

WEST CYCLING JOURNAL MOUNTAIN

# cycling utah

**UTAH AND IDAHO EVENT CALENDAR INSIDE!**



**CELEBRATING OUR 15TH YEAR!!**

**DIRT  
PAVEMENT  
ADVOCACY  
RACING  
TOURING**

- Utah and Idaho Calendar of Events - p. 6
- Complete Triathlon Calendar - p. 9
- Mountain Biking in Nepal - p. 2
- Salt Lake Mayor's Race Questionnaire - p. 3
- Cycling Posture - p. 5
- Mechanic's Corner - p. 5
- Bike Commuting - p.9
- Leipheimer's Tour - p. 10
- Gate City Grind - p. 12
- Perfect 10 - p. 14
- Wasatch Crest - p. 16
- E-50 - p. 17
- Commuter Column - p. 19
- Shop Directory - p. 20
- Results - p. 22
- A Conversation with Max Testa - p. 24
- Remembering Rich Perrier - p. 26
- Price Mountain Biking - p. 28

## SPEAKING OF SPOKES

## Biking in Southeast Asia

By David Ward  
Publisher

In June, my wife, Karma, and I made a two week trip to Bangladesh to visit our daughter who works in the U. S. Embassy in Dhaka. While there, we also took a 5 day trip to Nepal which is a short, 2 hour air flight to the northwest.

One of my objectives on this trip was to cycle in both Bangladesh and Nepal. My daughter had put me in contact with David Gray, a citizen of the UK working for that government in Dhaka and a cycling enthusiast. Thanks to that contact, I was able to do some riding in and around Dhaka, and my article on that experience was printed in last month's issue of cycling utah.

This month, two related articles appear. The first is my experience mountain biking with a guide in and around Kathmandu, Nepal. It was a mountain biking trek like no other I have experienced. The second is my impressions of the ubiquitous presence and use of tricycles, or rickshaws, in Dhaka.

This was a fascinating vacation in many ways and on several levels, an experience I shall always remember. These three articles represent the cycling side of this sojourn, tying it to a deeply embedded aspect of my life. I hope you enjoy them.



Above: Anil on one of the roads we were on.

## Cranking in Kathmandu

The hardest mountain biking I have ever done is in the suburbs of Kathmandu. Let me explain. While visiting our daughter, Jessica, who works for the U. S. Embassy in Bangladesh, we also made a trip to Nepal. I had read that mountain biking is alive and well in Nepal, so I had made it a goal to do so while there.

As our short stay progressed,

I began to fear time was going to run out on me. However, the evening before we were to fly back to Dhaka, I was finally able to locate a mountain bike tour company, Dawn to Dusk, and arrange for a ride the next morning. I could have just rented a bike, but by then my experience with the street layout in Kathmandu, which can best be described as nothing short of chaos, caused me to realize that after riding for a couple of hours, I might easily spend the rest of the day trying to

find my way back to my start point and miss my flight.

So, I opted to pay the \$35.00 for a guide, Anil, to take me around. About 8:00 a.m. the next morning, we set off from downtown Kathmandu. Following Anil through the busy streets was an experience by itself. He frequently looked back to see how I was doing, and often had to slow when my courage failed me and I waited behind traffic that he had adeptly squeezed through.

After leaving the traffic behind, though, we climbed the side of a mountain slope till we reached a point where we turned off onto a narrow footpath that meandered along the mountainside that rings Kathmandu and among the modest homes of rural rice farmers. We soon exited back onto another paved road which we followed to another exit point onto a narrow footpath. This is when the ride became interesting.

After descending for awhile, Anil asked me if I wanted to try some singletrack. I thought these footpaths passed for single track, but he apparently had something else in mind. I said sure, and we headed off on an even narrower trail that eventually led down into the rice paddies. Singletrack, in Anil's mind, was apparently the extremely narrow paths laced between the rice paddies. They are about two feet wide, with a 2-3 foot drop off either side into the rice paddy. With this being monsoon season, the paddies were flooded with water and newly planted rice, and only something akin to riding a tightrope would have kept me from a thorough mud bath. So, I was relieved when I saw

Continued on page 15



World Class Coaching for  
Competitive and Recreational  
Cyclists. Don't Just  
Train... Trainright!

Tommy Murphy  
435.787.8556  
tmurphy@trainright.com



You talk to cycling  
Jamis Felt Intense  
We don't just fix your bike,  
We make it perform!

284 S. Main St  
Springville, UT 84663  
Phone: 801-489-5106  
blaynscycling.com



Utah County's Independent  
Road and Mtn. Mechanic  
\*Pro Team Experienced\*

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

## The Concept



**SPECIALIZED**

Coming Soon!

Select '07 Models on Sale in Preparation for our New Ogden Store this Fall!

**Bingham  
Cyclery**



Financing  
Available  
through  
RC Willey

New Ogden  
location  
coming this  
fall!

**Salt Lake**  
1500 S. Foothill Blvd.  
583-1940

**Sandy**  
1300 E. 10510 S. (106th S.)  
571-4480

**Provo**  
187 West Center  
374-9890

**Ogden**  
3239 Washington Blvd.  
399-4981

**Sunset**  
2317 No. Main  
825-8632

[www.binghamcyclery.com](http://www.binghamcyclery.com)



P.O. Box 57980  
Murray, UT 84157-0980  
[www.cyclingutah.com](http://www.cyclingutah.com)  
You can reach us by phone:

(801) 268-2652

Our Fax number:

(801) 263-1010

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

**David R. Ward, Publisher**  
dward@cyclingutah.com

**Contributors:** Greg Overton,  
Gregg Bromka, Ben Simonson,  
Michael Gonzales, Lou Melini,  
Chad Nichols, Joaquim Hailer,  
Tom Jow, Adam Lisonbee, Andy  
Singer, Erik Moen, Polly Hart,  
Richard Shaw, Wina Sturgeon,  
Louis Borgenicht, Rob Van Kirk,  
Paul Clark, Ron Lindley, Dan  
Campbell, Tim Charnecki

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

**Administrative Assistant:**  
Lindsay Ross

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

**Annual Subscription rate:**  
\$15

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

Postage paid in Murray, UT

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

Cycling Utah is printed on 40%  
post-consumer recycled paper  
with soy-based ink.

Cycling Utah is free, limit one  
copy per person.

© 2007 **cycling utah**  
**Pick up a copy of  
cycling utah at your  
favorite bike shop!**

**Cover Photo:** Tanya  
Swenson won the Women's  
Master Solo Class and the  
overall Women's at the  
Perfect 10 Endurance Race in  
Park City on July 28.  
**Photo:** Joaquim Hailer.  
Find your photo at  
[zazoosh.com](http://zazoosh.com).

**ADVOCACY**

**Questions for Salt Lake Mayoral Candidates**

Compiled by Polly Hart and Lou Melini

**1. Do you support cycling as a means to reduce energy consumption, ambient noise, improve air quality and promote good health, and how many times a week do you ride a bike, walk or take public transportation to work? Have you in the past month used a bicycle for an errand or shopping instead of your car?**

**Ralph Becker:** Absolutely. Salt Lake City should become an urban cycling mecca. Mayor Anderson has taken some steps toward that goal. As a cyclist who bikes both recreationally and as a commuter, I will build on that foundation. We can have a bike culture like other cities in the world and some U.S. cities (e.g., Madison WI), and the City can do much to make that happen. I purposefully live close to where I work (and have done so throughout my adult life, so I am able to walk or bike to work many days when I don't have to drive to get to work appointments that are too distant from transit or non-vehicle transportation. I average walking or biking to work once or twice a week. Sometimes I will leave my vehicle at work and walk home, returning in the a.m. I frequently walk to meetings and gatherings downtown.

**Dave Buhler:** Yes. Unfortunately, my current schedule does not allow me to do this on a regular basis; however, I do take Trax between my office and

other downtown locations quite regularly (or walk). No.

**Keith Christensen:** Absolutely. Cycling will be featured prominently as a part of my campaign. To and from work, I generally take a car. However, as part of my day to day routine on the job, I often walk to appointments. I also cycle for leisure. Yes.

**J.P. Hughes:** Nothing in my life except swimming has helped in the promotion of good health and quality of my life. I work at St Marks Hospital and live in Central City. I have not biked to work. I have to go to Cottonwood Hospital as well and biking would not work. I bike the city at 11pm. My route is down Main Street right on 3ed South to West Temple another Right and then to Wasatch Hot Spring Park and back along 3ed West to our home. I do not do much shopping in a car or on a bike.

**Jenny Wilson:** Yes. Cycling as a means of transportation is crucial in our efforts to improve our community. It is clean, efficient, and good for personal health, and as mayor I will do everything I can to promote the use of bicycles as a mode of personal transportation. On occasion, I utilize TRAX to get to and from work. It's difficult to take my kids to and from school on TRAX but with an expansion of TRAX and public transportation, even this could be possible. Our family regularly takes TRAX down-

town from our home.

**2. How do you propose to improve the bicycling infrastructure within the city limits? Would you consider a line item increase in funds to improve the safety of bicycling within the city during your first term as Mayor?**

**Becker:** As Mayor, my objective will be dedicated, segregated bike-ways across the City. I would push to increase the amount of designated and striped bike lanes on roads. I will increase signage that indicates that bikes are both welcome and encouraged to be on the streets of Salt Lake City. I will request additional funding for bike safety and awareness, both from the perspective of the cyclist and the automobile driver.

**Buhler:** We need more truly dedicated bike paths---separated from auto traffic, such as the Parelly's Creek Trail and a completed Jordan River Trail. We also need to continue to prioritize bike lanes on city streets. I will support these as city finances permit. I would also seek to encourage, through greater funding and policy change, the construction of more bike racks around the city. Likewise, businesses, including city government need shower facilities to allow professionals to commute via bike.

**Christensen:** I am certain the MBAC members are familiar with the safety issues surrounding riding in Salt Lake. Just two weeks ago, I was riding around downtown on a Saturday, and was brushed by a car whose

driver had two full lanes open to her left. It was scary, but certainly was not the first time. Safety deserves a great deal of attention. I like the way Tim Harpst, the City's Transportation Engineer has been realistically presenting mobility options in the new transportation masterplan. As mayor I will provide his division with more resources to explore and implement more opportunities to make bicycles a greater part of our transportation options and push bikes beyond a means of "recreation" and into the mainstream of transportation. I would like to see SLC emerge as the U.S. city where bicycles make up a greater percentage of our daily travel options by designing our streets and bikeways as a state-of-the-art, integrated system that attracts, rather than just accommodates safe bicycle ridership.

**Hughes:** I love the idea of improving the biking infrastructure of the city. I would support funding and direct money to the safety of bike lanes and the use of more bikes in the city.

**Wilson:** Our bicycle infrastructure certainly could use some attention. First and foremost I would support the addition of more bike lanes on our streets; far too often in Salt Lake City our streets are dominated by vehicle lanes only, leaving no room for cyclists. By adding additional bike lanes to as many streets as possible (and most of our streets are already plenty wide to accommodate such lanes), we can make it safer and easier for people using their bikes and pedestrians to get around town. Coupled with this we will need to add more bike racks and other infrastructure, but I am confident that Salt Lake City is ready and able to accommodate these improvements. I would absolutely consider any viable means to increase bicycle and pedestrian safety in our city. If more funds for such endeavors would be useful and

could be provided at the city level, I'd be open to any and all methods of securing that funding.

**3. The current Mayor has signed an executive order for Salt Lake City to endorse the concept of Complete Streets which looks at all streets to be pedestrian, bicycle and handi-capped friendly. Are you familiar with the concept of Complete Streets? Do you support this, and how would you ensure that it be implemented in the traffic planning process?**

**Becker:** I am familiar with the Complete Streets concept and fully endorse the philosophy and objectives of it. As Mayor, I will instruct the planning department to integrate the principles of Complete Streets into all levels of their planning and permitting process; as importantly, I will do the same with the public facilities department. I want every city employee to understand and embrace my objective of creating an urban bicycle mecca in Salt Lake City.

**Buhler:** I read a press release on it [Complete Streets] emailed by the Mayor's press person. He has never, nor has any senior member of the administration during the past 7 1/2 years, ever requested time before the City Council to discuss this. I would take a different approach. I would actually work with the City Council to develop a shared vision---particularly since they must approve any funding initiatives. This would be more effective than an executive order, although I would use that as a starting point. Working with the MBAC and the City Council, I would develop either a City ordinance or

Continued on page 4

**ANY WAY LOOK**

FELT Virtue Series with Equilink will always get you there faster.

Stop by to test ride any one of our Felt Virtue bikes and find out why Biker's Edge was voted Top Shops of America by Bicycling Magazine, and Top 100 Dealers in North America.

**BIKER'S EDGE**  
www.bebikes.com

232 N. Main Kaysville | 801-544-5300 | Mon: 10-4 Tues-Fri: 10-7 Sat: 10-5 | bebikes.com

## Mayoral questions from page 2

joint resolution of the Council and the Mayor instituting such a plan and requiring its integration in transportation planning.

**Christensen:** Yes, I support the Complete Streets concept but think we should go further than that. By further I mean we should look more closely at the work of Alan Jacobs, a Berkeley-based pioneer in this work and author of the book *Great Streets*. Complete streets is built largely on his work, but we need great streets, streets that don't just accommodate but attract a diversity of mobility options for a diverse population. To ensure that this is implemented in our transportation planning process it must be part of an overall philosophy of urban design, one that integrates high-performance infrastructure development at every turn. So, for example, when we are designing a bikeway system, we make sure that its lighting is appropriate, adequate and off the grid as much as possible. And when we look at paving materials we look at porous materials that allow water to percolate back into the aquifers. Even more importantly to bicyclists, these porous paving materials reduce puddling on the road and bikeways, increasing safety and keeping mud-strips off the backs of riders. I will be taking a holistic approach to all planning processes, making sure they are integrated and connected from department to department.

**Hughes:** I like the idea of complete streets for the traveling of pedestrian, bike, and handicapped travel. I think the implementation would come from the leadership of the Mayor and the City Council and not as an executive order.

**Wilson:** Yes, I am familiar with and fully support the concept of "Complete Streets." As Mayor, I would require that any street improvement be assessed for its ability to add lanes. Salt Lake City has obviously made mistakes in the past by building many of our roads only for vehicles, often to the detriment of pedestrians and cyclists. Certain East-West and North-South thoroughfares for vehicles are indeed necessary (500 and 600 South, 1300 South, State Street, 300 West, etc.), but other instances abound where so many lanes for cars are not required (think 200 South, for example). By embracing Complete Streets we can turn many of our city's roads into more friendly thoroughfares for pedestrians and cyclists; this would improve the safety and usability of these streets for those who choose not to drive, and in turn (hopefully) would encourage people to walk or ride their bikes more often. The upcoming North Temple project, for example, will make an excellent opportunity to implement this concept. We should have practiced Complete Streets when we re-built 400 South with the TRAX line, and I intend to learn that lesson

when we similarly re-build North Temple. Bike lanes, wider pedestrian thoroughfares, and a little extra green space will go a long way toward beautifying the street and making it safer and easier for people to leave their cars at home and walk or bike on a daily basis. I support Mayor Anderson's executive order regarding Complete Streets, and I will continue it in office. I would also work with the city's transportation and planning directors, as well as city engineers, to incorporate this concept into current and future traffic plans for our city and streets. I also support the existing Salt Lake City Bicycle & Pedestrian Master Plan and will work to continue its implementation.

**4. Are you familiar with the Downtown Transportation Master Plan, and how soon would you push for the completion of the plan? What do you think are the long-term economic consequences of investments to improve pedestrian and bicycle traffic in the downtown business district? Furthermore, what should the percentage of the transportation mix (cars; bikes/pedestrians; bus/TRAX) be in the downtown business district when economic vitality, air quality and traffic congestion are considered?**

**Becker:** I am familiar with the Draft Downtown Transportation Master Plan and have been discussing it on the campaign trail for months now. I believe that it is the most comprehensive and forward-thinking transportation plan this City has seen. I'm looking forward to public comment to see how it can be improved. I'd push for immediate action to implement the Plan; a bustling, thriving downtown requires easy access to transit and a range of transportation options. I believe that investment in infrastructure to create a walkable, bikable downtown that is also served by TRAX and frequent bus service will serve the City best. Money spent on transportation options beyond roads for cars is crucial to a healthy city in terms of both economics and quality of life.

**Buhler:** I am familiar with it and have supported its funding. It is a collaborative effort between multiple agencies and very important to the future of downtown. It needs to be completed as quickly as possible and then implemented cooperatively between levels of government. I see investment in pedestrian and bicycle improvements as directly benefiting the downtown economy. Obviously, the more people who walk or bike to downtown, the more parking spaces are available for those who need to drive. Likewise, less auto traffic on streets decreases the false perception that downtown is too congested to visit. Interesting question [percentage of transportation mix], and one that would require more than a "guesstimate" answer. Suffice it to say that increasing transit and bike/ped access for downtown is a high priority. The important thing is that the City does

what it can to provide a variety of transportation options and encourage their viability as much as possible. Once we've increased those options, it's up to residents to choose wisely. I believe strongly that SLC residents, when given good options, make wise decisions.

**Christensen:** Yes, I will make mobility options a fundamental focus of my administration and will push from day one to move these opportunities forward. As stated above, I want SLC to emerge as the most bicycle friendly cities in the U.S. for a city of our size. This is important not just for the obvious environmental impacts, but it is a quality of life issue. A robust, safe and attractive bikeway system in a climate like ours is part of a broader economic development strategy, a strategy that is informed by quality of life issues including public health and safety, air quality and what should be a joyful part of our lives: getting around our beautiful city safely. I want to reduce our reliance on automobiles and increase the other mobility options and I'm less concerned with formulaic theories of how to do this. Change in cities occurs incrementally, and I will work with interested citizens to find ways to make other options so inviting that they want out of their automobiles and into great, inviting streets. For me the fundamental issue is creating a system that is so inviting that people want to walk and ride for as many of their daily trips as possible.

**Hughes:** The Downtown Master Plan is a great plan as I understand it. I would work as hard as possible to implement it as soon as possible. The use of pedestrian and bicycle traffic has great potential of long term economic consequences. The percentage of transportation mix for the downtown business district would be hard to determine.

**Wilson:** Yes, I am familiar with the draft of "Downtown In Motion," and overall I like the vision and direction it spells out for Salt Lake City. I would push for the implementation of each component according to the timelines laid out in each section. In terms of the long-term consequences of investment in making downtown more friendly to bicycles and pedestrians, obviously we will have to make trade-offs in the city budget if we are to find new funding for infrastructure improvements. But I do believe that if we are to build a better, more attractive city for residents and visitors alike, we must invest in an infrastructure that is friendly to cyclists and pedestrians alike – and the better off we are in that respect, the easier it will be to attract increased economic activity and investment to the Downtown Business District. If done properly, we can turn modest short-term investments today into lasting returns in the future, as a more attractive downtown will help attract new businesses and economic opportunity (and therefore increased tax returns for the city).

**5. How does bicycling, pedestrian,**

**bus and Trax fit into your platform on air quality, healthy lifestyles, and traffic mitigation?**

**Becker:** Mass transit and nonmotorized transportation options are critical parts of the solution to our air quality woes in particular. I see transit and cycling not as options but as necessary components of future development in Salt Lake City. The easier it is for people to not use their cars, the cleaner our air will be; when people can walk and bike instead of driving, they spend less on fuel and they get more exercise. And leaving the driving to UTA, particularly during rush hour, can mean much less daily stress and more time to read or study or just have a quiet moment.

**Buhler:** One doesn't need to look far around the world to see that other cities that focus on these transportation modes have increased quality of life. I see quality of life as a primary responsibility of City government, and therefore we ought to do what we can to encourage people to utilize these modes.

**Christensen:** I take an integrated approach to these issues, they are interconnected and not discreet, stand-alone issues. Each affects the other, which is why I take a holistic approach to all planning matters.

**Hughes:** The air quality, healthy lifestyle, and traffic congestion would all benefit the community and fits well into my CPR Platform on my website.

**Wilson:** These solutions are a big part of my platform on improving air quality and public health and will have to be a central element in any traffic mitigation plan for Salt Lake City. Evidence has shown time and time again that people who walk or bike on a regular basis live healthier lifestyles, and improving our mass transportation system has to be a primary goal is we wish to reduce the number of cars on our streets. The streets in downtown Salt Lake City are not going to grow wider anytime soon, and many of them are already at or above capacity during peak hours. We must therefore give our residents an alternative to driving if we are ever going to address our increasing traffic congestion, and all of the above-mentioned solutions play an important role in my vision for Salt Lake City's transportation infrastructure.

**6. The current bicycle advisory committee has been in existence for over 20 years. What do you see as the role of the committee, and how can the Bicycle Advisory Committee best serve you to make bicycling a safer and more viable form of transportation in Salt Lake City?**

**Becker:** The Bicycle Advisory Committee has been valuable as a source of policy recommendations to improve bicycle use and safety in Salt Lake City, and I see the Committee as the eyes and ears of the cycling community in our city. As mayor, I would retain the Bicycle Advisory Committee and look for ways to improve its effectiveness. I will look to the Bicycle Advisory Committee to develop and review proposals to make Salt Lake City a bicycling mecca; my goal is nothing less than to have Salt Lake City be known around the country as a City that is not only bicycle-friendly but a place where cycling is a great way to get around for both residents and visitors. The Bicycle Advisory Committee should be a primary source of proposals to achieve that goal.

**Buhler:** I would like to meet with the current committee members and ask them for their advice and input on what their continuing role should be, and what I could do as Mayor to make it more effective. My initial intention is to keep it and do more to empower the committee to bring about changes that will benefit the City. First, I would look to the committee to be my "eyes and ears"

into the community on this subject. And, importantly, I am eager to listen to your advice as to what needs to be done. Beyond this, I want to work with City committees, like the MBAC, to encourage greater community and citizen participation in policy and decision making.

**Christensen:** The committee's advisory role has several functions. One is to be visionary as we work together to reshape mobility options that invite increased bicycle ridership for daily transportation needs. A second role is advocacy as we work together to make sure that our mobility investments are paying dividends to the citizens. And third role is as watchdog to help us discover problems and fix them quickly—more eyes on the street for the safety of our citizens. The Committee's role is vital. I know we can find ways to make getting around our city a joyful, safe experience for more of our citizens. When I look at European cities, and see how bicycling contributes to public health and better air quality, I also see how robust bicycle networks are part of the social life of a city. Coffee shops and neighborhood retail that provide much of a citizens daily consumer needs also are places that promote conversation and active participation in community life. The long-term quality of life issues that a safe, inviting, robust bicycle network creates in cities is fundamental to helping Salt Lake City reach its potential as a world class city. For us to make this happen, I'll need an active Bicycle Advisory Committee that represents the diverse users of our emerging system. Young and old, men and woman, mom's and grandparents, students, bicycle couriers and delivery people, all of these voices together will help see these visions come into reality during my term as mayor. Vision, advocacy and watchdogs—a committed committee that understands it is fundamental in creating an integrated approach to city building.

**Hughes:** The Bicycle Advisory Committee has a role of involvement, encouragement, and education to the rest of the City for the increased use of safe and useful biking.

