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cycling utah

**SUMMER
RIDES
SUMMER
FUN!**

**DIRT
PAVEMENT
ADVOCACY
RACING
TOURING**

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TOUR DE FRANCE

A New Perspective of the Tour de France

By Tommy Murphy

When looking back in life, I would have to say my fascination with cycling came at a young age, but it wasn't until high school when my eyes were truly opened to the sport and the Tour de France. I remember the days as a child watching my older brother pull his blue Schwinn ten speed out of the garage to go ride with friends. It all began with the family tradition of riding our bikes to Grandma's. It was always a highlight to go visit Grandma especially when Mom and Dad gave us the go ahead to ride there. As a youngster on a bmx bike those 10 miles to Grandma's seemed like an eternity, but in turn, some of the best miles I have ever logged. I had no real knowledge of cycling and the Tour de France as a child as media coverage of the sport was next to none. It wasn't until high school that my fascination for the Tour began to grow. I remember that day reading Sports Illustrated and their coverage of

the Tour de France. The story of Fabio Casartelli, Lance Armstrong's Motorola teammate, and his death on the Col du Portet d'Aspet in the 15th stage of the 1995 Tour de France. That article brought me to the sport as my interest in cycling went from rides to Grandma's to racing.

It wasn't until my freshman year in college that I purchased a road bike. As a student at Utah State University, the only thing cyclists talk about in Logan is the LOTOJA this and the LOTOJA that. With a longest ride of 70 miles and only 3 months of experience on a road bike, the thought of LOTOJA was far fetched, but needless to say, a challenge that had to be taken. I hold that first LOTOJA dear to my heart as it challenged me not only physically but mentally and emotionally. It was a ten hour and twenty-four minute ride of truth. I remember hitting that 100 mile mark outside of Soda Springs and thinking to myself, 'holy crap, I just rode a 100 miles,' then 2 seconds later

thinking, 'oh crap, I have a hundred more to go...' I hold cycling very dear to my heart as I am a fan first and foremost. It's an incredible sport and has brought me to where I am today, a coach with Carmichael Training Systems.

I have been very fortunate to work with Chris and the crew at CTS for the past three years, and when the opportunity arose to go to the Tour de France this year, I jumped. What began only as a simple conversation with a friend and colleague of mine, Tyler Wilhelmsen, turned into an opportunity of a lifetime as I soon found myself in Paris. The Tour is an incredible event. I've had the opportunity to attend and work the biggest races in the U.S. as a coach and team director, so I wasn't really sure what to expect of the Tour. I guess you could say I was going into the Tour like Chris Horner, totally blind. Here in the states, it's really not that hard to get those coveted team/media credentials for races that everyone seeks, but I soon found out that I was playing with a whole new ball of fire when applying for my Tour credentials. Needless to say, after months of applications, emails and letters I was finally awarded that 'golden' pass to the Tour. Tyler and

I arrived in France at the beginning of the Tour, but opted to take some time for ourselves to be tourists as it was our first time in Europe. We primarily stayed in northern France and didn't drop down to the Tour until the mountains. Being our first Tour, neither one of us new what to expect other than what we were told by friends and colleagues.

Our first day at the Tour was just amazing. It was stage 14 with the mountain top finish on Ax-3 Domaines. Tyler and I had different objectives at the Tour with mine being more team/media related. Each stage we made different game plans and on stage 14, Tyler opted to ride the Port de Pailhères while I did the final climb of the day, Ax-3 Domaines. The climbs throughout the Pyrenees and Alps are amazing. They're beautiful and the scenery is just incredible, but nothing I haven't seen before in terms of difficulty. The climbs are, of course tough, but not ridiculous. I've ridden worse here in the west. I think the toughest thing about the mountains in France is the heat. The mountains are relatively low in altitude compared to the mountains found here in the west, so temperatures don't drop as dramatically as you gain elevation. On Stage 14, when I rode Ax-3 Domaines it was 102 degrees. It reminded me of climbs such as Little Cottonwood and North Ogden Divide where there's little shade coverage on the road, total exposure to the sun, with the steepness of Millcreek Canyon. The climb in itself isn't too difficult; it was just the raw heat that made things hard. On Ax-3 Domaines, Lance Armstrong and I shared one thing in common and it wasn't how fast we rode the climb. It took me over an hour to get to the top while Lance and company covered the climb in around 30 minutes. What we had in common was we both drank three bottles on that ascent. While watching the Tour on TV, you rarely see how much these guys truly eat and drink. On that day Lance probably went through twelve or more bottles in route to the finish on Ax-3 Domaines.

Over the years watching and reading about the Tour, the Tour has become mystical in a way to me. I've always had this impression that the Tour is on another level and of the incredible caliber of riders that are needed to partake in its running. After following the Tour and being around the teams and riders for two weeks, I have a whole new understanding of the race. It's an incredible event but when you really look at the riders, we're only talking about the same 30 or 40 guys day in and day out. There's another 160 riders in the race who are just like many of the riders racing on our national circuit here in the U.S. This year 21 teams partook in the Tour of which 20 of the teams were Pro Tour teams. The only non-Pro Tour team was the French AG2r continental team. Of the 21 teams, 5 of the teams were French based teams. This year nine Americans

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Photo: Joaquim Hailer

See the article on page 16.

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TOURING

On the Road Again: 30 Years Later Part II



Julie on the Continental Divide.

By Lou Melini

Part II of On the Road. See part I in our July issue.

We arrived in Salt Lake City on July 7th, after 20 days of riding (without a full rest day), 1396 miles, and 114 hours of actual riding time. Our days ranged from 44-104 miles, 13 days were between 60-80 miles and 3 days exceeded 100. Our time-in-the-saddle ranged from 4-9, with 15 of the days 6 hours or less. Did the preparation I discussed in the last issue help? - the answer is yes and no. Overall the trip was an outstanding success, two thumbs up! We started to plan our next trip by day ten.

This was Julie's first unsupported bike tour involving more time than an overnigher. I thought about everything I could do to make the first day successful. Knowing that she gets psyched out about hills, I worried about our start up Logan Canyon. Within a half hour, Julie moved to the front

and paced for the next hour. My anxieties passed. We stopped for lunch at a sandwich shop in Garden City and proceeded north, being pushed along by a tailwind all the way to Montpelier, exceeding our intended 60-mile day by 20. Along the way we rode 7 miles on a packed gravel road, paralleling route 89, through the Bear Lake bird refuge. We were alone, except for the birds. This was a nice break from the traffic noise. Was everything perfect? Not totally but typical for a bike tour. We descended 2 miles of Logan Canyon through road construction, the road being freshly watered to decrease dust. We also missed finding the dirt road through the bird refuge initially having to backtrack a few miles into a headwind. We also thought there was a campground in Ovid, Idaho but it was 6 miles up a canyon in the wrong direction, so we went the extra 10 miles to the KOA outside of the Montpelier city limits.

We continued to have favorable

tail winds, enabling us to enter Jackson, Wyoming after 2 _ days. We again did 80 miles on day 2, but in 1_ - hours quicker. For nearly an hour we were able to ride at a speed over 22 mph. In Jackson we stayed with Jake and his wife, Carrie. Jake is a fraternity brother of mine from college, though neither one of us are utilizing our degrees from the small New Jersey business college. No need to break out the stove, we had a fine dinner. Our short day off in Jackson also included bike inspections, laundry, some food shopping and most importantly, shipping home the "nice clothes for going out to eat" that my wife insisted we carry. She was learning quickly.

Having dinner at Jake's helped Julie and I meet our goal of eating nutritiously on the trip. We knew we would face some limitations, but overall we ate well, ate a lot, and nearly maintained our usual manner of food choices. We did eat more peanut butter and jam sandwiches than I usually do, and the selection of whole grain breads was at times scarce. Our second day was a Sunday, and many of the larger grocery stores were unexpectedly closed in the small towns. Our travel distance was great enough that we did find an open grocery store at the time we had planned on finding a campsite. Overall we carried more food than I anticipated. Looking back at my diary from 30 years ago, I apparently ate a lot of sandwiches. We were given a remarkable amount of food during our ride in the western states by strangers we met in many of the places we stayed according to my journal. I also spent more time than I remember eating in local cafés and sampling the local beers of the west.

The next two days we rode just over 60 miles a day through Teton and into Yellowstone National Parks. Perhaps it was the bikes, the converse sneakers, or simply the perception that 60 miles was a very long ride, it took Jeff and I nearly 3 weeks to do 60 miles in a day 30 years ago. We were definitely being tourists then, stopping at anything that was new to us. We were in awe with the West. Julie and I stopped to "smell a few less roses". This was one reason that the trip worked out as well as it did, we simply had the same interests or disinterests. We also seemed to have tired legs on the same day, requiring more stops, and we were energetic on the same days, hence quite a few unanticipated days of 80 plus miles.

Upon reaching the Parks, we expected to meet other touring cyclists. Our first meeting was a young Japanese man, a recent graduate in automotive engineering. His English was very limited. He had already ridden from San Francisco to L.A., took Greyhound to Phoenix and is now on his way to Banff National Park, finalizing his trip in Seattle. We crossed paths with our intrepid fellow traveler on 3 occasions. We provided him with several peanut butter and jelly sandwiches for lunch at one meeting. He was most appreciative giving us the "thumb's-up" sign multiple times. Apparently he was eating a lot of noodles and mayonnaise sandwiches. Despite his hiking/cycling boots and no toe clips, he stated he was doing up to 90 miles/day. At Flagg Ranch campground (just south of Yellowstone) we met a young couple (age 20) riding back to Virginia. My use of the term

"young" is interesting, I have a journal entry from my 1975 trip in which I describe an older cyclist "in his 40's".

Our 5th day put us in Yellowstone. The roads through Teton and Yellowstone Parks (to Madison campground) had better shoulders than anticipated. We did stop at Old Faithful for lunch (with our Japanese friend) and spent an hour or more talking to people. It is amazing what a conversation piece a loaded bicycle can be. "How many miles/day, Where are you going?, How many flats?, Is it dangerous?, were questions from the non-cycling crowd. Those that actually rode bikes simply asked how long of a trip and how we were enjoying ourselves. We ended our day at Madison Campground in the hiker/biker area; our first (of 2) non-shower campgrounds. The people who run the campground accommodate hiker/bikers by putting tarp awnings over each of the picnic tables and have a bear-proof container with "essentials" if a biker needs something. Thirty years ago there were no hiker/biker sites. Jeff and I spent a lot of frustrating time "begging" for someone to share a campsite, which a few people did grudgingly.

We also met Richard, who likes to be titled with the nickname "The Legend". Richard is a 60 something (old enough for reduced national park fees) former psychiatric social worker, proudly listing his current occupation as vagabond. He is the unofficial communication director of Madison for hikers and bikers. He

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TRAIL OF THE MONTH

Brian Head's Dark Hollow-Second Left Hand Canyon

By Gregg Bromka

If mountain biking is the frosting of life then wallow in its sweetness on the Dark Hollow-Second Left Hand Canyon tour. Brakes are your friends and gravity is your accelerator on this Brian Head classic. The route begins atop Brian Head Peak at 11,307 feet and ends in Parowan Canyon after a near 5,000 foot descent. Locals have passionately dubbed the route "the Vertical Mile." Along the way, you'll drop from the crisp alpine tundra through lush forests to the toasty Sonoran desert--from Brian Head Peak's barren volcanic cap to Parowan Canyon's glowing redrock--all on blue ribbon singletracks and raging doubletracks. The slogan of the Old Milwaukee beer commercial sums up this ride: "It doesn't get any better than this."

Notes on the trail:

Although the ride "official" starts on the Sidney Peaks Trail, which takes off 2 miles up the Brian Head Peak road, drive the extra half mile to the top to put this ride into perspective. From the peak, your eyes gravitate to Cedar Breaks National Monument--a natural intaglio of cream, pink, and orange limestones carved from the plateau's forested edge. Cedar Break's 3.5-mile wide, 2,000 foot deep amphitheater, ornately adorned with spires and corrugated ridges, is a Bryce Canyon National Park in the making. Just give it a few million years.

Also from Brian Head Peak, you can survey other biking trails and locales: the resort's mountain bike park sits right below your feet, Blowhard Mountain rises on the south rim of Cedar Breaks, and High



Catch this killer view of Cedar Breaks from Brian Head Peak before embarking on "the Vertical Mile." Photo by Gregg Bromka

Mountain (home to the Twisted Forest ride) frames Ashdown Gorge. On the eastern horizon, Sunset Cliffs draw a wavering pink line on the Paunsaugut Plateau, and northward, the 12,000-foot tall Tushar Mountains stuff the sky with alpine motifs.

Set out by coasting down the Brian Head Peak road to the bend, and hop onto the Sidney Peaks Trail. The ridge-top singletrack rolls across tundra meadows and through patches of fir for 1 mile to the signed junction for Dark Hollow Trail. Go left and plunge off the plateau's rim on rough trail and through hairpin turns. The path mellows as it passes Mace's Run Trail and Cub Lake. Dive back into the conifers and hold on tight for

the thrilling descent to Munoz Meadows. Watch for trail markers, as portions might be rerouted because of resort and residential developments.

Descend rapidly on alternating buffed and rough trail, and fork right on the Paradise Spring Trail (left leads to Hendrickson Lake and Scout Camp Loop). Aspens engulf the trail, and during autumn their leaves sprinkle the ground like gold doubloons. Climb a few short rough hills, which awaken your legs and lungs after all the descending, and drop to the Second Left Hand Canyon road.

Wait, there's more; more

downhilling that is. Go left on the Second Left Hand Canyon road and freewheel as fast as you dare, but watch out for tire-grabbing ruts and slippery gravel, especially on turns. You'll quickly leave the coolness of the alpine and enter a warmer clime where Ponderosa pine, pinyon, and juniper thrive. The blur of lush green earlier on morphs to the brilliant orange hues of steamed crab, and peculiar shapes that only Dr. Seuss could conjure up lurk in the canyon's walls. As the canyon widens, you can let off the brakes and coast idly, but go full throttle when you reach the crossing of

Center Creek. If you don't, you might flounder like a fish out of water.

Go right on UT 143 and coast down Parowan Canyon a couple hundred yards to the Center Creek Reservoir near First Left Hand Canyon Road to meet your shuttle. You did arrange for a shuttle, didn't you? If not, then you'll have to chug 9 miles up the highway back to Brian Head, which is no easy task considering the gain is 3,000 feet and you'll hit 13-percent grades along the way, and that's steep. Don't forget about the remaining miles up to Brian Head Peak, too. (There's no shame getting an assist from the resort's chair-lift.)

