn Bailey
Photo: Kari Scriber/Tooole Transcript Bulletin

career as an attorney involved in high-profile cases. At age 37, he ran for Salt Lake County Attorney when friends told him he had "a snowball's change in Hades" of being elected. He won. In 1987, he became the last Utah Democrat to beat a Republican incumbent for a statewide office, taking over as Utah's Attorney General. Unrest with some of President Bush's policies, particularly foreign policy, brought Van Dam out of retirement and into the Senate race.

"There are issues that really matter to people, and they matter to me," he said. "We need to find good solutions to some hard problems."

Determined to take the seat held by Bennett for more than a decade, Van Dam promised to visit every corner of the state. It was his wife who suggested traveling by bicycle. It was economical, she reasoned, it upheld their support of energy conserva-

tion, it served as a conversation starter, and best of all, it was a great way to stay in shape during the grueling campaigning months.

Both Van Dam and Bailey have an extensive cycling background. Bailey is a seasoned long distance cyclist who has crossed the country. Both she and Van Dam rode the Continental Divide trail on mountain bikes, completed tours in Colorado and China, and rode the length of Vietnam. They couple won 12 gold and silver medals between them mountain biking in the 2002 and 2003 Huntsman Senior Games in St. George. Van Dam said he grew love cycling while living for a short time in Holland, when he discovered "what it really meant to be a cyclist."

Along the lonely roads of southern Utah, Van Dam has

Continued on page 11



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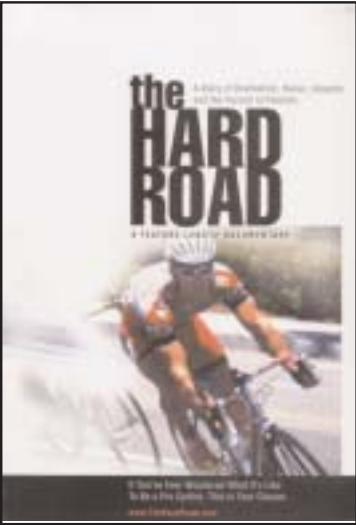
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VIDEO REVIEW

The Hard Road tells the Brutal Truth



By Terry McGinnis

Several issues ago I reviewed a wonderful animated film, *The Triplets of Belleville*, and once again I have been asked to do my best Roger Ebert imitation, this time on a cycling documentary written, directed and produced by former pro cyclist Jamie Paolinetti.

"The Hard Road" follows a first year professional cycling team through the entire 2001 Domestic racing calendar. Those readers who follow, or possibly compete, in domestic National and Regional events will quickly recognize that many of the teams in this video no longer exist; Saturn, Prime Alliance, and Mercury to name a few. But it will only feel dated for a moment as Paolinetti brings the viewer into the realities of pro bike racing in the US from a first person perspective.

Jamie's freshman attempt at film making is all-in-all a satisfying experience. He presents us with a view of domestic professional cycling that every viewer can understand, and even relate to. Riders are chosen or not chosen for races, and do well or don't, according to their abilities and commitment. Workers and leaders take their rightful places as the riders compete week after week. He makes an effort to personalize each team member and their respective position within the team. However, several of these scenes were, in my opinion, overly dramatized and as a bike racer I would have liked Jamie to spend more screen time on the events themselves. What tactics worked, what didn't, who

won and why. Early in the film he seems to emphasize quantity over quality, quickly rushing through the Spring race season, seemingly in an effort to document the multitude of events these guys do each year.

Local racers may recognize one of the characters, Ryan Barrett, who arrived on the local SLC racing scene in March as Logan Race Clubs newest member. "It comes up a lot," Ryan says about his small part in the movie, "it was kind of cool being on a pro team and the movie was a bonus". Things have changed dramatically for Ryan since the film was shot, his dreams of being a pro are on the back burner for now after moving to Utah, getting a full time job, and buying a house. "Kelly and I are expecting our first child any day now", realizing another dream the couple had during the tumultuous Net Zero year.

"The Hard Road" tells the brutal truth about what it takes to make it at the highest levels of professional cycling - or any other endeavor of passion, for that matter. The secret? Sacrifice, then sacrifice some more. If you love bike racing, you'll love "The Hard Road".

Jamie Paolinetti has a new film coming out that goes to the next level by following the superstars in the sport and their team's drive to win the biggest, most important one-day race in America. He follows riders like Chris Horner, Bobby Julich, Henk Vogels, Mark McCormick, Freddie Rodriguez, Gord Fraser, Max Van Heeswijk, Jonas Carney and Trent Klasna through their experiences at the US Pro Championships week in Philadelphia. Going deeper, the film visits these major players in their homes as they give the audience a first-hand look at what it takes to prepare for this career-defining event. This film takes the audience behind the scenes of the most dominant teams in pro cycling, putting the viewer inside of the teams' dynamic inner workings. Sounds like what I was looking for in "The Hard Road", and I can't wait to see it.

-The Hard Road is available at thehardroad.com.

DOWNHILL RACING.

Utah Downhill Series Visits Deer Valley and Brian Head



Pro Faith Bradley in action at the Brian Head Downhill.

See more photos of Brian Head and Deer Valley at [Joaquim Hailer.com](http://JoaquimHailer.com)

Photo: Joaquim Hailer

By Ron Lindley

July 2004 was cool. The last few years have produced some record high temperatures in the pretty, great State of Utah, but this July bucked the trend and the weathermen had fewer customer complaints than usual. The downhill mountain bike racing scene in Utah was pretty cool too, but in the sense that a couple of really fun, cool races took place. The Utah Series' first stop was at Deer Valley and then moved on to Brian Head, two of Utah's coolest places for mountain biking.

Deer Valley Resort hosted the Bald Mountain Challenge I downhill mountain bike race. Race day conditions were excellent even considering that the course was a bit dry and dusty. When the dust cleared, Utah's current top Pro rider, Matt Johnston, returned from an East Coast tour of the NORBA and World Cup circuit to post the fast time of the day on the infamous Thieves Forest race course. Matt edged out Reno's Karl Rogne, who finished second, and Park City's own Pete Shaffer who earned the Bronze Medal. The run of the day was posted by Junior Expert racer Andrew Pierce. Andrew's fast run of 4:53.39 was the fourth fastest run of the day, eclipsing about half of the Pros' times. Andrew posted the fastest Expert class time of the day, way to go Andrew!!!

The first race of Utah's Super D Series also took place at Deer Valley on Saturday. The race was dominated by the cross-country racing Sherwin family. Chris Sherwin posted the fast time of the day by beating his wife Kathy by nearly a minute... luckily for Chris, Kathy didn't press charges, but she did let him know that this

is something she wouldn't tolerate in the future.

Beautiful Brian Head Resort was the next stop for the Utah Series. Unlike the dry, dusty conditions of Deer Valley the week before; thunder, lightning and RAIN were the order of the day. Many racers finished Saturday practice with mud and silt coating their bicycles. Fortunately the rain showers were brief and the resulting trail conditions were awesome. Unfortunately, Park City Master Expert rider Bryan Schafroth kissed some rocks with his collar bone on his final practice run of the day and that resulted in a season ending fracture. The good news is that Bryan attended the race the next day and cheered as his friends and rivals crossed the finish line.

The racing at Brian Head was

very intense, newcomer Dave Beeson posted the fast first-run of the day besting Pro Matt Johnston by nearly a second. Dave enters the downhill scene as a Master Expert, coming from the BMX world where he competed as a Pro! The pressure was on for Matt's second run and he popped off a course record 4:19.23; the crowd at the finish line tensely waited for the completion of Dave's second run -- Dave flatted, and the that was that. Dave still ended up with a Gold Medal, winning the very competitive Expert 30-39 class. Other outstanding finishes were posted by Idaho's Eric Frost who won the Expert Men 19-29 class, Addie Lepper who dominated the Sport Women's class and Senior Sport winner Joshua Wright who continues to post top finishes his class.

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TRAVEL

Touring Spain By Road Bike



By Jon and Misti Milner

In our five years of marriage, we have yet to go on a vacation that is not athletic or activity-oriented. We have often thought, "Wouldn't it be nice to go on a cruise and just be lazy?" For some reason, we always choose adventure vacations like canoe trips on the Green River, kayaking in Mexico, or mountain bike riding in Moab. Perhaps we continue to choose active vacations because of the great experiences we have had in the past, the places we would never be able to see without the hard work involved to get there, the fun we have together doing the things we love, and the interesting and fun people we meet.

Last September, we had the opportunity to go on a cycling tour of Spain with Marty Jemison Cycling Tours. We just could not pass up a chance to ride our bikes in Europe with a former U.S. Pro Champion, not to mention seeing a stage of the Vuelta. It was the chance of a lifetime.

Upon landing in Barcelona, we were pleasantly greeted by Marty and met some of the other people scheduled for the tour. It was such an interesting mix of people – several couples, several singles, siblings, etc. No one was left out. Throughout the trip, the group dynamic was excellent. In fact, on one of our evenings "on your own," the entire group chose to go out to dinner together

instead of as couples or in small groups.

As soon as we loaded our bikes and luggage in the van, we drove a beautiful coastal road toward Girona. We were excited to see Girona, as we understood that most of the professional cyclists from the United States lived and trained in Girona. It didn't take long to understand why Girona was so well loved. We spent several days of the tour in Girona, riding the beautiful country roads and climbing "Hell's Angels" as it is nicknamed by the Americans. We also did our fair share of sight-seeing, as Girona is a beautiful and charming European city with some of the nicest people we have ever met.

The daily bicycle rides were designed to work for almost any fitness level. At times, members of the group rode separately in order to satisfy those who wanted a brutal ride, vs. those who wanted a relaxing "take in the sights" type of ride. Most rides were approximately 35 to 40 miles, however there were a few 60-plus mile days. There was plenty of support during the rides: all the energy bars you could possibly eat, plenty of water and energy drinks, etc. Also, no bike ride would be complete without a stop at a café for coffee or sodas.

We were fortunate to see the finish of stage 10 of the Vuelta Espana in Sabadel. The entire city shut down while the peloton made its way to the finish line.

People watched from apartment windows, they lined the streets, and they cheered loudly as the riders came by. The entire experience was so much better than watching it on television.

It was incredible!! Giovanni Lombardi attacked right in front of us with 1K to go but was caught. Erik Zabel won the field sprint. We chatted with Freddy Rodriguez after the race. He was fourth that day and a little discouraged but we think we raised his spirits.

One of the highlights of the trip came when the entire group rode from Girona to the coast to stay at Tossa de Mar. The ride was incredible – gradual climbs through twisting mountain roads with minimal traffic. Once the group reached the top of the climb, we saw nothing but the brilliant blue Mediterranean Sea outstretched before us. Of course, we had a great time descending through twisting coastal roads to reach our beachside hotel. Tossa de Mar was a great small town where we could envision ourselves living in our retirement years if we are lucky! Our hotel, the Hotel Diana, was beautifully decorated with artwork and fixtures by the famous artist Gaudi.

One of the benefits of touring Spain with a former professional cyclist was the fact that he actually lived in Spain. Marty knew the language, knew what to see and how to get there, as well as restaurants to dine. Every meal that was included in the package was delicious. The restaurants were well chosen, the cuisine was pleasing to everyone, the atmosphere was always perfect, and the service was always excellent.

Maybe some day we will be fortunate enough to go on another bicycle tour of Spain. There is absolutely no other way to go!

- Find more information at www.martyjemison.com.

Van Dam - Continued from page 9

rediscovered this meaning. He's received countless gestures of support — in the form of honking and waving — and he's also been the brunt of angry reprisal — ironically, through similar gestures. He's sweated up Utah's rugged mountains, bronzed under Utah's relentless sun, and soaked in the stunning redrock vistas that stretch over the horizon. In a weblog of their trip, Bailey said she'd never get over the beauty of southern Utah.

Van Dam said he'll never forget some of the people he met on the road — rural farmers struggling to make a decent life without the benefit of health insurance; western Utah residents living in the shadow of nuclear testing; senior citizens concerned about the outcome of the war in Iraq.

Van Dam said he's going to continue pedaling throughout Utah, even as intense summer heat grips the Wasatch Front. He does most of his campaigning from the road, making phone

calls and taking interviews. He and his wife are followed by a small legion of interns providing water, food, and most importantly, fresh brake pads.

"I see the image of Van Dam and Bailey pedaling among the red rocks as a modest but heartening embodiment of democracy," wrote Andrea Cooper in the Christian Science Monitor. "It fills me with hope that democracy can work, that ordinary people might actually have a shot at important public offices, and other ordinary people might vote for them."

"I've always been an underdog, and this is a real David-and-Goliath kind of contest," Van Dam said. "All I can do is what I know I want to do. It's not so much about the outcome as it is about the fight."

-Read more about Paul Van Dam and Mary Dawn Bailey's bicycle tour on his web site, www.vandamussenate.com. For more information contact (801) 879-3430.

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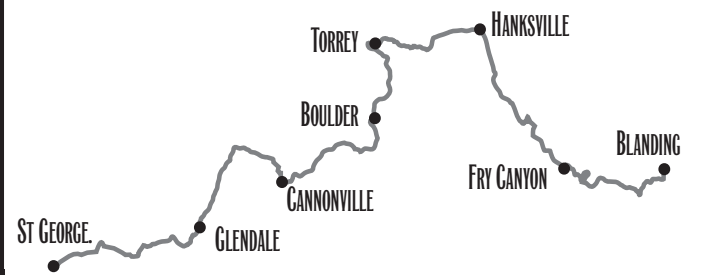


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MOUNTAIN BIKE RACING

E-100 Takes MTB Racing to New Level

By Monique Beeley

On Saturday, July 24, at 5:59 am, one man's dream became a reality when he announced that there was one minute until the start of the first annual Endurance 100 mountain bike race, the "Mind Over Mountains". That man is 10-year Park City resident Boris Lyubner, who for years had dreamed of staging an extreme 100 mile mountain bike race. But not just any hundred miler would do. Lyubner envisioned one that would challenge the skills and endurance of even the most seasoned 100 mile riders. With less than a minute to start, memories of all the hours, days, and months of preparation came rushing back. This preparation was no small feat, and anyone who has come into contact with Boris over the last two years knows that this man has put his heart and soul into the creation of this magnificent event. Rousing cheers rose from the crowd of friends and spectators as the start horn sounded. Boris was a few hundred feet up on the trail shouting encouragement to racers as they climbed past him, many by name. The message was the same; good luck, see you at the finish and thanks for participating. As the last racer passed he couldn't help but smile, feeling a sense of pride in his enormous accomplishment.

The Endurance 100 course travels through Park City's three world-class mountain resorts; The Canyons, Park City Mountain

Resort and Deer Valley. All three resorts require permits to stage events on their property and this process can take hours of diligent work for a race promoter to accomplish. Lyubner spent hundreds of hours riding the 300+ miles of trails in Park City to perfect and fine-tune this challenging course and obtain the permits.