**Wilson:** In my opinion, advisory committees like this one are extremely valuable as a source of research, information, and grassroots community involvement. I believe in utilizing committees as a way to help organize and mobilize concerned citizens, and any city administration necessarily relies on advisory committees to provide unbiased research and information that can assist with the development of public policy. The bicycle advisory committee is no different, and especially considering the increasing need for Salt Lake City to encourage and facilitate cycling my administration will need the committee's help more than ever. As mayor, I would not support posing requirements on bicycle riders, such as mandatory helmets and other personal choice requirements. The committee can best help my administration by working toward the goals I set forth above. Helping the cycling community get and stay organized and being a source for unbiased information on what we can do to make Salt Lake City more friendly to cyclists will be crucial to my administration's efforts to move quickly and efficiently in addressing our city's needs. If the committee is there to help my administration in these respects, it will greatly improve my ability to administer the city and make it friendlier to those who want to experience our beautiful city on two wheels, not four.

Editor's Note: All answers are printed as they were sent to us.



**SUPERfeet**  
Healthy feet. Better life. Guaranteed.

## CUSTOM FOOTBEDS FOR CYCLISTS

Road • Mountain

Improve your power, comfort and alignment with Superfeet custom insoles. Vacuum molded to your foot in a neutral position, a Superfeet footbed stabilizes your foot in your shoe for a better connection to your bike. Reduces pronation and improves lower leg/knee alignment for better power transmission.

Wild Rose  
702 Third Avenue  
801 533-8671  
wildrosesports.com

**HEALTH**

**A Word on Cycling Postures**

By Erik Moen PT, CSCS

Good position on the bicycle is an essential part of bicycle handling, aerobic performance and avoidance of overuse injury. It is part of being a 100% prepared athlete. There are several effective formulas for deriving a good position on the bike, and I have found that they all provide a good starting point, but none are 100% accurate for all cyclists. Bicycle positioning should be individualized based upon a person's flexibility, strength, experience, and skeletal characteristics. An effective way to establish fit is to choose one fit methodology and gradually refine your position. Bicycle-fit is often not taken seriously until a certain level of pain or dysfunction is encountered. Bicycle fit for endurance and time trial bicycling is very important. Abnormalities in muscular-strength, -coordination, -flexibility or skeletal alignment may be cause of pain syndromes or power production inefficiencies. Bicycling is a highly repetitive activity that creates opportunity for overuse injury. Proper bicycle fit is the accommodation of the bicycle to the unique demands of the individual. This is why a formula fit may not ultimately be the best fit. Most formulas take into account skeletal data only. Exacting fit must consider joint and muscular flexibility (or inflexibility) of extremities and spine and relative strength of supporting members such as core, spine and upper extremities. Exacting fit of the bicycle considers past medical history, such as fractures, tendonitis, etc. Exacting fit considers a person's riding goals and experience. Adaptation or tolerance of any bicycling position takes time. Frequent bicycling-position change makes it difficult to assess a person's ability to adapt a new position. The end-result is often bicycling intolerance via painful riding or tendonitis. The body is adaptable and bicycle is adjustable. There is much greater adjustability in the bicycle and it's components than there is adaptability in the body. This derives the concept of accommodative fitting for the bicycle. Bicycle fit is finding the optimum position of the body on the bicycle to meet your most common racing goals.

**Characteristics of Good Cycling Posture/Position**

The results of having good position on the bike should be obvious. A properly positioned rider will be able to ride comfortably with their hands in the drops for extended periods of time while breathing normally. A properly positioned rider will not be limited by pain or numbness in the neck, shoulders, hands, low back or knees. A properly positioned rider will be able to keep their hips level while pedaling at most cadences. A properly positioned rider will be able to handle their bicycle with confidence and minimize the potential for losing traction from the road.

Cyclists like to set up their bikes with high saddles and low handle bars because that is what the pro's bikes look like. The problem is, most people don't have the flexibility and core strength to support that position. For some riders, this means raising the handlebars or shortening the stem.

Your weight distribution between

front and back wheels can drastically affect the way your bike handles. Weight distribution is a function of where your three basic contact points (foot to pedal, seat to saddle, and hands to handlebar). Your head and shoulders are heavy and can significantly affect your weight distribution. Too little weight on the front end can lead your front wheel to slide out in a turn or cause the front end to wobble at high speeds. Shifting your weight too far back while climbing can also lead to unstable steering, especially if you are bumped while riding in a tight pack. Changes in your reach to the handlebars (aka cock-pit position) can affect handling. Variables include such things as close or distant proximity of the saddle to the bar, and excessive height or depth of the bar.

Maneuverability of the bicycle works with ease when your bicycle fits you well. You can corner in or out of the saddle, sprint holding on to the brake hoods or the drops, and climb with your hands anywhere on your handlebars. If your bike is too big for you, or your position is too stretched out, you may have difficulty maneuvering quickly; the bike may handle sluggishly and you may feel like you're driving a boat instead of a racing bike. On the other hand, riding too small a frame leads to the opposite effect. A small bike or cramped position makes handling twitchy and nervous. Instead of handling the bike effortlessly, you have to ride carefully to maintain stability.

The fit of the bicycle is important! Take the time to be best fit on your bicycle and you will find a new level of joy in bicycling.

*Erik Moen PT, CSCS is Physical Therapist, an Elite-level coach with the United States Cycling Federation and an occasional racer in cyclocross and velodrome racing. Erik's physical therapy practice has an emphasis on orthopedic rehabilitation, bicycle related injury intervention and bicycling performance. He can be found online at bikept.com.*

**MECHANIC'S CORNER**

**Clean Chain, Clean Ride**

By Tom Jow

An important part of every bicycle tune-up is lubricating the chain. A dreaded part of every bicycle tune-up is cleaning a greasy, black, dirty chain. The former is easy, the latter a bit more difficult. However, the materials and procedure that is used for lubricating the chain can greatly influence how difficult the cleaning is. Each type of chain lubricant has a specific method that works best for it.

There are different types of bicycle chain lubricant you may ask? Yes. First there are synthetic based lubricants such as Tri-Flow, Finish Line Cross Country and Pedro's Syn Lube to name a few. Next there are dry lubes such as Tri-Flow Super Dry, Finish Line Teflon Plus or Pedro's Liquid X. One of the newer lubricant categories uses a wax base. These include White Lightning, Finish Line KryTech, Boeshield T-9 and Pedro's Ice Wax. Finally, there are also metal treatment lubricants by Dumonde Tech and Pro Gold.

The best way to lubricate the chain is to start out with a freshly degreased chain. A specific chain cleaning tool or some citrus degreaser and assorted brushes are a good way to clean the chain. If possible, do not remove the chain to clean it unless you have some sort of connector link.

After the chain is clean and dry, place the nozzle of the lube near the chain and apply slowly while rotat-

ing the pedals backwards. If you did not clean the chain, be sure to wipe off any dirt on the chain before applying lube. Now, rotate the pedals back again and wipe off the excess with a rag. Easy? Yes, but it's the timing that is the tricky part.

First, how often should we lube? Lubricate after cleaning the chain or when the chain rollers look dry and shiny, but not too squeaky. Second, when the lube is applied relative to when the bicycle is ridden is of utmost importance. With oil (synthetic) lubricants, apply, wipe and ride. Dry lubes and wax need a couple hours for the liquid transport medium to evaporate and the lube to set up. The best strategy here is to lube when you get home, leaving the bike ready to go next time. Dumonde Tech recommends a clean chain, but Pro Gold suggests it can lube and go anytime.

Having a clean, lubricated chain not only looks good, it lasts longer and has reduced friction as well. This can improve our performance and/or increase the joy of riding. Using the correct lubricant for the conditions and using it properly will make it easier to keep that ride clean.

Tom works at Wild Rose Sports in Salt Lake City. He has done sales, repairs, race team support and bicycle fitting for nearly 30 years.

**Parley's Pathway Creeps Forward**

The Parley's Pathway Project is a plan to establish a bicycle route through upper Parley's Canyon, from Mountain Dell Golf course up to the top at Summit Park. The existence of such a trail will allow a cyclist to travel between Salt Lake and Park City without the odious experience of riding on the interstate. For the last year a group of committed citizens, and committed government employees and legislators, have been working to make this trail a reality. Progress has been made, money having been budgeted by both Salt Lake and Summit Counties, but much more remains to be done.

Currently the Pathway is creeping towards its next milestone: the issuance of a Request for Proposal (RFP) for the Feasibility Study. The RFP signals planning agencies that bids are being accepted for feasibility study and is issued by the Salt Lake County Parks and Rec department. The RFP was expected to go out in mid-July, but has not yet. Once the RFP goes out planning agencies will submit bids, a selection process will ensue, and a planning agency will be selected. Work will then commence on the Feasibility Study. A master plan may ready by early next year.

The Pathway has recently garnered some press coverage. The Deseret News ran an article on July 5th and before that it got some attention in the Park City Park Record. Local support is still universally strong. Hopefully in the next issue of Cycling Utah this report will contain the name of the planning agency selected to do the feasibility study and a brief summary of their progress.

Interested parties are encouraged to contact Gordon Stam at [gstam@xmission.com](mailto:gstam@xmission.com) to be put on a contact list for further updates.

**Hit and Run**

Another cyclist was severely injured in a hit-and-run incident in Affleck Park Campground (partway up East Canyon). 23 year-old Dallan Loertscher suffered head neck, face, and back injuries when he was hit head on. Salt Lake County Sheriff's are looking for a 1990-1993 Chevy Lumina with possible front-end damage according to Lt. Paul Jaroscak. A suspect has been arrested on a tip from someone seeing the car drive down the canyon. Joaquin Estrada-Orsino was arrested on suspicion of tampering with evidence (a felony) and hit and run with injury a Class A misdemeanor.

**Jordan River Hit and Run**

On July 11, Ross Jarrett of Holladay was riding on the Jordan River Parkway near 4100 South when he was hit head on by a truck that did not stop. Taylorsville Police are looking for a black Chevy S-10 Blazer with extensive front-end damage and a broken windshield. Jarrett was taken away in critical condition. Anyone with information can contact the Taylorsville Police Department at (801) 955-2000.

**29th snowbird**

**Bicycle** 249.18

**Hill Climb** 10 miles - 3500 vert. ft.

One of the oldest road races in Utah!

**1st Ultra** 249.18

**Widow Maker Mountain Bike Race** 15 miles - 6500 vert. ft.

**info:**

**BICYCLE HILL CLIMB - AUGUST 18, 2007**

Starts: Competitive 8 a.m.; Citizen 8:05 a.m.; Pro 8:15 a.m. UTA Park & Ride (2000 East 9400 South). Finish: Snowbird Entry 2

Hill Climb Registration: \$30 through August 16; \$35 night before at the start; \$40 day of at the start.

**SPORTS BASE ONLINE IS OFFERING A \$250 CASH PRIZE IN THE PRO CATEGORY**

**ULTRA WIDOW MAKER MOUNTAIN BIKE RACE - AUGUST 18, 2007**

(Bike switching area provided) Starts: Competitive 8 a.m.; Citizen 8:05 a.m.; Pro 8:15 a.m. UTA Park & Ride (2000 East 9400 South). Finish: Hidden Peak

Ultra Widow Maker Registration: \$40 through August 16; \$45 night before at the start; \$50 day of at the start.

Register at Canyon Bicycles, 3969 S. Wasatch in Holladay after July 1 and pick up your T-shirt and bib number. Registration forms for both races are available at most local bike shops and may be downloaded at [snowbird.com](http://snowbird.com).

**enter:** Register online at [sportsbaseonline.com](http://sportsbaseonline.com)

For more information on the BHC call Snowbird 933-2110; for the UWM call Sports Am: 583-6281.



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](mailto: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 Motocross

**Battle Bay BMX** — (801) 796-8889  
**Rad Canyon BMX** — (801) 824-0095  
**Deseret Peak BMX** — [deseretpeak-bmx.netfirms.com](http://deseretpeak-bmx.netfirms.com), Tooele  
**May - October** — Rad Canyon BMX, Practice Tuesdays 6:30-8:30 pm, 9700 S. 5250 W., South Jordan, (801) 824-0095.  
**May - October** — Rad Canyon BMX, Single Point Races Thursdays, Registration 6-7 pm, racing ASAP (7:30pm), 9700 S. 5250 W., South Jordan, (801) 824-0095.  
 For more BMX track info, visit [cyclingutah.com](http://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) 487-6318.  
**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](http://www.weberpathways.org)  
**Provo Bike Committee** — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, Call the City Council offices at 801-852-6120 or email [gilbert.bradshaw@gmail.com](mailto:gilbert.bradshaw@gmail.com) or [duncanish@gmail.com](mailto:duncanish@gmail.com)  
**Davis Bicycle Advisory and Advocacy Committee** — Contact Bob Kinney at (801) 677-0134 or [Bob@bike2bike.org](mailto:Bob@bike2bike.org)  
**Mooseknuckler Alliance** — St. George's Advocacy Group, [www.mooseknuckleralliance.org](http://www.mooseknuckleralliance.org)  
**Mountain Trails Foundation** — Park City's Trails Group, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)  
**Park City Alternative Transportation Committee** —

### Calendar of Events sponsored by



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

705 W. Riverdale Rd.  
Riverdale  
(801) 621-4662  
[canyonsports.com](http://canyonsports.com)

### Home of the Bike and Wife Swap!

normally meets on the second Tuesday of the month at Miner's Hospital at 9:00am, call to confirm, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

**Utah Bicycle Coalition** — Statewide advocacy group, [utahbikes.org](http://utahbikes.org)

**Volunteer** to help build the Bonneville Shoreline Trail (801) 485-6975 or visit [www.bonneville-trail.org](http://www.bonneville-trail.org).

### 2007 Events

**Salt Lake Critical Mass** — Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC, for more info, if you have a bike to lend, etc.: email [slccriticalmass@yahoo.com](mailto:slccriticalmass@yahoo.com)

**Tuesdays** — Bike Polo League, Liberty Park, Salt Lake City, 7 pm, enter from 13th S. and come up the 7th East side to the road entering the center of the park. All welcome, bring bike, gloves, and helmet. Mallets provided. More info: Scott at (801) 870-9292.

**September 21?** — Mayor's Bike to Work Day presented by Salt Lake City Mayor's Office and MBAC, a mellow ride with Mayor Rocky Anderson under police escort from Liberty Park to the City/County Bldg, then free breakfast and raffle for all participants. Cost: free, 7:30 am, Liberty Park, Jordan Gates, 535-7939, Meet at the northeast corner of Liberty Park

### Mountain Bike

### Tours and Festivals

**August 18-19?** — Mountain Bike Challenge for MS, Tamarack Resort, Idaho, [jefflarsenboise@yahoo.com](mailto:jefflarsenboise@yahoo.com), (208) 938-9917

**September 15-22** — Colorado Canyon Country, Grand Junction, Kokopelli Trail and more, dirt, 335 miles in the dirt, Southern Utah, Adv. Cycling Association, (800) 755-2453

### Mountain Bike Racing

#### General Info

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

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

#### Weekly Series Races

**Tuesdays** — Solitude Full Throttle Midweek Mountain Bike Race Series, June 26, July 3, July 10, July 17, July 31, August 7. Registration at 5:45, race at 6:30, 4, 8, and 12 mile options, Solitude Mountain Resort, Entry 1 (Moonbeam Lot), [SkiSolitude.com](http://SkiSolitude.com) or call Nick at (801) 536-5784

**Wednesdays** — May 9, 16, June 6, 20, July 18, August 1, 15, Soldier Hollow Training Series, (alternates with Sundance) 6 p.m., (801) 358-1145

**Wednesdays** — May 23, 30, June 13, 27, July 11, 25, August 8, 22, Sundance Weekly MTB series, 6:30 pm, alternates with Soldier Hollow Training Series, Sundance Resort, (801) 223-4121

#### 2007 Utah MTB Races

**August 4** — Cook-Sanders Associates Wolverine Ridge XC Race, 14th Annual, Intermountain Cup #12, Series Finals, Jill Smith, [jsmith@evanstonwy.org](mailto:jsmith@evanstonwy.org) 307-783-6459 or Paul Knopf, [pknopf@evanstonwy.org](mailto:pknopf@evanstonwy.org) 307-783-6458; or 1-866-783-6300 ext. 470., [evanstoncycling.org](http://evanstoncycling.org)

**August 11** — 4th Annual Sundance Single Speed Challenge, 10 am start, Sundance Resort, [SundanceResort.com](http://SundanceResort.com) or (801) 223-4121

**August 16** — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849

**August 18** — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

**August 18** — The Race for Everyone, a low pressure, easy entry event for any mountain biker, from ICUP regulars to 1st Timers, families and kids encouraged to attend, bike safety, bike setup, and more, benefits Kids on the Move, Sundance Resort, Contact Keith Payne 801.368.5321 or Mad Dog Cycles at (801) 222-9577

**August 25** — The Endurance 100/ Mind Over Mountains, 100 mile, 100 km, and 50 mile individual races, Park City, [thee100.com](http://thee100.com), (435) 649-2129

**September 2-3** — Sundance Showdown, DH and Super-D, Utah DH Series, Sundance, UT, (801) 375-3231

**September 8-9?** — CANCELLED 24 Hours of Soldier Hollow, noon to noon, Heber, UT, (801) 243-0704

**September 8** — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

**September 15-16** — Silver Spur Fall Classic XC race, also Trail Run and climbing contest, Snowbird and Alta, UT, 801-933-2110

**September 15** — Tour des Suds, 26th Annual, Park City, (435) 649-6839

**September 22** — Widowmaker Hill

Climb 10 AM, Ride to the top of the Tram, Snowbird Resort, (801) 583-6281

**September 22** — 12 hours of Sundance, 7 am - 7 pm, Sundance Resort, (801) 223-4849

**October 15-16** — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country. 800-562-1268 or [hwsg@infowest.com](mailto:hwsg@infowest.com)

**October 13-14** — 24 Hours of Moab, 12th Annual, (304) 259-5533

#### 2007 Idaho and Regional MTB Races

**August 1, 8, 15, 22** — Teton Village Short Track XC Series, 6:30 pm, Teton Village, WY, (307) 690-9896

**August 4** — 23rd White Knob Challenge, Knobby Tire Series, Mackay, ID, Kurt Holzer at (208) 890-3118 or 208-338-1016

**August 4** — Durango MTB 100, Durango, CO, (970) 259-7771

**August 4-5** — Pomerelle Pounder, DH, freestyle, Utah DH Series, Wild Rockies Series #5, Burley, ID, (208) 388-1971

**August 10-12** — NORBA National Mountain Bike Series #6, XC/ST/DH/MTNX/Super-D, Snowmass Resort, Aspen, CO, (435) 884-3515

**August 18** — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 690-9896

**August 18-19** — Tamarack Twister Idaho State NORBA XC and DH Championship Finals, Knobby Tire Series Final, Tamarack Ski Resort, Cascade, ID (208) 338-1016 or (208) 325-1000

**September 14-16** — Boise to Bogus Banzai, 16.5 mile, 4100 vertical foot descent, also Super-D and DH, Wild Rockies Series #6, also NW NORBA Singlespeed Championship, plus music by the Beach Boys, Boise, ID, (208) 388-1971

**September 15-16** — 24 Hours of Grand Targhee Mountain Bike Race, XC, Grand Targhee Ski and Summer Resort Alta, WY, 1-800-TARGHEE ext. 1309 or [awilliams@grandtarghee.com](mailto:awilliams@grandtarghee.com), [grandtarghee.com](http://grandtarghee.com) or Andy at (307) 353-2300 x-1309

**September 23** — NW NORBA Collegiate MTB Conference Race, Open to all riders, Knobby Tire Series, ?, ID, (208) 338-1016

**October 7?** — 12 Hours of Bootleg Canyon Race, 2500' climbing per lap, Boulder City, NV, [tmr-unlimited.com](http://tmr-unlimited.com), (702) 277-6536

### Road Racing

#### General Info

**Utah Road Racing** - USCF, Utah Cycling Association - James Ferguson, 801-476-9476

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

#### Utah Weekly Race Series

**Canyon Bicycles Rocky Mountain Raceways Criterium** — Saturdays at 12 noon in March, Tuesdays in April - September, 6 pm, 6555 W. 2100 S., West Valley City, UT, Map, (801) 209-2479, [utahcritseries.com](http://utahcritseries.com)  
 April 3, 10, 17, 24, May 1, 8, 15, 22, 29, June 5, 12, 19, 26, July 3, 10, 17, 24, 31, August 7, 14, 21, 28, September 4, 11, 18, 25

**Salt Air Time Trial** — Every other Thursday April 13- September 28, I-80 Frontage Road West of the International Center, (801) 209-2479, [utahcritseries.com](http://utahcritseries.com)  
 April 12, 26, May 10, 24, June 7, 21, July 5, 19, August 2, 16, 30, September 13, 27

**DMV Criterium** — Wednesday's, 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, 801-651-8333, [utahcritseries.com](http://utahcritseries.com)  
 April 4, 11, 18, 25, May 2, 9, 16, 23, 30, June 6, 13, 20, 27, July 4, 11, 18, 25, August 1, 8, 15, 22, 29, September 5, 12, 19, 26

**Royal Street Hillclimb Time Trial** — Every other Thursday, 5:30 p.m., 900 ft. elevation gain, Royal Street and Deer Valley Drive, Park City, (435) 901-8872, [utahcritseries.com](http://utahcritseries.com)  
 July 12, 26, August 9, 23, September 6

**Canyon Sports Night Riders Criterium Series** — Fridays, June 1, 22, July 13, 27, August 24, September 7, 21, A flite, B flite, C flite, 9 pm - 11 pm, signup at 8 pm, USCF permitted, qualifies for upgrade points, Rocky Mountain Raceways, 6555 W. 2100 S., West Valley City, UT, for more information, [CanyonSports.com](http://CanyonSports.com) or (801) 942-3100.