Length: 10.7 miles, one-way; 14.5 miles if you coast all the way to Parowan

Tread: Singletrack, doubletrack, and a bit of pavement

Physical Difficulty:

Intermediate (all downhill except for two short climbs; strong forearms required for the continual braking)

Technical Difficulty: Moderate (smooth, twisting singletrack interrupted by short rocky sections; gravel and ruts on double-track)

Elevation change: High is 11,307 feet at Brian Head Peak. Low is 6,600 feet at First Left Hand Canyon (5990 feet if you end in Parowan).

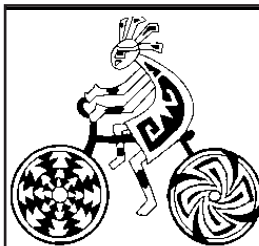
Trailhead Access: First, shuttle a vehicle 8.5 miles from Brian Head down Parowan Canyon (UT 143) to First Left Hand Canyon. Park at or near Center Creek Reservoir. Return to Brian Head and drive 2.5 miles south on UT 143 and turn left on the Brian Head Peak road for Vista Point (all-weather gravel). Travel 2.6 miles to the peak's parking area.

Excerpted from Mountain Biking Utah's Brian Head-Bryce Country.

Get a copy of *Mountain Biking Utah* by Gregg Bromka at your favorite bike shop or at cyclingutah.com.

The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate.

There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site (www.cyclingutah.com) or call the Mayor's office at 535-7939 or Brian at 328-2453.



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ROUTE 211

Bike Industry Rumblings, Rumors, and Buyouts



By Greg Overton

The bicycle industry has historically been populated and propelled by mostly small cottage industry companies, with a handful of relative giants to anchor it. In the seventies, the anchors were basically Schwinn and Raleigh, with a few smaller Japanese upstarts joining in. The eighties saw more European products in our stores, along with U.S. upstarts Cannondale, Specialized and Trek. The mountain bike boom that began late in the decade spawned a flood of small garage-based companies, so many that it would take a whole evening and a couple of beverages with the fellas to recall all of them. A few are still around, but it's mostly those who have been bought, eaten, rolled over or otherwise gobbled up by the big guys that have lasted. I suppose it's a sign that our industry is growing and maturing, but this year has been a particularly busy one behind the scenes.

SRAM has been busy growing its nest over the past several years, and now includes crank and bottom bracket maker Truvative, along with Avid and Rock Shox, in its family of companies. These guys can almost build a whole bike right at home! Not bad for a plastic molding company. Must

be something in the water, their Illinois neighbor, Hayes Brakes, mostly famous for making the clamps that stop Harleys, sold its bicycle division to a group of its managers. The bicycle brakes will now be called HB Performance. And less than a week later, the newly formed HBP went out and purchased wheel and rim maker Sun Ringle. Looks like these guys are on their way to building their own bike as well.

Fitness giant Nautilus stepped into the fray by purchasing clothing company Pearl Izumi. The purchase didn't really surprise many, but the price of \$74 million shocked some of us who remember the genesis of that company in Boulder, Colorado, a couple of decades ago. If I'd had my crystal ball with me back then... By the way, does this make all my old Pearl stuff worth more?

Cannondale, always a little insecure after at least a couple of brushes with bankruptcy, and not wanting to be upstaged, went shopping and brought back a clothing company of its own by buying long time hanger-in, Sugoi. And in the not having been purchased but maybe wanting to be department, long time groovy and gone for a few years clothing company Swobo is back. Here's to hip and cool wool retro style cycling togs!

Back to hardware. And back to something being in the water near Chicago. Bike companies there are buying other bike companies like crazy. Illinois based Profile Design snapped up stem and bar maker Titec. And speaking of water, Yakima, (well, actually Arcapita, the holding company that owns the Yakima brand), sold its white-water division Watermark after several years of being in the canoe and kayak business. Then they moved to Memphis, which is a

CYCLOTOON

BY NEAL SKORPEN



long way from Yakima, where it all began. Well, they kept part of the company in Oregon, that's closer to Yakima. Maybe they see potential in the riverboat rack market.

Thule, Yakima's chief competitor, couldn't stand by and let Yakima steal the headlines, so they went shopping and bought Omnistar Accessories. That's a Belgian company that makes RV doodads. I guess all the small bike related companies were taken. Kinda makes sense though, as many of those behemoths crowding cyclists off the shoulder have lawn chairs and barbeque grills bungeed to racks of some sort.

Speaking of being bungeed to the back of an RV, looks like Huff ownership will be absorbed by the Chinese government and a couple of its chief suppliers in China. The bankrupt maker of POS bikes is kicking its shareholders to the curb and washing its hands of the whole mess. Once the largest bike company in the U.S., Huff has been on life support for a few years, and finally the wheels fell off. Make your own jokes, but also think of the jobs lost.

On to the rumor mill. Let's just get this out of the way; Trek is not buying the entire cycling industry lock stock and barrel. That's a yearly rumor that will not go away. Although somebody did see Trek pres John Burke looking at the entire industry at last year's Interbike show, he denied that a takeover was in the works. As

proof, Trek isn't even going to be at this year's show; instead it is hosting "Trek World" back home in Wisconsin for its dealers. Perhaps Burke is just starting his own bike industry and saying screw the old one. Anyway, he's got enough problems dealing with two Tour winners who want bike companies of their own.

I think Specialized bought somebody this year, but I can't remember who. We'll find out once they make up really cool names and stickers for the products, like they always do. They're kind of laying low after hiring away a VP from competitor Giant. You see, Giant makes a bunch of bikes for Specialized, well for everyone actually including the one you ride, and luring a key employee from them can threaten your bike production. Or at least get your nose whacked with a rolled up newspaper. After that, you tend to sit quietly for a spell.

Speaking of Giant. The company released a report that it would be making all of Colnago's carbon fiber frames. But the next day, Colnago released its own report saying that Giant lied. Last year, both companies came clean that Giant would be making aluminum

bikes for Colnago. It was all smiles and handshakes then, but either Giant got carried away or Colnago wants another year of premium pricing on its carbon frames. Or maybe Colnago does produce its own carbon frames. And maybe Pinarello, BMC, DeRosa, Bianchi, Time and all the rest do as well. Maybe none of those are made in Taiwan. Maybe.

And can you believe that both Specialized and Giant dropped their single largest retail customers in the same week? Both companies announced that they would not be supplying product to the Performance/Supergo/Nashbar conglomerate of retail and mail order outlets. Above all else, this was the biggest news in the industry recently, and has everyone wondering if this is a move to help the local bike shops, or if PSN did something so egregious that in these times of flat sales, its two largest suppliers would still choose to walk away from such a huge customer. Maybe it's a nod and a pat on the back to the small guys. Or maybe they heard the rumor that Trek is planning to buy PSN in its diabolical scheme to rule the world....



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COMMUTER OF THE MONTH

Cycling is Good for the Brain

By Lou Melini

I met Mike soon after moving to Utah in 1979. He introduced me to racing a year later.

Cycling Utah: Mike, when I first met you, I think you were the most positively enthusiastic cyclist I met and you are still excited about riding. How long have you been a cyclist? In that time what changes have you seen in the environment for cyclists such as traffic friendliness, road conditions, political attitudes, etc.?

Mike Steffen: I have cycled consistently for 33 years, though I actually feel that in the past 2-3 years drivers have become more aware of cyclists on the road. It may have more to do with incidents like Josie Johnson than driver education. Perhaps as I get older I take fewer risks and I am more aware of risks. I feel that with the passage of H.B.49 and the establishment of the Utah Bicycle Coalition that the political climate for cycling has markedly improved. I find that for me the best "bike-friendly" areas of the valley are primarily in the Northeast and central east areas of the county.

C.U.: Some basic questions, where do you work, how often do you ride and how far, and what kind of conditions do you ride in?

M.S.: I am a psychologist for the State of Utah, Dept. of Health, Neonatal follow-up program, providing developmental assessments and intervention for premature infants and their families. I commute 10-12 miles 5 days a week throughout the year. I ride in all conditions other than icy or extreme (70 mph) winds and storms. I then use a UTA pass or as last resort, I call my family for a ride.

C.U.: So what keeps you going? Does the environment, economics or exercise play a role?

M.S.: I ride for a number of reasons. Cycling has numerous health benefits, physical and mental. Most importantly it is an enjoyable way to get around. With the price of gas up, I am more aware of the economic benefits. Pragmatically, we have 4 drivers and 2 cars and my wife and I refuse to buy another!

C.U.: What does the research have to say regarding cycling and mental health in general? Are there specific conditions that could be benefited by bicycles?

M.S.: There was a study done in Copenhagen, Denmark done for nearly 15 years and involving nearly 30,000 people that found that cycling to work (an average of 3 hours/week) decreased the risk of mortality by about 40% compared to a sedentary control group. Cycling can be highly beneficial in preventing and managing depression and anxiety. There are studies showing that regular physical activity reduces risk of depression by up to 28% in men (20 year study). In older people exercise has been found to be just as beneficial as antidepressant medications or social contact. Scientists hypothesize that exercise may raise levels of serotonin to help combat depression. Also extended exercise has proven to increase secretion of mood elevating neurotransmitters.

C.U.: Do Obsessive/Compulsive traits (or other conditions defined by DSM criteria) predominate in cyclists?

M.S.: Cyclists do not have OCD traits although some like you and I become addicted to riding their bicycle, though this is a "positive" addiction.

C.U.: Is there a primal need to ride a bike? Should cyclists name their bike or talk to their bike while riding?

M.S.: As a psychologist, I do not think there is a primal need to ride a bike unless the rider is lacking in significant-other companionship. Cyclists should not name their bicycle unless they lack significant companionship and then they can attach a female/male name to it and than it's perfectly normal to talk to the bike. I personally never talk to by bike but I do talk to myself and have recently have been answering; so having a two-way conversation with myself is somewhat disconcerting at times and dangerous while riding.

C.U.: Any other words of advice from the past 33 years?

M.S. Commuting does take some advanced planning. Find as safe a route as possible and make sure the bike is in good working order get it tuned at least once a year. Have a good lighting system, carry tools, extra tubes and know how to fix a flat. WEAR A HELMET, a no-brainer or you won't have one. Spend the money on all-weather clothing; it makes a world of difference. Shower regularly and HAVE FUN.

BIKE ADVOCACY

Utah Lags, Idaho Rises in Enhancements Spending

By Charles Pekow

When it comes to getting money out for bicycle/pedestrian projects, Utah is falling further and further behind the crowd. The National Transportation Enhancements Clearinghouse released its annual report, Transportation Enhancements: FY 2004 Summary of Nationwide Spending, reporting on the cumulative pace that states have spent their Transportation Enhancements money since the program's inception in 1992.

Each state gets a share of the funds, which is the largest source of federal aid for bicycle projects. Since 1992, states have programmed \$6.67 billion for 19,542 projects, according to the Clearinghouse's report. State transportation departments spent about 54.7 percent directly on bicycle and pedestrian projects (buying land and building trails, safety education, etc.) and most of the rest on projects that indirectly can help cyclists (historic preservation, landscaping, environmental protection, etc.)

Enhancements money has funded projects such as the Union Pacific Rail Trail between Echo and Park City and the Bear Lake Bicycle and Pedestrian Path in Garden City.

But because of complications in the law and transportation officials historically being mainly concerned with motors than pedals, states were slow to use the money but most have gotten better in recent years. (Last year for the first time, the nation reached the Federal Highway

Administration's goal of having decided what to do with three-fourths of available dollars.) It also hurt the program that states can't be sure where the law is going since the authorizing legislation technically expired at the start of October 2003 and for nearly two years has been running on a series of temporary extensions because Congress hasn't been able to agree on a new law. (Congress also didn't pass the previous reauthorization on time.)

The Clearinghouse acknowledges its data aren't complete - in fact the Utah Department of Transportation refused to cooperate. Brett Hadley, contact for Enhancements at the Utah Department of Transportation, did not respond to an email query from Cycling Utah either. Utah, however, obligated

only 69.6 percent of its money, according to the clearinghouse's latest available figures. Only eight states of 52 (including the District of Columbia and Puerto Rico) have a lower rate. Utah has received a total of \$556,757,406 over 13 years and obligated \$39,476,058 - leaving \$17,281,348 unused and available for bicycling and related projects - plus the match that the state or communities would have to put up.

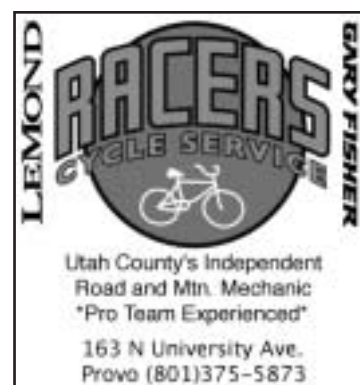
And the state isn't getting better - in fact its obligation rate has dropped considerably over the last five years. In FY 00, Utah had decided what to do with 77.2 percent of the Enhancement funds, dropping to 69.6 percent last year.

Idaho has done somewhat better - close to the national norm, having obligated 76.2 percent of the \$50,339,188 it received. Idaho has done somewhat better - close to the national norm, having obligated 76.2 percent of the \$50,339,188 it received. And the state has considerably picked up its pace in getting the money out, (FY 99: 55.7%, FY 00: 60.5%, FY 01: 62.1%, FY 02: 63.5%, FY 03: 66.9%, FY 04: 76.2%).

Only six states have exceeded Idaho's 20.5 percent improvement over six years. Still, the state is sitting on \$11,981,994, plus the match, available for bike projects.

According to the Clearinghouse figures, Utah has programmed 92 projects since 1992, while Idaho did 115. Utah put up \$11,736,173 in matching funds or 25.8 percent, while Idaho put up \$9,121,000, or 19.9 percent. The national average is 28.4 percent and the law requires a minimum of 20 percent, though Western states can put up only 10 percent because of their vast federal land holdings.

Full disclosure: The Clearinghouse is operated by the Rails-to-Trails Conservancy, of which I am a member.



Conserve By Bike Program

The surface transportation bill didn't provide the only new federal source of aid for bicycling in future years. Congress also passed the massive Energy Policy Act of 2005 with billions of dollars in tax breaks and subsidies for the energy industry.

But the bill also includes a new Conserve by Bicycling Program, with a one-time pot of \$6.2 million at the Department of Transportation (DoT). It can start up to 10 "geographically dispersed" pilot projects "designed to conserve energy" by getting people out of automobiles and onto bicycles.

All projects must perform a variety of tasks, including educating the public and bringing community groups together. They'll have to include professionals from at least two of the following fields: transportation, law enforcement, education, public health, environment and energy. They can spend grant money to build bicycle infrastructure and support existing local bicycling programs.

Grantees will also have to find a way to document how much energy it saved (how many gallons of gasoline weren't used). And while they work in one community, they will have to create a model that others can replicate.

They will also have to pay at least 20 percent of project costs with non-federal funds. The grants will get \$5.15 million of the money.