The race starts at The Canyons with a climb up to the Mid-Mountain trail connecting to Park City Mountain Resort. Then on to some of PCMR's finest trails; Spiro, Steps, Shadow Lake Loop, Power Line, and a personal favorite, John's. From there the course takes riders over to Deer Valley via the infamous Tour de Suds Trail. Then on to other Deer Valley greats; Flagstaff Loop, Team Big Bear, Deer Crest Downhill, Spin Cycle, The Gap Trail, Pipeline and Solamere Single Track. By the end of the day, any racer fortunate enough to cross the finish line will have logged a whopping 18,227 feet of vertical gain under their belt! Now that's a long day of climbing in the saddle.

Heinrick Deters of Park City, who placed second in the male 30-39, and fourth overall with a time of 11 hours 27 minutes, has competed in several 100's. He claims the Endurance 100 is "the hardest 100 mile mountain bike race in the west". The toughest spots were the rocky sections of the Mid Mountain Trail, Sweeny's and Johns", said Deters.

There were a total of 62 riders ready to take on the "Mind over

Mountains" challenge but only 36 of those racers ultimately crossed the finish line. The king of the course was Bart Gillespie from Salt Lake, with an amazing time of 10 hours, 9 minutes, a full 43 minutes in front of second place rider Glen Adams from Sandy, who logged in at 10 hours, 52 minutes. The reigning queen of the Endurance 100 is Park City's own Cyndi Schwandt, with a time of 15 hours, 13 minutes. Schwandt took top honors as the only female to finish this brutal course. The last downhill section was the most challenging, Schwandt admitted at Sunday's awards ceremony. Feeling very tired after a long day and seemingly endless night of riding and after grinding up that one last hill, fatigue ultimately took its toll on this fierce competitor, which resulted in a few minor crashes on the last rocky downhill before the finish. It is incidental to report that Schwandt was also the senior most racer to complete this true test of endurance. Way to go, girl!

Lyubner's event was a huge success. "We measure our success from the many thanks from the racers" stated Lyubner. Look for the Endurance 100 "Mind over Mountains" to become a series in the years to come. Total racers for 2004 were 228 entered in four events. Included in this year's program were three additional races; 100K, 50 mile and 100 mile team relay, this year's most popular with 96 entries. Pick your poison.



Above: Cyndi Schwandt was the only woman to finish the 100 miler. Photos: Monique Beeley.

-Monique is the Associate Publisher of Outdoor Utah Vacation Guide

See results on page 18.

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ROAD RACING

Utah State Champions Crowned

Story and Photos By Tommy Murphy

This past month has played host to some great championship racing with state titles and bragging rights on the line in the state road race, time trial and criterium. The first installment came with the Utah State Criterium Championships on July 18th held at the Davis Tech Center in Kaysville, UT. This has become a familiar course for state championships with its fast corners and charging fields. In the women's Pro/1/2/3 field it was Team Basis rider Heather Albert (Idaho) taking top honors while Laura Howat (New Moon) finished second and claimed the state title as top Utah rider. Margaret Douglas (Porcupine/Contender) rounded out the podium in third. Jesse Westergard of Logan Race Club walked away with the state title in the men's Pro/1/2 field with John Osguthorpe (Ogden One) taking second and David Harward (Canyon Bicycles) in third.

The Utah State Road Race Championships followed next on July 31st in Herriman, UT with custom O.C. Tanner titanium State Championship rings on the line for the road race champions. The race started out early with all but the elite fields starting at 7:00am. Following the finishes of these fields, came the start of what



Top: Darcie Murphy, Laura Howat, and an Arizona rider formed the break in the women's race. Above: Dave Harward reigns supreme.

would be a long, hot, miserable day for the top men's and women's categories with the Pro/1/2 men completing just shy of 100 miles while the women would turn in 6 laps. The 9.5 mile circuit looped through downtown Herriman and made its way towards Butterfield Canyon where cyclists would face a challenging 4% climb before they started the decent back to the start/finish line. The men's race started out fast with a lone 2-man breakaway headed up the road. Others soon followed bridging the gap to form a small break which would later be swallowed up by the peloton. Although the attacks came hard and the pace was high this race came down to nutrition. Not how much you could eat but how much you could drink. Riders were going through bottles left and right and looking for more every time they came through the feed zone.

In the end it was a small group that was able to get away in the final laps that ended in a sprint finish with a hard charging Dave Harward (Canyon Bicycles) taking the win and state title. "For a while the race was dictated by the numbers. Healthy Choice and Porcupine had guys to spare so guys like myself, Dave Harward and John Osguthorpe were isolated. The deciding factor was the attacks each time up the climb. We hit the hill for the second to last time and only 7 of the maybe 12-14 made the split. The last time up the hill Osguthorpe initiated a blistering attack (ouch, it hurt!) and one of the Healthy Choice

blew off the back. That left six of us to contest. Dave went a couple of hundred yards out and was able to take the win," said Todd Posselli (New Moon). Eric Pardyjak (Porcupine/Contender) and John Osguthorpe (Ogden One) finished out the podium. In the men's category 3 race, Mark Todd of Ogden One held on for an incredible win after a long solo breakaway which saw Don Pollari (Porcupine/Contenders) come out of the pack to nearly take him at the line in an amazing finish.

In one of the larger Pro/1/2/3 women's fields that Utah has seen this year, it was Darcie Murphy of Ogden One who soloed to victory with Laura Howat (New Moon) and Chris Ferrerio (Binghams) finishing second and third respectively. "It was a brutal day on the Herriman State Road Race course. It was sooo hot and it was windy everywhere. The pace was hard from the beginning which was tough and each time up the hill we would lose one or two riders. There was only three of us left for the last couple of laps. At the start of the last lap, the third woman from Arizona blew and was gone. About one mile after the first corner, I was on the front pulling. I didn't hear Darcie and knowing how strong she is I didn't think she was dropped. I turned to look over my right shoulder, and she unleashed a powerful attack on my left. She timed it well as she was flying before I could respond. Alas, I couldn't get back on and

Continued on page 14

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Levi Leipheimer on L'Alpe d'Huez.

Photo: Dave Ward

The Cols - Continued from page 2

Glandon" and the sign to the right said "Col de la Croix de Fer". Given the easier grade, I was now feeling better, so I decided to take the left turn and see how far and hard it would be to the top of the Col du Glandon. From where the roads split, I could see about 200 meters until the road curved to the right. So, onward I pushed, only to find that when I reached the curve . . . I was there. At the top of the Col du Glandon.

This, of course, called for a picture. As I was waiting for other riders to move away from the sign, two Austrians asked me to take their picture next to the sign, so I did, and then let them return the favor. One of them spoke a little English, so we chatted a couple of minutes, during which they started calling me "Lance". High praise for a straggler like me, but why argue with a couple of Austrians who can hardly speak English anyway?

Well, that was such a quick finish to an otherwise long and arduous twenty mile climb, that I then chose to take the other fork to the top of the Col de la Croix de Fer. This was another four kilometers further on, but I could see the top from the fork in the road, and that the slope was again more gradual than the long climb I had made to that point. So, onward and upward I went.

Upon arriving at the top, my Austrian acquaintances were also there, so we again exchanged photographic duties. We were all, of course, wet and somewhat chilled (being, after all, at almost 2100 meters in elevation) and, there being a small café at the summit, I joined the Austrians for a cup of something warm before plunging back down the mountain. They again called me Lance as we haltingly communicated, and finally bid each other farewell and good times.

Thankfully, the rain had finally stopped. Climbing in a downpour is much more comfortable than racing down a mountain in one, and I was glad for the respite from the rain and the drying roads. The ride down was a blur. Unlike the lacelets up to l'Alpe d'Huez, this road simply climbed steadily upward with gently twisting turns, and I raced down with the abandon of a Tour de France rider.

Finally, after almost four hours

of riding, I reached Bourg d'Oisans. What remained was another climb up the grueling lacelets to l'Alpe d'Huez. Having already done that day more climbing and riding than I had yet done this year in any one day, I stopped in a local market, bought a liter of Coke, drank half of it and put the rest in my water bottle. I planned to ride the sugar and caffeine all the way to the top.

Thankfully, the gendarmerie failed to be true to its word. Rather than close the road at 6:00 p.m., they closed it at 2:00 p.m. For me, this meant that my ride to the top would be with no traffic. Instead, I ascended to the cheers and encouragement of the roadside residents, finally finishing off my sugar and caffeine, and 10,000 feet of climbing, as I crested the top. And as a bonus, I arrived just in time to duck into the lounge of our hotel to watch Lance sprint to victory at Villard de Lans.

Later, as I was reading from Lance Armstrong's second book, *Every Second Counts*, I came across his description of this section of countryside I had just ridden. "We went over the top of another big climb, the Col du Glandon, and headed down the most beautiful descent in the entire Tour, past a dammed lake at the bottom of an undulating, green valley, with jagged ice peaks looming." I have not ridden all the climbs and descents of the Tour, but I can say that this day's ride is one of the most spectacular I have ever experienced.

Over the next two days, I would do three more "cols". First, on the morning of the time trial, I descended down another side of the mountain from l'Alpe d'Huez and then rode back up. This climb, the Col de Sarenne, was every bit as steep and hard as the front approach. No one hears about it, because they never race it.

After completing my ride, I joined Karma at a barrier just in front of our hotel. She and other members of our group had staked out our spot early. We got to see each rider as he finally crested the top and started down the short descent to the left hand turn on to the finishing straightaway. It was great to see and cheer our local connection, Levi Leipheimer (ninth overall), as he raced by, and then to be amazed and cheer like crazy when Lance flew over the top, and well ahead of Ivan Basso.

The following day, we left l'Alpe d'Huez and took the bus to

Faverge, a small town near the base of the Col de la Forclaz, the fourth of five climbs in Stage 17, statistically the hardest stage of the Tour with almost 17,000 feet of climbing. We had time to ride up the side of the Col de Tamié that the race peloton would be descending later that day. This climb had about half the gradient of l'Alpe d'Huez, and I felt on this climb as I envisioned Lance felt as he raced up to l'Alpe d'Huez.

From the top of the Col de Tamié, we descended back down the way we came, pedaled halfway around Lac Annecy, and then rode up and back down the Col de la Forclaz in the opposite direction of the race route. The steepness of this climb sufficed to remind me, once again, that I was definitely not Lance, nor any one of the other members of the professional peloton that would race there later in the day.

I located Karma and other members of our tour group on the Col de Forclaz, and we reveled in the atmosphere together as we awaited and then cheered our favorites as they raced by. We cheered everyone else, too. One thing about being at the Tour is that you gain a great appreciation for the strength and endurance of these exceptional athletes. Though we pulled for Lance, we and everyone else (except for the Germans who, contrary to the impression you may have, seem to be the ones who have a united animosity toward Lance) cheered all the riders, no matter their team or nationality.

I could go on much longer about our experience at this year's Tour. We saw the start of the next day's stage before taking the high speed train on to Paris where we were also able to watch the peloton race up and down the Champs Elysees. I could tell of our after dinner discussion with Graham Watson and Paul Sherwin, as well as of Paul Sherwin's Bob Roll imitation. And I could write of many other interesting and unique experiences that come from being at the Tour.

However, I have already exceeded my allotted space. But when all is said and done, the Tour is won on the "cols", the climbs, and it was a great experience to ride some of the those climbs, with hundreds of other riders of many nationalities, all united by the challenge of these climbs, the thrill of their descent, and the fever of following the Tour.



Dave at the Col de la Croix Fer. 2067 meters.

State Champions - from page 13

she time trialed away for first. I held on for second," said Laura Howat (New Moon).

The Utah State Time Trial Championships followed up the next day at Antelope Island using the same course that the Park City Cycling Festival will use to host National Championships later this month. This attracted a number of National Championship participants with the opportunity to preview the course. Today was a one of the more controversial days I have seen in cycling. With a lapse of communication, responsibility, or however you want to judge it, neither the promoter nor the officials placed a race judge or volunteer at the critical turnaround point of the out and back course. Due to this, cyclists found themselves determining their own turnaround points whether they were before or after the designated point. Most found themselves in the southern parking lot of Antelope Island wondering if that lone cone in the road a few hundred meters before the parking lot was the official turn around. Most quickly circled the parking lot while a few others circled the port-a-potty before making the return trip back. After much debate and displeasure in the race, official results were posted. In the men's Pro/1/2 field Gardie Jackson of Logan Race Club took top honors with teammate Marc Yap finishing second and Eric Pardyjak (Porcupine/Contender) taking third. Karen Dodge of Jan's won the women's Pro/1/2/3 field with Heather Albert (Basis) and Darcie Murphy (Ogden One) rounding out the podium. Richard Feldman of Durance Cycleworks (Idaho) and racing in the master's 30+ posted the fastest time of the day at 44:58:37. I would also like to congratulate CTS athlete and US Paralympian Al Michini on his 14th place finish in the category 3's. Al will be competing in Athens this September. Good luck Al and congratulations to all of the new state champions!

See Results on page 18.

Long Ride Training - Continued from page 8

little carbohydrates, and vice versa. Use different drinks, foods, gels and other consumables during the race to help fuel your body. Let your support personnel know what's working and what's not so adjustments can be made as time progresses.

Finally, when competing in an any ultra-endurance event expect highs and lows. It's amazing how your body changes on the bike as time goes on. When a low hits, don't worry. Your body is always changing an adapting so ten minutes later you could feel indestructible. Though you may feel that you never want to get on a bike again after completing such an event, chances are you'll change your mind. I see it every year with LOTOJA. Individual's who swear they won't be back are usually found standing at the front of the starting line the next year. There's something addictive about these ultra events.

Tommy Murphy coaches with Carmichael Training Systems along with his wife Darcie Murphy. He works with a wide variety of athletes from the beginner to the professional athlete. For more information about CTS services and coaching, email Tommy at Tmurphy@trainright.com or call 435-787-8556 (www.trainright.com).

New Canyon Shuttle Service

New to the Wasatch is Wasatch Crest Shuttle offering mountain bike shuttles in Big and Little Cottonwood Canyons and Park City. For a nominal fee one can forget about driving to a trailhead and reduce cars in the canyons. They can be reached at (801) 330-5711 and www.bikeut.com.

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Salt Lake City, UT 84106
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cycling utah

CALENDAR OF EVENTS

Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!