**Logan Race Club Time Trial Series** — Thursdays, 6:30 pm, Logan, UT, (435) 787-2534

## bikethewest.com

nevada's best bicycling events

September 9, 2007

Lake Tahoe, NV - 5th Annual. The perfect time of year to ride around beautiful Lake Tahoe's

72-mile shoreline. Just like our

Spring ride, TDT around the Lake offers spectacular scenery, great food and support. It will also offer our famous sightseeing Boat Cruise / 35-Mile Fun Ride. A great opportunity to enjoy the end of Summer on the roadways around Lake Tahoe. Limited to 2000 participants.

nevada

ENERGY DRINK **Revenge** **YAKIMA**

**PowerBar** Be great.

BICYCLE RIDE DIRECTORS' ASSOCIATION OF AMERICA  
This Ride Sponsored by BRDAA

**Giro**

Adventure Medical Kits

SPIN

**Sparkletts**

For More Info call 1-800-565-2704  
or go to [bikethewest.com](http://bikethewest.com)

**2007 Utah Road Races**

**July 5 - August 8** — Ogden Cash Crit, every Thursday, 6 pm, BDO (700 W 12th St), Ogden, UT, westonvw@yahoo.com

**August 4** — Huntsville 100 Road Race, Huntsville, UT, (801) 576-1531

**August 11** — Wolf Creek Pass Road Race, Utah State Road Race Championship for category riders, Starts in Francis. Route goes over Wolf Creek Pass to Tabiona and then back over the pass to the finish in Francis, (435) 513-0432, parkcitycycling.com

**August 18** — Snowbird Hill Climb, 8 AM, registration from 6-7:30 am, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 933-2110

**August 18-19** — Tour de Gap Stage Race, in conjunction with the Iron County Fair, Parawon, UT, (435) 990-1393

**August 25** — Jeff Rogers Memorial Sanpete Classic Road Race, Spring City, UT, jeremysmithslc@yahoo.com or 801-558-7215

**September 1** — Skull Valley TT, Skull Valley, UT, Crystal Chambers, teaminertia\_cyclingclub@yahoo.com or (801) 446-8183 or golsan-cycles.com

**September 8** — LOTOJA, 206 miles from Logan, UT to Jackson, WY, (801) 546-0090

**September 15** — The Climber's Trophy, an individual time trial up the south side of Big Mountain from MM 3 to MM 9., first rider up at 11 AM, contact Jon Gallagher jonbear68@msn.com or teamcsr.org

**September 15-17** — Hoodoo 500, 500 mile ultramarathon bike race in S. Utah, St. George, Hoodoo500.com

**September 22** — Harvest Moon Historic 25th Street Criterium, downtown Ogden in the Municipal Park between 25th & 26th Streets, Ogden, UT, (801) 589-1716 or ffejhollo@msn.com or www.ogdenone.com

**October 9-12** — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsq@infowest.com

**October 13** — City Creek Bike Sprint, 10 am, 5 1/2 mile climb up City Creek Canyon in Salt Lake City, road or mountain bikes, (801) 583-6281

**2007 Idaho and Regional Bicycle Road Races**

**August 7, 14, 21, 28** — Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782

**August 7** — Idaho Cycling Enthusiasts Holt Arena Criterium Series, Pocatello, ID, 208-282-2503

**August 7-11** — Southeast Idaho Senior Games, criterium, hillclimb, road race, time trial, Pocatello, ID, Jody Olson, (208) 233-1212

**August 10-12** — Gateway Canyons Classic, Road Race, Time Trial, and Clinic, Grand Junction, CO, (970) 931-2458, luke@gtwycanyons.com

**August 11** — Mt. Harrison Hill Climb, Triple Crown #1, Boise, ID, (208) 323-2376

**August 20** — Old Horseshoe Bend HC RR, Triple Crown #2, Boise, ID, (208) 867-2488

**August 25-26** — Intermountain Orthopaedics Idaho State RR and Criterium Championships, Boise, ID, Kurt Holzer at (208) 890-3118

**September 1** — Mt. Charleston Hill Climb, Las Vegas, NV, 702-228-9460, steve@bristlecone.net

**September 4** — Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782

**September 8** — Race to the Angel, 22nd Annual, 3000' climb, Wells, NV, (775) 752-3540

**September 8** — Bogus Basin Hill Climb, Triple Crown #3, 35th Annual, Boise, ID, (208) 343-3782

**October 6 - October 7** — Nevada Senior Olympics, Must be 50 years or older, Cycling Four Events — 5K and 10K Time Trials, 20K and 40K Road Races. Plus all other sports. Call 702-242-1590 or nevadaseniorgames@earthlink.net

d'Alene to Lewiston and back, (208) 344-5501, rideidaho.org

**August 11** — ULCER, Century Tour around Utah Lake, 100, 74, 56, and 24 mile options, (801) 220-0677 or president@bbtc.net

**August 12** — Blue Cruise Wheels for Wellness, Meridian, ID, (208) 387-6817

**August 12-18** — Oregon Bicycle Ride XXI, Cave Junction to Etna, CA and back, (541) 385-5257 or 800-413-8432

**August 18** — Sawtooth Century Tour, Ketchum, ID, info@sawtoothvelo.org or 208-726-0946, ext.1

**August 19** — Promontory Point 120, BBTC Super Series Ride, self-supported century, 120 miles, Brigham City to Promontory, roadcaptain@bbtc.net or (801) 573-9970

**August 25** — Cache Valley Century Tour - 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 7AM registration/check in, 12 mi north of Logan on Hwy 91, 435-752-2253

**August 25** — Bike the Bear Century, 50, 100 mile rides, Camp Hunt, Bear Lake, Garden City, UT, (801) 475-7488, jeborn@bsaemail.org

**August 25** — CASVAR 2007, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley - Afton, WY, info@casv.org, 307-883-9779, or casv.org

**August 26** — Twin Counties Century, 8, 30, 66, and 100 mile options, Huntsville Park, Huntsville, UT, (801) 556-3290



**Weekly Rides**

**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

**Wednesday Night Ride** — 5:30 pm at the SLC Main Library on 200 E and 400 S., all levels and bikes welcome on this fun ride.



**Road Tours**

**2007 Utah and Regional Road Tours**

**August 4** — Desperado Dual, 200 mile double century in Southern Utah, 100 mile option, Panguitch, (435) 586-7567

**August 5** — Stanley Challenge, Boise to Stanley, unsupported, Boise, ID, (208) 867-2488

**August 5-11** — Ride Idaho, 7 day supported bicycle tour, Couer

# sundance

**RACING AT SUNDANCE**

**CONGRATULATIONS TO THE 2007 R.A.N.A.T.A.D. FINISHERS**  
*Ride Around Nebo And Timp in A Day*

Val Gibson	Jesse Ellis	Sam Christensen
Adam Jones	George Horladner	Dennis Wignall
Ron Kipp	CJ Murray	Fred Love
Kathy Robinson	Ron Mason	Jerry Warren
Megan Jensen	Daniel S. Nelson	Jerry Thoreson
David Meridith	David Atkisson	Ben Martin
Scott Woodard	Thom Hall	Kristi J Meilmoil
Adam Taylor	Russ Barnett	John Meilmoil
Eric Johnson	Aaron Stites	
Dan Burton	Andy Robinson	

*Join us next year on July 14th for the 3rd Annual R.A.N.A.T.A.D.*

**SINGLE SPEED CHALLENGE**  
10 am start • Join us for the only race in Utah dedicated solely to single speed riders. Cash prizes will be awarded to winners.  
**AUGUST 11**

**12 HOURS OF SUNDANCE**  
7 am - 7 pm • The first of its kind at Sundance Resort.  
**SEPTEMBER 12**

Preregistration for races through SMO or by calling 801-223-4849.

[www.sundanceresort.com](http://www.sundanceresort.com)  
*Programs, artists and venues subject to change without notice.*

*peace of mind.*

That's what you get when you purchase the lifetime service plan on any new bike at

**15% OFF all 2007 bikes!**

JAMIS - RALEIGH - MARIN - REDLINE - DIAMONDBACK - INDEPENDENT FABRICATION

**COTTONWOOD** **OGDEN**  
**942-3100** **621-4662**  
**1844 EAST FORT UNION BLVD.** **705 WEST RIVERDALE ROAD**

**Come check out Riverdale's new location right next door!**



Road  
Tours

## Continued

**August 26** — The Big Ride, BBTC Super Series Ride, self-supported, 164 miles, Mt. Green over Monte Cristo, to Evanston and back, roadcaptain@bbtc.net or (801) 573-9970

**September 3** — Hooper Horizontal 100, BBTC Super Series Ride, self-supported century, State Agriculture Building to Hooper and Back, roadcaptain@bbtc.net or (801) 573-9970

**September 8-10** — Sawtooth Bike Trek, fundraiser for American Lung Association of Idaho, Sun Valley, Galena area, sshepherd@alaw.org, (208) 345-5864

**September 8** — Felt Tour de Park City. Fully Supported Century Road Ride starting and finishing at Park City. Enjoy a 100 mile ride through Northern Utah's beautiful mountain valleys, great aid stations, raffle for a 2008 Felt Road Bike and other prizes. Contact info@mountainraceworks.com for questions. Additional details can be found at www.tourdeparkcity.com or contact Riley at 970-819-6049.

**September 9** — Tour de Tahoe, Bike Big Blue, 5th Annual, ride around Lake Tahoe on the shoreline, spectacular scenery, great food and support, 72 miles, Lake Tahoe, NV, (800) 565-2704

**September 9-15** — Southern Utah National Parks Tour, 233 miles through Cedar City, Zion, Bryce Canyon, Cedar Breaks, (801) 596-8430

**September 15?** — Fall Colors Ride, BBTC Super Series Ride, self-supported century, location TBA, roadcaptain@bbtc.net or (801) 573-9970

**September 15-16** — MS Idaho Bowtie Bike Tour, 100-200 miles, Boise, ID, (208) 336-0555

**September 17-23** — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Blanding to Cedar City, 400 miles on scenic

highways and through National Parks, fundraiser for young Native American education, (801) 654-1144

**September 22** — Heber Valley Olympic Century, 25, 50, 62, 100 mile options. Also, Biathlon option! Enjoy scenic Heber Valley in its autumn finest during this fun and challenging ride that visits the Olympic venues, fundraiser for Huntsman Cancer Institute, Contact Bob @ 801.677.0134, bike2bike.org

**September 23-29** — OATBRAN, One Awesome Tour Bike Ride Across Nevada, 16th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

**September 29** — Fourth Annual Josie Johnson Memorial Ride, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back. www.slcbac.org or call Jason at (801) 485-2906 or John Weis at (801) 278-3847

**September 29** - 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, Tera Letzring, 208-705-7716, tera.letzring@gmail.com

**September 30 - October 6** — Monument Valley & 4 Corners Tour, Monticello, UT, (801) 556-3290

**October 5-7** — Moab Century Tour, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, (435) 259-2698

**October 6** — Yellowstone Fall Old Faithful Cycling Tour, West Yellowstone to Old Faithful and back, MT, (406) 646-7701

**October 5-6** — Bikes for Kids with Dave Zabriskie, October 5th - dinner and silent auction, October 6 - metric century (62 miles) plus 4 and 25 mile options in Salt Lake City and Murray. We will be giving away 1,000 bikes, helmets and jerseys to disadvan-

taged children in the Salt Lake Valley. The start time is 7:00 am at the Costco in Murray and a bike safety and rodeo will be held at 11:00 for all kids. Contact Teresa at (801) 453-2296 or tmay@finsvcs.com.

**October 20** — Las Vegas Century, 25, 50, 64 and 109 miles, Jim Little (702) 360-4751 or vegasbikeclub.org

**October 20** — Tour de St. George, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow, 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at 900E & 100S (Dixie State College), www.tourdestgeorge.com, 435-229-5443, info@tourdestgeorge.com.

**December 31 - January 1** — New Year's Revolution, century each day, 50, 70, 100 mile options, Ride out the old year, Ride in the New Year, Benefiting Parkinson's Disease, 8 am, Phoenix, AZ, Contact Bob @ 801.677.0134, bike2bike.org



Multi-  
Sport  
Races

**August 4** - TriUtah Cache Valley Classic Triathlon, Hyrum Reservoir, Hyrum, UT (near Logan, UT), Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

**August 4** — Fish Lake Triathlon, Fish Lake, UT, goldmedalracing.com or (801) 492-3442

**August 11** — Scofield Triathlon, Olympic, Sprint and Novice, the highest elevation triathlon in the USA, Mountain View State Park Boat Ramp, Scofield, www.scofieldtriathlon.com, email info@scofieldtriathlon.com or (801) 557-6748

**August 11** — Utah Half Triathlon, Provo, UT, racetri.com, (801) 423-

## Price Mountain Biking from page 28

That event was a self-explanatory comment. Nance believes in quality, both in bikes, parts and experiences.

In the early nineties, Carbon County had an undesignated mountain bike trail system, carved out by a small group of riders. Danny Bittek, a local rider, led the way in building up existing cattle paths and jeep roads to form a series of rides that appealed to all kinds of riders.

However, when the coal bed methane boom appeared on the scene and access roads were built to wells around the county, many of the trails that had been set up were destroyed. Bittek left town and once that happened, there was no one really doing anything about constructing new trails.

A few years later Nance came on the scene. He took the lead in pioneering new trails, with his first that he called Luke's Trail. He built the trail, his dog provided the name. Presently this trail begins right at the top of Woodhill, a mesa north of Price and it follows some old game trails. It is also very good for beginners. That trail was built in 2003.

Local single tracker and land use advocate Alan Peterson added a loop to that trail called Alan's Alley that reconnects to the main trail a few miles after it splits off of Luke's Trail.

Another trail, Meads Rim, starts farther along Woodhill Road and then follows the rim back down. This trail has some very difficult sections, and good riders enjoy the challenge. A number of other trails come off the middle of the Meads Rim and connect to the Meads Wash trail. These connectors are also very challenging.

There are also several single tracks that span off and go toward the desert northeast of Price. A switchback trail on that side of the complex was completed recently by a young man as his Eagle Scout project.

Just recently a new trail was completed that runs and gets progressively more difficult as it heads towards the Book Cliffs. Nance named it "Therapy."

"Building that trail was exactly that," he said. "It goes from just north of Price and heads up Wood Hill, approaches the little town of

Kenilworth which is near the Book Cliffs, and winds through an area known as the clay banks. It's a truly gnarly experience."

Not one trail is supported in any way by either local government or the BLM, despite the fact that most of the trails are on federal and state property. Local riders have done it all, so they can have a challenging and private place to ride.

"We are in the process of coming up with a county map for trails in the area, but things haven't been nailed down yet," said Smith. "I know there are a lot of them."

But the map in Nance's shop shows a lot of them. And it does more than just show the pathways to ride. On the bottom of the map is a legend, a legend of difficulty. It tells bikers how hard the trails are. Nance has assigned the difficulty symbols, knowing the paths from the experience of riding them. That's why some parts of the trails have skulls on them. Many of the bikers from out of the area come in the shop and buy the maps to find out what is outside the confines of the town.

However, no biker in Price minds the fact that these well designed trails with magnificent views of the Book Cliffs, the Price valley and the Wasatch Plateau are being discovered by a multitude of non-residents. Besides the proceeds from the sales of the maps goes to support PASS.

Every Wednesday, a big ride begins in the evening with locals and non-locals participating. It usually starts at 5 p.m. but on July 4, over 30 bikers came to enjoy an Independence Day ride on the trails at 10 a.m.

As rider numbers increase it appears more and more trails will be built. Still, for now, there is a lot of solitude on the bike trails of Carbon County. The beautiful vistas and the interesting nature of the high desert would be enough for many people, but the challenge of trails built by those who know biking is an added plus.

The price to ride them is free, and it is a Price that is right.

For a map and more info, see <http://groups.msn.com/priceareasingletracksociety>

3321

**August 18** — Xterra Mountain Championship, offroad triathlon, XTERRA: 1.5k swim / 30k mountain bike / 10k trail run, XTERRA Sport: 750m swim / 15k mountain bike / 5k trail run, Pineview Reservoir to Snowbasin, 1-877-751-8880, xterraplanet.com

**August 25** — TriUtah Jordanelle Triathlon, Jordanelle Reservoir, Park City/Heber City, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

**August 26** — Wild Ride XTERRA Regional Championship Mountain Triathlon, McCall, Idaho, (208) 388-1971

**September 8** — Camp Yuba Triathlon, Yuba State Park, UT, racetri.com, (801) 423-3321

**September 15** — TriUtah Ogden Valley Triathlon, Pineview Reservoir, Huntsville, UT, Sprint and International distance open water swim triathlons, Sprint road: 750 Meter Swim/16mi Bike/5K Run, Olympic road: 1.5K Swim/32mi Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

**September 22** — Kokopelli Triathlon, Sand Hollow Reservoir, St. George UT, sgtrifecta.com, race@sgtri.com, (702) 401-6044

**September 27-30** — Adventure Xstream Expedition Moab - 300 mile team race, kayak, trek, mountain bike legs, (970) 259-7771

**October 20** — TriUtah Escape to Lake Powell Triathlon, Bullfrog Marina, Lake Powell, UT, 1 mile swim, 25 mile bike, 6 mile run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

**Support Your  
Local Bike  
Shop!**

**Trail Work**

Save Our Canyons Trail days are on August 11 and September 8 in Salt Lake. Visit [saveourcanyons.org](http://saveourcanyons.org) for more info.

cool custom bikes  
pro service and fit

revolution

**Labor Day  
Sale**

August 31st Thru September 3rd

revolution

Revolution Bicycles  
8714 South 700 East  
Sandy Ut 84070

801.233.1400



**GUEST EDITORIAL**

**Want a Challenge?  
Try Bike Commuting!**

By Wina Sturgeon

Once again, I am without a car until a mechanic repairs the latest breakdown. Once again, my transportation is a trusty mountain bike.

I will again be introduced to the unfriendliness of bike commuting; from roads with nowhere to ride but on tilted and broken drainage shoulders, to the clichéd inattentive cell phone talkers/texters and drivers who don't mind risking a rider's life to save themselves 10 seconds. The whole "share the road" thing is a nice talking point, but little more.

It always startles new bike commuters to see the shocking inattention paid by motorists to their driving. Some learn the hard way that even when a driver is looking right at you, it doesn't mean they see you. Like most experienced bike commuters, I know to shout and wave, to get an acknowledgement before proceeding past a stopped car waiting to pull out onto a street or make a turn.

Part of the problem is Utah drivers. No other state seems to have as much of this "I have the vehicle, so I own the road" mentality. I've been grazed by mirrors, forced to curb-hop onto a sidewalk because a car suddenly pulled in front of me and stopped, been brushed by vehicles trying to pass others and using the space to the right of the solid white line to do it. I ride tense, back stiff and shoulders hunched, waiting for impact. This is not paranoia. Six years ago, a hit-and-run driver bashed me from behind and threw me to the asphalt; I woke up in the hospital three days later with a broken orbital bone and serious facial road rash. Hit-and-run is common when a vehicle creams a bike rider. I was hit on 54th South, right near the overpass at about 50th West.

The Sheriff's wouldn't even investigate, even though there was paint from the car on my sweater and bike. They claimed I "slipped on gravel," which would not have been the case under any circumstances. Plus, I had deep bruises where the brake levers hit me in the groin; and that plus my injuries and the condition of the bike showed that I went over the bike, either as it cartwheeled with me on it or as I was knocked off it. Whoever it was, had to know they hit me. At least, because of Josie Johnson, there is a little (very little) more willingness on the part of authorities to investigate hit and runs.

I truly believe that until there is a greater uprising of public outrage over hit and runs on cyclists, authorities won't do much legwork to find the perps.

Yes; there are cyclists who have an "attitude," don't obey traffic rules and make stupid decisions. But the subject of bike commuting should not be about fault, or who has the most right to the road. It's a topic essential to discuss today for many reasons, not the least of which is environmental.

The U. S. is one of the very few countries where bike transportation is not taken seriously. It's ludicrous that many people ride a bike for exercise or take spinning classes or compete in races, but everyday travel is done by gas guzzling vehicles.

Although it makes sense, considering how unfriendly the roads are for bicyclists. Last year, a state law was passed mandating drivers to give bike riders at least three

feet of clearance. It doesn't seem to have made much difference. In fact, a casual poll of drivers revealed that few even know about the law. Mention exchanging a car for a bike, and drivers look incredulous; they laugh at the very thought. "We've created a society where you have to go sixty miles an hour. Who has time for a bike," one amused motorist said.

Yet bike commuting can resolve many of today's problems. Global warming, greenhouse gases and high gas prices are all issues that can all be addressed by more bicyclists on the road. How about headlines on obesity or children who don't get enough exercise? Kids ride their bikes for fun; but how easy is it for them to ride bikes to school?

For bike commuting to take hold in the United States, there must be a serious change in mind set. There must be more than a Mayor's "Ride to Work Day." There must be a solution that costs taxpayer's money; so they will take bike transportation seriously; for example, money for more bike lanes on streets and highways, money spent to promote bike commuting. It means educating police officers to actually look for vehicle violations of a bike rider's safety and issuing costly tickets to those who drive in a manner that threatens that safety. Has anyone ever gotten a citation for driving closer to a cyclist than the legal three feet away?

Most of all, it means making bike commuting more user friendly. People with bikes that cost thousands of dollars don't want to leave them in outdoor racks, even with secure locks. Give awards to workplaces that allow workers to bring their bikes inside. Hold clinics to teach would-be commuters such tasks as how to get a bike through a door gracefully without banging the door jam; how to shop in a market with a basket hanging from the handlebars and how to bag purchases in a backpack for the ride back. Have buses that run after midnight for late workers who don't want to bike home at such a late hour.

Campaign hard to make a cultural change in mindset, so that using a bike for transportation is not only acceptable, but admirable. Make bike commuting a viable alternative. One good way to help accomplish this is to get involved in a local bicycle advisory committee. There are several effective organizations, including the Salt Lake City Mayor's Bicycle Advisory Committee, the Salt Lake County Bicycle Advisory Committee, the Davis Bicycle Advisory and Advocacy Committee, and groups in Logan, Ogden, Cedar City, St. George, Moab, and more.

And maybe the slower pace of a bike commuting lifestyle will have additional benefits that will make life a lot more pleasant for us all.

*Wina Sturgeon is the editor of the new online magazine AdventureSportsWeekly.com, which covers individual and Olympic sports and offers workouts and training advice from top coaches.*

**Editor's Note:** To find info on advocacy in Utah, visit cyclingutah.com's advocacy page.

**JAMIS**

**No gimmicks. No gadgets. Zero compromise.**

[www.jamisbikes.com](http://www.jamisbikes.com)



2007 Jamis Dakar XAM 2.0

For over 25 years, we've been designing bicycles and bringing those designs to fruition. We've never stood for status quo, never settled for good enough.

We're passionate cyclists and we think that's an advantage. We build 'em the way we like 'em.

Every Jamis is designed to be ridden, to maximize your fun whether you want to be a faster, better cyclist, or simply able to explore places you've never been before.

**5** Bike of the Year Awards

**5** NORBA Titles

**4** Bicycling Magazine Editor's Choice Awards

**3** UCI World Cup Titles



**JAMIS BICYCLES**  
[WWW.JAMISBIKES.COM](http://WWW.JAMISBIKES.COM)

**AUTHORIZED DEALERS**

UTAH

Biker's Edge 232 North Main St Kaysville, UT 801-544-5300	Blayn's Cycling 284 S. Main St Springville, UT 801-489-5106	Canyon Sports 1844 E 7000 South Salt Lake City, UT 801-942-3100	Canyon Sports 705 W Riverdale Rd Riverdale, UT 801-621-4662	Desert Cyclery 1091 North Bluff St St. George, UT 435-313-1200	Highlander Bike Shop 3333 Highland Dr Salt Lake City, UT 801-487-3508
Infinite Cycles 3818 W. 13400 South Riverton, UT 801-523-8268	Out N Back 1797 South State Orem, UT 801-224-0454	Replay Sports 875 Iron Horse Dr Park City, UT 435-658-5100	Wild Rose 702 3rd Ave Salt Lake City, UT 801-533-8671	Wimmer's Ultimate Bicycles 745 North Main Logan, UT 435-752-2326	

WYOMING

Fitzgerald's  
245 West Hansen  
Jackson, WY  
307-734-6886

IDAHO

Bikes 2 Board  
3525 W. State Street  
Boise, ID  
208 343-0208

Barrie's Ski & Sport  
699 Yellowstone Ave  
Pocatello, ID  
208-232-8996

WESTERN COLORADO

Revolution Bikes  
1410 Valley View Dr  
Delta, CO  
970-874-2959

Singletracks  
150 South Park Square  
Fruita, CO  
970-858-3917

Rexburg Ace  
and Bike Shop  
618 N. 2nd East  
Rexburg, ID  
208 221-4484

Meridian Cycles  
830 E. Main St  
Meridian, ID  
208-884-1613

Mountain View Cyclery  
9521 N. Government Way  
Hayden, ID  
208-762-9253

## TOUR DE FRANCE

### Former Salt Lake Resident Levi Leipheimer Finishes 3rd in Tour

By Greg Overton

Former Utah resident and local team rider Levi Leipheimer used a blistering Stage 19 Individual Time Trial victory to secure third place in the 2007 Tour de France, continuing a streak that has seen an American on the final podium in Paris for ten straight years, beginning with Bobby Julich's third place finish in the 1998 Tour. Leipheimer, 33, rode consistently in the mountain stages in support of teammate and eventual Tour winner, Alberto Contador, and used his strong time trial capabilities to gain over two minutes on the Spaniard in the course of the 55k stage. Leipheimer's third place finish matched his third place in the 2001 Vuelta a España, making him only the second American rider to finish on the podium in two Grand Tours along with Greg LeMond, who finished third in the 1985 Giro d'Italia and was a three time Tour de France winner.