Another \$750,000 will go to the National Academy of Sciences (NAS) to study the issue of converting auto trips to bike trips. NAS will examine the pilots and will study factors that affect people's choice to ride a bike rather than drive, including weather, land use, traffic, bicycle infrastructure and bicycles' "carrying capacity." NAS will also examine energy savings, the costs and benefits of investing in bicycle infrastructure and identify factors that would encourage people to clip on a helmet and pedal rather than turn on the ignition and rev up the motor.

DoT can keep the remaining \$300,000 of the authorization for administration and to publicize the lessons learned from the projects and report.

Note that Congress still has to appropriate the money for the program and DoT will have months of organizing to do before it solicits grants.

-Charles Pekow

Tour de France - Continued from page 2

took part in the Tour de France with Lance Armstrong (1), Levi Leipheimer (6) and Floyd Landis (9) finishing in the top ten and George Hincapie (14) and Bobby Julich (17) finishing in the top 20. Two Americans wore the yellow jersey, David Zabriskie and Lance Armstrong, and eight of the nine American starters finished. Of the nine American riders, two Americans have roots to Utah. Both Levi Leipheimer and David Zabriskie come from the amateur ranks of Utah both racing for local club/team programs.

The reason I throw these stats out is that my understanding of the Tour has greatly changed. During my stay in France, I was blown away by the terrain and countryside the French riders have available for training. France is an amazing country with its mountains and country roads and it just kills me that Christophe Moreau is their best Tour rider. French cycling has become a very controversial topic, almost a national debate, as the French have yielded very few emerging talents in recent years. "There's a time to say how things truly are. I don't care how I come across in saying them, but enough excuses have been made." Two-time Tour de France winner Laurent Fignon shouted in L'Equipe on August 6.

America, on the other hand, has an incredible rider pool with a ton of talent, but unfortunately,

many of our top cyclists will probably never find themselves in the Tour, not because of their ability, but because of the politics of European cycling. This year American Chris Horner made his debut in the Tour de France finishing 33rd. For those who have followed Horner may know of his sacrifices to break into European cycling again and subsequently his selection for the Tour. Chris has been the dominating figure of U.S. racing for years and sacrificed everything to get back to Europe and as he'll tell you, it wasn't about how good he was that got him on the Pro Tour team Saunier Duval, but luck and who he knew. Chris took a huge salary cut, only making the Pro Tour minimum, to race in Europe again. Those sacrifices gave him the opportunity of a lifetime. Going into the Tour, you might say Chris was driving blind. I have a huge respect for Chris as he could have easily taken a top 20, but the top 20 doesn't mean anything at the Tour. It's all about the top ten and stage wins. With this in mind and only a one-year contract due to end at the end of the year, Chris opted to go for stage wins. It was easy to figure out his motives as nearly every stage he was on the prowl for break-away opportunities. It was fun to watch him as we had the opportunity to talk on many occasions about how he was feeling and his race day plans. Even on the days he complained to me of stomach problems, I found him off the front in the day's break.

Chris was very aggressive in his first Tour and it was fun to watch him both on and off the bike, as he is very expressive of his feelings. As one Spanish reporter commented, "Horner is my hero." Sadly in Stage 13, he was swallowed up by the peloton at the finish line, but it's fascinating when you compare the likes of Horner and his Stage 13 break-away companion, Sylvain Chavanel. While Horner barely makes the Pro Tour minimum, the equal of a teacher's salary here in the states, Frenchman Sylvain Chavanel earns more than a million dollars a year with Cofidis. With only one stage win at Dunkirk to his 2005 resume and finishing an hour behind Horner in 58th place at the Tour, Chavanel's 2005 performances have proven to be yet another French disappointment while American Chris Horner has made his mark as a fighter with results to back him.

Being at the Tour in person is very exciting. It's a spectacle that's almost indescribable. It was incredible to see Utah's David Zabriskie, a CTS athlete, win the opening Tour time trial and subsequently the coveted yellow jersey. My only question for the press is: how could they not put a camera on him? I think he has proven to be a rider to watch not only in time trials but in all stages. Unfortunately, it all came to an end for David as he hit the tarmac in Stage 4's team time trial. Levi Leipheimer, another great Tour rider with roots to Utah, battled

hard for a top five placing only to lose his 5th place to Alexandre Vinokourov on the Champs-Élysées. Both Levi and David share many of the same similarities as both worked their way through the ranks here in Utah, both have ridden with Lance Armstrong and the US Postal Service Team, and both have become great international riders.

With the absence of Lance Armstrong from the peloton, next year's Tour should prove to be very exciting. Levi will once again be fighting for the podium, and I expect to see David working hard for Ivan Basso again in 2006. David has become a great athlete, and in my opinion, a rider with the talent to take a top placing in a grand tour. As many only think his talent lies in time trialing, CSC selected David for their Tour team not for his strength in the TT, but for his ability to go uphill fast. With a few more years of experience, I see David making a crack for a high grand tour finish himself. Levi has already proven to be a man to reckon with in the Tour de France, and I look to see him continue to climb the Tour ladder as he has gotten better every year in the Grande Boucle of grand tours. Unfortunately, I see his weakness lying in his team as they lack the strength to protect a GC rider of his caliber. I would love to see Levi and his team, Gerolsteiner, recruit Chris Horner as I believe he could be the pivotal link to Levi's GC success. The American pair could be a force to

reckon with on both European and American soil.

The Tour de France is an amazing event. It's just crazy to see the millions of fans lined along the roads day in and day out. Although many felt this year's Tour was somewhat boring, it was amazing to see the riders and race develop firsthand from stage to stage. Lance Armstrong is just an incredible athlete, and I have to say it's amazing what he has done for the sport. Looking to the future, I hope to see more Americans and American teams in Europe as the talent is here. It's easy to go on and on about the Tour because there's so many stories to be told. I guess the biggest thing I've taken from my experiences at this year's Tour, is that anything is possible.

Tommy Murphy is a coach with Carmichael Training Systems, the coaching authority of Team CSC's David Zabriskie and 7-Time Tour de France Champion Lance Armstrong. Tommy 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).

Lava Rama...Held in beautiful Lava Hot Springs, Idaho, a hop, skip and a jump from Utah, just off I-15

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The Lava Rama XC Saturday, September 24

Saturday's mountain bike cross-country race ends the 2005 Wild Rockies Mt Bike Season at stunning Lava Hot Springs. The course starts and finishes in town at the park and features rolling climbs, deep woods, singletrack, and exciting racing in town on the pavement. The hot pools are within feet from the finish line (free swim pass included). **This is not a NORBA event, so no license is needed.**

Located 25 miles southeast of Pocatello, Idaho, 11 miles off of I-15. Start times are: pros @ 12:29 pm, (two 1/2, fun 10-mile laps), experts @ 12:30 pm, (two, 10-mile laps), sports @ 12:35, (one and one half fun, 10-mile laps) beginners @ 11am, (two, easy 5-mile laps).

Fees: \$25 for all racers except Trailblazers, (one easy five-mile lap) are \$5 and 10-under kids race is free. **Guaranteed \$1,000 pro XC purse, compliments of Brad Duke.**

The Devil's Staircase DH Sunday, September 25



This is one of the steepest downhills in the West. This elevator ride to hell loses 1,200 vertical feet in only 3/4 mile and features zero pedaling. (90% of the course is visible from town and finishes right on main street).

Held on Mt. Moh, that hangs over downtown Lava Hot Springs, Idaho. Practice from 3 to 6pm on Saturday with 20-minute shuttle rides on a maintained (2WD) dirt road.

Sunday practice from 9am to 11am with racing starting at noon. Fees are \$25 for everyone. Beginners run first, using a much gentler, 2-mile course with 1,200 feet of descent, then sports, experts and pros run. **The downhill is NORBA sanctioned so you'll need an annual license to race expert or pro. Guaranteed \$1,000 pro DH purse, compliments of Brad Duke.**



11th Annual

LAVA RAMA MOUNTAIN
MTN BIKE XC AND DH

MOUNTAIN BIKE RACING

Champions Crowned at Chris Allaire Utah Open



By Kevin Day

Those of us who follow Mr. Ed Chauner and his Intermountain Cup race series

were in for a sweet slice of Solitude singletrack, and steep climbs on this mid-summer's day. Conditions were perfect and the competition was even better. It seemed as though everyone

wanted to come out to the Chris Allaire Memorial/ Utah Open State Championship, held on July 9th.

As the race started for the Pro men the field made its way up the steep paved climb. As usual, most of us watched as Eric Jones (Biogen-Idec) took the lead while the rest of the field followed. Mitchell Peterson was quick to follow Eric but he, along with the rest of us, found ourselves in pursuit of second place. As the race went on, spectators cheered as the athletes made their way around each lap. In the end Eric Jones was crowned State Champion with a time of 2:01:45 with Todd Tanner (Scott USA) finishing second and Mitchell Peterson (Balance Bar/Devo) taking third. For the Pro women, Sue Abbene (Biogen-Idec) scorched the course with a winning time of 1:54:07 followed by Pamela Hanlon 2:03:00 for second and Teresa Eggertsen 2:05:48 in third.

The Pros weren't the only athletes racing that day, there were countless others who were after the State Championship title in every class and age category. One class in particular though, deserves attention: the twelve-and-under category! These kids are the future of the sport and from what I saw, it looks very promising. These mini-athletes pounded their way up the steep paved climb, which most of us struggle on, to complete a full lower loop. And they did it in fewer than thirty minutes. I caught up with Hunter Tolbert. He's been following the series for most of the season and is definitely some one we're all going to have to look out for. Hunter is ten years old and is



Left: Sue Abbene (Biogen/Idec) took the win in the Pro Women's category. Above: Junior Expert/Sport 13-15 Champion Alex Gordon (Young Riders). Photos: Joaquim Hailer. See more photos at joaquimhailer.com.

sponsored by Big Trace Racing and Mules, somewhat of an all-inclusive family support sponsor. Hunter told me that at the start he was involved in crash but was able get up and carry his bike over some of the kids in order to keep his position. He made a few more passes on the climb and managed to settle in, in fourth place. He held strong throughout the race and was even able to pass some of the older group on the descent despite some chain problems and one more crash. "The downhill is the best part of every race, I lost some time to fix my bike but I fixed it and was on my

way. I liked the course because the downhill is pretty fun. I felt pretty good on all of it, there were a couple of places where I got tired." Hunter finished the race in fourth place just a few minutes behind Rhet Povey, who became the new twelve-and-under State Champion.

A big thank you to Ed Chauner for another successful race and to all of the volunteers (especially my lovely wife Shannon) who spend their Saturdays working the races to make every thing run so smoothly.

See Results on page 14

20th ANNUAL



RACE TO THE ANGEL

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Saturday,
September 10

Course climbs 3,000 feet
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TOURING

On the Road Again (continued from page 3)



Above: Lou and the young Japanese man they met. Thumbs up!
Below: Don "The Silver Fox" Brown.



summers at Madison, winters in Tucson, and occasionally spends time in Maine and Florida. He does this on a 1980ish single speed Schwinn with beach cruiser style pedals and a small backpack. Julie and I are grateful for his advice on road choices and available camping locations for our

ride to Bozeman.

Julie and I debated whether we should go to Bozeman via 191 or out the north entrance of the park on 89 towards Livingston. The Legend told us to go north on 89 as 191 is the "highway of death". We decided to follow his advice, but then wondered if we

were a bit foolish to take the advice of a bona fide vagabond. The park road north of the Norris area has a chewed up narrow road, steep in a couple of places. Around one bend I rode off the road, as an RV got a bit close. As this house on wheels moved down the road, oncoming cars also moved over and kicked up dirt on the shoulder. Modular homes being moved are required to have "wide load" signs, and so should some of these RV's. Not keeping up on the latest RV trends, I couldn't help to take notice of the size of these things. Getting away from it all but taking it all with you. I cannot complain too much about RV's, as without them there may be fewer campgrounds for people touring on bikes.

We lunched at Mammoth Hot Springs, which are a fraction of their former flow. Again we were the hot conversation item. Julie, who is from Wisconsin, almost had a homecoming from the numerous (yet separate) people from there. We proceeded north on 89 and found out why The Legend recommended this road. Route 89 has nice shoulders and there is a parallel farm road that gets you away from traffic noise. We hoped to find a campground by 3-4 PM as the past 2 days had rain starting at 5 PM. We didn't make it as the rains came in at 3

PM. We sat out the 1st storm in a horse trailer (volunteered by a farmer). We then got off of our peaceful farm road and raced to a Laundromat to dry out from a second storm. A few more miles and we arrived at a campground. The Yellowstone Edge campground was a welcome relief as another rainstorm was about to dump on us. Julie and I ranked it in the top two campgrounds we stayed at due to the cleanliness and friendliness. It also had great huckleberry ice cream. We were later told that this campground was controversial because it is a commercial enterprise on the banks of the Yellowstone River. We were glad it was there.

On this day we picked up what I call "biker treasure", which can be money, tools, toys and other assorted goods. I stopped to pick up what I thought was an orange vest which I intended to tie on the back of Julie's bike for a safety flag. Instead it was a cushion, orange on one side and camouflage on the other. Thinking it was a bit bulky I almost through it back down. I then thought I would cut it up, leaving the orange side for the safety flag. While in the horse trailer, Julie used it as a seat. There was no way I would be cutting this cushion. We used it as a combo safety "flag"/cushion for the rest of the trip. When Julie was a mile or more ahead of me, I could clearly see this 16-inch orange circle on the back of her bike. I'm going to make one for my bike.

We had many questions about where we stayed from non-cyclists. Most of Julie's friends abhor the idea of sleeping in a tent. Many of the people we met questioned if we "treated" ourselves to a motel room. Our response was that we enjoyed camping. We had a great time talking to our "neighbors" at many of the campgrounds, including owners or managers. At the Yellowstone Edge, the camp host had to come and inspect my panniers. He couldn't believe how much stuff I pulled out and remarking on our efficient business of setting up camp. Unfortunately most people hibernate in their RV's. (No sense in actually being in the outdoors in a campground).

We looked for KOA or Good Sam places, as you could count on a certain level of cleanliness. These run from \$16-21, (KOA on the upper end) but even the cheaper places were clean and relatively comfortable. Our campgrounds cost us from \$8-21 with \$15 being the median. Upon review of my journal from 30 years ago, I stayed at a KOA near Rawlins, Wyo. We spent an amazing \$4 for the site, bringing "our total expenditures for places to stay to \$16.50". This was our first month's lodging expenditure in 1975! I wrote that we stayed in city parks (after asking the local police), college dorms, and road-

Continued on page 10



august 20

10 BICYCLE HILL CLIMB




miles
3,500 vertical feet



august 27

5 WIDOW MAKER MOUNTAIN BIKE RACE

miles
3,000 vertical feet

27th Annual...One of the oldest road races in Utah!