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Battle Bay BMX — (801) 796-8889
Rad Canyon BMX — (801) 824-0095
For more track info, visit cyclingutah.com

**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) 328-2453.

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

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

Provo Bike Committee — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, (801) 374-2033 or tjensen@Korve.com

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

Events

Critical Mass — Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. and State Street, SLC. For more info, if you have a bike to lend, etc.: email info@slccriticalmass.org

Thursdays — Free bike maintenance clinic at Canyon Sports, 1844 East Ft. Union Blvd. at 6:00 p.m. Bring lots of questions! Learn Basic Mechanics. Any questions, Canyon Sports @ 942-3100.

August 25 -- Beginning Triathlon Clinic, skills, equipment, transitions, preparation, and more, Fishers Cyclery, 7:30 pm, 2175 S., 900 E., SLC, 801-466-3971

November 4-5 — Utah Trails and Pathways Conference, planning, design, construction, funding and more, St. George, www.stateparks.utah.gov, (435) 229-8310

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August 6-8 — Dinotrax Fat Tire Festival, Rides, Pasta Feed, Bluegrass Music, Flaming Gorge, (435) 781-2595

September 18-19 — Brian Head Fall Colors Fat Tire Festival, Group Rides and more, (435) 677-3101

October 23 — Chet Peach Ride and B-B-Q, Fruita, CO, (970) 858-7220

October 28 - 31 — Moab Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab, UT, (435) 260-1182 or (800) 635-6622

November 6 — 9th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (775) 727-5284.

**Mountain Bike Racing****General Info**

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

Wild Rockies Unplugged Series information (Idaho), (208) 342-3910.

USA Cycling, Mountain Region, (UT,AZ,NM,CO,WY,SD),

Rogene Killen, (970) 587-4447.

Weekly MTB Series

Wednesdays — Soldier Hollow Training Series, May 5, May 12, May 26, and every other Wed. until Sept. 1, 6:30 p.m., Midway, (801) 358-1145

Wednesdays — Sundance Weekly MTB series, starting May 19 and every other Wed. until August 25, 6:30 pm, alternates with Soldier Hollow Training Series, Sundance Resort, (801) 223-4849

Utah MTB Races

August 14 — Wolverine Ridge XC Race, 11th Annual, Intermountain Cup #12, Series Finals, Evanston, WY - contact Paul Knopf or Amanda Wanner at planning@allwest.net or (307) 783-6470 or (866) 783-6300

August 21 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

August 22 — Widowmaker Hill Climb 10 AM, to the top of the Tram, Snowbird Resort, (801) 583-6281

August 27-28 — Wasatch Adventure Race, team race with MTB, trail run, paddling, and more, Provo, UT, (801) 597-5177

September 4-6 — Flyin' Brian II Downhill Race #2, DH and Super-D, Brian Head, UT, (801) 375-3231

September 11 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

September 11-12 — 24 Hours of Soldier Hollow, Midway, UT, 435-615-8220

September 11-12 — Bald Mountain Challenge Downhill #2, DH and Super-D, Deer Valley, UT, (801) 375-3231

September 18 — Tour des Suds, Park City, (435) 649-6839

October TBD — Moab Rim Downhill and Freeride Contest, Moab, UT, (801) 375-3231

October TBD — Red Bull Rampage Free Ride Contest, 3rd Annual, Virgin, UT (435) 772-BIKE

October 11-12 — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country. 800-562-1268 or hwsg@infowest.com

October 16-17 — 24 Hours of Moab, 9th Annual, (304) 259-5533

Regional Mountain Bike Races

August 7-8 — 20th Annual Intermountain Orthopaedics, White Knob Challenge and MTB Stage Race, Knobby Tire Series, Mackay, ID, Kurt Holzer at (208) 890-3118

August 14-15 — Pomerelle Peaks, XC on Sat, DH on Sun, Wild Rockies Series #7, Albion, ID, (208) 587-9530

August 21-22 — Idaho State NORBA XC and DH Championship Finals, Knobby Tire Series Final, Soldier Mtn. Ski Resort, Fairfield, ID (208) 338-1016

August 26-29 — NORBA NCS #8, XC/ST/DH/MTNX Marathon, Durango, CO, (970) 259-4621

September 11 — Galena Grinder, Galena Lodge, ID, harleyquinn7@onebox.com, (208) 726-4010

September 18 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 733-5335

September 18-19 — Lava Rama, Wild Rockies Series #8, XC, DH, Road Criterium, Lava Hot Springs, ID (208) 587-9530

**Road Racing****General Info**

Utah Road Racing - USCF, Utah Cycling Association - Dirk Cowley, (801) 944-8488

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

Utah Weekly Series Races

Rocky Mountain Raceways Criterium — Tuesdays, A/B's - 6 pm, C/D's 7 pm, 6555 W. 2100 S., West Valley City, UT, (801) 944-8488

Salt Air Time Trial — Every other Thursday, I-80 Frontage Road West of the International Center, ~8000 W., 6 pm, (801) 944-8488

DMV Criterium — Wednesdays, Driver's Training Center, Where: 4700 S. 2780 W., West Valley City Times: A Flite - 6 pm. B Flite - 7 pm., C/D Flite - 7:45 pm, (801) 553-1065

Royal Street Hillclimb TT — May 20 - September 23, Every other Thursday, 5:30 p.m., 900' elevation gain, (435) 901-8872

Thursdays -- Logan Race Club Time Trial Series, 6:30 pm, see www.loganraceclub.org for weekly locations, Logan, (435) 787-2534

For dates, see below.

Utah Road Races

May 20 - September 23 — Royal Street Hillclimb TT, Every other Thursday, 5:30 p.m., 900' elevation gain, (435) 901-8872

August 10,17,24,31 — RMR Crit Series, Salt Lake, (801) 944-8488

August 11,18,25 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

August 19 — Salt Air TT Series, Every other Thurs, (801) 944-8488

August 7-8 — Tour de Gap Stage Race, in conjunction with the Iron County Fair, Parawon, UT, (435) 990-1393

August 12-22 — Park City Cycling Festival, Masters, Junior, and Espoir National Championships, Park City, UT, (719) 866-4581 or (435) 615-2678. See Program Guide on page 20.

August 21 — Snowbird Hill Climb, 7:30 AM, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 583-6281

August 28 — Jeff Rogers Memorial Eureka RR, great road race through the Tintic Mining District, Eureka, UT, (801) 277-2626

September 3-6 — Cache Classic Stage Race, Logan, UT, (435) 752-5131 or (435) 787-2534

September 7,14,21,28 — RMR Crit Series, Salt Lake, (801) 944-8488

September 1,8,15,22,29 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

September 2,16,30 — Salt Air TT Series, Every other Thurs, (801) 944-8488

September 11 — LOTOJA, 203 miles from Logan, UT to Jackson, WY, (801) 771-6200

October 5-8 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsg@infowest.com

October 9 — City Creek Bike Sprint, 10 am, 5 1/2 mile climb up City Creek Canyon in Salt Lake City, road or mountain bikes, UCA Points Series Event, (801) 583-6281

Regional Road Races

August 22 — Table Rock HC RR, Boise, ID, (208) 867-2488

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A complete list of our local sponsors is also available on our web site listed above

On-Line registration available at www.aactive.com

- August 26** — Lindsay's Thursday Night TT Series Final, Nampa, ID, (208) 465-6491
- August 28** — Magic Valley Senior Games, Bill Hart (208) 543-4451
- August 28-29** — Intermountain Orthopaedics Idaho State RR and Criterium Championships, Boise, ID, Kurt Holzer at (208) 890-3118
- September 4** — Mt. Charleston Hill Climb, Las Vegas, NV, 702-228-9460
- September 5** — Quail Hollow Hillclimb, Boise, ID, (208) 343-3782
- September 11** — Race to the Angel, 17th Annual, Wells, NV, (775) 752-3540
- September 11** — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782
- September 18-19** — Lava Rama, Wild Rockies Series #8, XC, DH, Road Criterium, Lava Hot Springs, ID (208) 342-3910

Weekly Rides

- Mondays** — April - September -- Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy -1 hr. ride, meeting at 6:00 p.m. at 1500 E 1500 S (by Einstein's). All welcome!, Melissa at (801) 466-6312.
- Mondays** — Show and go road ride from Canyon Sports, 1844 East Ft. Union Blvd. at 6:00 p.m. Faster pace ride with emphasis on pacelining and sprinting. No drop format but come ready to fly! Any questions, Canyon Sports @ 942-3100.
- Wednesdays** — Show and go mountain ride from Canyon Sports, 1844 East Ft. Union Blvd. at 5:30 p.m. 10-15 mile off road, intermediate pace. Any questions, Canyon Sports @ 942-3100.
- Thursdays** — Show and go road ride from Canyon Sports, 1844 East Ft. Union Blvd. at 5:30 p.m. Intermediate ride for those looking to put some miles on. Any questions, Canyon Sports @ 942-3100.
- Weekend Group Rides** — Saturday and Sunday, 10 am, meet at 9th and 9th in Salt Lake City.
- Sunday Group Ride** — 9 a.m., Canyon Bicycles in Draper, 762E., 12600 S., (801) 576-8844

Road Tours

- August 10, 17, 24, 31** — Half-Bogus Ride, Bogus Basin, (208) 343-3782
- August 7** — ULCER Training Ride, 75 miles, location TBD, (801) 943-2117
- August 8** — Stanley Challenge, Boise, ID, (208) 867-2488
- August 14** — ULCER, Century Tour around Utah Lake, 100, 74, and 46 mile options, (801) 947-0338
- August 15** — Blue Cruise Wheels for Wellness, Meridian, ID, (208) 387-6817
- August 21** — Cycle For Life, benefit ride for injured cyclists, 8, 30, 66, and 100 mile options, Eden Park, Eden, UT, (801) 272-1302
- August 21** — Promontory Point 125, Brigham City to Promontory, (801) 943-2117
- August 23-28** — Bear Lake, Northern Utah & Southern Idaho Tour, (801) 556-3290
- August 27-29** — Weekend at Wallowa, Eastern Oregon, (208) 890-6012 or (208) 384-3739
- August 28** — Desperado Dual, 200 mile double century in Southern Utah, 100 mile option, Panguitch, (435) 586-7567
- August 29 - September 4** — BBTC Southern Utah Parks Tour, (801) 486-8140
- August 29** — The Big Ride, 164 miles, Mt. Green over Monte Cristo, to Evanston and back, (801) 943-2117
- August 30 - September 4** — SPUDS 10 - Boise to Salmon, Idaho, 1-866-45-SPUDS
- September 4** - Cache Valley Century Tour - 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 7AM registration/check in, 12 mi north of Logan on Hwy 91. Reg. Fee includes rest stops, lunch. For information and forms call 435-752-2253.
- September 6-11** — WCYC XV, ride across Wyoming, Jackson Hole to the Bighorns, Cyclevents, 1-888-733-9615.
- September 7** — Half-Bogus Ride, Bogus Basin, (208) 343-3782
- September 4-10** — Cycle Utah Tour, Southern Utah, Adv. Cycling Association, (800) 755-2453
- September 11** — Hooper Horizontal 100, State Agriculture Building to Hooper and Back, (801) 943-2117
- September 12** — Tour de Tahoe, ride around Lake Tahoe, 72 miles, Lake Tahoe, NV, (800) 565-2704

Royal Street Hillclimb Records

John Osguthorpe smoked the Royal Street Hill Climb in Park City on Thursday night in a course record 12:58. Inge Travis lowered her Women's B record by more than a minute and Chris Hong set a 16-18 course record that will be hard to beat. No race on August 12th due to Nationals, we'll be back on August 26th, come on up and give it a try.

- September 12** — Galena Tour, Galena Lodge, ID, (208) 788-9184
- September 12-18** — Southern Utah National Parks Tour, (801) 596-8430
- September 25** — Heber Valley Olympic Century. 50 & 70 mile options. Enjoy scenic Heber Valley during its autumn finest during this fun and challenging ride that visits the Olympic venues. Contact Bob @ 801.677.0134, bike2bike.biz
- September 26 - October 2** — OAT-BRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704
- September 26 - October 2** — CANYONS III - A Ride Across Southern Utah, Springdale to Blanding, 1-866-CycleUT
- Oct 1-3** — Moab Century Ride, Moab to La Sals and back, Tour benefits the Lance Armstrong Foundation, 435-259-2698
- October 3-8** — Monument Valley & 4 Corners Tour, (801) 556-3290
- October 9** — Yellowstone Fall Old Faithful Cycling Tour 2004, (406) 646-7701
- October 9-16** — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Blanding to St. George, 400 miles on scenic highways and through National Parks, fundraiser for young Native American education, (801) 278-6220
- October 16** — Las Vegas Century, 22,37,55,80 and 110 miles, benefits Ronald McDonald House, lasvegascycling.org, (702) 407-3077

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Nearly 1,700 Utahns raise over \$715,000 at MS 150 Bike Tour

For two days, Utahns put the pedal to the metal and rode 150 miles through scenic Cache Valley at Utah's 18th Annual MS 150 Bike Tour. Riders of all ages participated in the event which raised well over \$715,000 that will help in the fight against multiple sclerosis, a disease of the central nervous system.

The event, held in Cache Valley on June 26 and 27, was the most successful to date. Team Blakemore's Bikers raised an astonishing \$57,145, with more rolling in. Team Fidelity Investments grew from 30 to 126 riders. Keith Rossberg raised over \$27,885, making him the top individual fundraiser.

The event started and ended at the Cache County Fairgrounds, where many people camped out and enjoyed the beautiful surroundings. After a long ride on Saturday, riders enjoyed live music performed by Crash Pontiac while enjoying great food and most importantly, great company. Riders and volunteers shared stories of hope, reinforcing the fact that the MS 150 Bike Tour is so important to people affected by MS.

At the Saturday Awards Dinner, participants heard the personal stories of Kevin O'Riordan, Sally Anderson, and Eve Steiner, all of whom understand firsthand the devastating effects of MS.

Riders triumphantly crossed the finish line Sunday to the cheers of friends, family, and dedicated volunteers. As they packed up their belongings and headed home Sunday evening, they left with the satisfaction of knowing they just participated in Utah's largest two-day cycling event, but more importantly, that they helped in the fight against MS.

-Brittany Clark

Team Sugar has Spicy New Calendar

Tired of the same old free calendar from your bank hanging on your wall? Well, Team Sugar, an all-women's mountain biking team, of Park City, has released a cool new calendar. Whether it's Stacy in her sultry bath tub scene, Susan in her artsy human bike pose, or the team shot with their eight dogs, this calendar has something for everyone!

Team Founder, Brook Shinsky, said "Filled with a wide variety of portrait, scenery, action shots and a few silly images, it's definitely a calendar that anybody can have in their house." Photographer Mark Maziarz (www.maziarz.com) donated his time and talent to produce it. Besides the photos, the calendar marks the dates for all the Intermountain Cup races, NORBA races and the team's free Tuesday night women's clinics.