Leipheimer is a former resident of Utah, and graduated in 1992 from Salt Lake City's Rowland Hall - St. Mark's School. The Montana native moved to Utah to train as a downhill skier, but found cycling to be his sport of choice, and began riding with the local Mi Duole team in 1991. Team founder, Eric Schramm remembered, "Levi had raced as a junior and category 3 rider, but when he initially began riding with us, he didn't know how to ride a rotation or descend well at all...we made him ride at the back of the group. But he was a terrific climber. On his first ride with us through Emigration Canyon and Big Mountain, he was at the back of the group on the initial climb, but then he set the pace up Big Mountain, varying the tempo until he dropped everyone. There were some great riders in that group, a couple of the best climbers in the



Levi Leipheimer (Discovery Channel). Photo: Elizabeth Kreutz

country, and this kid killed us."

Leipheimer rode on the local Mi Duole team until 1994, and the Einstein's team in 1996, along with the US National Team while he lived in Utah from 1991 to 1996. He raced in Belgium for part of the 1994 and 1995 seasons, turning professional with the U.S. based Colorado Cyclist team in 1997. His victories include the U.S. National Time Trial Championship, Tour of Germany, Tour of California, Route du Sud and Dauphine Libere', in addition to numerous stage wins and one day victories.

For the 2007 season, Leipheimer signed with the Discovery Team, after two years each with Rabobank and Gerolsteiner, now returning to the team he had previously ridden with in the 2000-2001 seasons when the title sponsor was US Postal. Although he was signed to be the team leader in stage races, Leipheimer found himself behind teammate Contador late in the 2007 Tour de France, with Contador riding well, thus relegating Leipheimer

to the role of super domestique in support of his teammate. He filled the role perfectly, setting the pace for Contador on several climbs and covering the other favorites in the mountains before showing his strength in the final time trial. Friend and former teammate Schramm commented, "That's just Levi, the kind of person he is. I would wager that no one in the team had to tell Levi to back off for Contador, he's the kind of guy that would recognize the situation and just do the right thing, be the good teammate."

In cycling, it's part of the etiquette or team structure that you would not attack or try to overtake a teammate who is riding well and capable of victory. The only exception is perhaps the Individual Time Trial, the race of truth, where it is expected that every rider ride his hardest. This had the race leaders concerned entering Stage 19 of the Tour, given Leipheimer's abilities in the time trial. Even after Stage 16, the last day in the mountains, the time trial loomed. Australian Cadel Evans commented to cyclingnews.com, "I might have underestimated Leipheimer a little bit [on the day's climb]. I don't feel secure [in my third overall]. It is not over because Leipheimer is good in a flat time trial." This after Leipheimer had gained time on Evans once cleared by his team to separate from Contador in the last kilometer of the Stage 16 climb. Leipheimer accelerated, leaving Contador and Evans, putting 17 seconds into Evans in the final few hundred meters, and showing his rivals that he was still feeling strong.

Contador, Evans and Leipheimer all moved up one place after the Stage 16 finish when current race leader and winner of the stage, Michael Rasmussen was dismissed from the Tour in yet another episode

in a rash of doping controversies. The table was set for a time trial that could affect the final results of the Tour, although Leipheimer was still nearly three minutes behind Contador and two behind Evans. Evans had previously performed better than Contador and Leipheimer in the first Tour time trial. So the Discovery team had a bit of a dilemma in that Evans might be able to take the overall lead from Contador, but that Leipheimer was probably too far back to leapfrog Evans and retain the overall Tour victory for the team.

All three riders were required to ride at their top level. And they did, with Contador riding "the time trial of my life", maintaining a lead of 23 seconds over Evans, and Leipheimer showing his superiority over both in the time trial by covering the 55 km course in 1:02.44, winning his first Tour stage by 51 seconds over Evans and 1.56 over Contador. He finished the day just 31 seconds behind Contador in the overall after riding the fourth fastest time trial in Tour history. Leipheimer commented afterward, "I am extremely happy today to win a stage. It's been a life long dream to win a stage in the Tour de France. It's been a life long dream to just ride in the Tour but to win a stage and tomorrow to be able to stand on the podium, well, I don't know yet, but I can image it is going to be fantastic. I'm actually honestly very happy for Alberto. I didn't think that I had too big of a chance to win the Tour today. The gap was big. Towards the end of the time trial I started to believe it a little bit more. I tell ya, when I crossed the line, I saw Cadel come across, he had 8 seconds ahead of me. I felt, I was still very nervous. I was in the camper yelling at the TV for Alberto to finish, "come on and finish please". When he finally

crossed the line, I was just happy for him to win."

Leipheimer secured a place in history as just the fifth American to stand on the Tour's final podium.

Thanks to Eric Schramm for information in this story.

### Summer Cyclocross in Heber

Team CSR and Cole Sport are pleased to announce the long rumored "summer cross," The Worlds Collide CX at the Wasatch County Fairgrounds in Heber on August 25th. As the popularity of cyclocross has increased over the past couple of years, Utah Cyclocross Series founder Matt Ohran and co-promoter Jon Gallagher have talked about putting on a cross race earlier in the traditional season for cyclocross, to satisfy the hard core cross community that's usually chomping at the bit for cross season by late summer and to give an opportunity to roadies and mountain bikers to race cross in "their" season and see what all the fuss is about. The Worlds Collide CX features a new venue that will be part of the Series beginning in early October, as well as new start times and categories. Immediately following the completion of the 1:15PM Elite Men A/Masters 35+ A race, there will be a Utah Cyclocross Season Kickoff party, New England Clam Bake Style. Season passes for the Series will be available at the party; more information as it becomes available will be found at the Cyclocross Forum at <http://cycleutah.com/forums/36/ShowForum.aspx>.

### The 21st Annual Harmon's MS Bike Tour raises over \$1.3 million dollars

The 21st Annual Harmon's MS Bike Tour was held on June 23 - 24, 2007 at the Cache Valley Fairgrounds in Logan. The National MS Society Utah State Chapter is pleased to announce that the Tour had over 2,900 registered riders and raised over \$1.3 million, with funds still coming in! The money raised will fund local programs for Utahns (and their families) living with the disease, as well as cutting edge research, moving us one pedal closer to finding the cure. The Utah State Chapter hopes to raise \$1.4 million from this event.

This year's Harmon's MS Bike Tour was the largest tour the Utah State Chapter has experienced in 21 years, and is Utah's largest fully-catered, two-day ride. The mechanical support along the route was exceptional, and courtesy of Bingham Cyclery, who have supported the tour for almost 20 years. The moral support and help that riders received from their families, friends, and even strangers, brought thousands of people from all over the world together for one cause; to support those they care about with MS. The title sponsor, Harmon's, Your Neighborhood Grocer, underwrites a major portion of the event so that more of the funds raised go directly towards research and programs.

"It was truly an inspiring sight to see thousands of riders gathered Saturday morning at the start line ready to embark on a ride for them or for those they love with MS. The Bike Tour is a great example for those with MS. It is an opportunity to empower and strengthen relationships and recognize that MS does not have to stop you from living!" said Annette Royle, Utah State Chapter President.

The tour has a variety of route lengths, from 40 to 100 miles per day, with rest stops approximately every 15 miles, complete with drinks and high-carb snacks. The weekend long festivities included a dinner/awards program with Bob and Randy Harmon of Harmon's, Jon Carter and Bret Connor with 103.5 the Arrow, Will Wheelwright with KLZX Classic Rock, the bands Protocol and Crash Pontiac, raffle prizes that included an Epic Marathon mountain bike and a Roubaix Elite road bike courtesy of Specialized, and annual competitions like the Best Team Jersey and Best Rest Stop that had the crowd cheering and hollering.

### Salt Lake Collective News

The Salt Lake City Bicycle Collective is cranking along with their Community Bike Shop, Kids' Earn-a-Bike classes, Get-A-Grip safety education and spearheading Bicycle Benefits (<<http://www.bicyclebenefits.org>> for Salt Lake. Bicycle Benefits is a year-round sustainable bicycle commuter program designed to reward cyclists for their commitment to clean air, personal health, and use of pedaling energy. To become an integral link in any one of these programs or to contribute from a far consider becoming a member. The Bicycle Collective has membership levels that work for everyone, just call 801-FAT-BIKE or visit [www.slcbikecollective.org](http://www.slcbikecollective.org). Get out there and ride smart!



Seen about town...

### 22nd ANNUAL



### RACE TO THE ANGEL

HILLCLIMB and HALF MARATHON  
WELLS, NEVADA

Saturday,  
September 8

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

Mountain Bikes  
Road Bikes  
Walkers, Runners  
\$30 Entry

Race to the Angel  
P.O. Box 615  
Wells, NV 89835  
(775) 752-3328 or 752-3540  
[www.wellsnevada.com/racetoangel.shtml](http://www.wellsnevada.com/racetoangel.shtml)

Event held in the Humboldt-Toiyabe National Forest  
Ruby Mountains Ranger District.

**Kathmandu - Continued from page 2**

Anil dismount and begin to push his bike. He then told me that he often ends up in the paddies when he tries to ride these trails.

For the next two hours, we negotiated rice paddies, narrow, winding and often muddy roads, ravines

We were constantly transitioning from rice paddies to footpaths to narrow dirt or graveled roads. In fact, roads hardly describes these traffic paths so narrow that I could hardly believe a car could negotiate them. And yet, even larger trucks (by Nepali, not American standards) somehow managed to maneuver them. In fact, I was often amazed



and streams between and through the humble suburbs of Kathmandu. Twice we exited from rice paddies to a steep hillside that I had to push my bike up for several hundred feet. The last of these resulted in numerous stops just to catch my breath and regain my strength before I could push on. We even had to wade through a stream a couple of feet deep at one point. All of this in the close environs, or suburbs, of Kathmandu.

The environs of Kathmandu are extremely chaotic and undeveloped.

how large vehicles going in opposite directions, by moving back and forth and maneuvering for inches, could eventually manage to pass each other. The erratic and certainly impulsive traffic pattern even had my guide, a native of Kathmandu, constantly asking for directions.

Finally, after three hours of this thigh-burning excursion, it was time to head back. By now, traffic on the main roads was at full capacity. It was a gradual descent back to Dawn to Dusk and I had to really motor, with nearly numb legs, to keep up

with Anil as he sped downward through the traffic. By now, though, I was beginning to feel the flow and enjoyed the thrill of maneuvering, sometimes at fairly fast speeds, through the traffic.

By the time I was back at our hotel, I was so fatigued and dehydrated that I had to nap for awhile before I had the strength to pack for our flight back to Dhaka.

Kathmandu was a grand experience. One cannot visit Kathmandu without falling in love with its exotic and chaotic charms. Topping

**Left: David pushing my bike through the rice paddies. Above: Anil leading the way on a footpath in Nepal.**

it off with this ride was the perfect ending to our exciting excursion to Nepal.

Note: Dawn to Dusk (nepalbiking.com) offers many different mountain biking experiences, from half-day excursions to multi-day tours. To tempt your palate, and mine, there is even a 11-day trip from Tibet to Nepal. Anil, who had helped with this ride last May, told me of a 38-mile downhill stretch on this trip from a Himalayan pass into Nepal. Now that would be exciting.



**Variations On A Theme**

By David Ward

While bicycles are not uncommon in Bangladesh, they are not nearly so abundant as one might think. We have those mental images of thousands of cyclists on the streets in busy Asian cities, and that was what I expected in Bangladesh. So I was surprised to see few bicycles on the roads.

What I did see were thousands of tricycles, or rickshaws as they are known here, being put to various uses. I saw them used as ice cream stands, novelty shops, produce stands and other types of retail kiosks. One of the more interesting uses was as a school bus for elementary children who appeared as prisoners in a caged trailer. More common was the rickshaw as cargo transportation. From bricks used in construction to wool destined for

the loom to furniture being moved elsewhere, I was constantly amazed at how much could be loaded on a flat-bed rickshaw.

But the primary use of rickshaws was for personal transportation. Rickshaws are as ubiquitous as cars in the United States, if not more so, and I would gamble that more people are transported by rickshaw

**Left: A school bus. Above: A fully-loaded freight rickshaw. Again, note the single speed gearing, longe (which all rickshaw wallahs wear) and flip-flops (which most wallahs wear unless they go barefoot). Photos: David Ward**

Continued on page 15

## ROAD RACING

## Pezzulo and Perry Win Gate City Grind



Above: The Pro/1/2 field snakes through the crit course.  
Right: The Women's field cruising in the road race.  
Photos: Mary Mcaleese. Find your photo at [gatecitysports.com](http://gatecitysports.com).

By Rob Van Kirk

Pocatello, ID – Based on the two early season races promoted by Idaho Cycling Enthusiasts (ICE), one might conclude that the southeast Idaho club has a preference for climbers. April's Tax Day Circuit Race and May's Garden Creek Gap Road Race were defined by challenging climbs in the mountains of south of Pocatello. The mid-summer races promoted by ICE could not have been different. The 9th annual Phil Meador Gate City Grind Stage Race, held June 30th and July 1st in Pocatello, and the inaugu-

ral Allan Butler Memorial Twilight Criterium, held July 14th in Idaho Falls, provided a showcase for sprinters and time trialists.

Although the Gate City Grind road course has a few rolling climbs, its challenge is provided primarily by heat and wind. This year was no different, except that the south wind that usually kicks up near the end of the race and blows in the riders' face on the wide open, flat, 5-mile finish stretch was replaced by a steady north wind that was already blowing at the start line. This tailwind resulted in very fast speeds and large gaps in the fields as they passed the start/finish

line each lap.

The men's pro-1-2 race featured numerous attacks, counter-attacks and breakaway groups throughout the 87.5-mile race, but 16 of the 35 starters remained in the lead group coming into the tailwind stretch. In the final kilometers, a group of six managed to create a gap large enough to maintain to the finish. This group included three Idaho riders and three Utah riders and represented five different teams. Dave Harward (Porcupine/Specialized) took the sprint, followed by Hugo Fregoso (Intermountain Orthopaedics) and Bryson Perry (Sienna Development-Goble Knee Clinic). A group of seven finished 14 seconds back, and a total of 19 riders finished within two minutes of the lead group, all still in contention for GC placing.

Conditions for the time trial were nearly perfect—fairly calm winds, and the heat of the day giving way to a cool, dry evening. Perry posted the fastest time of the evening, at 12:25 for 10 km, followed by Matt Weyen (Team Bobs-Bicycles.com) at 12:29 and Pocatello native Justin Rose (Team Bobs-Bicycles.com) at 12:43. After factoring in the time bonuses from the road race, Perry sat atop the



GC by 9 seconds over Weyen and 23 seconds over Rose. Harward sat in 4th place, only one second behind Rose.

As is the trademark of the Gate City Grind, a deep purse, tight GC standings, and 45 seconds worth of time bonuses up for grabs made for an exciting and hard-fought criterium. Attacks began on the first lap, as both the Sienna Development and Bob's Bicycles teams tried to establish control of the race. However, Sienna Development won the early rounds, as it set up Perry to take the 10-second time bonus prime, extending his GC lead to 19 seconds. The attacks and counter-attacks were so fierce throughout the hour-and-fifteen minute race that only 15 of the 29 starters remained on the lead lap with two laps to go, at which point a group of nine separated itself from the others. This group contained the top four in GC, and Harward was considered the favorite to win the stage, especially given his criterium stage win in 2006. However, as the last lap unfolded, a group of riders not necessarily known for their sprinting abilities worked to the front and began jockeying for position. In the end, Todd Hageman (Bingham's/Northshore) edged Alex

Rock (Contender) by a tire width to take the win, with Fregoso about a half a wheel back in 3rd. The top 4 in GC remained unchanged, but the finish time bonuses allowed Fregoso, Rock, and Hageman to move up into places 5th through 7th. Tim Root (BODE/George's) moved up from 12th to take the 8th and final GC place in the money.

The women's 1-2-3 race was equally close and dramatic. Twelve riders representing six different teams all finished the road race with the same time, putting a premium on the time bonuses awarded to the top three finishers. Kirsten Kotval (Ivory Homes) and teammate Tiffany Pezzulo took the top two spots ahead of Laura Patten (Vanguard Media). In the time trial, Pocatello rider Karen Appleby-Krieg (Team Bobs-Bicycles.com) used the home course advantage to win the stage by three seconds over Jen Ward (Intermountain Financial/JR Smith Coaching). Appleby-Krieg's time of 14:09 would have placed her in the top half of the men's category 3 field, and the victory gave her the GC lead by two seconds over Pezzulo. Going into the final stage, the top eight places were separated by only 1:02.

Time bonuses proved pivotal in the women's race. Pezzulo took the 10-second bonus prime, moving her into the GC lead midway through the stage. As in the road race, the Ivory Homes combination of Pezzulo and Kotval proved too much for Appleby-Krieg and Ward in the final sprint, with Kotval and Pezzulo taking 1st and 3rd, respectively. Laura Howat (Vanguard Media) took 2nd. With the time bonuses making the difference, Pezzulo and Kotval vaulted to 1st and 2nd GC, dropping Appleby-Krieg to 3rd and Ward to 4th. Sandy Hyra (Squadra Velocita) took the final GC spot in 5th.

Two weeks later, ICE, the Logan Race Club, and the family of Allan Butler honored his memory with a twilight criterium in his hometown of Idaho Falls. The criterium was the first sanctioned race held in Idaho Falls in nearly 25 years and the first ever held in the historic downtown business district. A 0.65-mile, L-shaped, technical course in the heart of downtown treated both riders and hundreds of spectators to a fun and exciting evening of classic criterium racing at its best.

The women's open race gave some local junior and beginning riders the chance to line up against the likes of national-caliber riders Kris Walker and former professional Tana Stone, a personal friend of Allan's who came out of retirement to honor Allan. Heather Holmes (Kenda/X-fusion) showed her strength throughout the race by taking several primes, but in the end, Walker edged out Stone for the win, with Holmes third.

## SKULL VALLEY TIME TRIAL DO YOU DARE?

SEPT 1, 2007  
TOOELE, UT  
SKULL VALLEY ROAD  
SPONSORED BY:  
TEAM INERTIA

40K USAC, UCA  
\$30.00 EARLY  
REGISTRATION

COMPLETE FORM AND FLYER AT [GOLSANCYCLES.COM](http://GOLSANCYCLES.COM)  
MENS/WOMEN'S 1-2;3-4;MENS 5/CITIZEN; M/W MASTERS 35+; JR'S  
CASH FIRST PLACE AND PRIZES 3 DEEP IN EVERY FIELD.  
801.446.8183

## Worlds Collide CX

Saturday August 25<sup>th</sup>, 2007  
At the Wasatch County Fairgrounds - Heber, Utah

### The Utah Cyclocross Season Opener!

Roadies, mountain bikers - this is your chance to throw down with the Utah Cross Crowd, among the best in the country!  
Do you have what it takes to cross?

Category	Start	Duration	Prizes/Places	Cost
Men C	9:30AM	40 Minutes	Merchandise/3	\$25
Women B	9:30AM	40 Minutes	Merchandise/3	\$25
Junior Under 14	9:30AM	40 Minutes	Medals/3	\$10
Singlespeed	10:30AM	45 Minutes	Merchandise/3	\$25
Masters 35+ B	10:30AM	45 Minutes	Merchandise/3	\$25
Women A	10:30AM	45 Minutes	\$100/3	\$25
Men B	11:45AM	50 Minutes	\$100/3	\$25
Junior 15-18	11:45AM	50 Minutes	Merchandise/3	\$15
Men A	1:15PM	60 Minutes	\$400/6	\$25
Masters 35+ A	1:15PM	60 Minutes	\$200/3	\$25

Hollywood Prime given to the leader of each category at the end of the 1<sup>st</sup> lap!

No fee online registration at [www.sportsbaseonline.com](http://www.sportsbaseonline.com)  
Day of Race Registration - Add \$5!

Entry fee includes Post Race Awards Party -  
New England Clam Bake Style, bring a guest for just \$10!  
2007 Utah Cyclocross Series Passes  
will be available at the party!

From Main Street/US 40 in Heber, proceed west on 600 South for 4 blocks,  
Fairgrounds, parking and registration will be on the right.

Brought to you by Team CSR and Cole Sport  
USCF Permit Pending

Go to [www.teamcsr.org](http://www.teamcsr.org) or call 435-901-8872 for more information!

## Iron County Fair Presents the 6th Annual Tour de Gap

Road Bike 4-Stage Race  
\*USCF & UCA points race  
\$5,000 in Cash Prizes

T-Shirts & Sponsor donated prizes  
\*based on a minimum of 100 entries

Entry Fee - \$65

### STAGES

Entry deadline Aug 11th

Sat. a.m.-50 Mile Mountain Stage

Late entry Aug 17 - \$70

Sat. p.m.-Parowan Airport Crit

Super Late entry Aug 18 - 8 a.m. \$75

Sun. a.m.-60 Mile Tour de Gap

\*Entries via website or USPS

Sun. p.m.-Time Trials

For more information contact:

Iron County Fair - Tour de Gap  
PO Box 351 - 68 S. 100 E.  
Parowan, UT 84761 435-477-8380  
[fair@ironcounty.net](mailto:fair@ironcounty.net)

[www.tourdegap.net](http://www.tourdegap.net)

Tour de Gap Director - Lasse Bjerga - 435-867-5582

## Tour de Gap Half Century Race & Tour

Designed for all riders

- Saturday, Aug 18, 2007, 9 a.m., Iron County Fairgrounds
- \$25 Entry Fee
- T-shirt guaranteed for all entries made by Aug 11th
- First 3 places win prizes for men & women categories
- Watermelon & picnic lunch after race at Fairgrounds



Courtney Tracy (ICE), a category 4 rider in only her first year of racing, hung tough with the big girls throughout the race and finished a strong 4th in the final sprint.

To nobody's surprise, the men's 1-2-3 race turned into a showcase of the strength of Allan's former team, Sienna Development-Goble Knee Clinic, despite a strong turnout of 29 riders from five different states. Although Sienna's early attacks were contained by a large contingent from the Boise-based Intermountain Orthopaedic squad,

Sienna's Gardie Jackson launched a solo effort midway through the race that eventually gained 25 seconds on the field. Several laps later, Sienna's Ryan Barrett and Ira Tibbits (in his first race as a category 2 rider after winning the category 3 race at Gate City) bridged up to Jackson, leaving everyone else to race for 4th place. Late in the race, Sienna sent two more riders up the road; Sam Krieg and Kirk Eck, who had won the masters 35+ earlier in the evening, pulled away from the field, and only ICE's Craig Kidd could

stay with them. In the end, Jackson took an emotional win, followed by Barrett and Tibbits. Eck, Krieg, and Kidd took the next three spots, and Sienna's Nate Thomas won the field sprint for 7th.

Race organizers, riders, Allan's family, and the businesses and citizens of Idaho Falls were all extremely pleased with the event, and plans are already underway to make the Allan Butler Memorial Twilight Criterium an annual race.