BICYCLE HILL CLIMB - AUGUST 20, 2005
Start: 8 a.m. at the UTA Park & Ride lot/2000 East 9400 South. Finish: Snowbird Entry 2

WIDOW MAKER MOUNTAIN BIKE RACE - AUGUST 27, 2005
Start: 10 a.m. Entry 2. Finish: Hidden Peak

\$30 DAY-OF REGISTRATION - Bicycle Hill Climb 6-7:30 a.m., Widow Maker 9 a.m.

\$25 PRE-REGISTRATION (must be received by 10 a.m. August 17) - pick up a form at most local bike shops, go to www.snowbird.com to download one, or register at Canyon Bicycles, 3969 So. Wasatch Blvd.

Enter both events and take \$5 OFF your total registration fee!
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ENTER:

Cut out this form and mail it with your check to Snowbird Special Events, P.O. Box 929000, Snowbird, Utah 84092-9000

Check event you are entering: Hill Climb 2005 Widow Maker 2005

Check if Clydesdale (For licensed riders only: Place category: CAT _____)

Name _____ Age _____ Female Male

Address _____

City _____ State _____ Zip _____ Phone _____

E-mail _____ T-Shirt size _____

THIS IS A LEGAL CONTRACT: In consideration of accepting this entry, I intending to be legally bound, do hereby for myself, my heirs, executors and administrators waive and release any and all claims for damages, including personal injuries to me or wrongful death, I may accrue against Snowbird, Sports Am, and all persons and organizations affiliated with the race(s) for any and all injuries that may be suffered by me during or en route to or from the event(s). I attest that I am physically fit and sufficiently trained for this competition. My physical condition has been verified by a licensed physician in the last 6 months. As part of this contract, I acknowledge that I have read and understand all of the above.

Signature of Entrant (Parent/Guardian if under 18) _____

On the Road Again - Continued from page 9

side rest stops, in addition to a few campgrounds, which normally cost ~\$2/night at that time. I also commented in my journal from 1975 how nice it was to stay in campgrounds given the friendliness of the people. The big difference this time was that we were not offered food on this trip from strangers as we were 30 years ago.

Our 7th day on the road was our shortest, only 4 hours of riding time, which we did twice during this tour. We had breakfast at a café in Livingston, Montana. The first breakfast café we ate at. I had hoped to eat breakfast out more often, however our "stop and eat something every 2 hours" didn't quite coordinate well with local cafés. This was a nice change of diet. After breakfast we pedaled onto Bozeman using mostly a frontage road and a little of I-90. There was a 16-mile packed dirt road we could have taken to avoid the freeway, but this was supposed to a short day. Unfortunately a bridge was being rebuilt on I-90 putting 4 lanes of separated traffic into 2 lanes. We were not sure if we should continue. A couple on a tandem traveling from Oregon to Livingston happened to be coming from the opposite direction at that time. We called out, inquiring how safe the road was and they returned a thumb's up. We dashed across the bridge and exited the interstate to another frontage road. This bridge crossing was probably the scariest half-mile I have ever ridden. In Bozeman we stayed with a friend of Julie's giving us time to do laundry, relax and inspect the bikes. I found a couple of minimally loose rack bolts and pulled a 3/8inch staple from my front tire. There was no air loss from the 35C touring tire.

We felt good and decided to continue on. We were now 2 days ahead of our planned itinerary. We spent over an hour with our maps trying to come up with additional miles. Perhaps we were getting over-confident. Over the next 2 days we reached Dillon, Mt. We stayed at our first motel due to rain in Whitehall. We then had rain and headwinds to Twin Bridges and simply headwinds into Dillon. Julie also had our only flat tire as we pulled into Twin Bridges. I replaced the tube only to have the tire blow off the rim after a hundred yards. I replaced the tube, checked to make sure the tire was on the rim properly only to have the tire blow off the rim again completely ruining another tube. We had a spare tire that worked well for us the rest of the trip. The spare tire was one of those "just in case" items. The tire that blew off the rim had a bad bead, surprising though every once in a while you will get a defective name brand tire. (We were the only riders with a spare tire along). I was a little concerned though we still had 2 good tubes and one that needed patching. According to my journal we wore out several tires going across the U.S., (also utilizing a spare tire), and had multiple flats (causing me to walk and hitch a ride the last 10 miles into Jackson, Wyo.) We had

Day	Mileage	Spending	Time Riding	Comments
1 June 18	83	45	7	Logan to Montpelier
2 June 19	80	44	5.5	Montpelier to Alpine, WY
3 June 20	50	36	4.5	Alpine to Jackson Hole, WY
4 June 21	61	30	5	Jackson Hole to Flagg Ranch
5 June 22	63	14	5	Flagg Ranch to Madison (Yellowstone)
6 June 23	78	57	5.5	Madison to Yellowstone Edge PV Park
7 June 24	50	18	4	RV Park to Bozeman
8 June 25	73	89	6	Bozeman to Whitehall
9 June 26	58	33	4.5	Whitehall to Dillon
10 June 27	51	44	4.5	Dillon to Jackson, MT
11 June 28	102	65	7.5	Jackson to Alder
12 June 29	60	35	5.5	Alder to 6 mile before Junction Hwy 87
13 June 30	81	66	7	Hwy 87 to Ashton
14 July 1	56	37	5	Ashton to Victor
15 July 2	104	57	9	Victor to Henry
16 July 3	66	20	5.23	Henry to Preston
17 July 4	44	43	4	Preston to Montpelier
18 July 5	101	46	7.75	Montpelier to Evanston
19 July 6	64	17	6	Evanston to Shady Dell (Uintas)
20 July 7	71	0	5.5	Shady Dell to Home
Total	1396	795	114	

patch kits that came with thick rubber patches. One brand of patch kit was called Monkey Grip, which I described as not being able to glue the hair on a monkey's(fill in the anatomical part). The tires we bought 30 years ago were of mediocre quality and some of the tubes we purchased couldn't hold air out of the box.

In Dillon we obtained two tubes from Joe who runs a bike shop out of his house. It was Sunday afternoon when we arrived Dillon. We had a street name and a description of his house from another cyclotourist; "The house with the fence made from skis". We found the house and before we had a chance to knock Joe was there to greet us selling us 2 tubes, "the only place between Hamilton, Mt. and West Yellowstone with 700C tubes. He lived _ mile from the KOA in town. At the KOA we met Don "The Silver Fox" Brown, 71 years young, riding from Oregon to Fort Collins. (Earlier in the day we met another young senior citizen of 65. She was pulling a burley trailer to Virginia). Don regaled with his riding days in the 60's. He broke his hip 2 years ago and is unable to lift his leg over the top tube of his bike. To get on his bike he has to have the bike on the ground, step over the top tube, and then lift the fully loaded bike up. He lives on Social Security and saved for one year for this trip. He even made his own panniers, which are simply open canvas bags. A huge stuff sack with his tent (a 3 person tent), large foam pad ("not getting any younger") and sleeping bag are placed in this sack covering his "panniers. He then has a food sack strapped on top. He refused all of our offerings of food (we crossed paths three times between Dillon and Victor Idaho) due to his "special" diet, which seemed to consist primarily of peanut butter.

We intended to ride to Wisdom, Mt. as part of our extra time, but hills, fatigue and rain kept us in Jackson, Mt. where we relaxed in a 104-degree hot pool between rain showers. We also put away the stove and ate out at the Jackson Lodge. Thirty years ago I called my dad from this lodge to say hello. He could hardly hear me from all the drunken festivities that day. Fortunately our stay this year was quieter. That evening our bike check showed a wheel wobble on Julie's rear wheel. I was able to keep it from rubbing the

brake. We had it further fixed by Joe when we returned through Dillon; "just call me when you get in town and I'll be home to meet you in 10 minutes". He was true to his word, did a nice job on the wheel and was very reasonable with his fees.

Our bad luck was finally leaving us. We rode from Jackson, Mt. to Dillon, had Julie's wheel trued, and rode onto the KOA in Alder Mt. for a total of 102 miles in 7 _ hours of riding time. We had a tail wind from Dillon to Alder and pleasant temperatures all day. Even the two passes from Jackson to Dillon didn't seem so bad. The only unpleasantness was fresh cow manure on the road from a very recent cattle drive. Thankfully we use fenders, unlike most bike tourists. Big Ed at the Alder KOA was very accommodating. He also commented on our efficiency in setting up our tent, cooking, etc. We rated this campground as number one since Ed keeps Coleman fuel to top off fuel bottles of the cyclists that stay there.

I purposely planned Adventure Cycling's TransAmerica route to be part of our trip. Like 30 years ago, meeting other cyclotourists is exciting; like meeting old friends. In total we met nearly two-dozen bike tourists, a little more than half from other countries. Many were traveling across the U.S., though one German couple was out for 10 months and would end their ride in Mexico. Of interest to me was the fact that every self-supported tourist rode alone or with one other-no group tourists. We only met two cyclotourists off the Adventure Cycling routes. Ron Hall and his wife from the Salt Lake City based Bonneville Bicycle Touring Club. Thirty years ago we met about twenty bicycle tourists, most being in the west. Unsupported touring by bike was rare then, and uncommon now. Most riders use the routes mapped by Adventure Cycling Organization.

After leaving Alder, Mt. it took us 3 days to reach Victor, Idaho. We bypassed West Yellowstone, avoided nearly 30 miles of route 20, rode country roads east and south of Ashton, Idaho and managed to avoid road noise on secondary roads through Driggs and Victor. Some of the roads we avoided did have decent shoulders, but we mostly were able to skip the noise and smells of traffic and to ride side-by-side. At the camp-

ground in Victor we were initially turned away as the campground was full. I asked if we could stay on the large uninhabited grassy area, explaining that we were on bicycles. I was about to leave when the manager put us in the "overflow" area, which happened to be the uninhabited grassy area I pointed to. Later the "silver fox" showed up having turned around on Teton pass. We met him a couple of times throughout the day. He was heading to Jackson via Teton pass but he had some tire/tube problems and fatigue. We gladly had him share our site. He left very early the next morning to hitch a ride over the pass from a commercial group of cyclists that were about one day behind us (we met their advance vehicle earlier in the day). I sure hope he got his problem fixed in Jackson and I hope I will be touring at his age!

For the morbid curiosity crowd, we did have a bad day after leaving Victor. It started off well, with a huge breakfast in Swan Valley, Idaho after a 20-mile ride. We then had a light lunch in Alpine, Wyo. At Etna, Wyoming, we decided we felt good enough to push on; bypassing an RV park. Soon after passing Freedom, Id. we encountered headwinds from every direction it seemed. We managed to struggle into Henry, Id. after 40 miles, thirty with headwinds. We had anticipated staying at one of several Forest Service campgrounds along the way, but the water was capped off at all of them. Fortunately we had stocked up on water, and received more from a very nice "I'm just a farmer and rancher" guy, who took pleasure in wondering why someone would work so hard on vacation. This was our longest and least fun day, nine hours of saddle time over 104 miles. Fortunately the campground was having karaoke and burger night for the July 4th weekend. For the first time I did not want to cook. We ate our share of burgers and skipped the karaoke. (Total cost for the camp, meals and morning coffee-\$20). Ed (another campground owner named Ed) was a very gracious host, making sure we had enough to eat. The showers were extremely needed.

Over the next two days we did an extra loop from our original itinerary staying near Preston Id. one night (sharing a campsite with fellow BBTC members, the Hall's) and at the KOA in Montpelier the

next. We recovered from our recent 100-mile day and pushed on to Evanston via Cokeville, Wyo. and Randolph, Utah. This would again add a little more distance to our original itinerary. We took a back road from Cokeville to Sage Creek Junction, avoiding a lot of traffic and noise. Our route from Sage Creek Junction to Randolph reminded us that we were in Utah, no shoulders and a lot of fast traffic. Overall, Utah definitely has the worst roads (mostly due to lack of shoulders) of the 4 states we rode through. We knew we were back in Wyoming when the shoulder reappeared. Our arrival at the RV park in Evanston was our third 100-mile day. We miscalculated the distance from Montpelier. We thought it would be an eighty-mile day. I was hungry for pizza and since the campground was on the edge of town, we called Domino's for delivery.

Our last night was spent along the Mirror Lake Highway, a long, hard climb after the 100-mile day. This was the only day we used our lowest gears for an extended time. We rode a little further than intended to find an open campground with water. With the late snows many of the upper altitude campgrounds were still closed (even on this 7th day of July). Also not all of the Forest Service campgrounds have water due to the deterioration of the pipes, which I was told will be permanent due to lack of money.

After 20 days and nearly 1400 miles, we arrived home one day sooner and over 300 more miles than planned. We were not trying to be frugal but we spent \$800, \$400 less than budgeted. We had no more bike problems except I had a rack bolt unthreaded from my frame. I thought I was clever by taping over the bolts. The tape did keep the bolt from falling onto the ground. For next time, Loc-tite and more bike checks. Our house was in good shape when we arrived home. The boys did well without us. "Home so soon?"

Would we do anything different for the next trip? Perhaps a full rest day, however we never found one place that we wanted to stay all day, though Yellowstone could have been an obvious choice. Full rest days will have to be planned for the next trip. We also need to get a more complete campground listing for the entire area that we travel through for the next trip. After one day we altered our plans but we had only written down the campgrounds for the areas we had intended on staying. This was an obvious error on my part. As for my wife, she did great for her first tour. Given the many uncertainties that are a part of bike touring, we worked together making logistical decisions like an experienced team. I plan on taking her along on the next ride.

Maps! = Adventure Cycling!

The maps you'll need in planning a bike vacation, TransAmerica, Great Divide & more. **FREE CATALOG (800) 721-8719**
Adventure Cycling Association
PO Box 8308-A5, Missoula, MT 59807
www.adventurecycling.org

BICYCLE SHOP DIRECTORY

SOUTHERN UTAH

Brian Head

Brian Head Resort Mountain Bike Park
329 S. Hwy 143
(in the Giant Steps Lodge)
P.O. Box 190008
Brian Head, UT 84719
(435) 677-3101
brianhead.com

Cedar City

Cedar Cycle
38 E. 200 S.
Cedar City, UT 84720
(435) 586-5210
cedarcycle.com

Moab

Chile Pepper
550 1/2 North Main
Moab, UT 84532
(435) 259-4688
(888) 677-4688
chilepepperbikeshop.com

Moab Cyclery

391 South Main
Moab, UT 84532
(435) 259-7423
(800) 559-1978
moabcyclery.com

Poison Spider Bicycles

497 North Main
Moab, UT 84532
(435) 259-7882
(800) 635-1792
poisonspiderbicycles.com

Slickrock Cycles

427 N. Main Street
Moab, UT 84532
(435) 259-1134
(800) 825-9791
slicrockcycles.com

Price

Decker's Bicycle
77 E. Main Street
Price, UT 84501
(435) 637-0086
bikemd@emerytel.com.net

St. George

Bicycles Unlimited
90 S. 100 E.
St. George, UT 84770
(435) 673-4492
(888) 673-4492
bicyclesunlimited.com

Desert Cyclery

514 N. Bluff
St. George, UT 84770
(435) 674-2929
desertcyclery.com

Red Rock Bicycle Co.