Team Sugar's Tuesday night women's rides grow more popular each week. "The sale of this calendar will be our major fund raiser so that we can continue to do community programs like our free women's clinics. The environment that we provide is instructional and nurturing. Coaching a beginner or intermediate rider and seeing them finally conquer a challenging switchback or technical climb is very gratifying," said Sugar racer Jean Carlan.

The nine women race in the expert, sport, and single speed divisions of the Intermountain Cup Series and the national, NORBA, series. Team Sugar was voted the amateur team of the year in 2003 by Colorado based mtbchicks.com.

The 15-month calendar (Oct. '04-Dec. '05) is on sale for \$14 at White Pine Touring and Jan's Mountain Outfitters in Park City. More information can also be found on Team Sugar's web site at www.teamsugar.com.

19th ANNUAL



RACE TO THE ANGEL

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Saturday, September 11

Course climbs 3,000 feet from Wells, NV to Angel Lake.

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Cool Summer Fun in Brian Head

August

- 7th** 3rd Annual Tour de Gap Road Bike Race
- 7th** Mountain Music Jam I
- 21st** Mountain Music Jam II
- 28th** Brian Head Summer Camp 2
- 28th** Mountain Music Jam III

September

- 3rd** Labor Day Celebration
- 4th** 3rd Annual Fly'n Brian II Downhill Mountain Bike Race
- 4th** Cool Summertime Concert
- 11th** Utah College Bike Free Day
- 18th** Fall Colors Fat Tire Festival
- 18th** 12th Annual Oktoberfest Bavarian Bash
- 18th** Arts & Crafts Fair
- 25th** Utah College Bike Free Day





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Single Round \$12

For more information on these activities and events contact:

Brian Head Resort at 435-677-3101 brianhead.com

Cache Valley Century



Fast or slow, young or older, come cycle beautiful Cache Valley!

Saturday September 4th, 2004 (Labor Day Weekend)

The Cache Valley Century is a noncompetitive bicycle tour of Cache Valley hosted by The Cache Valley Veloists Bicycle Touring Club. The tour starts and ends in Richmond, Utah. There are three route options: 100 miles, 100 kilometers, and 40 miles. Lunch and rest stops are provided. Day of registration is from 6:30-8:00 a.m. in the Richmond Community Center, located 15 miles north of Logan, off highway 91 at the northwest corner of Main and State Streets.

For more information including maps, registration forms, and online registration visit our website at :

www.cvveloists.org
or call 435-757-2889

A portion of proceeds will be donated to Common Ground Outdoor Adventures, promoting full inclusion in outdoor recreation for persons with disabilities.

cycling utah

RACE RESULTS


**Mountain
Bike
Racing**
Brian Header, ICS Race #10, Brian Head, UT, July 3, 2004
12 & Under

- Merrick Taylor 1:04:27
- Blake Wiehe; Young Riders 1:05:54
- Stuart C. Povey 1:11:15
- Brandon Perez; Guthrie's Race Team 1:15:03
- Camila Esposito; AOS/DJ Ortho 1:29:05

9 & Under

- Rhet C. Povey 12:06:00
- Justin Griffin; UtahMountainBiking.com 12:06:05
- Ryan Westermann; New Moon Media/Spin Cycle 12:07:27
- Daniel Grant 12:07:54
- Zach Crane 12:08:08

Beg Men 13-15

- Corey J. Denton 1:04:14
- Carsen D. Ware; Bicycles Unlimited 1:05:34
- Issac Winter 1:11:58
- Zack Campbell; Young Riders 1:16:54
- Gabriel Campbell; Young Riders 1:24:40

Beg Men 16-18

- Dustin Nordman; Young Riders 1:04:00
- Matt Bell; Downhill Cyclery 1:05:17
- Derek J. Goeckeritz 1:05:46
- Skyler Holder; Peak Fasteners 1:14:38

Beg Men 19-29

- Travis Riggs; Peak Fasteners 1:07:04
- Ross Henson 1:27:19
- Phillip D. Harrison 1:53:01

Beg Men 30-39

- Carl Goodfellow; Bountiful Bicycle 1:05:05
- Michael MacFarlane; Mad Dog 1:05:05
- Timothy Hern 1:19:46
- Kevin G. Taylor 1:29:09
- Rod Asher 1:39:33

Beg Men 40+

- Russell Cook; New Moon Media/Spin Cycle 1:06:55
- Mark K. Crosby; Taylor's Bike Shop 1:07:49
- Carlos Aroya 1:08:26
- Les Wiehe; Young Riders 1:14:57
- Scott Riggs; Peak Fasteners 1:15:31

Beginner Women

- Sharon Longson; Mad Dog 1:18:26
- Kelly D. Williams; UtahMountainBiking.com 1:31:26

Clydesdale

- Derryl R. Spencer; Guthrie Bicycle 1:56:49
- Aaron Mullins; Taylor's Bike Shop 2:14:14
- Andy Adams; Bigfoot Cycles 2:21:52
- Ron Klepzig; OgdenOne 2:36:30

Exp Men 16-18

- Dustin Wynne; Young Riders 1:56:25

**Race Results are
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- Taylor Foss; Bingham Cyclery 2:02:44
- Scott Tyler; Young Riders 2:03:47

Exp Men 19-29

- Brian Torre; Canyon Cycles 1:54:13
- Nate L. Stowers; AOS/DJ Ortho 1:55:00
- Chris Holley; Mad Dog 2:00:05
- Jerry Bowers; Team Red Rock 2:23:16
- Todd Graham 2:16:53

Exp Men 30-39

- Brian Jeppson; Cedar Cycle 1:47:36
- Jonathan T. Finnoff; AOS/DJ Ortho 1:49:53
- Chad B. Wassmer; Cole Sport 1:52:42
- Thane Hall; Uinta Coffee / Young Riders 1:53:21
- Richard Abbott 1:54:35

Exp Men 40+

- Tom Noaker; Young Riders 1:49:09
- Robert Westermann; New Moon Media/Spin Cycle 1:52:07
- Bruce Allen; Jans/Trek 1:53:58
- Bob McCall; Labor Power 1:59:23
- Bruce Lyman; Mad Dog Cycles 2:00:29

Expert Women

- Roxanne Toly; Jans/Trek 1:55:46
- Chanda Jeppson; Cedar Cycle 1:57:55
- Paula M. Seeley; Jan's 2:00:12
- Jennifer Hanks; Team Sugar/White Pine Touring 2:03:35
- Hillary Wright; Balance Bar/Devo 2:04:15

Men 50+

- Dennis McCormick; Wild Rose Flower Child 1:57:19
- Dick Newson; New Moon Media/Spin Cycle 1:58:20

- Bill Dark; Mad Dog 1:58:58
- Dwight Hibdon 2:00:10
- Jim Westenskow; OgdenOne 2:02:26

Pro Men

- Todd Tanner; Cannondale MTB 1:46:07
- Ty Hansen; New Moon Media/Spin Cycle 1:49:26
- Chris Wright; AOS/DJ Ortho 1:50:11
- Shannon Boffeli; Revolution Mountain Sports 1:50:29
- Blake Zumbunnen; Revolution Mountain Sports 1:50:41
- Thomas J. Spanning; Team Euclid 1:52:38

Pro Women

- Cindi Hansen; mtbchick.com/Cannondale 2:38:05
- D.J. Morissette; Ellsworth/Copperchase Condos 2:17:47
- Pamela Hanlon; Jan's 2:13:04

Single Speed

- David Kelsey; New Moon Media/Spin Cycle 1:57:34
- Stephen Hales 2:04:09
- Mark Bartlett 2:24:18

Sport Women

- Jean Carlan; Sugar/White Pine Touring 2:08:18
- Stacy L. Newton; Team Sugar/White Pine Touring 2:08:29
- Lori Frandsen; Revolution Mountain Sports 2:14:22
- Liz Zumbunnen; Revolution Mountain Sports 2:18:43
- Kara Holley; Mad Dog 2:22:01

Spt Men 16-18

- Ryan Wyble; Young Riders 1:54:13
- Connor Dougherty; Young Riders 1:56:38
- Chris Wiehe; Young Riders 2:00:23
- Daniel L. Bride; Mad Dog 2:02:26
- Todd Graham 2:16:53

Spt Men 19-29

- Tim G. Hodnett; Mad Dog Cycles 1:51:01
- Phillip Wood; Sports Den/LoveSac 1:46:16
- Danny Christensen; Team Red Rock 1:52:40
- Clint Carter; Sports Den/LoveSac 2:04:09
- Jonny Cracroft; Sports Den/LoveSac 2:17:11

Spt Men 30-39

- Mark Esplin 1:46:08
- Dennis Potter; Mad Dog 1:48:20
- Troy J. Nye; Bikeman.com 1:48:56
- Brad Newby; Red Rock Bicycles 1:49:37
- Derrick K. Batley; Mad Dog Cycles 1:50:52

Spt Men 40+

- Curtis Bates 1:46:41
- Scott Toly; New Moon Media/Spin Cycle 1:50:42
- Marc Anderson; No Doz 1:52:34
- Bob Dawson 1:53:40
- Craig Egerton 1:53:48

Spt/Exp Men 13-15

- Mike H. Voth; Young Riders 2:15:47
- Alex Scott; Young Riders 2:55:31

Women 35+

- Priya M. Noronha; Peak Fasteners 1:12:01
- Gina R. Riggs; Peak Fasteners 1:18:24
- Karen Hoggan; Peak Fasteners 1:18:45
- Leslie Finnoff; AOS/DJ Ortho 1:26:50
- Patti Garcia; Mad Dog 1:42:50

**17th Annual Mountain Bout
Snowbird Resort, July 17, 2004,
Snowbird, UT, ICS #11**
12 & Under

- Stuart C. Povey 12:39:28
- Dylan Klautt; Young Riders 12:39:53
- Mason West; Young Riders 12:42:03
- Merrick Taylor 12:43:54
- Mayan Perkins; Young Riders 12:43:59

9 & Under

- Rhet C. Povey 12:11:18
- Justin Griffin; UtahMountainBiking.com 12:11:19
- Ryan Westermann; New Moon Media/Spin Cycle 12:16:03
- Sierra Perez; Guthrie's Race Team 12:17:14
- Matt White 12:17:28

Beg Men 13-15

- Gabriel F. Campbell; Young Riders 12:34:40
- Tyler Wall; Team Evanston 12:34:43
- Keaton Hong; Young Riders 12:36:15
- Penelope Moffett; Young Riders 12:36:16
- Jacob LaRocque 12:36:59

Beg Men 16-18

- Tyler M. Beyerler 1:04:10
- Derek J. Goeckeritz 1:05:08
- Kasey R. Curtis; Mad Dog Cycles 1:09:44

Beg Men 19-29

- Jeff J. Williams 12:58:15

- Tomasz Wisniewski 1:00:44
- Britt Hawke; Paradise Pools 1:02:00
- Justin K. Smith 1:05:41
- Scott LaBass 1:13:59

Beg Men 30-39

- Carl Goodfellow; Bountiful Bicycle 1:01:32
- Josh Gunter 1:02:53
- Todd Mowld; Revolution 1:04:21
- Vladimir Capka 1:05:35
- Noah Syroid; Missing Link 1:07:47

Beg Men 40+

- Lyle Castle 1:06:17
- Greg Longson; Mad Dog Cycles 1:13:23
- Ken Murdock; Bike Peddler 1:19:44

Beginner Women

- Sally Hutchings; UtahMountainBiking.com 12:52:40
- Clydesdale
- Derryl R. Spencer; Guthrie Bicycle 1:30:19
- Les Vierra; Diamond Peak 1:36:45
- Aaron Mullins; Taylors Bike Shop 1:48:41

Exp Men 16-18

- Dustin Wynne; Young Riders 1:37:56
- Taylor Foss; Bingham Cyclery 1:42:26
- Christopher Hong; Young Riders 1:42:26
- Dutch Wiehe; Young Riders 1:57:30
- Zachary Ramras 2:01:22

Exp Men 19-29

- Marcelo Torre; Canyon Cycles 1:32:21
- Alex Grant 1:33:15
- Chris A. Holley; Mad Dog Cycles 1:35:01
- Nate L. Stowers; AOS/DJ Ortho 1:38:08
- Goeffrey Montague; Yeti/Desert Cycle 1:39:11

Exp Men 30-39

- Todd Smith 1:33:26
- Marc Wimmer; Wimmer's Ultimate Bitter/LRC 1:34:51
- Chad B. Wassmer; Cole Sport 1:35:28
- Samuel Moore; Big Shark Racing 1:36:54
- Tom Diegel 1:39:01

Exp Men 40+

- Tom Noaker; Young Riders 1:38:12
- Bruce Allen; Jans/Trek 1:40:45
- Jim Rogers; Stein Sport/Sirius 1:45:06
- Clark Johnson; Young Riders 1:53:09
- Curt Bates 1:53:33

Expert Women

- Jennifer Hanks; Team Sugar/White Pine Touring 1:31:10
- Roxanne Toly; Jans 1:32:16
- Misti L. Timpon; Sugar/White Pine Touring 1:32:30
- Sue F. Abbenet 1:36:15
- Kajsa Krieger; Wild Mountain Honey 1:37:51

Men 50+

- Brad Mullen; Sports Den/Love Sac 1:22:36
- Dick Newson; New Moon Media/Spin Cycle 1:30:03
- Dennis McCormick; Wild Rose Flower Child 1:33:24
- Gary (17) Kartchner; Golsans Cycles 1:35:39
- Bill Dark; Mad Dog Cycles 1:43:02

Pro Men

- Eric Jones; Biogen 1:46:17
- Thomas J. Spanning; Team Euclid 1:51:21
- Todd Tanner; Cannondale/Guthrie 1:52:05
- Lance R. Runyan; Stein Erikson Sport 1:52:49
- Bart Gillespie; Biogen 1:56:08
- Kevin Day; Stein Erikson Sports 1:56:19
- Blake Zumbunnen; Revolution Mountain Sports 1:57:04
- Ty Hansen; New Moon Media/Spin Cycle 2:04:41
- Shannon Boffeli; Revolution Mountain Sports 2:11:31
- Kyle P. Wright; AOS/DJ Ortho 2:13:02

Pro Women

- Kathy Sherwin; Cannondale Mtn. Bike Team 1:46:31
- Cindi Hansen; mtbchick.com/Cannondale 1:58:47

Single-Speed

- Jon Gallagher; Cole Sport 1:18:54
- Stephen L. Hales 1:50:26
- Brook A. Shinsky; Sugar/White Pine Touring 2:03:59

Sport Women

- Jean Carlan; Sugar/White Pine Touring 1:32:32
- Stacy L. Newton; Team Sugar/White Pine Touring 1:33:20
- Janet Munro; Wild Mountain Honey/Kona 1:35:52
- Hannah Steele; Wilson Backcountry/Kona/Wild Mountain Honey 1:42:45
- Liz Zumbunnen; Revolution Mountain Sports 1:43:48

Spt Men 16-18

- Ryan Wyble; Young Riders 1:26:25
- Connor Dougherty; Young Riders 1:34:12
- Brandon A. Johnson; Mad Dog Cycles 1:43:24
- Nathan King; UtahMountainBiking.com 1:45:38
- Dustin Nordman; Young Riders 1:50:53

Spt Men 19-29

- Michael Von Lumen; Single Track Trading 1:19:48
- Michael J. Brown; 9th & 9th 1:20:58
- Jeremy Branch 1:21:51
- Ryan M. Blaney; Bike Peddler 1:24:11
- Danny Christiansen; Team Red Rock 1:25:30

Spt Men 30-39

- Mike T. Muir; Mad Dog Cycles 1:16:46
- Vince Hancock 1:17:35
- Mark W. Esplin 1:20:05
- Craig L. Pierson 1:20:09
- Brad Newby; Red Rock Bicycles 1:20:12

Spt Men 40+

- Dave Knoop; Sportsden 1:21:46
- Petr Jakl; Young Riders 1:22:40
- Thomas L. Henning; Mad Dog Cycles 1:25:55
- Mark Enders; Autoliv 1:27:17
- Doug Davis 1:27:24

Spt/Exp Men 13-15

- Nicholas Castle 1:29:04
- Mike H. Voth; Young Riders 1:35:06
- Alex Thomas; Young Riders 1:43:54
- Alex Scott; Young Riders 1:57:41

Women 35+

- Priya M. Noronha; Peak Fasteners 1:19:54
- Gina R. Riggs; Peak Fasteners 1:25:55
- Leslie Finnoff; AOS/DJ Ortho 1:30:52
- Jana Koyle; New Moon Media 1:47:47

Bald Mountain Challenge Downhill #1, Deer Valley, UT, July 10-11, 2004
Pro Men

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Much
more.