See results on page 22.

## DOWNHILL RACING

### Utah DH Series Midseason Report



Top: Aponi Hancock (Brodie Bikes/Bike Zion) stormed the Women's field. Photo: Tim Charnecki

Below: Junior rider Jordan Culp (Brother's Bikes) had the fastest time of the day.

Photo: Joaquim Hailer Find your photo on Zazoosh.com.

By Ron Lindley

The 2007 Utah Downhill Series commenced at Lava Hot Springs, Idaho in early May. The Devil's Staircase race was plagued by a number of problems ranging from shuttle vehicle breakdowns to some last minute confusion at the race start line, but at the end of the day everything worked out. Second-year Pro Andrew Pierce posted the fastest run of the day.

The next race in the Series was the Bountiful Bomber. This race was dominated by California Pro Men's class racer Evan Turpen who won convincingly over a field of 15 rivals. Erin Thane won the Pro Women's class. Aaron Butler, Cole McMillan, Naish Ulmer and Christopher Boudreaux won their respective Expert class races. Stevie Bamgartner, Aaron Kruger, Randy Earle, Nic Hadley and Stacey Parker won their Sport class divisions.

Next was the Bald Mountain Challenge at Deer Valley. This event included a Super D race and Salt Lake City's Kris Baughman posted the fastest time of the day in that competition. The largest Super D field was the Sport Women's

class which was won by Whitney Thompson. The fastest Downhill run of the weekend was made by Junior Expert racer Jordan Culp who crossed the line just a fraction of a second faster than Pro Men's class winner Logan Binggeli. Other Expert class winners included Aaron Butler, Lee McGuffey and Michael Cuilla. Aponi Hancock took home the Gold in the Pro Women's class.

The most recent race was the Flyin' Brian race at Brian Head. This event also included a Super D and Provo rider Greg Gibson was the fast rider of the day on a newly designed course.

Junior Expert class racer Jordan Culp bested everyone for the second race in a row with the fastest time of the day. Pro racer Von Williams won against the competition as did Pro Women's class winner Aponi Hancock. Other Expert class winners include Aaron Butler, Lee McGuffey, Simon Bosman and Stacey Parker who just jumped up from Sport class. Sport class winners were Tyson Henrie, Chris Geaslin, Clint Bullock, David Chambers and Ana Rodriguez.

See results on page 22.





**Kestral** 

**MID-SUMMER CLEARANCE SALE!!**

**ON SELECT MODELS FROM: HARO BIKES**

**ROCKY MOUNTAIN, GARY FISHER, LEMOND, BIANCHI, KESTRAL, HARO, & MERLIN!**




2175 South 900 East • Sugarhouse  
801•466•3971 • fisherscyclery.com

**CARBON FRAME, CARBON FORK, CARBON BARS, CARBON STEM, GPS, MATCHING TAPE, DURA-ACE GROUPO, CARBON PEDALS, CARBON CLINCHERS, CONTI TIRES, CARBON SHOES, CO2 CARTRIDGES, SPARE TUBE AND LEVERS, BIB SHORTS, MATCHING JERSEY, AERO HELMET, AND COOL SHADES.**

**WHAT'S MISSING?  
\$20 TO JOIN THE BBTC.**



**YOUR INVITATION TO JOIN THE UTAH CYCLING COMMUNITY!**

**IN AUGUST WE HAVE 10 MTB RIDES, 7 CENTURIES INCLUDING THE ULCER, A 120 MILE RIDE, AND A 150 MILE RIDE.**

**PLEASE VISIT US AT  
WWW.BBTC.NET**

**MOUNTAIN BIKE RACING**

**Perfect 10 Hits Park City**



By Paul Clark

The "Perfect 10" was held on July 28th. The ten hour mountain

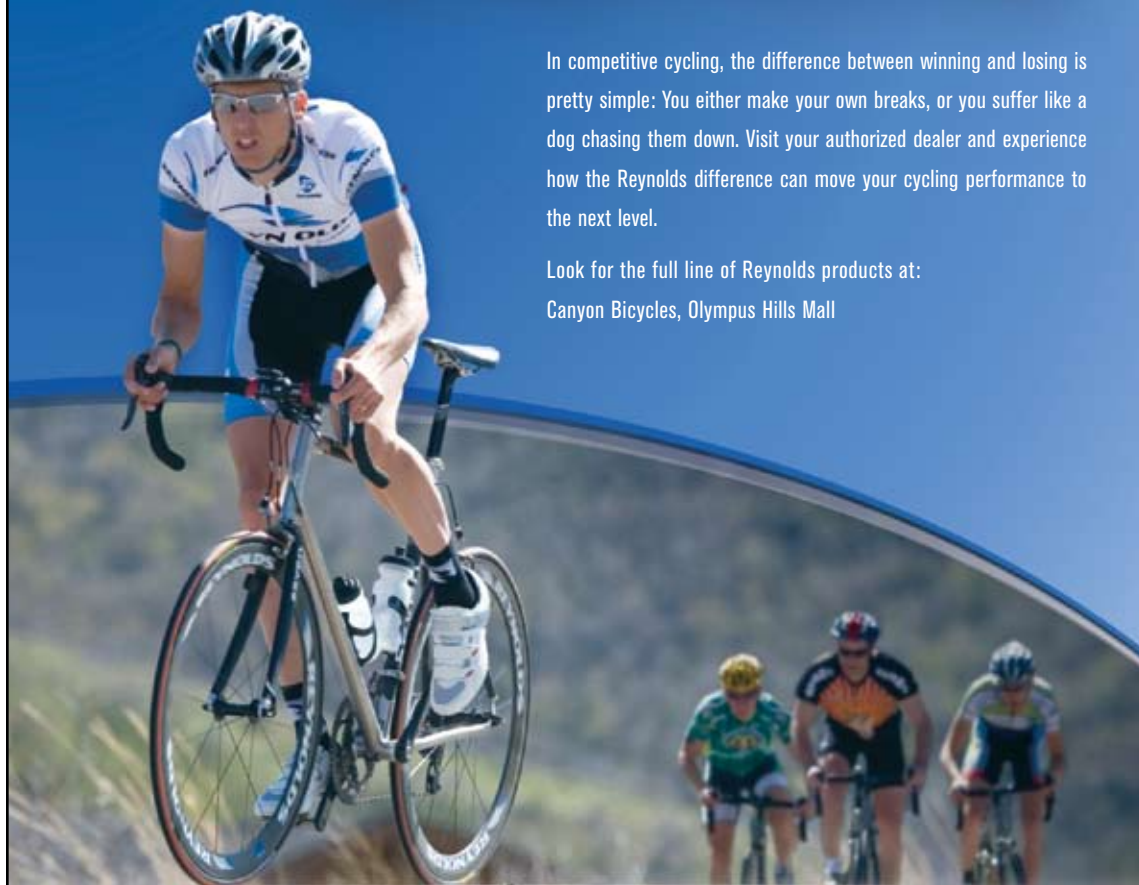
bike race evolved out of a desire by local cycling enthusiast Heinrich Deters and fellow mountain bikers to have an event supported by all

members of the off road cycling community. Among the "P10" racers were local veteran 24 hour racers, teach-



Left: Junior rider Connor Matthews (Young Riders) was part of the winning Men's Duo team. Above: Paula Hudson helped Jan's take the Women's Trio class. Photos: Dan Campbell

**THE DIFFERENCE IS REYNOLDS.**



In competitive cycling, the difference between winning and losing is pretty simple: You either make your own breaks, or you suffer like a dog chasing them down. Visit your authorized dealer and experience how the Reynolds difference can move your cycling performance to the next level.

Look for the full line of Reynolds products at: Canyon Bicycles, Olympus Hills Mall



WWW.REYNOLDSCYCLING.COM

SPONSORED TEAMS



"Join the band, safeTband!"



ers, restaurant employees and of course the Young Riders. One such team competing in the three person male category was Team Zoom, made up of Francisco Castro, Paul Barton, and Jesse Cloupe. "Cisco," new to cycling, with only a few weeks of riding under his belt, is a coach for the local non-profit Young Riders organizations' Campo de Bicicleta, a program dedicated to introducing and integrating the Latino, Hispanic and English-second-language youth of Park City. Team Zoom finished only 2 minutes behind the winning three-person team of White Pine Touring, consisting of Tres Wilson, a former Young Rider, Jesse Hoffman and Julian Gasiewski. In the Male Solo category, former Young Rider, Paul Clark, was tops with 21 laps.

Racing in the three person female category, Team Jans/Basin Rec, consisting of Julie Minahan, Senta Byers, and Hank Keil, battled Team "Just for Fun" of Kaitlin and Mike Barklow, and Terrell Pool, in an all day affair. Eventually Team Jans/Basin Rec beat out "Just for Fun," by two laps. Third place team "Mathews, Mathews, Mathews," consisting of Charlie, his daughter Noel and wife Heidi completed 19 laps, only 34 minutes out of second

place, a relatively small amount of time when a race is ten hours long.

Finally, and most impressive was the duo male team of Keegan Swenson and Connor Mathews, both thirteen years of age. The Young Riders team finished 23 laps, putting them in fourth place overall, beaten by the Hiro teams One and Two. Consisting of Josh Wolf and Gregggy Gibson, Hiro team Two (27 laps), and Hiro team One, of Trucker Gibson and Jason Asay (25 laps).

The event was a benefit to both the Young Riders Junior Mountain Bike program and the Mountain Trails Foundation. It raised over \$2,500 from Fidelity Investments and other local donors. For participants in the race, breakfast was provided by Powder Daze as well as discounted espresso drinks. Participants enjoyed a warm environment that provided an un intimidating introductory experience to endurance mountain bike racing. Designed to be part of a larger series next year, the Park City Perfect 10's creator, Heinrich Deters, looks forward to the possibilities that mountain bike racing and family oriented events can offer.



fare down from 150 taka, arriving somewhere around 40 to 50 taka. One time, I successfully bargained for a 20 taka fare, but my wife felt so compassionate for the wallah's hard work, she made me pay him 50 taka.

Being a rickshaw wallah is certainly no Sunday bike ride. Multiple gearing has yet to reach this industry, so whether the load is light or heavy, the wallah always pedals, or more to the point strains, in the same gear. So, it was not surprising to see the wallah, who always appeared to be on the verge of starvation, pushing rather than pedaling his machine.

Years ago, when we were in Calcutta, India, we took our first rickshaw ride. We came to a slight rise in the road, so slight we would have never even noticed it but for the straining of our wallah. My tender-hearted wife felt so bad for the wallah she made me jump off the rickshaw and push.

We were totally enthralled by Bangladesh. We mused on how interesting and exciting it would be to live in Dhaka for a time. Karma facetiously suggested I become a rickshaw wallah. That way, I could ride all day while making a living. But at 20 taka a ride, even a 10 hour day would bring in at best around 600 taka, or about \$8.60. No thanks, I said. I prefer to ride for pleasure and I will do my straining at a more lucrative job.



Left: A rickshaw wallah in his longe (skirt) and with his passenger. Note the single speed gearing and bare feet.  
Above: Rickshaws move everything from people to wool.  
Photos: David Ward

**Rickshaws from page 11**

than by any other method. Such transportation is cheap. The average fare for a Bangladeshi person for the approximately two mile trip

from my daughter's home to the U. S. Embassy would be 20 taka, or approximately 30 cents. Of course, as western foreigners, the minute we hit the street we were a target for the enterprising rickshaw wallahs, and we typically had to negotiate the

Winning never goes out of style.



**TRAIL OF THE MONTH**

**Park City to Salt Lake City: A Dream Ride Come True**



**Bob rides the Wasatch Crest above Lake Desolation**  
Photo: Gregg Bromka

By Gregg Bromka

Being a guidebook author who has pedaled more than his fair share of trails, I am often asked the

inevitable question, "What's your favorite ride?" With a chuckle and a politically correct tone of voice I usually respond, "Every ride is my favorite . . . depending on location, season, ride objective, time allotment, fitness level, riding partners, mood for the day, what I had for breakfast, alignment of the stars, etc. But when hard pressed, I'll fold and reveal the goods. If I could ride one route for the rest of my life, in the Wasatch Range that is, I'd ride from Park City to Salt Lake City via the Wasatch Crest. Just look at these epic-defining stats: 29 miles long with 19.5 miles of singletrack; tops out at nearly 10,000 feet; gains 3,250 feet but loses 5,000 feet. Although it requires a shuttle, which I would have instant and free access since this is my dream ride, I can coast from the trail's end to my house in East Mill Creek. "Yeah, Baby! Let's go!"

This ride defines the term "mountain biking" because you don't just ride in the mountains, you ride over them. "That's sick," you say? This is a tough ride, for sure, but it follows some of the best singletracks in Utah. So, "sick" means good, rad, epic, the bomb.

**Details:**

The initial 6.5-mile, 2,500-foot climb through Park City Mountain Resort to the Wasatch Crest Trail is never-ending, so pace yourself up Spiro, Thaynes Canyon, and Powerline Trails. Slurp down a pack or two of gooey carbo fuel at Shadow Lake in Jupiter Bowl, but don't chow down or take a siesta because the climb continues to Scott's Pass; then it culminates with

the gut-wrenching grind up "Vomit Hill." If you stuffed your gut earlier then Vomit Hill might come true to its name. Burp!

Admittedly, the climb to the Crest pretty much sucks, but it's mandatory for an epic ride like this. Once you roll out the ridge, the views of mountains, canyons, alpine bowls, and distant towns will blow the mind of any biker, local or visitor, and immediately justify your effort. When you hook up to the Crest's sinuous singletrack and whip through tight, crookneck aspens and float across breezy wildflower-dotted meadows, you'll be in la-la land. Climb, what climb?

A half-mile-long grind farther out the ridge will force you back into your granny gear and make you sweat again, so reward yourself with a well-deserved break when you circle high above Lake Desolation. Here, competing glaciers once gnawed away at the divide, and the otherwise smooth dirt trail becomes as jagged as a crocodile's back. Riding "the spine" takes adept skills and nerves of steel. Take a header here and even airlift evacuation will be problematic, let alone walking home. Veer right after crossing the spine to continue on the Great Western Trail, climb briefly to the divide of Big Cottonwood and Mill Creek Canyons, and get ready to cash in on that vertical investment you made earlier.

The rest of the ride is a lesson in physics because you've built up a ton of potential energy, and gravity is a powerful force. Singletrack reverts to doubletrack after a short nasty descent, and you'll freewheel speedily past viewpoints of The Canyons Resort to a grassy meadow at the Mill Creek Canyon divide. Descend like hellfire, but be ready to hit the brakes at a moment's notice because the trail harbors some hidden tricky bits. Cut across

pretty meadows, hop a couple of tiny creeks, and veer into the dark cover of the conifers. After weaving and bobbing through the woods on hard-packed dirt, turn right at the T-junction with Big Water Trail, and coast another mile on supremely buffed trail to the paved Mill Creek Canyon Road.

A 3-mile tuck-and-glide down the road takes you to the Elbow Fork trailhead, where Mill Creek Pipeline Trail, you're last leg, begins. A short rough section edged by steep slopes dropping from your left pedal yields to mellow tread engulfed by bowed tree limbs and tall flowing grasses. The switch-backing descent to Burch Hollow puts you back in downhill attack mode, but the rest of Pipeline Trail contours idly across the creases in the canyon's side all the way to Rattlesnake Gulch. This infamous drop, with its hairpin turns, rock steps, and high-banked walls dump you out to Mill Creek Canyon Road and seals the deal on this Wasatch wonder ride. Tuck-and-glide down the canyon road once more (bikers must stop at the fee station even though they don't have to pay) to Wasatch Boulevard, and you're done. A Barbacoa burrito one block south at Olympus Hills Mall never tasted so good.

**Fine print:** Bicycles are allowed on Upper Mill Creek Canyon Trails on even-numbered calendar days only from July 1 to November 1.

Trailhead Access: Drop one vehicle near Mill Creek Canyon (Wasatch Boulevard and 3800 South), and shuttle up to Park City Mountain Resort. Start out on Spiro Trail or Silver Spur Trail.

Get copies of Gregg's Utah guidebooks: *Bicycling Salt Lake City*, *Mountain Biking Utah*, *Mountain Biking Utah's Wasatch Front*, and *Mountain Biking Park City & Beyond*. at your favorite bike shop.

THINK OUTSIDE THE BLOCK!

# Get A Grip

## BICYCLE SAFETY COURSES

Is your significant other addicted to bikes? The "Get a Grip" course was designed to help give you the confidence you need to get out there and ride too.

Course covers bicycle safety checks, fixing a flat, on-bike skills, crash avoidance techniques and includes a student manual.

SPONSORED BY UPOI

SALT LAKE CITY **BICYCLE COLLECTIVE**  
Recycling Bicycles, Building Communities

www.slcbikecollective.org  
info@slcbikecollective.org **801-FAT-BIKE**

**cervélo**  
VROOMEIN.WHITE.DESIGN

**Demo Bikes Available!**

**Demo wheels available!**

**Zipp 303 404 606 808**

**Reynolds Specialized**

**P2 Carbon Now Only \$2999!**

762 E. 12300 S. Draper, UT  
canyonbicyclesdraper.com  
801-576-8844 • M-F 10 - 7:30 • Sat. 10-7

Cervélo at Draper location only.



ENDURANCE RACING

Wide Smiles and Tired Legs at the E-50

By Adam Lisonbee

The morning of the 2007 Endurance 100 Team Relay and 50 mile solo race, the parking lot at Park City Mountain Resort was filled with happy mountain bikers. There was a quiet anticipation in the air as we readied our bikes and bodies for what lie ahead. A few minutes before 6 a.m. we lined up and soon were unleashed into the mountains by Boris Lyubner, promoter and creator of the E100 series. "This event helps riders prepare for our 100 mile race in

Right: Michelle Hollingshed took the Women's Class. Photo: Joaquim Hailer. Find your photo at Zazoosh.com.

August. Hopefully, the 50 mile solo will help them recognize the great magnitude of that event," Lyubner explained. My plan was to ride fast. I wanted to push myself harder than I normally do in an endurance race. And so I found myself among the race leaders as we wound through the incredible John's trail, the early morning light fighting to penetrate



the thick aspen forest. In year's past John's trail had been a source of frustration; I had struggled with the technical, narrow switchbacks. But this morning I felt light as a feather as I floated my 29-inch wheels over the roots and rocks. I had the overwhelming feeling that today was finally going to be a great day.

As I climbed up to the famous Mid-mountain trail I reflected briefly on the summer of racing. The season so far had been one of mishap and bad luck. I had dealt with mechanical problems, severe dehydration, and even a ridiculous encounter with the Bureau of Land Management, which had resulted in a \$275 fine.

But today, today was going to be different. My legs were respond-

Continued on page 23

LIVE MORE

# X TERRA

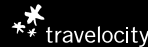
## ON THE EDGE!

**X TERRA AMERICA TOUR MOUNTAIN CHAMPIONSHIP**

presented by **PAUL MITCHELL** **X TERRA GEAR**

X TERRA OFF-ROAD TRIATHLONS, TRAIL RUNS, FREE KIDS RACES, GU TEAM CHALLENGE & CHARITY RIDE, PACIFICO BEER GARDEN, PAUL MITCHELL CUT-A-THON, MUSIC

**X TERRA MOUNTAIN CHAMPIONSHIP**  
**AUG 17-18 // OGDEN & SNOWBASIN**



FOR DETAILS CALL TOLL-FREE 877.751.8880 OR VISIT US ONLINE AT XTERRAPLANET.COM

## TOUR DE FRANCE

*Me Versus the Tour de France*

By Louis Borgenicht

It is a curious phenomenon to me that despite the fact that I am not, have never been, nor will I ever be a road racer I have been willing to spend at least three hours a day watching Versus television coverage of the Tour de France from July 7th to 29th. A couple of years ago a friend got me hooked by explaining the slightly abstruse (at least to those do are not into biking) scoring system of bike racing.

Prior to the start of the Tour I managed to watch all of the major races carried by Versus. My favorite was the Giro d'Italia; the route through Italy was stunning. In explaining how I can watch a bike race on television for hours on end I often finish the discussion by saying the locales, at least for the major European races, are the next best thing to being there. Some level of understanding follows.

For a twenty-stage race with at least three hours of daily coverage sixty hours of television watching seems foolhardy if not daunting. But the race is aired four separate times each day so there are lots of opportunities. There is, however, The Tivo Problem, a technological viewing innovation that has both aided and vexed many sports fans over the past few years. Now that hard drives are available for home use programs can be easily recorded and watched at a later time without commercials. This technological innovation has threatened fans addicted to watching lengthy sporting events (e.g. tennis and golf).

Fans record their favorite event, go about their business while that is happening, and then watch it at the time of their choosing. The liability for the fan is that some unintentional piece of information will drift your way and ruin your viewing of the event you planned to watch in the quiet privacy of your own living room. Consequently, during the Tour, I would enter the doctor's lounge at Salt Lake Regional each

morning and if the television were on would avoid looking at the screen warning anyone watching not to say anything to me about the race.

The flavor of this year's tour was very different from the races dominated by Lance Armstrong. It felt wide open at the outset and, aside from the early dominance of the yellow jersey by Michael Rasmussen, was anyone's for the taking. The Tour has always been fraught with innuendo about doping and this year was no exception. First the Danish cycling commission banned Rasmussen (a Dane) from competing as a member of their national team because he had failed to notify them on two occasions about his whereabouts for drug testing prior to the Tour. Rasmussen seemed nonplussed by the allegations and I found myself excusing a technicality.

But more than halfway through the Tour came the shocking charge that Vinokourov tested positive for exogenous blood on the day he won the time trial in a dramatic fashion. His team Astana withdrew from the race in shame. I was incredulous. Suddenly his achievements, a time trial victory and a mountain stage win, seemed specious and I found myself wondering about Landis' win in 2006. Is doping the only way the human body can perform feats worthy of incredulity?

The next morning my wife admitted she had cried when she saw Vinokourov standing on the podium for the stage win. When she heard the news she felt sheepish. Most of all I was troubled by the conflict between belief and credulity. Had I been duped by doping? Could I regain my sense of amazement? In any case I did not intend to give up watching the Tour. It was still a work in progress.

The morning after the revelation about Vinokourov the Versus commentators did not mince words: he was a cheater. In contradistinction to the imbroglio that surrounded Landis in 2006 there seemed little doubt about what had happened to

Vino. How stupid could he be? What about the medical risks? Could this be a politically motivated report not based on reality?

Stage 16 (July 25th) was the most dramatically outrageous day of the tour. Within minutes of watching Rasmussen's dramatic stage win during the last race in the Pyrenees (I viewed a taped rerun rather than the live broadcast at 4:30 AM) a media banner at the bottom of the screen revealed that he had been kicked out of the Tour for lying about his whereabouts at least twice prior to the race. The bottom fell out of my enthusiasm. Was I still willing to see the tour through to the end? There were only four more days. I was beginning to think I would need a support group to get through it.

As I assessed the situation I began to vicariously imagine what Vino must feel like standing on the podium at the end of a stage exhausted, full of emotion, and with someone else's blood in his system, basking in the accolades of hundreds of thousands of fans. What would it feel like to know deep down that his victory was factitious?

The day after Rasmussen's expulsion (his team did the deed) was a relatively flat stage in Southern France, only 143 riders left. My excitement about the race was tempered by my suspicion that all might not still be right with the Tour. It was not as if I was waiting for the other shoe to drop but the élan seemed to have dissipated. When Contador pulled on his yellow jersey for the first time there was a sense of the anticlimactic, even his stalwart efforts to ride himself into the second position behind Rasmussen in the general classification seemed somehow pale.