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

Springdale

Springdale Cycles and Tours
1458 Zion Park Blvd.
P.O. Box 501
Springdale, UT 84767
(435) 772-0575
(800) 776-2099
springdalecycles.com

Zion Cycles

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

NORTHERN UTAH

Logan

Joyride Bikes

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

Sunrise Cyclery

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

Park City

Christy Sports

7580 Royal St. E-107
Silver Lake Village
Deer Valley, UT 84060
(435) 649-2909
christysports.com

Cole Sport

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

Jans Mountain Outfitters

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

Stein Eriksen Sport

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7815 Royal Street
(mid-mountain/Silver Lake)
Deer Valley, UT 84060
(435)647-9174
steineriksen.com

Summit Cycle and Snow

1571 West Redstone Center
Dr., Suite 120
Park City, UT 84098
(435) 575-0355
summitcycling.com

White Pine Touring

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

Vernal

Altitude Cycle

580 E. Main Street
Vernal, UT 84078
(435) 781-2595
(877)781-2460
altitudecycle.com

WASATCH FRONT

DAVIS COUNTY

Bountiful

Bountiful Bicycle Center
2482 S. Hwy 89
Bountiful, UT 84087
(801) 295-6711

The Biker's Edge

390 N. 500 W. Suite 1
Bountiful, UT 84010
(801) 294-4433
bebikes.com

Kaysville

The Bike Rack

232 N. Main Street
Kaysville, UT 84037
(801) 544-5300
bushesbikerack@aol.com

Sunset

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

SALT LAKE COUNTY

Central Valley

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

Canyon Sports Ltd.

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

Golsan Cycles

1957 E. Murray-Holladay Rd.
(4780 South)
Salt Lake City, UT 84117
(801) 278-6820
golsancycles.com

Spin Cycle

4644 South Holladay Blvd.
Holladay, UT 84117
(801) 277-2626
(888) 277-SPIN
spincycleut.com

Salt Lake City

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

Bingham Cyclery

1500 S. Foothill Drive
Salt Lake City, UT 84108
(801) 583-1940
binghamcyclery.com

Salt Lake City

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

Go-Ride Mountain Bikes

3232 S. 400 E., #500
Salt Lake City, UT 84115
(801) 474-0081
go-ride.com

Guthrie Bicycle

156 E. 200 S.
Salt Lake City, UT 84111
(801) 363-3727
guthriebicycle.com

Guthrie Bicycle

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

REI

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

Wasatch Touring

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

Wild Rose Mountain Sports

702 3rd Avenue
Salt Lake City, UT 84103
(801) 533-8671
(800) 750-7377
wildrosesports.com

South Valley

Bingham Cyclery
1300 E. 10510 S. (106th S.)
Sandy, UT 84094
(801) 571-4480
binghamcyclery.com

Canyon Bicycles

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

Golsan Cycles

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

REI

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

Revolution Mountain Sports

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

UTAH COUNTY

Orem

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

Park's Sportsman

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

Payson

Downhill Cyclery
399 S. 100 W.
Payson, UT 84651
(801) 465-8881
downhillcyclery.com

Provo

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

Mad Dog Cycles

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

Racer's Cycle Service

163 N. University Ave.
Provo, UT 84601
(801) 375-5873
racerscycle.net

Springville

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

WEBER COUNTY

Eden/Huntsville

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

Ogden

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

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

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

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!



**Bicycle
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Battle Bay BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0095

For more BMX 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.

Calendar of Events sponsored by



1844 E. Fort Union
Salt Lake City
(801) 942-3100

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Riverdale
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**Home of the Bike
and Wife Swap!**

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

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



**Mountain
Bike**

Tours and Festivals

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

Sep 22 - Sep 25 — IMBA Trail School, Friends of Pathways, Jackson, WY, David Vandenberg, fop@wyoming.com

Sep 29 - Oct 2 — IMBA Trail School, Bureau of Land Management, Vernal, UT, Daniel Gilfillan, daniel_gilfillan@blm.gov

Oct 6 - Oct 9 — IMBA Trail School, Moab Trails Alliance, Moab, UT, Kim Schappert, kschappe@hotmail.com

Oct 13 - Oct 16 — IMBA Trail School, Dixie National Forest, Cedar City, UT, Nick Glidden, nglidden@fs.fed.us

October 27-30 — Moab Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab, UT, (435) 260-1182

November 5 — 10th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (702) 837-6522 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), USA Cycling (719) 866-4581

Weekly Series Races

Wednesdays — Short Track MTB Series, 5:30 pm, park at Hogle Zoo or across street at Shoreline Trailhead, register, then ride up the hill to start line, Salt Lake City, (801) 792-9048

Wednesdays — May 18 - August 31, Soldier Hollow Training Series, alternates with Sundance Training Series, 6:30 p.m., (801) 404-0946

Wednesdays — May 11-September 7, Sundance Weekly MTB series, every other Wed., 6:30 pm, alternates with Soldier

Hollow Training Series, Sundance Resort, (801) 223-4849

Utah MTB Races

August 13 — All West Communications Wolverine Ridge XC Race, 12th Annual, Intermountain Cup #11, Series Finals, Evanston, WY - contact Paul Knopf or Amanda Wanner at planning@mail.evanstonwv.org or (307) 783-6470 or (866) 783-6300 ext. 459, or evanstoncycling.org

August 20 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

August 27 — Widowmaker Hill Climb 10 AM, Ride to the top of the Tram, Snowbird Resort, (801) 583-6281

August 27 — The Endurance 100/Mind Over Mountains, 100 mile and 50 mile individual race, Park City, (435) 649-2129

September 3 — Mountain West Singlespeed Championship, 10 am start, Sundance Resort, Sundanceresort.com or 801-223-4121

September 4-5 — Flyin' Brian Downhill Race, DH and Super-D, Utah DH Series, Brian Head, UT, (801) 375-3231

September 10 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

September 10-11 — 24 Hours of Soldier Hollow, Heber, UT, (435) 615-8220

September 17 — Tour des Suds, 25th Anniversary, Park City, (435) 649-6839

October 10-11 — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country. 800-562-1268 or hws@infowest.com

October 15-16 — 24 Hours of Moab, 10th Annual, (304) 259-5533

Idaho and Regional Mountain Bike Races

August 20 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 733-5335

August 20-21 — Tamarack Twister Idaho State NORBA XC and DH Championship Finals, Kobby Tire Series Final, Tamarack Ski Resort, Cascade, ID (208) 338-1016 or (208) 325-1000

August 27-28 — Brundage Bike Festival, Wild Rockies Series #8, XC, DH, McCall, ID, (208) 587-9530

September 11 — Galena Grinder, Galena Lodge, ID, (208) 726-4010 or galenalodge@sunvalley.net

September 24-25 — Lava Rama, Wild Rockies Series #9, XC, DH, Freestyle Festival, Road Criterium, Lava Hot Springs, ID (208) 587-9530

October 1 — Las Vegas 12 Hour Race, 2500' climbing per lap, Las Vegas, NV, tmr-unlimited.com, (702) 277-6536



**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 — Saturday at noon in March, After March, 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 — Driver's Training Center, Where: 4700 S. 2780 W., West Valley City Times: A Flite - 6pm. B Flite - 7 pm., C/D Flite 7:45 pm (April 6 - September 28), Map

Royal Street Hillclimb TT — May 12 - September 22, Every other Thursday, 5:30 p.m., 900' elevation gain, Royal Street, Park City, (435) 901-8872

Wednesdays — Thanksgiving Point Criterium Series, April 6th - September 28, 6:00 pm, A flight-cat 1, 2, 3, 6:00-6:55 pm, B flight-cat 3-4, 6:00-6:45 pm, C flight-beginner-cat 5, 7:00-7:30 pm, *Women's flight, 7:00-7:30 pm, *Women may race any flight they choose, 3003 Thanksgiving Way, (next to I-15), Lehi, UT visit www.utahvalleyracing.com for more information, or call (801) 400-6130

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

August 2,9,16,23,30 — RMR Crit Series, Salt Lake, (801) 944-8488

August 3,10,17,24,31 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

August 4,18 — Salt Air TT Series, Every other Thurs, (801) 944-8488

August 11,25 — Royal Street Hillclimb TT, 5:30 p.m., Park City, UT, (435) 901-8872

August 12-14 — Tour de Gap Stage Race, in conjunction with the Iron County Fair, Parawon, UT, (435) 990-1393

August 20 — Snowbird Hill Climb, 7:30 AM, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 933-2110

August 20 — Huntsville 100 RR, Huntsville, UT, (801) 808-1137 or jessdear@xmission.com

August 27 — Jeff Rogers Memorial Sanpete Classic RR, Spring City, UT, Eric Thompson, 801-541-3840

September 6,13,20,27 — RMR Crit Series, Salt Lake, (801) 944-8488

September 7,14,21,28 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

September 1,15,29 — Salt Air TT Series, Every other Thurs, (801) 944-8488

September 8,22 — Royal Street Hillclimb TT, 5:30 p.m., Park City, UT, (435) 901-8872

September 10 — LOTOJA, 206 miles from Logan, UT to Jackson, WY, (801) 546-0090

September 24 — UTA Downtown Ogden Criterium, downtown in the Municipal Park between 25th & 26th Streets, Ogden, UT, (801) 589-3675

October 4-7 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hws@infowest.com

October 8 — 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 13 — Mt. Harrison Hill Climb, Boise, ID, (208) 336-3854

August 16 — Tuesday Night Half-

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Bogus Ride, Bogus Hillclimb, (208) 343-3782

August 16 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

August 21 — Table Rock HC RR, Boise, ID, (208) 867-2488

August 23 — Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782

August 20-28 — Magic Valley Senior Games, Bill Hart (208) 543-4451

August 27-28 — Intermountain Orthopaedics Idaho State RR and Criterium Championships, Boise, ID, Kurt Holzer at (208) 890-3118

September 3-4 — Grand Valley Bicycle Classic, Road Race and Criterium, Grand Junction, CO, (970) 245-8850

September 7 — Mt. Charleston Hill Climb, Las Vegas, NV, 702-228-9460

September 4 — Quail Hollow Hillclimb, Boise, ID, (208) 343-3782

September 10 — Race to the Angel, 20th Annual, 2800' climb, Wells, NV, (775) 752-3540

September 10 — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782

September 17 — Lamoille Canyon Hillclimb, road and mountain categories, Elko, NV, elkvelo.com or mtblaura@gmail.com

October 1-2 — Nevada Senior Games. Must be 50 years or older. Four events: 5K and 10K time trails and 20K and 40K road races. (702) 242-1590



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!, Jill at (801) 809-2570.

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 13 — ULCER, Century Tour around Utah Lake, 100, 74, and 46 mile options, (801) 947-0338

August 14 — 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 20 — Promontory Point 125, Brigham City to Promontory, (801) 943-2117

August 20 — CANCELLED Moonshadows in Moab, benefits Tyler Hamilton Foundation, 435-259-2698

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 27 — Desperado Dual, 200 mile double century in Southern Utah, 100 mile option, Panguitch, (435) 586-7567

August 28 — The Big Ride, 164 miles, Mt. Green over Monte Cristo, to Evanston and back, (801) 943-2117

August 28 - September 3 — BBTC Southern Utah Parks Tour, (801) 486-8140

August 28 - September 2 — SPUDS 10 - Gooding to Salmon, Idaho, 1-866-45-SPUDS

August 27 — 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. Registration fee \$18 (early), \$20 day of ride. Fee includes rest stops, lunch. For information and forms call 435-752-2253.

September 5-10 — WCYC XV, ride across Wyoming, Lander to Dubois, Cyclevents, 1-888-733-9615.

September 3-9 — Cycle Utah Tour, Southern Utah, Adv. Cycling Association, (800) 755-2453

September 5 — Hooper Horizontal 100, State Agriculture Building to Hooper and Back, (801) 943-2117

September 10-12 — Sawtooth Bike Trek, benefits American Lung Association of Idaho/Nevada, www.lungs.org or (208) 344-6567

September 11 — Tour de Tahoe, ride around Lake Tahoe, 72 miles, Lake Tahoe, NV, (800) 565-2704

September 17 — Sawtooth Century, Ketchum, ID, www.sawtoothvelo.org

September 11-17 — Southern Utah National Parks Tour, (801) 596-8430

September 18-24 — OATBRAN, 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 24 — Heber Valley 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 17 - Tour de Vins 4, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, Idaho State University, Pocatello, ID, more info: FSAlliance.org, Tina 208-282-2854 or mladtina@isu.edu

September 25 - October 1 — LAG-BRAU (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

September 25 - October 1 — CANYONS III - A Ride Across Southern Utah, Springdale to Lake Powell, 1-866-CycleUT

October 7-9 — Moab Century Ride, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, 435-259-2698

October 2-7 — Monument Valley & 4 Corners Tour, (801) 556-3290

October 8 — Yellowstone Fall Old Faithful Cycling Tour 2005, West Yellowstone, MT, (406) 646-7701

October 15 — Las Vegas Century, 22,37,55,80 and 110 miles, bene-

fits Ronald McDonald House. (702) 252-4663 ext 4

October 15, 2005 — Second Annual Josie Johnson Memorial Ride, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 12 noon, will travel to mouth of Big Cottonwood Canyon and back. www.slcbac.org or call Jason at (801) 485-2906 eve. or (801) 565-6163 day

October 22 — Tour de St. George. 8:00 AM at the North end of Dixie State College. Ride with us through three of the most beautiful state parks in the western portion of the country. There is a century (100 Mi), a metric century (65 Mi), and a citizens ride (30 Mi). This is a non-profit ride in which all proceeds will go to the local Care and Share, timboSPACE@msn.com, century.mooseknuckleralliance.org



Multi-Sport Races

September 24, October 29 — Twisted 10K, 20K & 30K competitions, events include running, mountain biking or paddling, call for location, (801) 597-5177

Second Annual 24 Hours of Soldier Hollow Mountain Bike Race

The second annual 24 Hours of Soldier Hollow mountain bike race will be held September 10th and 11th 2005 at the Soldier Hollow Olympic venue.

The race begins at 12 noon on Saturday, September 10th and ends at 12 noon on Sunday September 11th. Each rider will have to ride approximately 13 miles along several trails around the venue climbing along the ridgeline above and back down to the media building. The course is technical including several areas of cross country terrain and a long downhill.

Participants can enter individually or in teams of two people up to a corporate team of six. Individual riders can compete in a 12-hour race that ends at 12 midnight, or in the full 24-hour race. For more information visit 24hoursofsoldierhollow.com.