- Matt Johnston; Go-Ride 4:26:25
- Karl Rogne; Go-Ride 4:46:19
- Peter Shaffer; Go-Ride 4:49:25
- Moses Mexia; Scott USA 4:53:97
- Phillip Vega; Joy Ride 4:54:23

Expert 19-29 Men

- Blake Robinson 4:57:08
- Von Williams; Go-Ride 5:00:87
- Byron Foster 5:11:98
- Eric Frost; instant replay 5:18:65
- Benjamin Greenberg; DOD Racing 5:25:01

Expert Men 30-39

- David Beeson; Sky Electric 4:54:81
- Damon Kirchmeier; Yeti, Azonic, Manitou 5:00:86
- Ben Craner; BTC Illustration 5:10:47
- Joe Hanrahan; Spin Cycle/New Moon Media 5:11:05
- Nik Blaskovich; Fitzgeralds 5:11:45

Expert Men 13-18

- Andrew Pierce; Go-Ride 4:53:39
- Chris Hadley; Go-Ride 5:09:02
- Brandon Cross; Guthrie Bicycle 5:09:66
- Riley Barlow; DOD Racing 5:15:21
- Logan Binggeli; Bikes Unlimited 5:25:35

Expert Men 40+

- Rod Evans 5:28:46
- Steve Waldron; Team Waldron 5:42:83
- Dave Barclay; Bikes 2 Boards 5:58:36

Pro Women

- Faith Bradley; Go-Ride 6:15:98

Expert Women

- Michelle Camp; Fitzgeralds 6:07:85
- Jennifer Carr 8:27:81

Sport Men 19-29

- Joshua Wright 5:47:59
- Joshua Parris 5:50:77
- Vic White 5:56:07
- Aaron Lepper 6:59:71

Sport Men 30-39

- Brent Mitchell; Wasatch Mtn. Excavation 5:38:05
- Chris Larson; Team Body Bag 5:43:23
- Reed Llewelyn; Canyon Bicycles 6:00:27
- Doug Frei 6:21:14
- Kevin Tissue; Next Dimension 6:25:52

Sport Men 40+

- Kirk Meyer; Downhill Cyclery/Kenny Seng Cnst. 6:15:58
- John Casey; CPC/Azonic/Kenda 6:17:97
- Peter Strazdins 16:06:26

Sport Men 13-18

- Naish Ulmer; Young Riders 5:46:50
- Tyler Carruth; DOD 6:11:49
- Jason Wynne; Skull Candy 6:13:07
- Nic Hadley; Go-Ride 6:33:38
- Robert Kirchenheiter 6:35:50

Beginner Men 19-39

- Justin Nielsen 6:20:90
- Jimmy Joe Wegener; Downhill Cyclery 6:31:87
- Brandon Street 6:55:58
- Connor Hansell 6:59:62

Beginner Men 13-18

- Johnny Muldoon 6:16:20
- Nick Buchanan; Marzocchi 6:23:10
- Tyler Condie; Maxxis/SunRingle 6:46:18
- Mark Pedri 6:59:74
- Michael Testa 7:03:62

Sport Women

- Addie Lepper 6:33:51
- Elizabeth Revelette; DOD 7:26:92

2. Chris Hadley; Go-Ride 5:00.64
3. Riley Barlow; DOD Racing 5:05.34
4. Mitch Andrus; Go-Ride 5:19.39
5. Chris Brooks 5:19.66

Expert Men 40+

1. Rod Evans 4:54.72

Sport Men 19-29

1. Joshua Wright 4:58.29
2. Derrek Harris 4:58.87
3. Chris Bradley 5:08.69
4. Brody Greer 5:11.27
5. Wylie Fuhrman 5:16.00

Sport Men 30-39

1. Scott Reynolds 4:46.46
2. Brent Mitchell 4:56.21
3. Timmy Pendergrass 4:58.21
4. William Bergeron 5:05.30
5. Doug Frei 5:08.24

Sport Men 40+

1. Dave Prunkard 5:41.59

Sport Men 13-18

1. Brock Swenson; Biker's Edge 5:17.19
2. Talon Allred 5:49.47
3. Nic Hadley; Go-Ride 5:51.05

Beginner Men 13-18

1. Tyler Condie; Maxxis/Sun Ringle 5:35.59
2. Casey Swenson 5:37.98

Sport Women

1. Addie Lepper 5:38.99
2. Selena Kontuly 6:19.06
3. Elizabeth Revelett 6:25.21

Beginner Men 40+

1. Clint Bullock 5:31.56

SUPER D Results

1. Von Williams; Go-ride 15:04

Sport Men 40+

1. Tim Morris 16:03

Beg Men 13-18

1. Bryce Twitchell 17:45
2. Bohdi Barney 21:17

E-100 MTB Race, July 24, 2004, Park City, UT**E-100, 50 Milier**

1. Jack Dainton; M3; 5:43.55
2. Darren Marshall; M3; 5:51.46
3. Tim Sewell; M3; 5:53.24
4. Tom Noaker; M5; 6:05.28
5. Jake Malloy; M3; 6:14.38
6. Marc Wangsgard; M4; 6:24.20
7. Frankie Winfrey; M2; 6:24.49
8. John Von Lunen; M2; 6:42.50
9. Steve Addicott; M3; 6:52.20
10. Mason Gay; M3; 6:55.26
11. Peter McMullin; M2; 7:02.32
12. Chris Sorenson; M3; 7:04.19
13. Robert Lohner; M3; 7:04.58
14. Todd Hughes; M4; 7:09.38
15. Tom Holmes; M3; 7:09.41
16. Tom Leahy; M3; 7:12.37
17. Jeffery Van Blarcom; M3; 7:17.19
18. Robert Fink; M3; 7:21.27
19. Mark Sarette; M4; 7:21.27
20. Enid Hughes; F4; 7:25.44
21. Janet Miller; F4; 7:26.16
22. Gretchen Dennison; F2; 7:26.44
23. Tanya Swenson; F4; 7:34.26
24. Keith Wakefield; M4; 7:35.31
25. Craig Williams; M5; 7:36.31
26. Matthew Campbell; M3; 7:40.13
27. Michael Kracht; M3; 7:40.13
28. Jason Linder; M2; 7:58.22
29. Jeff Mikkaelian; M4; 8:06.42
30. Ethan Levitt; M3; 8:07.19
31. Dustin Cragun; M3; 8:18.07
32. Yaron Milgrom-Eloott; M2; 8:18.33
33. David Schaefer; M4; 8:20.47
34. Matt Marriott; M3; 8:25.30
35. Ryan Hungerford; 8:28.34
36. Greg Longson; M4; 9:11.06
37. Michael Riney; M3; 9:11.48

E-100, 100 Kilometer

1. Mark Sellenrich; M4; 7:57.35
2. Lyn Damato-Franklin; F3; 8:50.43
3. Robert Walsh; M3; 9:06.40
4. Chuck Huges; M4; 9:41.34
5. Paul Stevens; M3; 10:12.00
6. Laynee Jones; F3; 10:19.14
7. Michelle Hollingsed; F3; 11:00.12
8. Paul Wyble; M5; 11:14.25
9. Terena Jepson; F3; 12:15.00

E-100, 100 Miler

1. Bart Gillespie; M3; 10:09.07
2. Glen Adams; M4; 10:52.39
3. John Olden; M4; 11:25.05
4. Heinrich Deters; M3; 11:27.27
5. Nat Pellman; M3; 11:41.43
6. Samuel Moore; M3; 12:16.48
7. Matthew Stouffer; M2; 12:26.08
8. Jonathan Baker; M3; 12:33.02
9. Reed Wycoff; M2; 12:37.43
10. Nate Simonson; M2; 12:39.33
11. Aaron Stites; M2; 12:51.32
12. Gregg Stone; M3; 12:54.46
13. Jay Petervary; M3; 12:58.14
14. Fred Wilkinson; M3; 12:59.20
15. Jared Van Oman; M2; 13:02.14
16. Bryan Godlewski; M2; 13:06.41
17. Daren Cottle; M4; 13:12.01
18. Taylor Foss; M1; 13:13.43
19. Doug Peterson; M3; 13:14.05
20. Jeff Martinez; M3; 13:14.05
21. Matthew Sutton; M2; 13:18.55
22. Scott Clark; M4; 13:21.14
23. Michael Hodge; M4; 13:48.51
24. Nicholas Connolly; M2; 13:56.08
25. Dave Reynolds; M4; 13:58.35
26. Collin Bywaters; M2; 14:12.27
27. Scott Stewart; M3; 14:18.27
28. John Tucker; M3; 14:18.27
29. Guy Perry; M3; 14:24.57
30. Kevin Head; M3; 14:30.26
31. Shawn Frye; M2; 14:30.56
32. Cyndi Schwandt; F5; 15:13.51
33. John Mazzala; M5; 15:18.42
34. Jeff Kuehn; M3; 15:38.25
35. Tom Warr; M2; 15:57.03

E-100 100-Mile Team Relay

- Co-ed**
1. **Team Snert** (Rick Sutherland, John Sutherland, Nate Miller, Rachel Miller, David Sutherland) 11:23.35

2. **Jensen/elephants Perch** (Mike Herlinger, Jason Dykhouse, Dusty LaBar, Pete Ross, Georgia Gould) 11:29.42
3. **NO Name** (Susan Graves, Todd Henneman) 11:44.00
4. **X-Men/Sugar** (Teresa Eggertson, Christie Johnson, Blair Rajamaki, Logan Jones, Clark Johnson) 12:05.23
5. **Peak Fasteners** (Mikie Holder, Jim Harper, Priya Noronha, Brad Seggar) 12:44.46

6. **4 guys and a girl** (Monica Myrick, Brian Anderson, Jim Hailey, Steve Moynahan, Scott Endicott) 13:44.10
M39-
1. **Up Town Skidders** (Alex Grant, Tim Lewin, Ty Nelson, Brian Dobias, Kyle Paddleford) 11:02.22
2. **Young Riders** (Connor Dougherty, Tyler Scott, Ryan Wylie, Dutch Wiehe, Christopher Hong) 11:16.53
3. **Team Valline** (Nate Valline, Aaron Olsen, Mike Demkowicz, John Minahan, Cam Chin) 11:51.39
4. **Tavarua** (Dave Stockham, Dylan Shepherd, Eric Baughman, John Kimball, Jake Davis) 11:54.54
5. **High Speed Germ** (Mike Schwab, Bruce O'Donoghue, AJ Belcher, Rob Topham, Camron Carpenter) 12:01.48
6. **Gaping Head Wounds** (Kevin Vaughan, Dwight Robertson, Ran D. Howard, Bruce Heil, Jeff Yaeger) 12:21.11
7. **Why?** (Robert Traver, Mark Stocker, Brad Dicks, Mark Sidlow, Paul Herbert) 12:29.12
8. **Mighty Mtn Murphs** (Greg O'Neil, Mark Christopherson, Matt Janke, Kevin Deis, David Koltz) 12:42.25
9. **Milk Toast** (Dennis Langkos, Stephan Lovstedt, Charles Hamm, Joe Russo, Jeff Ross) 12:48.25
10. **Team Sante Fe** (Brian Zilvidis, Craig Mogel, Blair Smith, Eric Jacobsen, Jim Guss) 13:04.26
11. **Plus Two Hundred** (Patrick Laidlaw, Brian Pliska, Harley Schreiber, Chase Bennett, Don Taylor) 13:55.37
12. **Alpha Cabinet Components** (Evan Roth, David David, Kevin Osguthorpe, Thome Butler, Sandy Brown) 14:26.08
Women's
1. **Jan's** (Roxanne Toly, Paula Seeley, Bethany Elson, Karen Dodge) 11:59.56

M40+

1. Jamba (Scott Gibson, Rich Jensen, Scott Wetzel, Jedd Jones, Edward Kimball) 12:12.13

**Road Racing****Snowbasin Hillclimb, 11 miles, July 3, 2004 (Road and MTB)****Junior Men**

1. Tanner Putt 00:37:08.83
2. Andrew Putt 00:41:10:57
3. Zane Enders 01:10:15:20

Junior Women

4. Destrey Enders 01:38:49:76

Pro Cat 1/2 Men

1. John Osguthorpe 00:28:06:10
2. Jesse Westergard 00:28:42:88
3. Bryson Perry 00:29:22:16
4. Chan Head 00:29:59:15
5. Cameron Hoffman 00:30:01:76

Pro Cat 1/2/3 Women

1. Darcie Murphy 00:32:36:58
2. Tiffany Callahan 00:39:26:36

Cat 3 Men

1. Norm Bryner 00:28:47:60
2. Peter Kuennemann 00:28:59:76
3. Mark Todd 00:30:16:02
4. David Hunt 00:31:53:60
5. Kirk Fogdall 00:34:03:69