The next day of the Tour (7/26/07) was the first day I was not glued to the Tour coverage on Versus. I awoke in time to listen to the commentary but went to work without watching any of the race. Over lunch I even allowed myself to read an email that disclosed the stage winner. It was as if I did not care any more.

The penultimate stage of the Tour was billed as the Ride of Truth, a 55 kilometer time trial designed,

because of the way the race have evolved, to determine the ultimate ranking in the general classification, a battle between former Salt Lake rider Levi Leipheimer, Cadel Evans, and Alberto Contador. It was a pure and unadulterated race amongst three drug-free cyclo-warriors and in some sense each of them won. They did what they came to do, basically. The rankings did not change, just the time gaps did and at the end of the day Contador, the 24-year old Spanish wonder still wore the yellow jersey and was ahead of Evans by 31 second. Levi won the stage in a quietly determined effort characteristic of his performance throughout the Tour.

The entry into Paris is always evocative for me. It is a city my wife and I have visited at least a half a dozen times and the familiar sights of the City of Lights are consoling. But the last day of the Tour de France and its race around the fabled cobbles of the Champs recall memories of past Tours. Typically, I remember the points of incredulity from the preceding twenty days. This time, however, it was easier not to recall the past but rather to look towards the future. One reason is that the race was no longer dominated by one man: Lance Armstrong.

The winners of the preceding nineteen stages were a variegated group of both new and old faces. In the end we are left with hope for the future since the new faces on the podium in the middle of the Champs Elysees on July 29th seemed both clean and young (Contador, Soler, and Txurruka).

The one question I am left with year after year is the protocol for kissing the podium girls. Is it left to the individual rider's discretion? Is it a cultural issue? Does it depend on whether the victorious cyclist is American, French, Italian, Spanish, Dutch, German, Belgian etc? Finally, are two, three, or four busses de rigueur? Whatever feels right I guess. Ultimately the 94th Tour De France felt right despite the egregious wrongs that raised real questions about the future of the sport. My glass is both half full and half empty.

**XTERRA Returns to Ogden and Snowbasin**

Off-road triathlon's biggest event of the year in Utah - the XTERRA Mountain Championship - returns to Ogden and Snowbasin this August 17-18.

Several hundred athletes representing more than 30 states and a dozen countries are anticipated to race in the second annual event in Utah. The off-road triathlon is comprised of three disciplines including a 1.5-kilometer (0.93-mile) swim in Pineview Reservoir, a 30k (18.6-miles) mountain bike in the Wasatch Mountains, and a 10k (6.2 miles) trail run. There's also a half-distance XTERRA Sport race and relay team competitions available.

The XTERRA Mountain Championship is the last of four regionals in the XTERRA America Tour. The finale of which is the XTERRA USA Championship in Nevada, Sept. 30. For the top 15 pro men and women, a \$20,000 prize purse and points towards the overall series title will be awarded. Amateur athletes compete for the Mountain Champs age group title, one of 34 qualifying spots into the XTERRA World Championship in Maui, and points in the XTERRA America Tour Series.

Aside from the XTERRA Championship and half-distance XTERRA Sport off-road triathlon, there's a 12k trail run, GU Cruise for a Cause Charity bike ride led by Ogden Mayor Matthew Godfrey to benefit Weber Pathways, free clinics taught by pro athletes, the Pacifico Beer Garden, XTERRA Gear shop, Paul Mitchell Cut-a-thon, free concerts on Friday and Saturday night, and the "Taste of Historic 25th Street" food.

Just for kids there are running and bicycle races, obstacle courses and agility drills. It's called the XTERRA Kids Zone, its free to participate in, and all kids 12 and under win prizes and awards.

To register for events call toll-free to 877-751-8880, sign-up online at [www.xterraplanet.com](http://www.xterraplanet.com), or sign-up onsite at Amphitheater Park in Downtown Ogden on Friday, August 17.

Utah's Most Beautiful Bike Ride

**September 22, 2007**

Start: 7:30 - 8:30

**Heber Valley Century**

100, 65, 50 miles

**HEBER**

V A L L E Y  
C E N T U R Y

**Bike 2 Bike** 801-677-0134

**HUNTSMAN**  
CANCER INSTITUTE  
UNIVERSITY OF UTAH

**BIKE 2 BIKE**  
[www.bike2bike.org](http://www.bike2bike.org)



## COMMUTER OF THE MONTH

## 2006 Commuter Challenge Winners look for Repeat Win



The DesignWorkShop Team.

By Lou Melini

The UTA sponsored Commuter Challenge is intended to get people out of their cars and onto buses, Trax, bikes, telecommuting, carpooling or walking. Basically the contest is aimed at companies to increase the percentage of employees who will take on the challenge for two weeks in September. This month's commuter profile features Design Workshop, a Landscape Architectural firm that won the 2006 UTA commuter challenge with a 100% participation rate. Steve Brozos, landscape designer and cycling advocate, led the team.

Cycling Utah: That is an impressive figure! 100% of your employees out of their cars! How many do this regularly? Do you have any ongoing incentives? What reasons do your employees give for cycling?

Steve Brozos: Currently we have 47% (9 of 19) of our employees who regularly commute by bike, walk, use Trax or telecommute. We roughly reduce auto use by over 7,000 miles a year. We reimburse 50% of the cost for transit use. Our employees just enjoy cycling!

Troy Cook: I choose to commute via bicycle because it makes me feel good.

Aaron Nelson: Bicycle commuting has a clear advantage in reducing carbon emissions, the reasons why I bike to work are selfish; the crisp clean air and sweet smells to start the day, the guilt free calorie consumption afforded by daily bicycle exercise, the convenient parking, but most of all riding a bike is fun!

C.U.: How does this environmentally friendly way to get to work help a business with employee morale, turnover, productivity etc.? Does it add to the bottom line?

S.B.: As land planners, landscape architects, and urban designers, we are always promoting environmental stewardship and alternative transportation among many other green principles, so it helps us walk the talk. We therefore integrate bike friendly infrastructure into our streetscape planning and landscape architecture work. Bike lanes, bike racks and trails planning are just a few integrated designs catering to the bike community, which we can help plan by riding to work. We have very low

employee turnover, generally high morale, and tend to be very productive but there are other factors besides our view of transportation.

C.U.: How did you motivate your employees to achieve the 100% mark?

S.B.: A majority of DesignWorkshop's employees are already highly motivated to take part in initiatives like the commuter challenge. We realize that auto dependency is an addiction of the U.S. and a growing mass of nations. The effects are seen in global warming, obesity, air quality, sprawl, dramatic reductions in agricultural land, natural resource depletion, etc. The employees realize that the real importance of the commuter challenge is not just to our business, but to raise awareness of the population who are not as concerned or educated about the negative effects of auto use or the ease of alternatives to cars. So motivating was easy, I just put out an e-mail to remind all about the challenge!

C.U.: Do you have lockers and showers? Dedicated bike parking?  
S.B.: Part of our lease agreement includes use of a locker room and shower facilities. DesignWorkshop also purchased its own locker bank. The building owner did provide a dedicated bike parking room, but most just roll the bike into their office.

C.U.: What are the consensus commuter tips from the employees of DesignWorkshop?  
S.B.: 1. Rules of the road apply to all! 2. Be aware and never assume automobiles see you. 3. Mover closer to work. It will make your commute easier and your life happier.

C.U.: By winning the challenge, your company was given a lunch by Rico's Mexican Restaurant. How was it?  
S.B.: It was a great lunch that they catered to our business!

C.U.: Sounds great! Let me know of the next job opening. How do people get in touch with DesignWorkshop?  
S.B.: You can see a portion of our projects from our 7 offices around the country at [www.designworkshop.com](http://www.designworkshop.com).

C.U.: Any last words?  
S.B.: Bicycles can save human civilization. If insects drove cars, they would have faced extinction long ago.

Note: Having co-worker support is one of the best ways to sustain bike commuting to work. REI started its own in-house commuter challenge on June 24th for their employees. They will reward using alternative transportation with rewards of lunch coupons and 50% reimbursement off public transportation. If any other business wishes to mention their efforts to reduce car usage by their employees

## Quick Shot by Chad Nikolz

"Y'know, I've been a national champion. I married and divorced a super model. I've owned fast, expensive cars and I've put three wonderful kids through college..."

Still, nothing brings me happiness like an adventure on my bicycle."

— Davide Cassani

Former Italian cycling champion



## Curb Your Car Month

UTA Rideshare is hosting its second annual Curb Your Car Month during the month of September. Curb Your Car Month is a campaign designed to encourage people to make their commute healthier and cleaner whether it is by commuting by bicycle, in a carpool, vanpool, or by walking or riding transit.

The 2007 Commuter Challenge will be held September 17 through September 30th. The challenge is a friendly two week event where businesses of all sizes are encouraged to use alternative forms of transportation. During the challenge employers compete within their size category to get the highest number of employees using a sustainable mode of transportation. The maximum number of employees a team can have is 50, and you can have multiple teams per organization. Participating in the challenge is a fun way to have a measurable impact on traffic congestion and air quality along the Wasatch Front. Prizes are awarded to the teams in each size category who log the most points through the two-week challenge.

The 2006 Commuter Challenge resulted in 24 organizations and 1,090 employees participating throughout the two-week period. Each category winner received a lunch party by Rico's Mexican Delicatessen & Catering for everyone who participated on the team: The winning teams were: CJ Sparks, Design Workshop, The Nora Eccles Harrison Cardio Vascular Research and Training Institute, The University of Utah Biochemistry Department, Watson Pharmaceutical and ARUP Laboratories. Raffle prize winners included: State of Utah Dept. of Environmental Quality, Salt Lake City Corp., ARUP Laboratories, Watson Pharmaceutical and Red Butte Gardens.

World Car-free Day, which is recognized by over 100 million people in hundreds of cities around the world, will be celebrated Saturday, September 22nd. UTA Rideshare is encouraging people to leave their vehicle at home and walk or bicycle to their destination on this day. World Car-free Day also can be used as a day to reflect on what changes you can make to create a safer environment for pedestrians and bicyclists as well as what you can do to help rid our valleys of pollution.

Curb Your Car Month and the Commuter Challenge offer ways to inspire and motivate you to drive less during September, and hopefully throughout the year. If everyone used a sustainable mode of transportation just one-day each week we could make a significant impact on our air quality along the Wasatch Front.

For additional details on how your organization can participate in the Commuter Challenge and to find out information on other Curb Your Car Month activities visit the UTA Rideshare website at [www.utarideshare.com](http://www.utarideshare.com).

—Pat Dierks

who bike commute, please contact me at [Lou@cyclingutah.com](mailto:Lou@cyclingutah.com). The next UTA commuter challenge will be held Sept 17th-30th. Contact [PDierks@rideuta.com](mailto:PDierks@rideuta.com) or visit [utarideshare.com](http://utarideshare.com) for more information about the commuter challenge.

If you wish to be profiled in the column, have a commuter question you wish me to address, or other comments please send them to [Lou@CyclingUtah.com](mailto:Lou@CyclingUtah.com).

**SATURDAY CYCLES**

**Touring - Commuter Headquarters**

- Arkel and Lone Peak Bags
- Fenders from Honjo, Planet Bike, SKS and more.
- Brooks Saddles on Sale.
- Racks by Tubus, Jandd, IRD +
- WOOL clothes by Salsa, EWR +

2204 North 640 West, West Bountiful  
298-1740 — Open Saturdays 10-6  
(only 10 miles from downtown)  
Bring this ad in for 10% off any purchase till 9/1

# 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**  
702 S. Main  
(next to Moab Brewery)  
Moab, UT 84532  
(435) 259-4688  
(888) 677-4688  
chilebikes.com

### Poison Spider Bicycles

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

### Slickrock Cycles

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

### Price

**Decker's Bicycle**  
77 E. Main Street  
Price, UT 84501  
(435) 637-0086  
deckersbicycle.com

### BicycleWorks

640 E. Main Street  
Price, UT 84501  
(435) 637-BIKE  
fuzzysbicycleworks.com

### St. George

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

### Desert Cyclery

1091 N. Bluff  
St. George, UT 84770  
(435) 674-2929  
(866)-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

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

## NEVADA

### Boulder City

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

## NORTHERN UTAH

### Logan

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

### Sunrise Cyclery

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

### Wimmer's Ultimate Bicycles

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

### Park City

**Brothers Bikes**  
520 Main Street  
Heber City, UT 84032  
(435) 657-9570

### Cole Sport

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

### Dharma Wheels Cyclery

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

### Jans Mountain Outfitters

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

### Stein Eriksen Sport

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

### Park City Rides

1571 West Redstone Center  
Dr., Suite 120  
Park City, UT 84098  
(435) 575-0355  
parkcityrides.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 84010  
(801) 295-6711

### Kaysville

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

### Sunset

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

### SALT LAKE COUNTY

### Central Valley

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

### Canyon Sports Ltd.

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

### Cyclesmith

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

### Bingham Cyclery

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

### Fishers Cyclery

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

### Go-Ride Mountain Bikes

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

### Salt Lake City

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

### Hyland Cyclery

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

### REI

### (Recreational Equipment Inc.)

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

### SLC Bicycle Collective

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

### Wasatch Touring

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

### Wild Rose Sports

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

### Golsan Cycles

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

### Infinite Cycles

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

### REI

### (Recreational Equipment Inc.)

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

### Revolution Bicycles

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

### Staats Bike Shop

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

### UTAH COUNTY

### American Fork/Lehi

### Bike Barn

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

### UTAH COUNTY (CONT.)

### American Fork/Lehi

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

### Payson

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

### Provo/Orem

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

### Mad Dog Cycles

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

### Mad Dog Cycles

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

### Park's Sportsman

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

### Racer's Cycle Service

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

### Springville

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

### Skyline Cycle

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

**BOOK REVIEW**

**Asphalt Nation Looks at the History of the Auto Takeover**

Review By Lou Melini

Have you ever heard a discussion in which someone said; "The roads are built for cars". Why do we have more cars than drivers? Why does the Legacy highway create hostile debate? With the success of Trax, why don't we have a more balanced transportation system? If you have ever wondered how our transportation system evolved, Asphalt Nation should be on your reading list.

I've included this book in Cycling Utah, despite only having approximately one chapter of bicycling related material within the books 360 pages. This is a book for someone who wants to learn about transportation as a bike advocate or simply as an educated cyclist who wishes to throw out some facts to a co-worker arguing that bicycles or public transportation users should "pay their way".

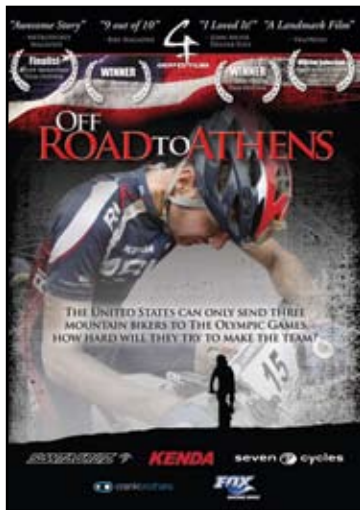
The book is a combination of historical, economic, sociologic and public health disciplines. It does read like a textbook, but like a textbook, one will come away enlightened with knowledge. Controversies in transportation policies go back to the early use of the automobile. In the early 20th century it was written in The Automobile in Urban Transport; "The automobilist is killing or maiming many victims and kicking his dust and smoke in the face of the other fellow (but he) is the only one who can today get back and forth with ease over the great district of greater Chicago". Sound familiar!

The book is full of facts, quotes, and a lot of "food for thought". "Oppose with all your strength and power all proposals to penetrate your wilderness regions with motorways and other symbols of modern mechanization. Keep large sections of primitive country free from the influence of destructive civilization" This is not a SUWA quote, but one from Horace Albright, director of the National Park Service in 1933. Also during the depression, Will Rogers is quoted; "America was the only nation in the world that ever went to the poor house in an automobile".

Asphalt Nation: How the automobile took over America and how we can take it back.  
Jane Holtz Kay, 1997  
University Press, Berkeley and Los Angeles California

**MOVIE REVIEW**

**Off Road To Athens Showcases Olympic Dreams**



By Tom Jow

What would you do to go to the Olympic Games? The film "Off Road to Athens" gives us a good look at just what eight of the top U.S. and one Belgian mountain bike racer will do to meet the qualifications for their Olympic team. During the 2004 racing season, producer Ken Bell and cameraman Jason Berry follow the travels, trials and tribulations of these nine racers as

they criss-cross continents to accrue the points required to obtain the few spots available.

After a dramatic first few minutes, it is apparent this is not your ordinary cliff jumping, wheelie riding bike film. Similarly, the upbeat Latin music, spectacular scenery and excellent race footage in Ecuador will make anyone want to get out and ride their mountain bike. However, the film quickly returns to drama with frank, informative interviews and additional race coverage.

With each interview, it becomes more obvious how much pressure these athletes are under. The first World Cup is not even started and Sue Haywood comes to tears. The guys barely smile. After a couple more races, we can see how the qualifications are shaping up. Adam Craig, Jeremiah Bishop and Shonny Vanlandingham decide to go back to the States. But the race for the Olympic Team is far from over. The suspense continues to build all the way to the end.

The film does have its light-hearted moments. The RockShox tech acts like he's on a European vacation. What is Adam Craig doing

during those final interviews? And why the heck is Filip Meiraghe in this film?

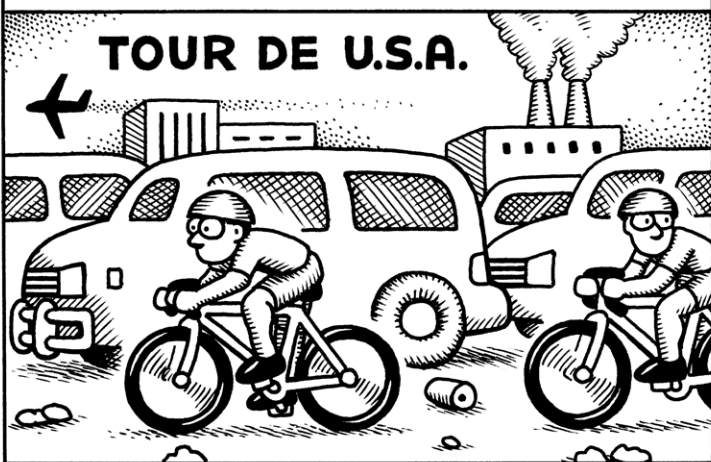
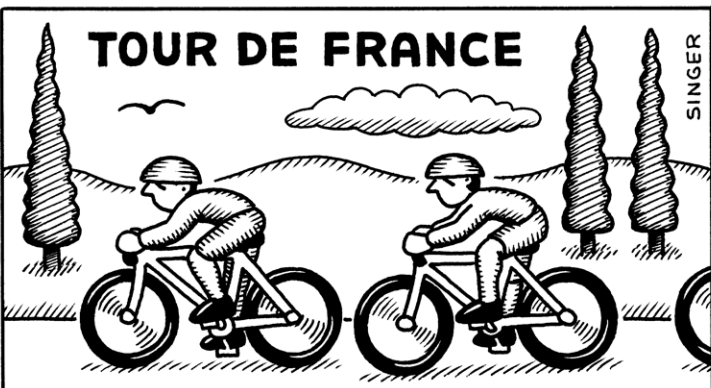
"Off Road to Athens" is an interesting and entertaining look into the world of the professional cyclist. There is plenty of racing to keep the viewer engaged and the interviews are insightful. It is a great film for anyone who likes bicycle racing. It is a must see for any athlete with Olympic aspirations.

Off Road to Athens; Grippped Films, 2006. Ken Bell, Producer. Jason Berry, Director. OffRoadtoAthens.com.

**Cyclingutah.com**  
for trails, event links, photos, back issues, links, and more!

**NO EXIT**

© Andy Singer



*Lots of Knots?*

**\$35**

*Knot So Kneady*  
(30 minute session)

**\$60**

*The Basic Knead*  
(60 minute session)

**\$80**

*Very Kneady*  
(90 minute session)

Now Available **\$95** *Rock Your Knots*  
(75 minute session)  
for a deeper, more therapeutic massage, try our hot stone massage.

new! Foothill Village  
801.582.0752 (Upper Deck near Dan's Foods)

Sugarhouse, 2670 South 20th East, Suite 208  
801.467.6988 (Near Cactus & Tropicals, Next to Maverick)  
also in Park City

*Open 7 days a week, 9:00 am to 9:00 pm*

 *Knead a Massage™*  
the affordable massage studio

All of our sessions include time to consult with your therapist, relax and get on and off the massage table.

one less car  
**Last Friday of EVERY Month.**  
**CRITICAL MASS**  
slcriticalmass.org  
5:30pm @ Gallivan Center

cycling utah

# RACE RESULTS



## 11th Annual Chris Allaire Memorial/ Utah Open State Championship XC Race, Solitude Resort, June 30, 2007, Presented by Spin Cycle of Holladay, Utah, Intermountain Cup Mountain Bike Racing Series - Race # 8 of 12