Over 2,000 Utahns Rode All Over Multiple Sclerosis and Raised Over \$940,000 at the MS 150 Bike Tour

Over 2,000 Utahns participated in the National Multiple Sclerosis Society's record-breaking 19th Annual MS 150 Bike Tour. The Tour, which is Utah's largest organized, two-day cycling event, raised over \$940,000 for MS research and local programs to help Utahns living with the disease.

The event, held in Cache Valley on Saturday, June 25 and Sunday, June 26, was the most successful to date. The top fundraising team, Team Blakemore's Bikers, raised over \$90,000. Keith Rossberg was the top individual fundraiser, raising over \$37,000. Team Fidelity Investments had the largest team, which grew from 126 riders in 2004 to 206 riders in 2005.

Cyclists of all abilities rode 40, 75, 100, or 150 miles during the fully-catered tour. Riders had access to rest stops; food and water; first-aid support; and supply, assist, and gear (SAG) wagons along the route. This year riders were treated to a new route which followed a Northern loop on Saturday and a Southern loop on Sunday.

The event started and ended at the Cache County Fairgrounds, where participants camped out and enjoyed the festivities and beautiful surroundings. Saturday night Bill Allred of X96 hosted the dinner program where participants received awards for "Best Rest Stop," "Team That Grew the Most," and the highly competitive, "Best Team Jersey." Participants also heard from Utahns, Kevin O'Riordan, and Linde Smith, about their experiences living with multiple sclerosis. Afterwards riders cooled off at a pool party exclusive to MS 150 participants and their friends and family.

When riders packed up on Sunday they left with the satisfaction of riding in Utah's largest cycling event and the knowledge that they helped raise nearly one million dollars for multiple sclerosis research and programs, bringing us one step closer to the day when MS stands for mystery solved.

-Brittany Clarke

Salt Lake County Bike Map Project Underway

Members of the Salt Lake County Bicycle Advisory Committee (SLCBAC) have started development on a countywide bicycle route map to recommend good bicycling routes and show recreational opportunities, bike shop locations, and other points of interest. The volunteer committee, with help from the County Mayor's office, has hired urban planning graduate student Brooke Merrell to manage the project. Completion is set for February 2006. To contribute to the database, log on to www.slcbac.org and complete the survey. While the map project will publish where the good roads currently exist, the bad roads and needed improvements will funnel into the next project - a bicycle and pedestrian transportation plan. A chapter will be included in the Salt Lake County Master Plan to address dangerous roads and inadequate accommodations for non-motorized users. For more information call Jason at 485-2906.

Come and ride Utah's only fully supported 200 mile, 1 day cycling adventure!



Saturday, August 27, 2005

100 and 200 mile routes available
Enjoy cool summer riding in scenic Panguitch Utah.
This is the perfect training ride for Lotoja riders.
Get complete event information and online registration at:

www.desperadodual.com

Another great Color Country Cycling event, 435-559-0895 for info.

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RACE RESULTS



The Endurance 100 12-Hour Race, Park City, Utah, July 2, 2005

4 Person Team

- Category Place, Team, Names, Laps
 1. 3 Oranges and a Dog; Wassmer, Abbott, Abbott, Saffell, 15, Men
 2. Pedro; Holland, Kast, Martinez, 15, Men
 3. Splenda; Resagno, Galgon, Roehrs, Quinn, Moss, 10, Co-Ed
 5. OF's; Willason, Dye, Hennings, Schate, 12, Men > 40
 3. Jans Boys; Henneman, Holliday, Travis, Gasiewski, 14, Men
 1. Jans Girls; Toly, Elson, Hanlon, Hudson, 13, Women
 2. Vintage Wine; Warepeck, Swenson, Graves, Frankenburg, 13, Women
 7. Fire Guys; Briley, Beichne, McBride, Quillin, 11, Men
 2. National Ability Center; Sandwick, Carley; Kinzinger, Kohler, 11, Co-Ed
 4. Park City Fire District; Zanetti, Greenwood, Jolley, Briley, 14, Men
 6. Busted Nads; Vaughn, Howard, Williams, Hile, 11, Men
 1. Miss Behavin' and the Four Players; Dodge, Frazier, Van Blarcom, Kacin, 13, Co-Ed

Solo

- Category Place, Name, Category, Laps
 1. David Harris; M4; 13
 1. Tom Warr; SS 1x1; 9
 1. Cyndi Schwandt; F5; 9
 2. Todd Tanner; M3; 13
 2. Jodi Liby; F3; 7
 3. Jack Dainton; M3; 12
 4. Fred Wilkinson; M3; 11
 5. Dave Reynolds; M4; 11
 6. Jeff Suniom; M4; 11
 7. Scott Martin; M3; 11
 8. John O'Connell; M4; 11
 9. Scott Sterrett; M4; 11
 10. Steve Addicott; M4; 10
 11. Bob Dawson; M5; 10
 12. Troy Nye; M4; 10
 13. Edward Warr; M3; 10
 14. David Leikam; M3; 10
 15. Chris Restall; M3; 10
 16. Tim Stack; M4; 10
 17. Adam Lisonbee; M2; 10
 18. Andrew Gardner; M2; 9
 19. Taylor Foss; M1; 9
 20. Phillip Fell; M2; 9
 21. Ted Tatos; M3; 9
 22. Derek Newton; SS 1x1; 8
 23. Jonathan Kolon; M3; 8
 24. Tom Ruyle; M5; 8
 25. George Klonizos; M4; 8
 26. Kenny Demeurichy; M4; 8
 27. Stephen Brown; M2; 7
 28. Craig Williams; M5; 7
 29. Stacy Goodrick; F3; 7
 30. Chris Fox; M3; 7

Duo

- Place, Team, Names, Laps, category
 1. White Pine Touring; Peters and Hall, 14, MALE
 2. Julie & Heinrich; Minahan and Deters, 14, CO-ED
 3. Christy Sport; Graf and Casson, 14,

MALE

4. Revolution; Kracht and Tittensor, 13, MALE
 5. The Herbivores; Grant and Lewin, 13, MALE
 6. One Jerk and a Squirt; Westermann and Guthrie, 13, CO-ED
 7. Buff-N-Chip; Stott and Stott, 12, CO-ED
 8. Mad Dog; Butler and Lyman, 12, MALE
 9. Team Mootie; Mootie and Johansson, 12, MALE
 10. Jube 'N' Drew; Jordan and Lucy, 11, CO-ED
 11. Tom & Jimerson; Holmes and Shawn, 11, MALE
 12. Jack & Steve; Brumbaugh and Gage, 11, MALE
 13. Sugar/White Pine Touring; Newton and Morton, 11, FEMALE
 14. Team Guthrie; Emery and Johnson, 11, MALE
 15. Zoolander; Oka and Yamada, 11, MALE
 16. Burke Team; Burke and Burke, 11, CO-ED
 17. Aloha; Beeley and Schwab, 11, CO-ED
 18. Team Heavy Cream; Fasse and Ostrander, 11, MALE
 19. Team Sugar #1; Gillette and Wooley, 11, FEMALE
 20. Bo and Fiona; Boyd and Miller, 10, CO-ED SS
 21. Strickland Propane; Fowler and Connell, 10, MALE
 22. Jeff & Michael; Skarsten and Pavlick, 10, MALE

8th Annual Chris Allaire Memorial/Utah Open State Championship Solitude Resort, Utah - July 9, 2005

INTERMOUNTAIN CUP MOUNTAIN BIKE RACING SERIES - Race 8 of 11

12 & Under

1. Rhet C. Povey; The Bike Shoppe 12:25:16
 2. Conor M. Lyne; Logan Race Club 12:27:14
 3. Jaden Robbins; Young Riders 12:27:22
 4. Hunter Tolbert; Big Trace Racing and Mules 12:27:42
 5. Scott Hintze 12:28:02
9 & Under
 1. Justin Griffin; UtahMountainBiking.com 12:08:35
 2. Sean B. Lyne; Logan Race Club 12:08:44
 3. Galen Carter 12:08:50
 4. Colton Kissell 12:10:23
 5. Cale Pilling; Revolution 12:11:31
Beg Men 13-15
 1. Riley McCall; Young Riders 1:13:13
 2. Mason West; Young Riders 1:16:30
 3. Stuart C. Povey; The Bike Shoppe 1:18:30
 4. Blake Wiehe; Young Riders 1:29:02
 5. Britton Coombs 1:29:17
Beg Men 16-18
 1. Taun Stewart; Lauren Cycling 1:12:12
 2. Ben Wilson; Oakley 1:21:49
 3. James Kirk; Oakley 1:38:53
Beg Men 19-29

1. Doug Flanders 1:00:38
 2. Dan Fisher 1:08:04
 3. Carl Reese 1:09:01
 4. Mike Perkins 1:09:22
 5. Chris Daniels 1:14:13

Beg Men 30-39

1. Nathane Lystrup; Arcadia Mortgage 1:03:11
 2. Vladimir Capka 1:04:03
 3. Daniel Bowen 1:05:55
 4. Stephen Burgess; Pedro's/Canyon Bicycles 1:09:07
 5. Todd Jackson 1:09:15

Beg Men 40+

1. Brian Dunto; Revolution Mountain Sports 1:08:22
 2. David Barnus 1:12:04
 3. Marc M. Schaerer; First Endurance/Opty Gen 1:14:08
 4. Cam Smith; Revolution Mtn. Sports 1:23:37
 5. Scott Hunsaker 1:29:08

Beginner Women

1. Elaine Hungter 1:14:56
 2. Michiko M. Lizarazo; Ogden One Cycling Club 1:16:59
 3. Meghan Buzzard; Revolution Mountain Sports 1:21:13
 4. Amelia Young 1:25:33
 5. Kellie(21) Williams; UtahMountainBiking.com 1:29:52

Clydesdale

1. Bryce Perkins; Team Putz 1:21:21
 2. Mark Ney; Highland Cycle 1:26:33
 3. Aaron(15) Mullins; Taylors Bike Shop 1:27:30
 4. Greg Johnson 1:29:14
 5. Robert Cummins; New Moon Media/Spin Cycle 1:32:13

Exp Men 16-18

1. Ryan Harrison; Revolution 1:39:58
 2. Chris W(16) Peterson; Devo/Revolution 1:43:12
 3. Tyler Scott; Young Riders 1:44:22
 4. Mike H. Voth; Young Riders 1:51:05
 5. Brock Olson; Bingham's 1:58:10

Exp Men 19-29

1. Alex Grant; oakley 1:54:05
 2. Paul Clark; Jans/Young Riders 1:55:44
 3. Matthew Sutton 2:01:45
 4. Jake M. Pantone; Biker's Edge/DJ Ortho 2:03:26
 5. Taylor Foss Bingham; Cyclery 2:04:57

Exp Men 30-39

1. Chad B.(3) Wassmer; Cole Sport 1:58:23
 2. Chris A. Holley; Mad Dog Cycles 2:00:46
 3. Ben T Allen; Biker's Edge 2:02:01
 4. Thane Hall; Young Riders/Uinta Coffee 2:02:25
 5. Brad W. Pilling; Revolution 2:04:37

Exp Men 40+

1. Robert Westermann; New Moon Media/Spin Cycle 1:38:58
 2. Darrell Davis; Porcupine Pub/Contender 1:43:40
 3. Kenny Jones; Racers Cycle Service 1:45:34
 4. Curt Bates; X-Men/Canyon Bicycles 1:47:42
 5. John Griffiths; New Moon Media/Spin Cycle 1:47:57

Expert Women

1. Roxanne Toly; Jans 1:43:05
 2. Jennifer Hanks; Revolution/mtbchick.com 1:43:41
 3. Paula Hudson; Jans/Trek 1:50:39
 4. Kara C. Holley; Mad Dog Cycles 1:55:04
 5. Stacy L. Newton; Team Sugar/White Pine Touring 1:55:42

Men 50+

1. Roger Gillespie; Biogen 1:12:38
 2. Brad A. Mullen; X-Men/Canyon Bicycles 1:14:11
 3. Bob Dawson; New Moon Media/Spin Cycle 1:15:03
 4. Mark Enders; Autoliv 1:16:29
 5. Steve Wimmer; Wimmer's Ultimate Bitler/LRC 1:17:51

Pro Men

1. Eric Jones; Biogen-Idec 2:01:48
 2. Todd Tanner; Scott USA/ Revolution Bicycles 1:09:07
 3. Mitchell(4) Peterson; Balance Bar/Devo 2:09:23
 4. Ty Hansen; Cannondale/Revolution 2:11:07
 5. Kevin(6) Day; Stein Erikson Sports 2:14:08

Pro Women

1. Sue F. Abbene; Team Biogen-Idec 1:54:07
 2. Pamela Hanlon; Jan's 2:00:00
 3. Teresa Eggertsen; Micro Supreme/XMEN 2:02:48

Single-Speed

1. Jon(11) Gallagher; Cole Sport 1:28:51
 2. Patrick E. Hutchins; Pereira Racing 1:29:14
 3. Jeff Bates; Pereira Racing/Wild Rose 1:32:13
 4. Tony Pereira; Pereira Racing 1:36:07
 5. Ryan Miller; Cutthroat Racing 1:45:26

Sport Women

1. Janet Munro; Wild Mountain Honey/Kona 1:19:20
 2. Beth Neilson; Logan Race Club 1:24:27
 3. Meredith Brown 1:25:47
 4. Lisa R. White; Canyon Sports 1:25:54
 5. Linda Kopp; Ellsworth 1:27:23

Spt Men 16-18

1. Logan Jones; X-Men 1:17:22
 2. Daniel Guiney; X-Men 1:18:45
 3. Dave Larsen 1:27:50
 4. Todd Graham; Desert Cyclery 1:29:40
 5. Zack J. Campbell; Young Riders 1:36:14

Spt Men 19-29

1. Jonny Hintze; Biker's Edge 1:29:32
 2. David Welsh 1:33:50
 3. Justin Hebbel 1:37:41
 4. Ryan Washburn; Mad Dog Cycles 1:40:45
 5. Rick Washburn; Mad Dog Cycles 1:44:08

Spt Men 30-39

1. Chris Thomson; Logan Race Club 1:33:28
 2. Tim Dykstra 1:34:57
 3. Craig L. Pierson 1:36:16
 4. Drew Neilson; Logan Race Club 1:36:35
 5. Mark W. Esplin; Bountiful Cycle 1:38:30

Spt Men 40+

1. Paul Houser; Wild Rose 1:32:53
 2. Kevin W. Nelson; X-Men/Canyon Bicycles 1:37:47
 3. Scott Toly; New Moon Media/Spin Cycle 1:40:00
 4. Marc Anderson; No Doz 1:40:26
 5. Nick Calas; Funk Snowboarding 1:43:43

Spt/Exp Men 13-15

1. Alex Gordon; Young Riders 1:12:26
 2. Ren Gibbons 1:19:30
 3. Alex Thomas; Young Riders 1:21:49
 4. Gabriel F. Campbell; Young Riders 1:30:35
 5. Carsen D. Ware; Bicycles Unlimited 1:31:56