Cat 4 Women

1. Katie Cassidy 00:36:24:88
2. JO Garuccio 00:38:09:96
3. Darcie Strong 00:38:17:77
4. Ann Phippen 00:41:13:90
5. Megan Jensen 00:44:27:73

Cat 4 Men

1. Walter Blanco 00:34:02:39
2. Joseph Davis 00:34:23:44
3. Mike Gillette 00:36:21:20
4. Kevin Vore 00:36:29:81
5. Stephen Pudlock 00:36:43:00

Cat 5 Men

1. Tony Chesrow 00:30:09:08
2. Steve Hadley 00:30:37:78
3. Alex Archibald 00:32:35:64
4. David Peterson 00:32:40:93
5. Tyler Wilhelmsen 00:32:50:36

Master 35+ Men

1. Dan Minert 00:28:45:43
2. James Yorgason 00:29:12:81
3. Dirk Cowley 00:29:52:85
4. Mark Schaefer 00:29:58:02
5. Chris Rowley 00:31:32:62

Master 45+ Men

1. Sam Wolfe 00:32:36:54
2. Bruce McWhorter 00:33:17:84
3. William Corliss 00:33:19:62
4. Jeff Handwerk 00:34:15:45
5. Kerry Robbins 00:35:02:11

Masters 55+ Men

1. Hardin Davis 00:32:10:43
2. Ken Louder 00:33:03:71
3. Lyle Archibald 00:40:25:86

Beg Women Mtn Bike

1. Chris Pappas 00:46:37:60
2. Lisa Saturnino 01:05:33:31

Sport Women Mtn Bike

1. Lisa White 00:48:30:14
2. Bob Walker 02:59:52:35
3. Jeff Clawson 02:59:55:88
4. Mitch White 03:19:46:58

Master 55+ men

1. Walt Chudleigh 03:16:57:19
2. Tyler Welshmish 03:24:26:66

Pro Cat 1/2 Men

1. John Osguthorpe 00:39:05:29
2. Joseph Smith 00:39:06:25
3. Alex Rock 00:40:16:79
4. Bryson Perry 00:40:17:67
5. Eric Pardyjak 00:41:19:89

Sport Men 0-39 Mtn Bike

1. Troy Child 00:39:10:94
2. Jesse Gora 00:39:15:83
3. Blair Gardner 00:40:41:04
4. Michael Burnside 00:42:11:97
5. Matthew Campbell 00:42:31:05

Sport Men 40+ Mtn Bike

1. Patrick McKnight 00:49:42:16

Expert Men 0-39 Mtn Bike

1. Skylere Bingham 00:39:00:93

Expert Men 40+ Mtn Bike

1. Clark Johnson 00:43:41:22

Gate City Grind, July 10-11, Pocatello, ID**Overall Junior Men**

1. Tyler Albretsen 02:08:50:38
2. Colton Harris 02:12:03:23
3. Codey Albretsen 02:16:09:87
4. David Blades 02:20:33:06
5. Ryan Wheeler 02:21:31:97

Master 35+ Women

1. Christine Ferrario 02:29:20:98
2. Jo Garuccio 02:34:30:28
3. Jodi Cuccia 02:38:03:64
4. Sheree Welshimer 02:58:59:01
5. Michelle Witter 03:02:23:52

Pro Cat 1/2 Men

1. Sandy Perrins 04:48:14:14
2. Matt Weyen 04:48:54:37
3. Eric Pardyjak 04:49:22:40
4. Daniel Adams 04:49:26:56
5. David Harward 04:49:28:54
6. Allan Butler 04:49:30:36
7. Chris Humbert 04:49:37:71
8. Christopher McGill 04:49:38:54
9. Marc Yap 04:49:48:28
10. Aaron Jordin 04:49:50:93

Cat 1/2/3 Women

1. Kris Walker 03:22:31:67
2. Margaret Douglas 03:26:20:30
3. Kathy Robinson 03:26:43:50
4. Kelly Crawford 03:26:50:03
5. Megan Callahan 03:31:38:05

Cat 3 Men

1. Nate Kameron 03:59:43:80
2. Travis Brown 03:59:56:58
3. Norm Bryner 03:59:58:61
4. Mike Schmidt 04:00:02:60
5. Kevin VanLoon 04:00:22:61

Cat 4 Women

1. Karen Ortiz 02:29:46:59
2. Kelly Dailey 02:30:03:90
3. Darcie Strong 02:30:20:71
4. Ellie Rodgers 02:35:44:64
5. Gwyn Porter 02:36:53:62

Cat 4 Men

1. Max Mogren 02:51:19:16
2. Mike Brown 02:51:34:00
3. Ed Buendia 02:52:09:00
4. Jamie Longe 02:52:18:57
5. Matt Bright 02:52:43:14

Cat 5 Men

1. Justin Griffith 02:51:16:54
2. Tony Chesrow 02:51:58:95
3. Ryan McKnab 02:52:09:52
4. David Nemmer 02:53:16:67
5. Ben Bartle 02:54:48:28

Master 35+ Men

1. Mark Schaefer 03:47:24:72
2. Dirk Cowley 03:48:54:92
3. James Yorgason 03:49:12:45
4. Marek Shon 03:51:06:20
5. Craig Kidd 03:51:49:33

Master 45+ Men

1. Larry Strom 02:59:51:68
2. Bob Walker 02:59:52:35
3. Jeff Clawson 02:59:55:88
4. Mitch White 03:19:46:58

Master 55+ men

1. Walt Chudleigh 03:16:57:19
2. Tyler Welshmish 03:24:26:66

Sundance Hillclimb, 8.6 miles, July 17, 2004**Pro Cat 1/2 Men**

1. John Osguthorpe 00:39:05:29
2. Joseph Smith 00:39:06:25
3. Alex Rock 00:40:16:79
4. Bryson Perry 00:40:17:67
5. Eric Pardyjak 00:41:19:89

Cat 1/2/3 Women

1. Laura Howat 00:48:20:56
2. Kris Walker 00:48:23:53
3. Heather Albert 00:51:37:12
4. Kristi Mcilmoil 00:52:24:68

Cat 3 Men

1. Dan Hoopes 00:40:17:67
2. Norm Bryner 00:41:50:69
3. Bryan Gillespie 00:46:06:70
4. Jeff Erenstone 00:46:51:06
5. Stewart Goodwin 00:46:52:89

Cat 4 Women

1. Inge Travis 00:48:55:45
2. Darcie Strong 00:52:41:37
3. Denise Van de Kamp 00:56:08:71
4. Juel Iverson 00:57:31:40
5. Jessica Preston 01:00:20:46

Cat 4 Men

1. David Hatch 00:39:05:29
2. Vance Checketts 00:43:55:80
3. Mitchell Peterson 00:43:56:97
4. Gary Fuller 00:46:28:38
5. Bruce Biodeau 00:47:15:01

Cat 5 Men

1. Steve Hadley 00:44:52:69
2. Eric Bonder 00:45:42:46
3. Vaughn Nelson 00:48:20:56
4. Matt Shaw 00:48:37:49
5. Jason Packard 00:49:14:85

Master 35+ Men

1. Dan Minert 00:41:15:30
2. Mark Schaefer 00:44:17:37
3. Melvin Graff 00:47:10:44
4. Ryan Jones 00:48:53:42
5. Wayne Cottrell 00:49:37:81

Master 45+ Men

1. Robert Hatch 00:42:38:20
2. Mark Zimbelman 00:45:18:54
3. Sam Wolfe 00:46:51:06
4. Rick Black 00:47:54:59
5. Thomas Milligan 00:48:14:69

Master 55+ Men

1. Ronald Asay 00:57:36:33

Master 35+ Women

1. Aaron Torres 00:47:15:01
2. Ellen Guthrie 00:51:15:50
3. Dani Hartvigen 01:08:06:15

Cit 0-18 Men

1. Tanner Putt 00:54:06:84
2. Andrew Putt 01:01:13:76

Cit 19-54 Men

1. Dan Rowe 00:43:52:89
2. Travis Ringger 00:47:29:23
3. Eric Jeppson 00:47:52:28
4. Carey Pierce 00:48:22:24
5. Shane Powell 00:49:38:38

Cit 55+ Men

1. Jerry Warren 00:57:32:88
2. Mark Peterson 01:09:19:74

Cit 19-54 Women

1. Michelle Hatch 00:56:13:85
2. Dayna Boshard 01:10:14:98

18th Annual Wells Fargo Twilight Criterium, Boise, ID, July 24, 2004**Pro Cat 1/2 Men**

1. Marty Nothstein
2. Chad Hartley
3. Henk Vogels
4. David Richter
5. Jesse Lawler
6. Milton Wynants
7. Remi McManus
8. Andrew Small
9. Eric Carlson
10. Shawn Mitchell
11. Mike Hainsworth
12. Stephen Higgins
13. Chad Nikolz
14. Scott Allen
15. Skylere Bingham
16. Tim Root
17. Ed Roberts
18. Brian Cavanaugh

Masters 35+/Cat 3 Men

1. Tim Root
2. Dirk Cowley
3. Ethan Harrison
4. Donald Pollari
5. Shawn Cheney
6. Chad Brothers
7. JT Theis
8. Jim Crouch
9. Ed Ewing
10. Travis Brown

Cat 1/2/3 Women

1. Melissa Sanborn
2. Ina Teutenberg
3. Laura Dainey
4. Lynn Graggioli
5. Ashley Kimmnet
6. Liza Rachetto
7. Brooke Blackwelder
8. Norrene Godfrey
9. Sima Trapp
10. Crystal Yap
11. Heather Albert
12. Darcie Murphy
13. Mary Hall
14. Jana Repulski
15. Kelly Crawford
16. Margaret Douglass
17. MaryAnn Ozier
18. Skye Brothers
19. Rebecca Broeder
20. Brie Gudsell

Cat 4/5 Men

1. Moses Mena
2. Will MacFarlane
3. Craig Pack
4. Brad Turpen
5. Troy Obesnel

Utah State Road Race Championships, Herriman, UT, July 31, 2004



**USA
Cycling**

PRESENTS

THE

**park
city**

CYCLING FESTIVAL

04

Dear USA Cycling Members and Cycling Enthusiasts:

ON BEHALF OF USA CYCLING, I'D LIKE TO INVITE YOU to celebrate the sport of cycling this summer at the inaugural Park City Cycling Festival. For the first time ever, we are bringing together people of all ages and abilities to compete for USCF national championships in road cycling while under the umbrella of a festive and hospitable atmosphere in one of the most scenic and welcoming resort communities in the country. Whether you're a junior, espoir or master, there may be a stars and stripes jersey with your name on it. Altogether, we're awarding a total 94 national titles over 11 days in road race, criterium, time trial and tandem events!

While you're not competing or riding on the spectacular terrain, the Park City Cycling Festival will also feature several cycling related activities providing USA Cycling members and the general cycling community with valuable information. Educational seminars focusing on a wide range of issues including nutrition and hydration, training on limited time, putting together a training plan for peaking, introduction of juniors to the sport and psychological focus will all be offered.

The beautiful thing about the Park City Cycling Festival is that you don't even need to be a cycling enthusiast to attend and have a good time. If racing isn't your cup of tea and you're in town to support a friend or family member, Park City and the surrounding communities have endless activities to experience as one of the most popular vacation destinations in America. You can enjoy great dining and day spas, hiking, rafting, golf, fishing, horseback riding, and water skiing. Virtually any activity you would associate with either a relaxing or exciting vacation is within reach in Park City.

As one of the host communities of the 2002 Winter Olympic Games, Park City is an experienced host of world-class events and USA Cycling is proud to bring the Park City Cycling Festival to such an ideal location. We hope you'll join us to celebrate the sport we love in the spirit of competition. We hope to see you in Park City this August.

Best of luck to all competitors!

Sincerely,

Gerard Bisceglia
CEO
USA Cycling

contact information

MAIL

Park City Cycling Festival
PO Box 98176
Park City, Utah 84098

PHONE

Event Information Line: (435) 615-2678.

E-MAIL

info@parkcitycyclingfest.com

WEBSITE

www.parkcitycyclingfest.com

EVENT DIRECTORS

Jeffery Frost, Race Director
Tom Spiegel, Race Director
Matt Murphy, National Events Manager, USA Cycling

Registration Services ■ Dirk Cowley, SportsBase Online, www.sportsbaseonline.com

Antelope Island State Park Venue Coordinator ■ Cindy Yorgason

Deer Valley Resort Representative ■ Ginger Reis, Events Manager

Town of Park City Representative ■ Alison Butz, Special Events Manager

Park City Chamber of Commerce ■ Bill Malone, Executive Director

Race Headquarters ■ Bobby Foster, Premier Resorts

Website Management ■ Resorts West

EVENT ADMINISTRATIVE, OPERATIONS AND TECHNICAL PERSONNEL

Technical Director ■ Chuck Hodge

Public Safety ■ Lt. Mike Bergin, Utah Highway Patrol

Park City Public Safety ■ Lt. Rick Ryan, Park City Police

Emergency Medical Services ■ Lt. Steve Zwirn, PCFD

Volunteer and Awards Coordinator ■ Meg Horrocks

Media and Public Relations ■ Shawn Stinson, Premier Resorts; Andy Lee, USA Cycling

Mark Bennett, Park City Chamber

Keri Fagan, USA Cycling

Awards Ceremonies, Town Lift Plaza ■ Ed and Mike Sweeney

Communications Coordinator ■ Team Big Bear

Timing and Results ■ Phoenix Sports Technology

Sound/PA/Staging Coordinator ■ Rick Heltebraeke

Fencing & Truss Structures ■ Event Construction Specialists

Anti-Doping Control ■ USADA

registration

All registration is being handled by **Sports Base Online**. Please visit their site to register:
www.sportsbaseonline.com

awards and ceremonies

Town Lift Cafe
825 Main Street

COVER PHOTO CREDITS, CLOCKWISE FROM TOP: CASEY B. GIBSON; PARK CITY CVP/MARK MAZIARZ (2)

MAPS, PAGE V: CHUCK HODGE

PAGE VI: COURTESY USAC; CASEY B. GIBSON (BOUCHARD-HALL, RAISIN); MITCH FRIEDMAN (GEIST)

PAGE VII: PARK CITY CVP/ MARK MAZIARAZ; PARK CITY CVP/ LATHAM JENKINS

festival overview and contact information

festival sponsors

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A MOUNTAIN RANGE OF POSSIBILITIES
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SHIMANO



USA
Cycling



DEER VALLEY
RESORT

parkcitycyclingfest.com

04 activities schedule [subject to change]

■ WEDNESDAY AUGUST 11

9:00 AM –5:00 PM
Registration & Packet Pickup
LOCATION: The Lodges at Deer Valley