12 & Under  
1. Justin Griffin; UtahMountainBiking.com 0:22:07  
2. Hunter Tolbert; Big Trace Racing and Mules 0:23:33  
3. Ryan Westermann; VMG 0:23:44  
4. Griffin S. Park 0:26:09  
5. John Finch 0:29:46  
9 & Under  
1. Cameron Larson; Revolution/Peak Fasteners 0:10:00  
2. Joshua Peterson 0:10:14  
3. Jonas Peek; Young Riders 0:11:01  
4. Shawn Nielsen 0:11:37  
5. Mackenzie Nielson; Contender Bicycles 0:13:18  
Beg Men 13-15  
1. John Erik Lyons; Autoliv 1:12:21  
2. Chris Cutler 1:22:10  
3. Greg Roman; Autoliv 1:45:26  
Beg Men 16-18  
1. Colin Hunsaker; UtahMountainBiking.com 1:26:26  
Beg Men 19-29  
1. Chris Daniels 1:08:47  
2. Brandon Hennessy 1:10:12  
3. Dennis Stacy; Perfect Fit 1:19:52  
4. Ryan Roberts 1:23:53  
Spt Men 30-39  
1. Stephan Bergen; UtahMountainBiking.com 1:02:56  
2. Rich Cowell; VillageBike.com 1:04:09  
3. Rob Bryant; Pedros 1:05:15  
4. Troy Davis; Pedros/Canyon Bicycles 1:07:37  
5. Dave Dean; Mad Dog Cycles 1:07:48  
Beg Men 40+  
1. Jay MigLiore; Canyon Bicycle 1:03:41  
2. Curtis Pons 1:04:42  
3. Brad Sneed; UtahMountainBiking.com 1:06:00  
4. Rich Phippin; Autoliv 1:07:26  
5. Kevin Kohler 1:19:46  
Beginner Women  
1. Allison Jones; Pedros 1:17:04  
2. Brittany L. Kener; Mad Dog Cycles 1:19:02  
3. Catherine Reay; UtahMountainBiking.com 1:19:44  
4. Julie Belanger 1:21:11  
5. Anne Bridgeman; SandCastle Holdings 1:27:36  
Clydesdale  
1. Mike Oblad; Ellsworth/Blackbottoms 1:21:04  
2. Greg Johnson; Mad Dog Cycles 1:26:46  
3. Jim Verhaal; Autoliv Cycling Club 1:44:28  
4. Bill Webb; Autoliv Cycling Club 2:02:28  
Women 19-29  
1. Ryan Harrison; Revolution Peak Fastener 1:55:55  
2. Chris W.(16) Peterson; Balance Bar/Devo 2:08:10  
3. Reed Abbott; Mad Dog Cycles 2:08:30  
4. Paul Davis 1:09:24  
5. Michael Nunez; Solomon/Defectr 2:13:05  
Exp Men 30-39  
1. Paz M. Ortiz; Porcupine 2:02:15  
2. Bob (10) Saffell; Revolution/Peak Fasteners 2:03:14  
3. Matt Othran; Mona Vie/Cannondale 2:03:21  
4. Ryan Ashbridge; Revolution/Peak Fasteners 2:04:32  
5. Ben T Allen 2:05:15  
Exp Men 40+  
1. Jack Dainton; X Men 2:08:57  
2. Robert Westermann; VMG 2:10:19  
3. Kevin W. Nelson Canyon Bicycles 2:13:22  
4. Daren Cottle; Porcupine/Specialized Racing 2:17:04  
5. Dana Harrison; Revolution Peak Fastener 2:18:30  
Expert Women  
1. Lara H. Kendall; White Pine Touring 1:44:15  
2. Bethany Elson; Jans 1:50:17  
3. Paula Hudson; Jans/Trek 1:55:28  
Men 50+  
1. Bruce Allen; Jans/Trek 1:38:07  
2. Mark Enders; Autoliv 1:41:59  
3. Bob Dawson; Cutthroat Racing/Spin Cycle 1:43:17  
4. Craig D. Williams; Cutthroat/Spin Cycle 1:50:48  
5. Tim Fisher; Team Momentum 1:51:52  
Men 57+  
1. Dwight Hibdon; Mad Dog Cycles 1:14:24  
2. Joel Quinn; Revolution/Peak Fasteners 1:22:56  
3. Bruce R.(14) Argyle; UtahMountainBiking.com 1:35:05  
Pro Men  
1. Alex Grant; Titus/Pearl Izumi 1:59:59  
2. Bart Gillespie; Cannondale/ Mona Vie 2:02:58  
3. Thomas J. Spanning; Monavie/Cannondale 2:03:53  
4. Kevin(5) Day; Biker's Edge/DestinationHomes 2:06:40  
5. Richard D. Abbott; Revolution/Peak Fasteners 2:06:54  
Pro Women  
1. Jennifer Hanks; Revolution/Peak Fasteners 1:52:54  
2. Hilary Wright; Devo/Balance Bar 1:56:03  
3. Kara C. Holley; Mad Dog/Subaru/Gary Fisher 1:59:06  
4. Roxanne Toly; Jans 1:59:49  
5. Pamela Hanlon; Jan's 2:00:14  
Single Speed  
1. Brad W.(15) Pilling; Revolution/Peak Fasteners 1:26:17  
2. Cris (00) Fox; Canyon Millcreek 1:26:48  
3. Stephen Wasmund; Cutthroat Racing/Spin Cycle 1:32:57  
4. Dave Benson; EPO 1:54:10  
Sport Women  
1. Susan Larson; Team Sugar/White Pine Touring 1:22:51  
2. Tanya Swenson; ColeSport 1:23:49  
3. Destiny Ortiz; Porcupine 1:25:47  
4. Jenelle Kremer; Revolution/Peak Fasteners 1:26:22  
5. Cindi Perkins; Colesport 1:28:33  
Spt Men 19-29  
1. Tim V Quinn; Revolution/Peak Fasteners 1:36:01  
1. Russ Sundbeck 1:39:32  
2. Stephen Brown; Cutthroat Racing/Spin Cycle 1:41:02  
4. Garrett H. Kener; Mad Dog Cycles 1:43:01  
5. Mike Barklow; Just For Fun 1:44:21  
Spt Men 30-34  
1. Matt Engle; Cyclesmith 1:34:25  
2. Jason Miller 1:35:46  
3. Scott Billings; Mad Dog Cycles 1:35:53  
4. Aaron Campbell; Bountiful Bicycle 1:36:11  
5. Jeff Sherrod; Blackbottoms 1:40:49  
Spt Men 35-39  
1. Chris Thomson; Wimmers/Logan Race Club 1:33:38  
2. Brian Oliver; UtahMountainBiking.com 1:34:34  
3. Keith K.(19) Payne; Mad Dog Cycles 1:37:54  
4. Archie Yamada; Revolution Mountain Sports 1:38:14  
5. Steve Remeneski 1:44:14  
Spt Men 40+  
1. Randall Klimes 1:35:40  
2. Scott Toly; Cole Sport 1:37:55  
3. Scott Russell; Cutthroat/Spin Cycle 1:38:12  
4. Marc E. Anderson; No Doz 1:38:13  
5. Stan Kamawowski; Jans 1:45:46  
Spt/Exp Men 13-15  
1. Logan Phippin; Autoliv 1:13:25  
2. Conor Mathews; Young Riders 1:17:24  
3. Zane Enders; Autoliv 1:17:57  
4. Keegan Swenson; Young Riders 1:20:33  
5. Justin Griffin; UtahMountainBiking.com 1:21:02  
Spt/Exp Men 16-18  
1. Logan Jones; X-Men 1:05:47  
2. Dave Larsen; UtahMountainBiking.com 1:12:01  
3. Jim Verhaal; Autoliv Cycling Club 1:32:56  
4. Camila Esposito; Wimmers/Logan Race Club 1:46:46  
Women 19-29  
1. Whitney Pogue; DNA/Revolution 1:09:15  
2. Heather Gilbert; Shoobi/Uintah Cutthroat 1:15:16  
3. Melissa Quigley; Team Sugar/White Pine Touring 1:17:14  
4. Dot Verbrugge; Mad Dog Cycles 1:21:06  
5. Jolene Nosack; UtahMountainBiking.com 1:21:51  
Pro Men  
1. Heather Holmes; Kenda/X-Fusion/Titus 1:57:34  
12 & Under  
1. Justin Griffin; UtahMountainBiking.com 0:13:32  
2. Hunter Tolbert; Big Trace Racing and Mules 0:13:45  
3. Christian Olsen 0:14:44  
4. Griffin S. Park 0:15:27  
5. John Finch 0:15:59  
9 & Under  
1. Graysen Pitcher; Joyride! Bikes 0:10:57  
2. Tyler Gummel; Yesco 0:11:29  
3. Joshua Peterson 0:11:31  
4. James Egbert; Ames Promoting Agel Revolution 0:12:19  
5. Nathan Merrill 0:12:26  
Beg Men 13-15  
1. Conner Smith; Autoliv 0:42:19  
2. Chandler Harr; Red Rock Bicycles 0:44:48  
3. Drestrey Enders; Autoliv 0:50:40  
4. Parker Gray; Autoliv 0:55:54  
Beg Men 16-18  
1. Jed Harr; Red Rock Bicycles 1:06:37  
2. Cole Stromberg; Autoliv 1:06:44  
3. Colin Hunsaker; UtahMountainBiking.com 1:24:12  
Beg Men 19-29  
1. Ryan Heaps 0:55:49  
2. Jeffrey D. Heal 0:58:40  
3. Terrell Olsen 1:12:13  
4. Justin Moss 1:15:53  
5. Victora Run 1:53:00  
Beg Men 30-39  
1. Josh Felt; Joyride! Bikes 1:00:12  
2. John Marshall 1:02:32  
3. James Packer 1:05:10  
4. Thomas Hatch 1:05:34  
5. Scott Thomas 1:07:48  
Beg Men 40+  
1. Michael R. Chardack; OSG 1:06:23  
2. Brad Ellis 1:12:30  
3. Glen Strickland 1:13:48  
4. Kurt Gummel; Yesco 1:14:13  
5. Gio Villa; Wimmers/Logan Race Club 1:15:59  
Beginner Women  
1. Logan Jones; Logan Race Club 0:39:34  
2. Camille Thomas 0:41:05  
3. Jennifer Curry; Mad Dog 0:43:50  
4. Katie O'Hearn 0:44:46  
5. Erin Cowell; VillageBike.com 0:45:10  
Clydesdale  
1. Mike Oblad; Ellsworth/Blackbottoms 1:05:42  
2. Bill Webb; Autoliv Cycling Club 1:22:59  
3. Jim Verhaal; Autoliv Cycling Club 1:25:50  
Exp Men 19-29  
1. Reed Abbott; Mad Dog Cycles 1:41:22  
2. Eric Greenwood; Kuhl 1:57:18  
3. Justin Healy; CycleSmith 1:59:03  
4. Paul Davis 2:00:58  
5. David Larsen; UtahMountainBiking.com 2:09:44  
Exp Men 30-39  
1. Tim G. Hodnett; Mad Dog Cycles 1:43:08  
2. Bob (10) Saffell; Revolution/Peak Fasteners 1:44:04  
3. Ryan Ashbridge; Revolution/Peak Fasteners 1:44:12  
4. Paz M. Ortiz; Porcupine 1:44:42  
5. Brad(9) Newby; Red Rock Bicycles 1:47:03  
Exp Men 40+  
1. Ed Chauner; Specialized 1:41:41  
2. Daren Cottle; Porcupine/Specialized Racing 1:48:40  
3. Bruce Lyman; Mad Dog Cycles 1:55:04  
4. Alex Lizarazo; Ogden One Cycling Club 1:57:44  
5. Doug Rock; Red Rock Bicycles 2:06:17  
Expert Women  
1. Erika Powers; Revolution/Peak Fasteners 1:30:24  
2. Beth Neilson; LoganRaceClub/Wimmers 1:36:15  
3. Lisa R. White; Team Sugar/White Pine Touring 1:36:58  
4. Kary Moore; Sugar/White Pine Touring 1:43:29  
5. Sara Watchorn; Revolution/Peak Fasteners 1:47:49  
Men 50+  
1. Roger Gillespie; Cannondale/ Mona Vie 0:57:14  
2. Mark Enders; Autoliv 0:58:55  
3. Brad A.(18) Mullen; Mad Dog Cycles 1:00:55  
4. Dwight Hibdon; Mad Dog Cycles 1:01:40  
5. Bill Dark; Mad Dog 1:02:53  
Men 57+  
1. Joel Quinn; Revolution/Peak Fasteners 1:04:28  
2. Bruce R.(14) Argyle; UtahMountainBiking.com 1:12:11  
3. Douglas Cottle; Porcupine/Specialized Racing 1:18:52  
Pro Men  
1. Alex Grant; Titus/Pearl Izumi 1:55:19  
2. Bart Gillespie; Cannondale/ Mona Vie 1:57:07  
3. Blake Zumbrunnen; Revolution Mountain Sports 1:59:44  
4. Brad W.(15) Pilling; Revolution/Peak Fasteners 2:01:50  
5. Chad Harris; Racers Cycle Service 2:05:03  
Pro Women  
1. Heather Holmes; Kenda/X-Fusion/Titus 1:57:34  
12 & Under  
1. Justin Griffin; UtahMountainBiking.com 0:13:32  
2. Hunter Tolbert; Big Trace Racing and Mules 0:13:45  
3. Christian Olsen 0:14:44  
4. Griffin S. Park 0:15:27  
5. John Finch 0:15:59  
9 & Under  
1. Graysen Pitcher; Joyride! Bikes 0:10:57  
2. Tyler Gummel; Yesco 0:11:29  
3. Joshua Peterson 0:11:31  
4. James Egbert; Ames Promoting Agel Revolution 0:12:19  
5. Nathan Merrill 0:12:26  
Beg Men 13-15  
1. Conner Smith; Autoliv 0:42:19  
2. Chandler Harr; Red Rock Bicycles 0:44:48  
3. Drestrey Enders; Autoliv 0:50:40  
4. Parker Gray; Autoliv 0:55:54  
Beg Men 16-18  
1. Jed Harr; Red Rock Bicycles 1:06:37  
2. Cole Stromberg; Autoliv 1:06:44  
3. Colin Hunsaker; UtahMountainBiking.com 1:24:12  
Beg Men 19-29  
1. Ryan Heaps 0:55:49  
2. Jeffrey D. Heal 0:58:40  
3. Terrell Olsen 1:12:13  
4. Justin Moss 1:15:53  
5. Victora Run 1:53:00  
Beg Men 30-39  
1. Josh Felt; Joyride! Bikes 1:00:12  
2. John Marshall 1:02:32  
3. James Packer 1:05:10  
4. Thomas Hatch 1:05:34  
5. Scott Thomas 1:07:48  
Beg Men 40+  
1. Michael R. Chardack; OSG 1:06:23  
2. Brad Ellis 1:12:30  
3. Glen Strickland 1:13:48  
4. Kurt Gummel; Yesco 1:14:13  
5. Gio Villa; Wimmers/Logan Race Club 1:15:59  
Beginner Women  
1. Logan Jones; Logan Race Club 0:39:34  
2. Camille Thomas 0:41:05  
3. Jennifer Curry; Mad Dog 0:43:50  
4. Katie O'Hearn 0:44:46  
5. Erin Cowell; VillageBike.com 0:45:10  
Clydesdale  
1. Mike Oblad; Ellsworth/Blackbottoms 1:05:42  
2. Bill Webb; Autoliv Cycling Club 1:22:59  
3. Jim Verhaal; Autoliv Cycling Club 1:25:50  
Exp Men 19-29  
1. Reed Abbott; Mad Dog Cycles 1:41:22  
2. Eric Greenwood; Kuhl 1:57:18  
3. Justin Healy; CycleSmith 1:59:03  
4. Paul Davis 2:00:58  
5. David Larsen; UtahMountainBiking.com 2:09:44  
Exp Men 30-39  
1. Tim G. Hodnett; Mad Dog Cycles 1:43:08  
2. Bob (10) Saffell; Revolution/Peak Fasteners 1:44:04  
3. Ryan Ashbridge; Revolution/Peak Fasteners 1:44:12  
4. Paz M. Ortiz; Porcupine 1:44:42  
5. Brad(9) Newby; Red Rock Bicycles 1:47:03  
Exp Men 40+  
1. Ed Chauner; Specialized 1:41:41  
2. Daren Cottle; Porcupine/Specialized Racing 1:48:40  
3. Bruce Lyman; Mad Dog Cycles 1:55:04  
4. Alex Lizarazo; Ogden One Cycling Club 1:57:44  
5. Doug Rock; Red Rock Bicycles 2:06:17  
Expert Women  
1. Erika Powers; Revolution/Peak Fasteners 1:30:24  
2. Beth Neilson; LoganRaceClub/Wimmers 1:36:15  
3. Lisa R. White; Team Sugar/White Pine Touring 1:36:58  
4. Kary Moore; Sugar/White Pine Touring 1:43:29  
5. Sara Watchorn; Revolution/Peak Fasteners 1:47:49  
Men 50+  
1. Roger Gillespie; Cannondale/ Mona Vie 0:57:14  
2. Mark Enders; Autoliv 0:58:55  
3. Brad A.(18) Mullen; Mad Dog Cycles 1:00:55  
4. Dwight Hibdon; Mad Dog Cycles 1:01:40  
5. Bill Dark; Mad Dog 1:02:53  
Men 57+  
1. Joel Quinn; Revolution/Peak Fasteners 1:04:28  
2. Bruce R.(14) Argyle; UtahMountainBiking.com 1:12:11  
3. Douglas Cottle; Porcupine/Specialized Racing 1:18:52  
Pro Men  
1. Alex Grant; Titus/Pearl Izumi 1:55:19  
2. Bart Gillespie; Cannondale/ Mona Vie 1:57:07  
3. Blake Zumbrunnen; Revolution Mountain Sports 1:59:44  
4. Brad W.(15) Pilling; Revolution/Peak Fasteners 2:01:50  
5. Chad Harris; Racers Cycle Service 2:05:03  
Pro Women  
1. Heather Holmes; Kenda/X-Fusion/Titus 1:57:34  
12 & Under  
1. Justin Griffin; UtahMountainBiking.com 0:13:32  
2. Hunter Tolbert; Big Trace Racing and Mules 0:13:45  
3. Christian Olsen 0:14:44  
4. Griffin S. Park 0:15:27  
5. John Finch 0:15:59  
9 & Under  
1. Graysen Pitcher; Joyride! Bikes 0:10:57  
2. Tyler Gummel; Yesco 0:11:29  
3. Joshua Peterson 0:11:31  
4. James Egbert; Ames Promoting Agel Revolution 0:12:19  
5. Nathan Merrill 0:12:26  
Beg Men 13-15  
1. Conner Smith; Autoliv 0:42:19  
2. Chandler Harr; Red Rock Bicycles 0:44:48  
3. Drestrey Enders; Autoliv 0:50:40  
4. Parker Gray; Autoliv 0:55:54  
Beg Men 16-18  
1. Jed Harr; Red Rock Bicycles 1:06:37  
2. Cole Stromberg; Autoliv 1:06:44  
3. Colin Hunsaker; UtahMountainBiking.com 1:24:12  
Beg Men 19-29  
1. Ryan Heaps 0:55:49  
2. Jeffrey D. Heal 0:58:40  
3. Terrell Olsen 1:12:13  
4. Justin Moss 1:15:53  
5. Victora Run 1:53:00  
Beg Men 30-39  
1. Josh Felt; Joyride! Bikes 1:00:12  
2. John Marshall 1:02:32  
3. James Packer 1:05:10  
4. Thomas Hatch 1:05:34  
5. Scott Thomas 1:07:48  
Beg Men 40+  
1. Michael R. Chardack; OSG 1:06:23  
2. Brad Ellis 1:12:30  
3. Glen Strickland 1:13:48  
4. Kurt Gummel; Yesco 1:14:13  
5. Gio Villa; Wimmers/Logan Race Club 1:15:59  
Beginner Women  
1. Logan Jones; Logan Race Club 0:39:34  
2. Camille Thomas 0:41:05  
3. Jennifer Curry; Mad Dog 0:43:50  
4. Katie O'Hearn 0:44:46  
5. Erin Cowell; VillageBike.com 0:45:10  
Clydesdale  
1. Mike Oblad; Ellsworth/Blackbottoms 1:05:42  
2. Bill Webb; Autoliv Cycling Club 1:22:59  
3. Jim Verhaal; Autoliv Cycling Club 1:25:50  
Exp Men 19-29  
1. Reed Abbott; Mad Dog Cycles 1:41:22  
2. Eric Greenwood; Kuhl 1:57:18  
3. Justin Healy; CycleSmith 1:59:03  
4. Paul Davis 2:00:58  
5. David Larsen; UtahMountainBiking.com 2:09:44  
Exp Men 30-39  
1. Tim G. Hodnett; Mad Dog Cycles 1:43:08  
2. Bob (10) Saffell; Revolution/Peak Fasteners 1:44:04  
3. Ryan Ashbridge; Revolution/Peak Fasteners 1:44:12  
4. Paz M. Ortiz; Porcupine 1:44:42  
5. Brad(9) Newby; Red Rock Bicycles 1:47:03  
Exp Men 40+  
1. Ed Chauner; Specialized 1:41:41  
2. Daren Cottle; Porcupine/Specialized Racing 1:48:40  
3. Bruce Lyman; Mad Dog Cycles 1:55:04  
4. Alex Lizarazo; Ogden One Cycling Club 1:57:44  
5. Doug Rock; Red Rock Bicycles 2:06:17  
Expert Women  
1. Erika Powers; Revolution/Peak Fasteners 1:30:24  
2. Beth Neilson; LoganRaceClub/Wimmers 1:36:15  
3. Lisa R. White; Team Sugar/White Pine Touring 1:36:58  
4. Kary Moore; Sugar/White Pine Touring 1:43:29  
5. Sara Watchorn; Revolution/Peak Fasteners 1:47:49  
Men 50+  
1. Roger Gillespie; Cannondale/ Mona Vie 0:57:14  
2. Mark Enders; Autoliv 0:58:55  
3. Brad A.(18) Mullen; Mad Dog Cycles 1:00:55  
4. Dwight Hibdon; Mad Dog Cycles 1:01:40  
5. Bill Dark; Mad Dog 1:02:53  
Men 57+  
1. Joel Quinn; Revolution/Peak Fasteners 1:04:28  
2. Bruce R.(14) Argyle; UtahMountainBiking.com 1:12:11  
3. Douglas Cottle; Porcupine/Specialized Racing 1:18:52  
Pro Men  
1. Alex Grant; Titus/Pearl Izumi 1:55:19  
2. Bart Gillespie; Cannondale/ Mona Vie 1:57:07  
3. Blake Zumbrunnen; Revolution Mountain Sports 1:59:44  
4. Brad W.(15) Pilling; Revolution/Peak Fasteners 2:01:50  
5. Chad Harris; Racers Cycle Service 2:05:03  
Pro Women  
1. Heather Holmes; Kenda/X-Fusion/Titus 1:57:34  
12 & Under  
1. Justin Griffin; UtahMountainBiking.com 0:13:32  
2. Hunter Tolbert; Big Trace Racing and Mules 0:13:45  
3. Christian Olsen 0:14:44  
4. Griffin S. Park 0:15:27  
5. John Finch 0:15:59  
9 & Under  
1. Graysen Pitcher; Joyride! Bikes 0:10:57  
2. Tyler Gummel; Yesco 0:11:29  
3. Joshua Peterson 0:11:31  
4. James Egbert; Ames Promoting Agel Revolution 0:12:19  
5. Nathan Merrill 0:12:26  
Beg Men 13-15  
1. Conner Smith; Autoliv 0:42:19  
2. Chandler Harr; Red Rock Bicycles 0:44:48  
3. Drestrey Enders; Autoliv 0:50:40  
4. Parker Gray; Autoliv 0:55:54  
Beg Men 16-18  
1. Jed Harr; Red Rock Bicycles 1:06:37  
2. Cole Stromberg; Autoliv 1:06:44  
3. Colin Hunsaker; UtahMountainBiking.com 1:24:12  
Beg Men 19-29  
1. Ryan Heaps 0:55:49  
2. Jeffrey D. Heal 0:58:40  
3. Terrell Olsen 1:12:13  
4. Justin Moss 1:15:53  
5. Victora Run 1:53:00  
Beg Men 30-39  
1. Josh Felt; Joyride! Bikes 1:00:12  
2. John Marshall 1:02:32  
3. James Packer 1:05:10  
4. Thomas Hatch 1:05:34  
5. Scott Thomas 1:07:48  
Beg Men 40+  
1. Michael R. Chardack; OSG 1:06:23  
2. Brad Ellis 1:12:30  
3. Glen Strickland 1:13:48  
4. Kurt Gummel; Yesco 1:14:13  
5. Gio Villa; Wimmers/Logan Race Club 1:15:59  
Beginner Women  
1. Logan Jones; Logan Race Club 0:39:34  
2. Camille Thomas 0:41:05  
3. Jennifer Curry; Mad Dog 0:43:50  
4. Katie O'Hearn 0:44:46  
5. Erin Cowell; VillageBike.com 0:45:10  
Clydesdale  
1. Mike Oblad; Ellsworth/Blackbottoms 1:05:42  
2. Bill Webb; Autoliv Cycling Club 1:22:59  
3. Jim Verhaal; Autoliv Cycling Club 1:25:50  
Exp Men 19-29  
1. Reed Abbott; Mad Dog Cycles 1:41:22  
2. Eric Greenwood; Kuhl 1:57:18  
3. Justin Healy; CycleSmith 1:59:03  
4. Paul Davis 2:00:58  
5. David Larsen; UtahMountainBiking.com 2:09:44  
Exp Men 30-39  
1. Tim G. Hodnett; Mad Dog Cycles 1:43:08  
2. Bob (10) Saffell; Revolution/Peak Fasteners 1:44:04  
3. Ryan Ashbridge; Revolution/Peak Fasteners 1:44:12  
4. Paz M. Ortiz; Porcupine 1:44:42  
5. Brad(9) Newby; Red Rock Bicycles 1:47:03  
Exp Men 40+  
1. Ed Chauner; Specialized 1:41:41  
2. Daren Cottle; Porcupine/Specialized Racing 1:48:40  
3. Bruce Lyman; Mad Dog Cycles 1:55:04  
4. Alex Lizarazo; Ogden One Cycling Club 1:57:44  
5. Doug Rock; Red Rock Bicycles 2:06:17  
Expert Women  
1. Erika Powers; Revolution/Peak Fasteners 1:30:24  
2. Beth Neilson; LoganRaceClub/Wimmers 1:36:15  
3. Lisa R. White; Team Sugar/White Pine Touring 1:36:58  
4. Kary Moore; Sugar/White Pine Touring 1:43:29  
5. Sara Watchorn; Revolution/Peak Fasteners 1:47:49  
Men 50+  
1. Roger Gillespie; Cannondale/ Mona Vie 0:57:14  
2. Mark Enders; Autoliv 0:58:55  
3. Brad A.(18) Mullen; Mad Dog Cycles 1:00:55  
4. Dwight Hibdon; Mad Dog Cycles 1:01:40  
5. Bill Dark; Mad Dog 1:02:53  
Men 57+  
1. Joel Quinn; Revolution/Peak Fasteners 1:04:28  
2. Bruce R.(14) Argyle; UtahMountainBiking.com 1:12:11  
3. Douglas Cottle; Porcupine/Specialized Racing 1:18:52  
Pro Men  
1. Alex Grant; Titus/Pearl Izumi 1:55:19  
2. Bart Gillespie; Cannondale/ Mona Vie 1:57:07  
3. Blake Zumbrunnen; Revolution Mountain Sports 1:59:44  
4. Brad W.(15) Pilling; Revolution/Peak Fasteners 2:01:50  
5. Chad Harris; Racers Cycle Service 2:05:03  
Pro Women  
1. Heather Holmes; Kenda/X-Fusion/Titus 1:57:34  
12 & Under  
1. Justin Griffin; UtahMountainBiking.com 0:13:32  
2. Hunter Tolbert; Big Trace Racing and Mules 0:13:45  
3. Christian Olsen 0:14:44  
4. Griffin S. Park 0:15:27  
5. John Finch 0:15:59  
9 & Under  
1. Graysen Pitcher; Joyride! Bikes 0:10:57  
2. Tyler Gummel; Yesco 0:11:29  
3. Joshua Peterson 0:11:31  
4. James Egbert; Ames Promoting Agel Revolution 0:12:19  
5. Nathan Merrill 0:12:26  
Beg Men 13-15  
1. Conner Smith; Autoliv 0:42:19  
2. Chandler Harr; Red Rock Bicycles 0:44:48  
3. Drestrey Enders; Autoliv 0:50:40  
4. Parker Gray; Autoliv 0:55:54  
Beg Men 16-18  
1. Jed Harr; Red Rock Bicycles 1:06:37  
2. Cole Stromberg; Autoliv 1:06:44  
3. Colin Hunsaker; UtahMountainBiking.com 1:24:12  
Beg Men 19-29  
1. Ryan Heaps 0:55:49  
2. Jeffrey D. Heal 0:58:40  
3. Terrell Olsen 1:12:13  
4. Justin Moss 1:15:53  
5. Victora Run 1:53:00  
Beg Men 30-39  
1. Josh Felt; Joyride! Bikes 1:00:12  
2. John Marshall 1:02:32  
3. James Packer 1:05:10  
4. Thomas Hatch 1:05:34  
5. Scott Thomas 1:07:48  
Beg Men 40+  
1. Michael R. Chardack; OSG 1:06:23  
2. Brad Ellis 1:12:30  
3. Glen Strickland 1:13:48  
4. Kurt Gummel; Yesco 1:14:13  
5. Gio Villa; Wimmers/Logan Race Club 1:15:59  
Beginner Women  
1. Logan Jones; Logan Race Club 0:39:34  
2. Camille Thomas 0:41:05  
3. Jennifer Curry; Mad Dog 0:43:50  
4. Katie O'Hearn 0:44:46  
5. Erin Cowell; VillageBike.com 0:45:10  
Clydesdale  
1. Mike Oblad; Ellsworth/Blackbottoms 1:05:42  
2. Bill Webb; Autoliv Cycling Club 1:22:59  
3. Jim Verhaal; Autoliv Cycling Club 1:25:50  
Exp Men 19-29  
1. Reed Abbott; Mad Dog Cycles 1:41:22  
2. Eric Greenwood; Kuhl 1:57:18  
3. Justin Healy; CycleSmith 1:59:03  
4. Paul Davis 2:00:58  
5. David Larsen; UtahMountainBiking.com 2:09:44  
Exp Men 30-39  
1. Tim G. Hodnett; Mad Dog Cycles 1:43:08  
2. Bob (10) Saffell; Revolution/Peak Fasteners 1:44:04  
3. Ryan Ashbridge; Revolution/Peak Fasteners 1:44:12  
4. Paz M. Ortiz; Porcupine 1:44:42  
5. Brad(9) Newby; Red Rock Bicycles 1:47:03  
Exp Men 40+  
1. Ed Chauner; Specialized 1:41:41  
2. Daren Cottle; Porcupine/Specialized Racing 1:48:40  
3. Bruce Lyman; Mad Dog Cycles 1:55:04  
4. Alex Lizarazo; Ogden One Cycling Club 1:57:44  
5. Doug Rock; Red Rock Bicycles 2:06:17  
Expert Women  
1. Erika Powers; Revolution/Peak Fasteners 1:30:24  
2. Beth Neilson; LoganRaceClub/Wimmers 1:36:15  
3. Lisa R. White; Team Sugar/White Pine Touring 1:36:58  
4. Kary Moore; Sugar/White Pine Touring 1:43:29  
5. Sara Watchorn; Revolution/Peak Fasteners 1:47:49  
Men 50+  
1. Roger Gillespie; Cannondale/ Mona Vie 0:57:14  
2. Mark Enders; Autoliv 0:58:55  
3. Brad A.(18) Mullen; Mad Dog Cycles 1:00:55  
4. Dwight Hibdon; Mad Dog Cycles 1:01:40  
5. Bill Dark; Mad Dog 1:02:53  
Men 57+  
1. Joel Quinn; Revolution/Peak Fasteners 1:04:28  
2. Bruce R.(14) Argyle; UtahMountainBiking.com 1:12:11  
3. Douglas Cottle; Porcupine/Specialized Racing 1:18:52  
Pro Men  
1. Alex Grant; Titus/Pearl Izumi 1:55:19  
2. Bart Gillespie; Cannondale/ Mona Vie 1:57:07  
3. Blake Zumbrunnen; Revolution Mountain Sports 1:59:44  
4. Brad W.(15) Pilling; Revolution/Peak Fasteners 2:01:50  
5. Chad Harris; Racers Cycle Service 2:05:03  
Pro Women  
1. Heather Holmes; Kenda/X-Fusion/Titus 1:57:34  
12 & Under  
1. Justin Griffin; UtahMountainBiking.com 0:13:32  
2. Hunter Tolbert; Big Trace Racing and Mules 0:13:45  
3. Christian Olsen 0:14:44  
4. Griffin S. Park 0:15:27  
5. John Finch 0:15:59  
9 & Under  
1. Graysen Pitcher; Joyride! Bikes 0:10:57  
2. Tyler Gummel; Yesco 0:11:29  
3. Joshua Peterson 0:11:31  
4. James Egbert; Ames Promoting Agel Revolution 0:12:19  
5. Nathan Merrill 0:12:26  
Beg Men 13-15  
1. Conner Smith; Autoliv 0:42:19  
2. Chandler Harr; Red Rock Bicycles 0:44:48  
3. Drestrey Enders; Autoliv 0:50:40  
4. Parker Gray; Autoliv 0:55:54  
Beg Men 16-18  
1. Jed Harr; Red Rock Bicycles 1:06:37  
2. Cole Stromberg; Autoliv 1:06:44  
3. Colin Hunsaker; UtahMountainBiking.com 1:24:12  
Beg Men 19-29  
1. Ryan Heaps 0:55:49  
2. Jeffrey D. Heal 0:58:40  
3. Terrell Olsen 1:12:13  
4. Justin Moss 1:15:53  
5. Victora Run 1:53:00  
Beg Men 30-39  
1. Josh Felt; Joyride! Bikes 1:00:12  
2. John Marshall 1:02:32  
3. James Packer 1:05:10  
4. Thomas Hatch 1:05:34  
5. Scott Thomas 1:07:48  
Beg Men 40+  
1. Michael R. Chardack; OSG 1:06:23  
2. Brad Ellis 1:12:30  
3. Glen Strickland 1:13:48  
4. Kurt Gummel; Yesco 1:14:13  
5. Gio Villa; Wimmers/Logan Race Club 1:15:59  
Beginner Women  
1. Logan Jones; Logan Race Club 0:39:34  
2. Camille Thomas 0:41:05  
3. Jennifer Curry; Mad Dog 0:43:50  
4. Katie O'Hearn 0:44:46  
5. Erin Cowell; VillageBike.com 0:45:10  
Clydesdale  
1. Mike Oblad; Ellsworth/Blackbottoms 1:05:42  
2. Bill Webb; Autoliv Cycling Club 1:22:59  
3. Jim Verhaal; Autoliv Cycling Club 1:25:50  
Exp Men 19-29  
1. Reed Abbott; Mad Dog Cycles 1:41:22  
2. Eric Greenwood; Kuhl 1:57:18  
3. Justin Healy; CycleSmith 1:59:03  
4. Paul Davis 2:00:58  
5. David Larsen; UtahMountainBiking.com 2:09:44  
Exp Men 30-39  
1. Tim G. Hodnett; Mad Dog Cycles 1:43:08  
2. Bob (10) Saffell; Revolution/Peak Fasteners 1:44:04  
3. Ryan Ashbridge; Revolution/Peak Fasteners 1:44:12  
4. Paz M. Ortiz; Porcupine 1:44:42  
5. Brad(9) Newby; Red Rock Bicycles 1:47:03  
Exp Men 40+  
1. Ed Chauner; Specialized 1:41:41  
2. Daren Cottle; Porcupine/Specialized Racing 1:48:40  
3. Bruce Lyman; Mad Dog Cycles 1:55:04  
4. Alex Lizarazo; Ogden One Cycling Club 1:57:44  
5. Doug Rock; Red Rock Bicycles 2:06:17  
Expert Women  
1. Erika Powers; Revolution/Peak Fasteners 1:30:24  
2. Beth Neilson; LoganRaceClub/Wimmers 1:36:15  
3. Lisa R. White; Team Sugar/White Pine Touring 1:36:58  
4. Kary Moore; Sugar/White Pine Touring 1:43:29  
5. Sara Watchorn; Revolution/Peak Fasteners 1:47:49  
Men 50+  
1. Roger Gillespie; Cannondale/ Mona Vie 0:57:14  
2. Mark Enders; Autoliv 0:58:55  
3. Brad A.(18) Mullen; Mad Dog Cycles 1:00:55  
4. Dwight Hibdon; Mad Dog Cycles 1:01:40  
5. Bill Dark; Mad Dog 1:02:53  
Men 57+  
1. Joel Quinn; Revolution/Peak Fasteners 1:04:28  
2. Bruce R.(14) Argyle; UtahMountainBiking.com 1:12:11  
3. Douglas Cottle; Porcupine/Specialized Racing 1:18:52  
Pro Men  
1. Alex Grant; Titus/Pearl Izumi 1:55:19  
2. Bart Gillespie; Cannondale/ Mona Vie 1:57:07  
3. Blake Zumbrunnen; Revolution Mountain Sports 1:59:44  
4. Brad W.(15) Pilling; Revolution/Peak Fasteners 2:01:50  
5. Chad Harris; Racers Cycle Service 2:05:03  
Pro Women  
1. Heather Holmes; Kenda/X-Fusion/Titus 1:57:34  
12 & Under  
1. Justin Griffin; UtahMountainBiking.com 0:13:32  
2. Hunter Tolbert; Big Trace Racing and Mules 0:13:45  
3. Christian Olsen 0:14:44  
4. Griffin S. Park 0:15:27  
5. John Finch 0:15:59  
9 & Under  
1. Graysen Pitcher; Joyride! Bikes 0:10:57  
2. Tyler Gummel; Yesco 0:11:29  
3. Joshua Peterson 0:11:31  
4. James Egbert; Ames Promoting Agel Revolution 0:12:19  
5. Nathan Merrill 0:12:26  
Beg Men 13-15