Women 35+

1. Peggy O. Basdekas 1:27:09
 2. Ranae Poelman; Autoliv 1:27:54
 3. Dorothy Parkinson; Racer's Cycle Service 1:28:40

Bald Mountain Challenge Downhill, Utah Downhill Series, Deer Valley, UT, July 9-10

Pro Men

1. Peter Schaffer; Fastest time of day; 4:29:23
 2. Mark Christensen; Guthrie's; 4:36:09
 3. David Camp; 4:37:44
 4. Von Williams; 4:39:58
 5. Phillip Vega; Scott USA; 4:41:16

Expert 19-29 Men

1. Dustin Malley; 4:40:26
 2. Blake Robinson; Trigenix; 4:48:81
 3. Dave Houlton; Fitzgerald's; 4:52:90
 4. Chance Wright; Cactus Bikes/Soul Foods; 4:58:32
 5. Chad Bryce; Ogio/SunRingle/5050/661; 5:02:42

Expert Men 30-39

1. Joe Hanrahan; Feral Terrier Racing; 4:47:16
 2. Ben Craner; GT/XBalm/5050/BTC/illustration; 4:52:93
 3. Justin Alvey; Go-Ride; 4:55:05
 4. Emmanuel Pons; Go-Ride; 4:59:75
 5. Cole McMillan; McMillan Chiropractic; 5:07:82

Expert Men 13-18

1. Andrew Pierce; Go-Ride; 4:31:33
 2. Logan Binglell; 4:36:47
 3. Nate Davis; Go-Ride/Oakley/661; 4:47:42
 4. Chris Hadley; Go-Ride; 4:49:84
 5. Riley Barlow; DOD Racing; 5:00:61

Expert Men 40+

1. Steve Waldron; Team Waldron; 5:49:34
Expert Women
 1. Addie Lepper; GT/XBalm/Fly/Dragon/5050; 5:51:63
 2. Connie Misket; Utopia/Atom Lab/5050; 5:53:64
 3. Erin Thaine; 6:20:56
 4. Jennifer Doherty; 7:02:97

Sport Men 19-29

1. Aaron Butler; 5:33:78
 2. Matt Derrick; 5:53:95
 3. David Madsen; Park's Sportsman; 5:55:48
 4. Curt Thompson; 6:05:50
 5. James Peltou; Z Team; 6:14:18

Sport Men 30-39

1. Rob Tobler; 5:48:71
 2. Kevin Tissue; Next Dimension; 6:01:72
 3. Jeff Moll; 6:03:13
 4. Dylan Astill; 6:40:27
 5. Torey Jackson; 6:48:53

Sport Men 13-18

1. Naish Ulmer; Fischer Cyclery; 5:28:32
 2. Jordan Culp; Young Riders; 5:44:69
 3. Johnny Muldoon; Marzocchi/661; 5:46:32
 4. Nie Hadley; 6:05:06
 5. Casey Swenson; 6:06:67

Sport Men 40+

1. Kirk Meyer; Park's Sportsman; 6:13:81
 2. Cory Swenson; 6:35:34
 3. Clint Bullock; 6:40:53

4. Randy Earle; Cycle Down; 7:06:16
 5. Rolf Hebenstreit; Sun Valley/Road&Dirt/Jytte; 7:20:33

Beginner Men 19-39

1. Gary Wahlberg; Park's Sportsman; 6:28:95
 2. John Maxwell; 6:29:82
 3. Anthony Sams; 6:45:83
 4. Nathan Green; Park's Sportsman; 6:51:88

Beginner Men 13-18

1. Tyler Condie; 6:22:04
 2. Jacob LaRocque; DOD Racing; 6:29:08
 3. Zachary Hardin; 6:34:88
 4. Jeremy Morgan; Young Riders; 6:45:36
 5. Josh Janda; 6:49:18

Sport Women 19+

1. Elizabeth Koyle; Cutthroat Racing/Spin Cycle; 7:46:45
 2. Kimber Gabryszak; Park's Sportsman; 7:51:76
 3. Christine Johnson; 7:57:24

Sport Women 13-18

1. Lauren Waldron; Team Waldron; 8:25:57
Super D Final
 1. Chris Sherwin; Pro Men; 18:33
 2. Markus Mueller; Expert Men 19-29; 18:31
 1. Tim Morris; Expert Men 40+; 20:23
 1. Jake Garrett; Sport Men 19-29; 20:20
 2. Andrew Brezoff; Sport Men 19-29; 22:41

1. Naish Ulmer; Sport Men 13-18; 18:50
 1. Gary Moore; Sport Men 30-39; 20:22
 3. Alex Hughes; Sport Men 30-39; 20:59
 4. Josh Rhea; Sport Men 30-39; 21:09

1. Rolf Hebenstreit; Sport Men 40+; 22:20
 2. Randy Earle; Sport Men 40+; 22:53
 1. Chris Romney; Beg Men 19-39; 24:21
 2. Bryan Brezoff; Beg Men 19-39; 25:05
 1. Jackie Baker; Sport Women; 21:29
 2. Elizabeth Koyle; Sport Women; 27:16

1. Rhet C. Povey; The Bike Shoppe 12:37:25
 2. Merrick Taylor 12:38:04
 3. Hunter Tolbert; Big Trace Racing and Mules 12:40:11
 4. Conor M. Lyne; Logan Race Club 12:44:44
 2. Kenny Jones; Racers Cycle Service 01:36:40
 3. Curt Bates; X-Men/Canyon Bicycles 01:44:44
 4. Jeff Butler; Mad Dog Cycles 01:49:53
 5. Kevin W. Nelson; X-Men/Canyon Bicycles+F241 01:51:31

- Expert Women**
 1. Roxanne Toly; Jans 01:24:03
 2. Jennifer Hanks; Revolution/mtbchick.com 01:25:26
 3. Kara C. Holley; Mad Dog Cycles 01:28:34
 4. Anna Keeling; GoLife/Timberland/IceBreaker 01:30:38
 5. Amy Klepetar; Sugar/White Pine Touring 01:33:53

- Men 50+**
 1. Brad A. Mullen; X-Men/Canyon Bicycles 01:22:31
 2. Steve Wimmer; Wimmer's Ultimate Bitler/LRC 01:27:18
 3. Mark Enders; Autoliv 01:29:46
 4. Dwight Hibdon; Mad Dog Cycles 01:32:48
 5. Dick Newson; New Moon Media/Spin

- 18th Annual Mountain Bout Snowbird Resort, Utah - July 16, 2005**
Presented by: Bingham Cyclery
INTERMOUNTAIN CUP MOUNTAIN BIKE RACING SERIES - Race # 9 of 11
12 & Under

1. Rhet C. Povey; The Bike Shoppe 12:37:25
 2. Merrick Taylor 12:38:04
 3. Hunter Tolbert; Big Trace Racing and Mules 12:40:11
 4. Conor M. Lyne; Logan Race Club 12:44:44
 2. Kenny Jones; Racers Cycle Service 01:36:40
 3. Curt Bates; X-Men/Canyon Bicycles 01:44:44
 4. Jeff Butler; Mad Dog Cycles 01:49:53
 5. Kevin W. Nelson; X-Men/Canyon Bicycles+F241 01:51:31

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 5. Dick Newson; New Moon Media/Spin

What's on your mind?

Send your feedback and letters to the editor
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- Cycle 01:34:10
- Pro Men**
- Todd Tanner; Scott USA/ Revolution 01:49:44
 - Kevin Day; Stein Erikson Sports 01:51:36
 - Michael McCalla; Fuentes Design 01:52:13
 - Alex Grant; oakley 01:54:30
 - Quin G. Bingham; Biker's Edge/DJ Ortho 01:58:10
- Pro Women**
- Sue F. Abbene; Team Biogen-Ideec 01:50:37
- Single-Speed**
- Tom Noaker; Young Riders 01:11:07
 - Jon Gallagher; Cole Sport 01:13:06
 - Bruce Allen; Jans/Trek 01:19:00
 - Ryan Miller; Cutthroat Racing 01:37:05
 - Ryan Thalman 02:30:24
- Sport Women**
- Janet Munro; Wild Mountain Honey/Kona 01:28:23
 - Beth Neilson; Logan Race Club 01:30:26
 - Meredith Brown 01:35:56
 - Heather Unger; Sports Garage - Soma 01:42:04
 - Elaine Hungter 01:46:18
- Spt Men 16-18**
- Alex Gordon; Young Riders 01:23:45
 - Dave Larsen 01:46:45
- Spt Men 19-29**
- Zachary Ramras 01:18:29
 - Doug Flanders 01:28:44
 - John Andrews 01:30:27
 - Brandon Wilde; Dukes of Despair 01:31:37
 - Daniel Weller 01:36:08
 - Josiah Halverson 01:37:10
- Spt Men 30-39**
- Mark W. Esplin; Bountiful Cycle 01:18:30
 - Craig L. Pierson 01:18:55
 - Jeffrey R. VanBlarcom 01:19:04
 - Derrick K. Batley; Mad Dog Cycles 01:20:50
 - Jeremy Branch; U of U Cycling Club 01:21:06
- Spt Men 40+**
- Michael Dropkin; New Moon Media/Spin Cycle 01:21:35
 - Scott Toly; New Moon Media/Spin Cycle 01:24:04
 - Brian Roelofs; Revolution 01:26:10
 - Jim Harper; Peak Fasteners 01:27:16
 - Doug Davis; New Moon Media/Spin Cycle 01:27:46
- Spt/Exp Men 13-15**
- Alex Thomas; Young Riders 01:31:16
 - Tyler Wall; Team Evanston 01:40:30
- Women 35+**
- Dorothy Parkinson; Racer's Cycle Service 01:25:16
 - Peggy O. Basdekas 01:39:01

**Taming the Tetons
Jackson Hole Mountain Resort,
Wyoming - July 23, 2005
Sponsored by: JHMR, Marmot,
Smith Optics, Sobe & Cliff Bar
INTERMOUNTAIN CUP MOUN-
TAIN BIKE RACING SERIES - Race
10 of 11**

- 12 & Under**
- Rhet C. Povey; The Bike Shoppe 12:28:49
 - Merrick Taylor 12:31:59
 - Hunter Tolbert; Big Trace Racing and Mules 12:32:41
 - Conor M. Lyne; Logan Race Club 12:37:44
- 9 & Under**
- Sean B. Lyne; Logan Race Club 12:05:27
 - Carleen Hunsaker; Bingham Cyclery 12:06:11
 - Sloan Christensen 12:16:46
- Beg Men 13-15**
- Stuart C. Povey; The Bike Shoppe 12:50:17
- Beg Men 16-18 12:00:00**
- Alan John Fitzgeralds 12:49:59
- Beg Men 19-29**
- Trevor Thompson 12:42:31
 - Andy Adams; Team Thompson 12:46:21
 - Jonathon Pena 12:47:03
- Beg Men 30-39**
- Matthew Flygare; UtahMountainBiking.com 12:48:34
 - Rick Blanchard 12:57:47
- Beg Men 40+**
- Todd Christensen; Biker's Edge 12:52:36
 - Dominic Bria; Utah Mountain Biking 12:52:53
 - Scott Hunsaker; Bingham Cyclery 1:01:20
 - John Lyne; Logan Race Club 1:07:31
- Clydesdale**
- Michael J. VanHook 1:39:10
 - Bryce Perkins; Team Putz 1:40:11
 - Christopher Williams; UtahMountainBiking.com 1:41:43
 - Mark Ney; Highland Cycle 1:44:45
 - Charles Mills; Idaho Mountain Trading 1:58:53

- Expert Men 16-18**
- Andrew Juliano; Galena Lodge/Gravity Dropper 2:01:27
 - Brock Olson; Bingham 2:07:18
- Expert Men 19-29**
- Taylor Foss; Bingham Cyclery 1:47:47
 - Nate L. Stowers; BikersEdge/DJ Ortho 1:50:22
 - Jake M. Pantone; Biker's Edge/DJ Ortho 1:51:10
 - Matthew Sutton 2:01:05
 - Tim G. Hodnett; Mad Dog Cycles 2:04:39
- Expert Men 30-39**
- Chad B.(3) Wassmer; Cole Sport 1:48:42
 - Chris A. Holley; Mad Dog Cycles 1:51:16
 - Richard D. Abbott; Revolution Mountain Sports 1:54:46
 - Bob (10) Saffell; Revolution Mtn. Sports05C 1:56:46
 - Greg Buckko; Fitzgeralds 1:57:40
- Expert Men 40+**

- Matt Herriger 2:04:34
 - Curt Bates; X-Men/Canyon Bicycles 2:05:23
 - Bruce Lyman; Mad Dog Cycles 2:11:45
- Expert Women**
- Amanda Riley; Teton Cycle Works 1:53:24
 - Kara C. Holley; Mad Dog Cycles 2:01:09
 - Tracey Petervary; Fitzgeralds Bicycles 2:04:56
 - Jenny Hampton 2:05:24
- Men 50+**
- Steve Wimmer; Wimmer's Ultimate Bitler/LRC 1:26:10
 - Gary(17) Kartchner; Golsans Cycles 1:32:09
 - Walt Berling; UCJH 1:33:11
 - Dick Newson; New Moon Media/Spin Cycle 1:34:29
 - Scott Endicott; Pedros/Canyon Bicycles 1:41:00
- Pro Men**
- Quin G. Bingham; Biker's Edge/DJ Ortho 2:14:52
 - Blake Zumbrunnen; Revolution Mountain Sports 2:19:14
- Single-Speed**
- Jon(11) Gallagher; Cole Sport 1:40:44
 - Ryan Miller; Cutthroat Racing 1:58:39
 - Chad D. Hunter; UtahMountainBiking.com 2:29:27
- Sport Women**
- Janet Munro; Wild Mountain Honey/Kona 1:31:23
 - Beth Neilson; Logan Race Club 1:35:09
 - Linda Kopp; Ellsworth 1:36:15
 - Stacy Wooley; Team Sugar 1:36:37
 - Lisa R. Watson; Wild Mountain Honey/Kona 1:38:02
- Sport Men 16-18**
- Daniel Kough 1:33:45
 - Jeremy Kough 1:34:02
- Sport Men 19-29**
- Derryl R. Spencer; Cutthroat Racing/Spin Cycle 1:24:10
 - Ryan Washburn; Mad Dog Cycles 1:24:30
 - Dustin McMullin 1:25:04
 - Rick Washburn; Mad Dog Cycles 1:26:30
 - Stephen Brown; Cutthroat Racing/Spin Cycle 1:26:32
- Sport Men 30-39**
- Drew Neilson; Logan Race Club 1:19:17
 - Pete McMullin; K2 1:20:32
 - Mark W. Esplin; Bountiful Cycle 1:21:11
 - Chris Thomson; Logan Race Club 1:21:27
 - Keith K.(19) Payne; Mad Dog Cycles 1:25:33
- Sport Men 40+**
- Michael Dropkin; New Moon Media/Spin Cycle 1:23:03
 - Scott Toly; New Moon Media/Spin Cycle 1:25:25
 - Marc Anderson; No Doz 1:26:21
 - Thomas L. Henning 1:26:33
 - Doug Davis; New Moon Media/Spin Cycle 1:31:10
- Sport/Expert Men 13-15**
- Tyler Wall; Team Evanston 1:55:20
- Women 35+**
- Ranae Poelman; Autoliv 12:58:59
 - Dorothy Parkinson; Racer's Cycle Service 1:02:26