■ FRIDAY AUGUST 13TH

9:00 AM –5:00 PM
USCF Officials "Regional A" Seminar – Day 1
LOCATION: The Lodges at Deer Valley

■ SATURDAY AUGUST 14

9:00 AM –5:00 PM
USCF Officials "Regional A" Seminar – Day 2
LOCATION: The Lodges at Deer Valley

■ SUNDAY AUGUST 15TH

9:00 AM –5:00 PM
USCF Officials "Regional A" Seminar – Day 3
LOCATION: The Lodges at Deer Valley

■ WEDNESDAY AUGUST 18TH

8:30 AM
Gatorade Presents Training Session Nutrition and Hydration for the Master's Athlete
COST: Free (while seats last)
DURATION: 90 minutes
LOCATION: The Lodges at Deer Valley

9:00 AM –5:00 PM
Registration & Packet Pickup
LOCATION: The Lodges at Deer Valley

10:15 AM
Training on Limited Time
Barney King, USA Cycling Elite Level Coach
RaceLab Cycling, Phoenix, AZ
COST: Free (seating is limited)
DURATION: 2 hours
LOCATION: The Lodges at Deer Valley

10:30 AM
Sport Psychology: Focus
Kristen Dieffenbach, Ph.D.,
USA Cycling Elite Level Coach
Marathons, Mountains and More, Frostburg, MD
COST: Free (seating is limited)
DURATION: 2 hours
LOCATION: The Lodges at Deer Valley

1:00 PM
Putting Together a Training Plan for Peaking
Joe Friel, USA Cycling Elite Level Coach
Ultrafit, Inc
COST: Free (seating is limited)
DURATION: 2 hours
LOCATION: The Lodges at Deer Valley

3:00 PM
Sport Psychology: How Juniors Can Start
Kristen Dieffenbach, Ph.D.,
USA Cycling Elite Level Coach
Marathons, Mountains and More, Frostburg, MD
COST: Free (seating is limited)
DURATION: 2 hours
LOCATION: The Lodges at Deer Valley

6:30 PM
Gatorade Presents Nutrition and Hydration for the Junior Cyclist
COST: Free (while seats last)
DURATION: 60 minutes
LOCATION: The Lodges at Deer Valley

■ SUNDAY AUGUST 22

9:00 AM –5:00 PM
USCF Officials "Motorcycle Officials" Seminar
LOCATION: The Lodges at Deer Valley

seminars

USA Cycling Coaching Education will offer several educational seminars during the Festival for coaches, riders and parents. All seminars will be held August 18, 2004. The location for each presentation will be The Lodges at Deer Valley. The Lodges can be reached at 435-615-2600 and is located at 2900 Deer Valley Drive East in Deer Valley. See http://www.usacycling.org/news/clinics_coaches.php for more information.

■ Gatorade presents
"NUTRITION AND HYDRATION ISSUES IN TRAINING"
8:30 to 10:00 AM

PRESENTER: To be announced
COST: Free (seating is limited); no sign up required

The presentation will focus on the nutritional and hydration needs during training with an emphasis on the master's athlete although open to any interested party.
Coaches attending will receive 0.1 CEUs

■ TRAINING ON LIMITED TIME

10:15 AM to 12:15 PM
PRESENTER: Barney King, USA Cycling Elite Level Coach
COST: Free (seating is limited)

Barney King will focus on how an athlete can optimize training on restricted time that faces many masters who have work and family commitments. Mr. King is an instructor in the USA Cycling coaching certification program and has worked many USA Cycling Development camps and served as a team director for Jelly Belly and for teams at various international races. Mr. King coaches full time in Phoenix, AZ.
Coaches attending will receive 0.25 CEUs

■ SPORT PSYCHOLOGY: FOCUS

10:30am to 12:30 PM
PRESENTER: Kristen Dieffenbach, Ph.D., USA Cycling Elite Level Coach
COST: Free (seating is limited)

Kristen Dieffenbach, Ph.D. is a practicing sport psychologist and cycling coach. Dr. Dieffenbach will present on developing the focus in the junior athlete through a combination of lectures and experiential activities. Being able to focus on the challenge at hand is a key component in being a successful athlete and is a skill that can be trained and improved just as one can train to be faster. Dr. Dieffenbach is the owner of Mountains, Marathons and More and is a coaching associate with Carmichael Training Systems. *Coaches will receive 0.25 CEUs*

■ PUTTING TOGETHER A TRAINING PLAN FOR PEAKING

1:00 to 3:00 PM
PRESENTER: Joe Friel, USA Cycling Elite Level Coach
COST: Free (seating is limited)

Joe Friel is recognized as one of the top endurance coaches in the country. He has authored numerous books on cycling and triathlon training. Mr. Friel will discuss how to put together a training plan to peak for a race or series of races close together. Mr. Friel is the owner of UltraFit. *Coaches will receive 0.25 CEUs.*

■ SPORT PSYCHOLOGY: HOW JUNIORS CAN IMPLEMENT IT

3:00 to 5:00 PM
PRESENTER: Kristen Dieffenbach, Ph.D., USA Cycling Elite Level Coach
COST: Free (seating is limited)

Kristen Dieffenbach, Ph.D. will offer a primer on introducing sport psychology to the junior athlete and those who work with juniors. It is never too soon to start developing the mental skills needed to be a successful athlete. A junior can begin to develop the mental skills that may later make a difference in racing. Learning the mental skills involved in being a better athlete can begin at a very early age and can pay off short term and long term. At the highest level of sport the mental aspects of preparation and competition often prove to be the deciding factor in success.
Coaches will receive 0.25 CEUs

■ Gatorade Presents
NUTRITION AND HYDRATION FOR THE JUNIOR CYCLIST
6:30 to 7:30 PM

PRESENTER: To Be Determined
COST: Free (seating is limited)

Training and competing requires not only a great training plan but must also be supported with proper nutrition and hydration for maintaining intensity and/or duration and also for recovering properly. An athlete-friendly diet might not make you a champion, but a poor diet might well keep you from being a champion.
Coaches will receive 0.1 CEUs.



WELCOME TO PARK CITY!

On behalf of our community businesses, it is my pleasure to welcome you to the inaugural Park City Cycling Festival presented by USA

Cycling. We are honored to be the first host venue to bring together the masters and junior categories, as well as the first-ever women's espoir road race and time trials.

Park City loves to host athletic events. In a town that has been home of the U.S. Ski Team since 1974 and famous for hosting the Olympics and numerous World Cup

events, one would expect great summer events to follow. The demand for a variety of summer sporting events has grown over the years, and the town's eagerness and enthusiasm to host them well preceded those expectations.

As a destination resort town with three distinct mountain resorts — Park City Mountain Resort, The

Canyons Resort and Deer Valley Resort — we are very good at hosting visitors who have high expectations. Please visit our website at www.parkcityinfo which will get you pointed in the right direction, or phone our friendly and knowledgeable staff Monday-Friday, 8a.m.-5p.m. locally at 649-6100, or 800-453-1360.

Get ready to have fun, ride hard, and enjoy our historic town and the beautiful surrounding area.

Best of luck,

Bill Malone
Executive Director, Park City CVB

04 park city cycling festival racing schedule [subject to change]

racing schedule

THURSDAY AUGUST 12

VENUE	TIME	CATEGORIES	DISTANCE
TT	0800 hrs	Masters Women 50-54	36km
TT		Masters Women 45-49	36km
TT		Masters Women 40-44	36km
TT		Masters Women 35-39	36km
TT		Masters Women 30-34	36km
TT		Masters Men 60-64	36km
TT		Masters Men 55-59	36km
TT		Masters Men 50-54	36km
TT		Masters Men 45-49	36km
TT		Masters Men 40-44	36km
TT		Masters Men 35-39	36km
TT		Masters Men 30-34	36km
TT		Espoir Men	36km
TT		30 MINUTE START BREAK	
TT		Masters Men 85+	20km
TT		Masters Men 80-84	20km
TT		Masters Men 75-79	20km
TT		Masters Men 70-74	20km
TT		Masters Men 65-69	20km
TT		Masters Women 70+	20km
TT		Masters Women 65-69	20km
TT		Masters Women 60-64	20km
TT		Masters Women 55-59	20km
TT		30 MINUTE START BREAK	
TT		Tandem Women 90+	36km
TT		Tandem Women 70+	36km
TT		Tandem Women Elite	36km
TT		Tandem Mixed 110+	36km
TT		Tandem Mixed 90+	36km
TT		Tandem Mixed 70+	36km
TT		Tandem Mixed Elite	36km
TT		Tandem Men 110+	36km
TT		Tandem Men 90+	36km
TT		Tandem Men 70+	36km
TT		Tandem Men Elite	36km

FRIDAY AUGUST 13

VENUE	TIME	CATEGORIES	COURSE	DISTANCE
RR	0700 hrs	Espoir Men	A - 3 laps	193km
RR	0710 hrs	Tandem Men 70+, Tandem Mixed 70+	A - 1 lap	79km
RR	0720 hrs	Tandem Men 90+, Tandem Women 90+	A - 1 lap	79km
RR	1400 hrs	Masters Men 40-44	A - 1 lap	79km
RR	1410 hrs	Masters Men 45-49	A - 1 lap	79km

SATURDAY AUGUST 14

VENUE	TIME	CATEGORIES	COURSE	DISTANCE
RR	0800 hrs	Masters Men 30-34	B - 2 laps	106km
RR	0810 hrs	Masters Women 30-34	B - 1 lap	64km
RR	0820 hrs	Masters Women 35-39	B - 1 lap	64km
RR	1100 hrs	Masters Men 35-39	B - 1 laps	106km
RR	1110 hrs	Masters Women 40-44	B - 1 lap	64km
RR	1120 hrs	Masters Women 45-49	B - 1 lap	64km
RR	1400 hrs	Masters Men 50-54	B - 1 lap	64km
RR	1420 hrs	Masters Men 55-59	B - 1 lap	64km

SUNDAY AUGUST 15

VENUE	TIME	CATEGORIES	COURSE	DISTANCE
RR	0800 hrs	Masters Men 60-64	B - 3/4 lap	53km
RR	1000 hrs	Masters Men 65-69	B - 3/4 lap	53km
RR	1200 hrs	Masters Men 70+	B - 3/4 lap	53km
RR	1400 hrs	Masters Women 50-54	B - 3/4 lap	53km
RR	1600 hrs	Masters Women 55-59	B - 3/4 lap	53km
RR	1730 hrs	Masters Women 60+ (if necessary)	B - 3/4 lap	53km

MONDAY AUGUST 16

VENUE	TIME	CATEGORIES	DISTANCE
CRIT	0800 hrs	Masters Men 60-64	35km
CRIT	0910 hrs	Masters Men 55-59	40km
CRIT	1030 hrs	Masters Men 50-54	40km
CRIT	1145 hrs	Masters Men 45-49	40km
CRIT	1300 hrs	Masters Men 40-44	50km
CRIT	1430 hrs	Masters Men 35-39	50km
CRIT	1600 hrs	Masters Men 30-34	60km
CRIT	1745 hrs	Espoir Men	60km

TUESDAY AUGUST 17

VENUE	TIME	CATEGORIES	DISTANCE
CRIT	0700 hrs	Masters Women 60+ (if necessary)	30km
CRIT	0800 hrs	Masters Women 55-59	30km
CRIT	0900 hrs	Masters Men 70+	35km
CRIT	1015 hrs	Masters Men 65-69	35km
CRIT	1115 hrs	Masters Women 50-54	30km
CRIT	1215 hrs	Masters Women 45-49	30km
CRIT	1315 hrs	Masters Women 40-44	35km
CRIT	1420 hrs	Masters Women 35-39	40km
CRIT	1530 hrs	Masters Women 30-34	40km

WEDNESDAY AUGUST 18

No Racing

THURSDAY AUGUST 19

VENUE	TIME	CATEGORIES	DISTANCE
TT	0900 hrs	Espoir Women	36km
TT		Jr. Women 15-16	20km
TT		Jr. Women 17-18	20km
TT		Jr. Men 15-16	20km
TT		Jr. Men 17-18	20km
TT		Jr. Women 10-12	10km
TT		Jr. Women 13-14	10km
TT		Jr. Men 10-12	10km
TT		Jr. Men 13-14	10km

FRIDAY AUGUST 20

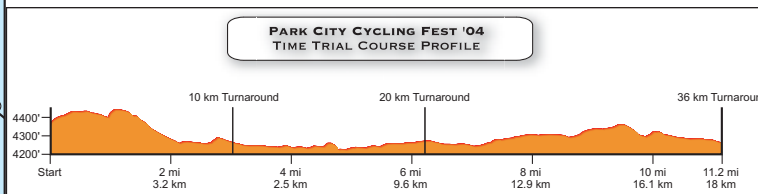
VENUE	TIME	CATEGORIES	COURSE	DISTANCE
RR	0800 hrs	Jr. Women 10-12	C - 3 laps	17km
RR	0845 hrs	Jr. Women 13-14	C - 5 laps	28km
RR	1000 hrs	Jr. Women 15-16	C - 7 laps	39km
RR	1130 hrs	Jr. Men 10-12	C - 3 laps	17km
RR	1215 hrs	Jr. Men 13-14	C - 7 laps	39km

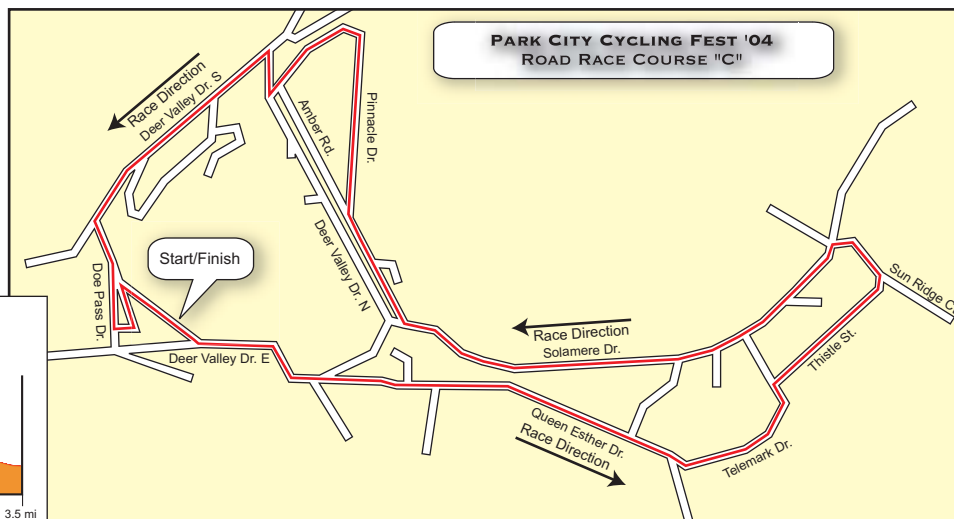
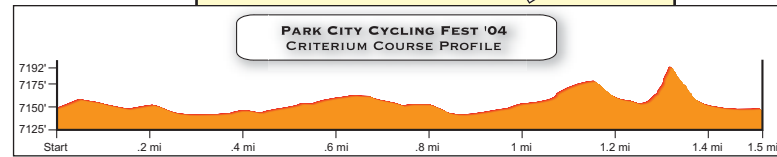
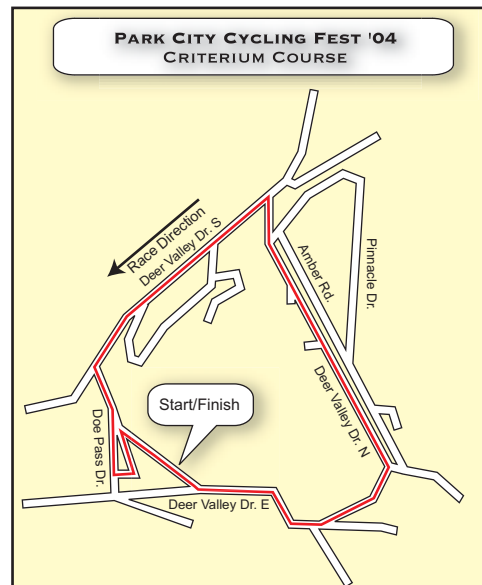
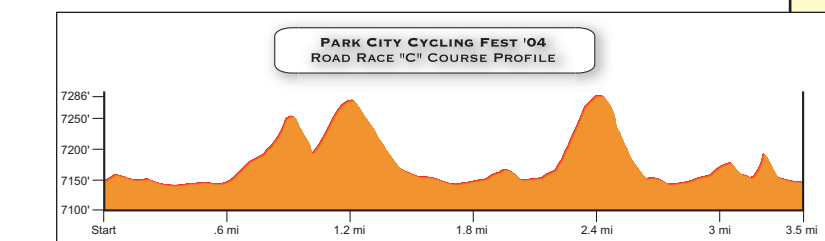
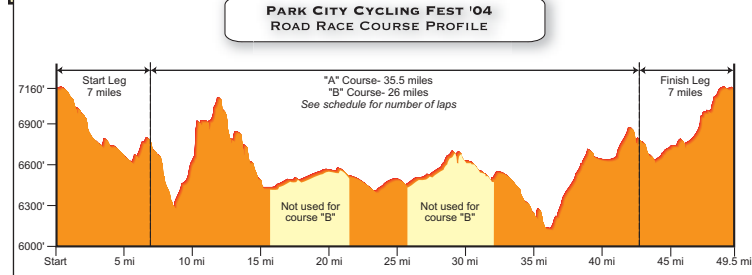
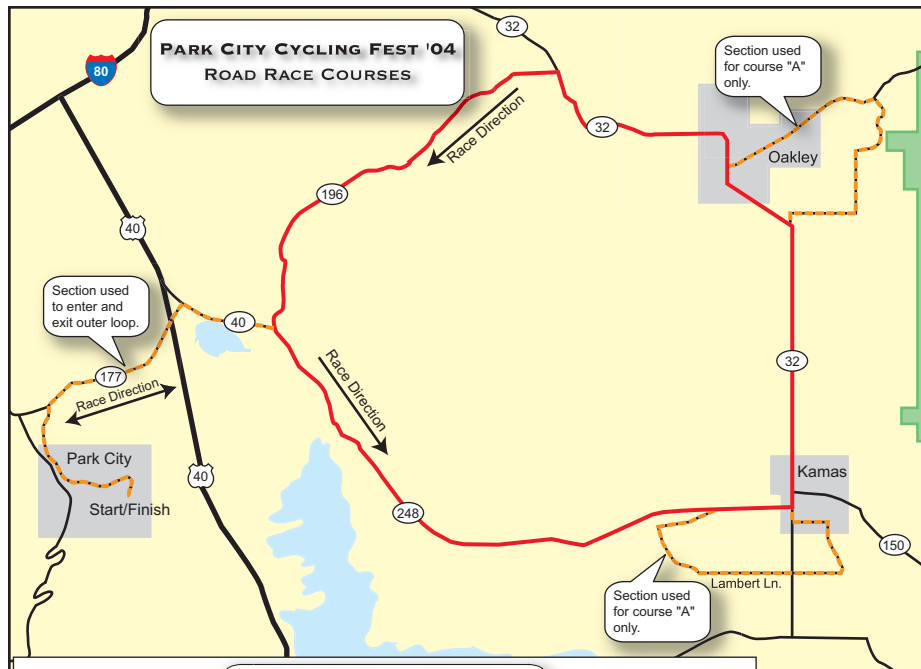
SATURDAY AUGUST 21

VENUE	TIME	CATEGORIES	COURSE	DISTANCE
RR	0900 hrs	Jr. Men 17-18	B - 2 laps	106km
CRIT	0930 hrs	Jr. Men 13-14		20km
CRIT	1015 hrs	Jr. Women 13-14		20km
RR	1200 hrs	Jr. Men 15-16	A - 1 lap	79km
RR	1310 hrs	Jr. Women 17-18 & Espoir Women	A - 1 lap	79km
CRIT	1330 hrs	Jr. Men 10-12		15km
CRIT	1400 hrs	Jr. Women 10-12		15km

SUNDAY AUGUST 22

VENUE	TIME	CATEGORIES	DISTANCE
CRIT	0900 hrs	Jr. Women 15-16	20km
CRIT	0945 hrs	Jr. Women 17-18/ Espoir Women	20km
CRIT	1045 hrs	Jr. Men 15-16	25km
CRIT	1145 hrs	Jr. Men 17-18	50km





maps and course descriptions

ROAD RACING

Park City Cycling Festival For Competitors and Spectators

Big-time cycling returns to Utah this summer with the inaugural Park City Cycling Festival presented by USA Cycling, August 12-22. The Festival is an 11-day cycling extravaganza hosting the 2004 National Championship competition for Junior, Espoir (U23) and Master category road cyclists, with plans for the Elite cyclists to compete here in 2005 and 2006.

Hosted by Park City and co-managed by Blue Wolf Events and Team Big Bear, the Park City Cycling Festival is bringing together Junior, Espoir and Master cyclists at the same location for the first time at a National Championship event. When it's all said and done, the Festival will have crowned 100 National

Champions in men's and women's time trial, criterium, and road race events in numerous Junior, Espoir and Master classes. The Festival is also featuring the first-ever women's Espoir road race and time trial, newly created events replacing the current format crowning the Espoir women's national champion. In addition, the Park City Cycling Festival also includes tandem racing in both Elite and Master classifications. When the medal count is tallied, individual National 'Stars and Stripes' jerseys will be awarded to 24 Juniors, four Espoirs and 53 Masters, while tandem championships will go to three Elite and 16 Masters teams.

Park City and the surrounding area provide unique and challeng-

ing courses worthy of crowning a National Champion. The road races start and finish adjacent to Festival Headquarters, The Lodges at Deer Valley, near the base of Deer Valley Resort and feature a tour of the outlying communities, while the criterium races are being held on a circuit within the Resort itself. The time trial highlights one of the nation's most unique landmarks, the Great Salt Lake, with the course on Antelope Island State Park.

The Park City Cycling Festival's web site (www.parkcitycyclingfest.com) is chock full of information, from registration and eligibility to course maps, profiles and a daily schedule of the event. In addition, the site lists volunteer opportunities, other activities to do

in the Park City area for competitors and spectators alike, a dining guide, and a link to special lodging packages for Festival participants.

Eligible cyclists must be a U.S. citizen or a permanent resident - for junior 17-18 and U23, you have to be a US citizen, for the other age groups, you can also be a permanent resident. Cyclists must have a valid USCF annual license with correct category affixed to it prior to check-in (no onsite upgrades will be done) or UCI international license. Additional rules are available when registering. Licenses can be purchased online at usacycling.org. (Why not give it a try?)

All Individual Time Trials are open to all categories (Master, Espoir and Junior) with male category 1-5 eligible and female category 1-4 eligible. The road races and criteriums carry slightly different eligibility standards. Masters men age groups 30-34

through 50-54 must be at least a Cat 3, while ages 55-59 through 70+ will race in categories 1-5. Masters women age groups 30-34 through 40-44 must be at least a Cat 3 and age groups 45-49 through 60+ will race Cat 1-4. Category 1-5 racers are eligible in Junior male age groups 10-12 and 13-14, while age groups 15-16 and 17-18 must carry at least a Cat 3 license. Junior females 10-12 through 17-18 will compete in Cat 1-4. Both male and female Espoir cyclists planning to compete in the road races must carry a Category 1 or 2 license.

The schedule for the Park City Cycling Festival is broken into roughly two time periods, Aug. 12-17 for all Masters, tandem and Espoir men, while the Juniors and Espoir women will compete Aug. 19-22. The National Championship jerseys will be awarded each evening from the Town Lift Plaza on Park City's lower Main Street.

MOUNTAIN BIKE RACING

Epic 100 Crowns National Champions



Above: Charlie Gibson took the Men's 100.

Right: Lynda Wallenfels took the Women's.

Photos: Quinn Pratt

By Brooks Stevenson

Epic races gaining favor among mountain bikers

Each year hundreds of serious (and a little bit neurotic) mountain bikers tackle long-distance endurance races – the kind that take all day (and sometimes all night) to complete. And they do it mostly for the sake of personal accomplishment and a warped sense of enjoyment. I don't mean to make it out to be pure suffering; it's not like that at all. But when was the last time you saw one of these guys on the front page of the sports section with the headline reading "Endurance Race National Champion"? Let's face it, the glory isn't exactly monumental.

What I mean to say is that these kinds of people are wired just a little bit different than the average fat-tired fanatic. They crave long rides. Five or more hours of hard riding is nothing unusual – it's more like the standard. For these people two hours in the saddle is a "quick sprint" on their favorite piece of single track. And a "good ride" consists of linking three or four trails together, climbing about 10,000 feet and spending the entire day pedaling rhythmically through pine and aspen forests, desert sand and slick rock, or anything in between.

These people aren't all alike though; they don't fall entirely into the stereotypical twenty-something gear head variety that live in their car just to be near a mountain town with killer trails. They're everything from middle-aged family men to that sweet schoolteacher your kid takes science from. But when you line these folks up at one of these weekend benders, there's one thing in common: dogged determination, grit, and the physical and mental ability to push through pain, smile through vomit, and keep pedaling until they cross the

finish line.

I don't consider myself an expert rider or a particularly fast biker, but as the years have gone by I've notice myself planning longer and longer rides. The two hours I used to think was adequate is now just that little ride after dinner. And anything short of five hours on a Saturday is a rest day. I was becoming more and more interested in long rides those years ago I would have shied away from.

So I decided to look into one if these endurance races and see how it treated me. A riding partner was quick to suggest the Brian Head Epic 100 – the race the promoters at Team Big Bear have dubbed as the "endurance race other races want to grow up to be." I wasn't sure I was really ready to race for 10 hours, but I wanted to test my mettle against the mountain, so I opted for the "beginners" course – a 50-mile route shared by the Epic racers with about half of the 11,000-foot of elevation gain the Epic riders undergo. (Enough 50-mile training rides had also convinced me that I wasn't quite ready to tackle the mountain century just yet.)

On the morning of the race I watched as the 100-milers started up the 13 percent grade of the initial road section of the course – all smiles (even the single speeders) – and all I could think of was, "I hope I've had a good lunch and shower by the time you folks roll back to the resort." I was not envious.

Starting any mountain bike race is a little nerve racking; you don't want to get shoved to the back of the pack before the single track section and you all feel like nervous zoo animals looking for that hole in the fence so you can sprint through it to freedom. Soon all I could think about was getting off that same initial road section and finding my rhythm on the dirt. Meanwhile guys were passing me in their big rings like I was stand-

ing still.

I tried to remember to ride at my pace and not try to keep up with every rider who came near me. After all, I wasn't really racing so much as I was riding in the race. I had no delusions of actually winning or placing – although I secretly hoped there were only three riders in my age group; all I'd have to do is finish and I would have a spot on the podium. That thought soon vanished as we hit the downhill and fought for position through thick, dusty singletrack.

Halfway through the ride my riding partner who'd convinced me to enter the race with him was full of energy, bunny-hopping roots and rocks, riding with no hands, and simply making me feel like an amateur. Something was happening in my stomach and I couldn't figure it out. At the next stiff climb he dusted me. I Was 25 miles into the race, my back was stiff, and my stomach felt like it had two weasels in it fighting for the last scrap of road kill.

I've never had stomach cramps, but it didn't take long for me to figure out things weren't as they should be. And it was reflected in my pace: everyone was passing me. And I mean everyone. Old guys, young guys, big guys, small guys, skinny guys, guys who passed me, got off to fix a flat and then passed me again. I kept waiting for the guy on the unicycle to whiz by me and nod a friendly hello.

I was pegged. I couldn't eat or drink and my legs were feeling it. I knew sooner or later I was going to chirp my chips and all I was hoping for was not to get any on the new cables and housing I'd just installed.

The race dragged on and before



long I was feeling better. I ate some food, drank some water and even passed a half dozen people who'd left me in their wake earlier. I was feeling good again...or so it seemed. There was still the climb to the top of Brian Head peak – 11,600 feet above sea level.

After crawling to the top and starting my descent all I could think of was getting off my bike and walking around. So I did. Except there wasn't much walking involved; it was more like laying under a small pine tree while some spectators mused about my condition like I wasn't even there. About a mile from the end of the ride I was dry-heaving and weak, so I got off my bike and puked my guts out just to get it over with. What a relief. For the last three turn down the mountain all I could think about was why I hadn't done that earlier.

I finished the race...fourth in my age group...about halfway between the winner of the 50 and the eventual winner of the 100. No podium, no glory, just a brown and orange T-shirt as proof as was there.

As the winner of the Epic 100 crossed the line, he was puking, too. Somehow it made me feel better about my humble performance in my inaugural endurance race (although I don't think 50 miles really counts as an endurance race).

And as proof that there was really racing going on, Charlie Gibson, the winner of the Epic 100 and National Champion, broke the course record with a time of 7:09:12. And the winner of the 50 miler, Chad Wassmer, took only a skotch over three and a half hours to blaze through the course. Most likely a mere training ride for both these guys.

100: Overall results

1. GIBSON, CHARLIE, 7:09:12.21
2. TANNER, TODD, 7:28:52.57
3. WARDELL, JEFF, 7:44:54.31

50: Overall results

1. WASSMER, CHAD, 3:33:25.16
2. SAFFELL, BOB, 3:38:36.67
3. GROVE, CHRIS, 3:40:01.23



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