- Pomerelle Pounder Downhill, Utah
Downhill Series Albion, ID, July 31**
- Expert 19-29 Men**
- Markus Mueller; 3:03.96; Anesgo Hot Chile Switzerland
 - Shane Finch; 3:04.68; Park's Sportsman
 - Art Widmar; 3:09.49; Modesty
 - Denver Werre; 3:11.93; Tate's Rents
 - Chad Bryce; 3:15.40; Ogio/661/SunRingle/5050
- Expert Men 30-39**
- Justin Alvey; 3:03.14; Go-Ride
 - Damon Kirchmeier; 3:11.74; Santa Cruz
 - Ian Fitzpatrick; 3:13.90; Reed Cycles
 - Emmanuel Pons; 3:16.37; Go-Ride
 - Jerry Vanderpool; 3:21.37; Hippie Tech/HairyGary Cycles/Fly
- Expert Men 13-18**
- Andrew Pierce; 2:44.93; Go-Ride
 - Chris Hadley; 3:00.02; Go-Ride
 - Taylor Reed; 3:09.90; Reed Cycle
 - Mitch Andrus; 3:19.78; Go-Ride
 - Nick Sturmak; 3:20.43; Reed Cycle
- Expert Men 40+**
- Dave Barclay; 3:22.49; Bikes 2 Boards
- Expert Women**
- Erin Thain; 3:38.87
 - Addie Lepper; 3:41.96; GT/5050/Xbalm/Fly/Dragon
- Pro Men**
- Moses Mexia; 2:44.49; Scott USA
 - Phil Vega; 2:49.46; Scott Bicycles
 - Scott Crabill; 2:54.49; Go-Ride
 - Eric Frost; 2:58.74; Rob's
 - Silas Hesterberg; 4:00.96; Scott USA

- Hardtail**
- Morgan Kent; 4:22.74
 - Kyle Davis; 5:14.24; Modesty
- Beginner Men 19-39**
- Tim Tilley; 3:08.62
- Beginner Men 40+**
- Kem Kough; 3:51.24
 - Kevin Voyles; 3:55.02
- Beginner Men 13-18**
- Kenne Johnston; 3:12.05; 661
 - Nick Silva; 3:59.71; 661/Fly
 - A.J. Barclay; 4:17.21; Bikes 2 Boards
 - Damon Kirchmeier; 7:03.99; Redline
- Sport Men 19-29**
- Nathan Avery; 3:13.43; Rob's
 - D.J. Wertscher; 3:18.99; Rob's
 - Skye Werre; 3:32.46; Modesty
 - Matt Wolfe; 3:38.58; Hippie Tech/Fly
 - Josh Ringelstester; 3:41.43; Modesty/Bikes2Boards
- Sport Men 13-18**
- Corey Bellinger; 2:53.93
 - Jeremy Kough; 3:07.55
 - Matt Preucil; 3:09.24; Sun Valley Road&Dirt
 - Daniel Reed; 3:36.40; Reed Cycle
 - Jacob LaRoque; 3:40.90; DOD Racing
- Sport Men 30-39**
- Robert Tobler; 3:25.93
 - Kevin Tissue; 3:26.74; Next Dimension
 - Leland Long; 4:03.11
 - Torey Jackson; 4:38.30
 - Tyler Brown; 5:40.65
- Sport Men 40+**
- Randy Earle; 4:12.84; Cycle Down
 - Clint Bullock; 4:18.43
 - Rolf Hebenstreit; 4:50.14; Jytte/Sun Valley Road&Dirt
 - Peter Strazdins; 5:45.08; My Girl Friend
- Sport Women 19+**
- Elizabeth Koyle; 4:40.46; Cutthroat Racing/Spin Cycle



**Road
Racing**

**Phil Meador Gate City Grind Stage
Race, Pocatello, ID, July 9 - 10, 2005**

- Overall GC**
- Men Pro-1-2**
- Allan Butler 4:49:52
 - Matt Weyen 4:50:34
 - Aaron Jordin 4:50:47
 - Kirk Eck 4:50:56
 - Jody Harris 4:51:00
 - David Harward 4:51:13
 - Chris Rowley 4:51:28
 - John Osguthorpe 4:51:32
 - Kyle Brown 4:51:35
 - Uhl Albert 4:51:41
- Men Category 3**
- Chris Stuart 3:55:07
 - Adam Steinke 3:55:36
 - Brad Morgan 3:55:37
 - Ted Burgess 3:55:46
 - Erik Slack 3:56:13
 - William Jessen Dear 3:56:16
 - Casey Smith 3:56:20
 - Benjamin Memmott 3:56:25
 - David Blades 3:56:30
 - Clark Mower 3:56:42
- Men Category 4/5**
- Toby Meierbachtol 2:51:23
 - Liam Dolan 2:51:24
 - Dave Bergart 2:51:42
 - Dantley Young 2:51:46
 - Ray Warner 2:52:04
 - Terry Huntley 2:52:17
 - Gary Dastrup 2:52:31
 - Scott Warren 2:52:41
 - Nick Ekdahl 2:52:46
 - Eric Denning 2:52:47
- Masters 35+**
- John Weyrich 3:55:40
 - Chuck Collins 4:09:53
 - Kelly Jones 4:16:05
 - Henry Harper 4:33:21
- Masters 45+**
- Dale Maughan 2:46:39
 - Dirk Cowley 2:47:51
 - Jerald Hunsaker 2:53:04
 - Bob Walker 3:07:24

- Bob Marcinko 3:11:08
 - Mitch White 3:14:49
 - Bryan Funsten 3:22:52
- Masters 55+**
- Roger Springer 2:36:46
 - Russell Speim 3:00:07
- Junior Under 15**
- Erich Pew 2:59:09
- Junior 16-18**
- Alan John 3:21:17
- Women 1-2-3**
- Heather Albert 3:16:57
 - Nicole Evans 3:17:28
 - Kris Walker 3:20:21
 - Nisie Van De Kamp 3:21:54
 - Karen Appleby 3:26:36
 - Kelly Crawford 3:31:24
 - Laura Patten 3:34:44
- Women Category 4**
- Amanda Riley 2:14:59
 - Chellie Terry 2:15:42
 - Karen Ortiz 2:15:50
 - Cherell Jordin 2:16:21
 - shawn Nalder 2:16:36
 - Shawna Niles 2:27:51
 - Valerie G Porter 2:29:57
 - Melanie Helm 2:32:26
 - Jill Damman 2:34:02
 - April Jones 2:34:30
- Citizen Men (Road Race only)**
- Matt Ward 1:32:58
 - Jeff Monson 1:32:58
 - Mark Monson 1:32:58
 - Bart Ellis 1:32:58
 - Steve Monson 1:32:58
 - Murphy Woodhouse 1:38:33
 - Josh Rahl 1:49:01
 - Paul Chase 1:51:16
 - Erik Linn 1:52:20
 - Wilfredo Machaco 1:54:22
- Citizen Women (Road Race only)**
- Anita Heaney 1:54:22
 - Marilyn Speim 1:57:33

**19th Annual Wells Fargo Twilight
Criterium, Boise, ID, July 23, 2005**

- Cat3/Masters35 Male**
- Eddy Gragus
 - Timothy Root; BoiseCyclingClub
 - Jon Gardner; OgdenOne
 - Brandon Alers; TamarackResort
 - Dennis Sisemore; IntermountainOrthopaedicsLRC
 - Casey Smith
 - Eric Valencia; TeamDobbiaco
 - Moses Mexia
 - Rick Hunter; BoiseCyclingClub
 - Ryan Parnes; SawtoothVelo
- Cat4-5 Male**
- Harris McMullin
 - Reid Block; CadencePerformanceCyclingCenters
 - Clint Carter; NEWMOONMEDIA
 - Brian Naeve; TeamDobbiaco
 - Michael McDonald; IntermountainOrthopaedicsLRC
 - Jef Marquez
 - Eric Kafka; SunValleyRoadandDirt
 - Carl Arriola; BoiseCyclingClub
 - Eric Denning; AEROCyclos
 - Justin Harvey; TeamDobbiaco
- Pro/1-2 Male**
- Jeff Hopkins; JitteryJoes/Kalahari
 - Eddy Gragus
 - Esteban Jukich
 - Alex Robles
 - Chad Nikolz
 - Todd Hageman; ParkCityCyclingAcademy
 - Gonzaco Tagliaboe
 - Kirk Willet
 - Remi McManus; SubwayProCyclingTeam
 - Gregg Medina; TeamMonex

- Evan Elken; JitteryJoesKalahari
 - Eric Martin; TeamOneRacing
 - Rayn Mackinsey; Subway
 - Stephen Higgins; BRICyclingTeamCNCSports
 - Allan Butler; HealthyChoiceGobleKneeClinic
 - Troy Heithecker; BRICyclingTeamCNCSports
 - Shawn Mitchell; BODE
 - Aaron Tucker; TeamRubicon
 - James Stangeland; WinesOfWashingtonRauxa
 - Bill Olson
- Pro/1-3 Female**
- Ina Teuteberg; UCIWPT/TMobile
 - Sima Trapp; Subway
 - Melissa Sanborn
 - Liza Rachetto; LiptonTea
 - Brooke Blackwelder; TeamTamarack
 - Rachel Couch; AmericasDairyland
 - Annette Hanson
 - Kristin Armstrong; UCIWPTTMobile
 - Denise VandeKamp; OgdenOneCyclingClub
 - Kirsten Kotval
 - Darcie Murphy; OgdenOneHeartstrings
 - Traci Carroll; TeamRubicon
 - Jana Repulski; TeamTamarackResort
 - Heather Albert; FordBasis
 - Marley Shipp; Colorado Premier Training
 - Miranda Duff; Team Rubicon
 - Carrie Eller
 - Patricia Palmer; Americas DairyLand
 - Crystal Howard; Subway
 - Brooke Ourada; UCIWPT/TMobile

**Garden Creek Gap Road Race,
Pocatello, ID, July 30, 2005**

- Pro/2 Men--100 miles**
- Morgan, Jeff; Idaho Cycling Enthusiasts
 - Barrett, Ryan; Healthy Choice - Goble Knee Clinic
 - Osguthorpe, John; Ogden One
 - Gordon, Jesse; Park City Cycling Academy
 - Eck, Kirk; Healthy Choice - Goble Knee Clinic
- Category 4/5 Men--50 miles**
- Jeppsen, Eric
 - Bergart, David; Fitz Bikes
 - Thompson, Christen
 - Rose, Justin; Idaho Cycling Enthusiasts
 - Carlsen, Kent; Team Joyride Bikes
- Category 3 Men--75 miles**
- Kulmatiski, Andrew; Logan Race Club
 - Christiansen, Lance; Healthy Choice
 - Rossman, Matt; Park City Cycling Academy
 - McDaniel, John; New Moon Media
 - Parnes, Ryan; Sawtooth Velo
- Master 35+ men--75 miles**
- Pollari, Don; Porcupine
- Master 45+ men--50 miles**
- Louder, Ken; Sobieski & Bradley \ Sportsbaseonline.com
 - Cowley, Dirk; Sobieski & Bradley \ Sportsbaseonline.com
 - Knowles, Mark; IMT/BOC
 - Coulthard, John; Highlands
 - Timmons, Gene; Durance Cycleworks - Lehman Brothers
- Category 1/2/3 Women--50 miles**
- Wangsgard, Nichole; Subway
 - Albert, Heather; Ford-Basis
 - Murphy, Darcie; Ogden One/Heartstrings
 - Van De Kamp, Nisie; Heartstrings/Ogden One
 - Evans, Nicole; Sobieski & Bradley \ Sportsbaseonline.com
- Category 4 Women--50 miles**
- Knowles, Amber
 - Johnson, Dee; Idaho Cycling Enthusiasts
- Citizen Men--50 miles**
- Marcinko, Bob
 - White, Marv
 - Sorenson, John
- Citizen Women--25 miles**
- Faure, Caroline
 - McGovern, Leslie

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MOUNTAIN BIKE RACING

**12 Hours of Endurance,
Sun, and Fun**



David Harris completed 13 laps in the solo category.
Photo: Joaquim Hailer. See more photos at joaquimhailer.com
By Todd Tanner

The Mind Over Mountains Endurance Series kicked off July 2nd with the 12 Hours of Endurance held at the National Ability Center in Park City. Organized by Boris Lyubner, the series will also include the Endurance 100 Mile Team Relay/Solo 50 July 23rd and the Endurance 100 August 27th. The course, a 10 mile loop made up of mostly wide single track with a little double track, had a great combination climbing and descending with some fun rolling terrain to break things up. A great course and ample facilities at the National Ability Center, including very affordable lodging on the premises, made for a near perfect venue.

The event began at 7:00am with a Le Mans start or should I say a mini-marathon to spread things out. The pace was fast from the gun with Chris Holland (Pedro) leading the way followed closely by Chad Wassmer (3 Oranges and a Dog) and Heinrich Deters (Julie & Heinrich) with solo leader Dave Harris from Durango, Colorado not far behind. After the first few hours racing, the battles began to take shape in each division. Many were close, with the whole race decided in the final 2 hours of racing. In the 4-person team division, 3 Oranges

and a Dog pulled out the win by 12 minutes in front of Pedro's with both teams completing 15 laps. The 2-person team division went to the White Pine Touring tandem of Chris Peters and Thane Hall with Team Julie & Heinrich finishing a very strong 2nd only 5 minutes behind and Christy Sport (Peter Graff and Jeff Casson) coming in 3rd. In the Solo division Dave Harris rode a super consistent race to take the win by more than 20 minutes over 2nd place finisher Todd Tanner with Jack Dainton rounding out the podium.

The event had an excellent turn out and the weather was beautiful although hot and dry. Many riders battles more with dehydration than anything else but most managed to persevere the full 12 hours and finish. I have to give kudos to all who tackled this challenging event for the competition or to test themselves; it was a tough day in the saddle. Other than a few small glitches in the organization I think most participants were satisfied, challenged and had a great time and are already looking forward to next year.

See results on page 14. The E-100 series continues on August 27th. For more info, go to thee100.com.

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