1. 23 Lisa Crowe & Robert Bender; Don's Bikes  
10:23:33.4



### Gate City Grind Stage Race, Pocatello, ID, June 30 - July 1, 2007

Overall G.C.  
Men Pro-1-2  
1. Bryson Perry; Sienna Dev't - Goble Knee Clinic 4:52:27  
2. Matt Weyen; Team Bobs-Bicycles.com 4:52:46  
3. Justin Rose; Team Bobs-Bicycles.com 4:53:00  
4. Dave Harward; Porcupine/Specialized Racing 4:53:01  
5. Hugo Fregoso; Intermountain Orthopaedics Cycling/LRCC 4:53:12  
6. Alex Rock; Contender Bicycles 4:53:15  
7. Todd Hageman; Bingham's/Northshore 4:53:20  
8. Tim Root; BODE 4:53:50  
9. Sam Krieg; Sienna Dev't - Goble Knee Clinic 4:53:52  
10. Sandy Perrins; Sienna Dev't - Goble Knee Clinic 4:53:58  
11. Nathan Thomas; Sienna Dev't - Goble Knee Clinic 4:54:56  
12. Ted Burgess; Intermountain Orthopaedics Cycling/LRCC 4:55:23  
13. Gardie Jackson; Sienna Dev't - Goble Knee Clinic 4:55:46  
14. Robert Lofgran; Contender Bicycles 4:56:23  
15. Mike Sohm; Porcupine/Specialized Racing 4:56:36  
Men Category 3  
1. Ira Tibbitts; Sienna Dev't - Goble Knee Clinic 3:49:19  
2. Bradley Gehrig; Salt Lake Cycling Club 3:49:56  
3. Jess Dear; RMCC 3:50:54  
4. Patrick Fasse; Vanguard Media Group Cycling Team 3:52:53  
5. Brian Randall; RMCC / Who's Your Daddy 3:53:25  
6. Gary Dastруп; Vanguard Media Group 3:53:29  
7. Aaron Olsen; FFKR/SBO 3:53:35  
8. Dustin Eskelson; Bingham's/Northshore 3:54:02  
9. Ian Tuttle; Fitzgerald's Bicycles 3:54:12  
10. Maxwell Durtschi; Sun Summit Cycling Club 3:55:54  
11. Cameron Candelaria; Canyon Bicycles 3:56:21  
12. Eric Thompson; Vanguard Media Group Cycling Team 3:56:41  
13. Eric Dening; Digestive Health Clinic / AERO Cyclod 3:56:54  
14. Clint Carter; Vanguard Media Group Cycling Team 3:56:54  
15. Robert Sprague; Penn Cycling 3:56:57  
Category 4 Men  
1. Andrew Neilson; Sienna Development/Goble Knee Clinic 3:11:28  
2. Chad Curtis; Black Bottoms 3:13:56  
3. Matt Bradley 3:14:16  
4. Gary Swain; SBR Sports 3:14:27  
5. Sam Todd; Porcupine Cycling 3:14:44  
6. Dustin Thiel; Porcupine Cycling 3:14:50  
7. Jeff Moses; Porcupine Cycling 3:16:28  
8. Kirk Minor; Vanguard Media Group Cycling Team 3:19:43  
9. Shane Dunleavy; Vanguard Media Group Cycling Team 3:19:46  
10. Justen Lee; Round House 3:29:34  
11. Michael Van Hook; Contender/Sambucca 3:29:38  
12. Karsten Shumway; Canyon Bicycles Draper 3:32:30  
13. Michael Macci; RMCC/Who's Your Daddy Energy Drink 3:33:21  
14. Davis Hague; Sun Summit Jr cycling 3:41:46  
15. Derek Brown; Team Dobbacio 3:42:29  
Category 5 Men  
1. Erik Harrington; Rocky Mountain Cycling Club 2:13:42  
2. Andrew Coubrough; GAS/ Intrinsic 2:14:41  
3. Dave Hogan; Ogden One 2:15:16  
4. Jason Goodfellow; University of Utah cycling team 2:15:18  
5. David Sauman; David Sauman 2:15:27  
6. Ron Palmer-Leger 2:15:30  
7. Alex Whitney; Porcupine Cycling 2:19:35  
8. Dave Ramsay; Porcupine Cycling 2:23:40  
9. James Evans 2:28:03  
10. Erik Linn; ICE Rocky Mtn Surgery Center 2:43:39  
Master Men 35+  
1. Scott Allen; Canyon Bicycles 3:52:59  
2. Justin Kline; ICE/Rocky Mountain Surgery Center 3:53:10  
3. James Berry 3:53:46  
4. Todd Jankiewicz; Intermountain Orthopaedics Cycling/LRCC 3:54:06  
5. Kyle Brown; Ogden One 3:54:17  
6. Henry Harper; Intermountain Orthopaedics Cycling/LRCC 3:54:32  
7. Milt Gillespie; Lactic Acid Cycling 3:54:38  
Master Men 45+  
1. John McKone; CCB/volkswagen/Time 2:57:17  
2. Donald Armstrong; Bountiful Mazda 2:57:56  
3. Jerald Hunsaker; Bountiful Mazda 2:58:20  
4. Dirk Cowley; FFKR/SBO P/B Xango 2:58:34  
5. Tony Chesrow; Cole Sport 2:58:54  
6. Dale Maughan 3:03:24  
7. Jeff Clawson; Canyon Bicycles 3:04:13  
8. David Ryan; Fitzgerald's Bicycles 3:10:44  
9. William Pedler; Team DARE 3:10:53  
10. Kevin Shepherd; Mi Duole 3:11:33  
11. Albert Pendergrass; Bozeman Masters' Velo 3:12:12  
12. Robert Ray 3:12:40  
13. Kevin Leake; Black Bottoms Cycling 3:13:24  
14. Bob Walker; Bountiful Mazda 3:16:39  
15. Kenneth Chord; Cole Sport 3:18:24  
Master Men 55+  
1. Ken Louder; FFKR Architects' Sportsbaseonline.com p/b XANGO 3:09:29  
2. Phil Rotherham; Bozeman Masters Velo 3:11:35  
3. Gary Simmons; Bountiful Mazda Cycling Club 3:12:14  
4. Bob Marcinko; ICE Rocky Mountain Surgery 3:30:58  
5. Michael Fleming; I CO 3:31:44  
Junior Men 15-18  
1. Chase Pinkham; Vanguard Cycling 2:20:49  
2. Tyler Wall; Ogden One 2:21:58  
3. Nick Enthoven; Matrix Cycling 2:28:15  
4. Colby Benz; Sun Summit Cycling Club 2:38:53  
5. James Pope; CMJ/Scheels 2:39:03  
6. Jackson Long; Sun Summit Cycling Club 2:39:21  
7. Conor O'Leary; CMJ/Scheels 2:48:40  
8. Clayton O'Leary; CMJ/Scheels 2:49:43  
Junior Men 10-14  
1. Wyatt Hatch; CMJ/Scheels 1:48:29  
2. Tony Butler; CMJ/Scheels 2:09:10  
3. Greg Osmert; CMJ/Scheels 2:09:18  
Category 1-2-3 Women  
1. Tiffany Pezulo; Ivory Homes 3:27:12  
2. Kirsten Kotval; Ivory Homes 3:27:25  
3. Karen Appleby-Krieg; Team Bobs-Bicycles.com 3:27:29  
4. Jen Ward; JR Smith Coaching/Intermountain Financia 3:27:33  
5. Sandy Hyra; Squadra Velocita 3:28:27  
6. Patty Davis; Ivory Homes 3:28:33  
7. Laura Patten; Vanguard Media Group Cycling Team 3:28:35  
8. Darcie Strong; Team Intermountain Financial/JR Smith Co 3:28:39  
9. Laura Howat; Vanguard Media Group 3:28:51  
10. Chantel Thackeray; Ivory Homes 3:29:01

11. Kelsey Withrow; Porcupine Cycling 3:29:12  
12. Ruthie Shapiro; Vanguard Media Group 3:30:49  
13. Jamie Bennion; Team Bobs-Bicycles.com 3:38:37  
14. Lisa Milkavich; Team Intermountain Financial/JR Smith Co 3:41:55  
Women Category 4  
1. Sarah Brown; Tamarack 2:33:27  
2. Lisa Palmer-Leger; Team Intermountain Financial/JR Smith Coaching 2:34:15  
3. Jamie Leake; Black Bottoms Cycling 2:34:16  
4. Courtney Tracy; ICE Rocky Mountain Surgery 2:34:19  
5. Melanie Helm; Team Intermountain Financial/ JR Smith Coaching 2:34:52  
6. Kelly Dailey; Bountiful Mazda 2:35:21  
7. Diane Evans; Bountiful Mazda 2:51:45  
8. Brandi Gorden; Vanguard Media Group Cycling Team 2:56:56  
Master Women 35+  
1. Margaret Douglass; Vanguard Media Group 2:33:55  
2. Jodi Cuccia; Intermountain Orthopaedics/Lost River Cycling 2:41:28  
3. Caroline Faure; ICE/ Rocky Mountain Surgery Center 3:15:16  
Junior Women 15-18  
1. Erika Sweigert 1:49:41  
2. Tory Osment; CMJ/Scheels 2:14:11

### Porcupine Hillclimb, Big Cottonwood Canyon, Utah, July 7, 2007

Pro 1/2 Men  
1. Jeff Louder 1:00:22  
2. Mitchell Peterson 1:02:52  
3. Pete Kuenemann; Contender Bicycles 1:03:05  
4. Mark Santurbane; Team Bobs-bicycles.com 1:03:14  
5. Alex Rock; Contender Bicycles 1:03:15  
6. Benjamin D'husl 1:03:16  
7. Mike Ward 1:03:44  
8. Bryson Perry; Sienna Dev't - Goble Knee Clinic 1:04:00  
9. Nate Page; Contender Bicycles 1:04:04  
10. Norman Bryner; Guthrie Race Club 1:04:14  
11. Christopher Hull; Contender 1:04:16  
12. Mike Sohm; Porcupine/specialized Racing 1:04:47  
13. Gardie Jackson; Sienna Dev't - Goble Knee Clinic 1:05:17  
14. Sandy Perrins; Sienna Dev't - Goble Knee Clinic 1:05:33  
15. Aaron Jordin; Porcupine/specialized Racing 1:05:42  
Cat 3 Men  
1. Bill Demong 1:03:36  
2. Bradley Gehrig; Slc Cycling Club 1:04:42  
3. Chris Peterson 1:05:09  
4. Robert Bennion; Biker's Edge 1:05:14  
5. Aaron Torres; Vespertone Racing 1:05:29  
6. Taylor Hansen; University of Utah Cycling 1:06:05  
7. Ben Nichols 1:07:04  
8. Connor Oleary; FFKR Architects' Sportsbaseonline.com P/B Xango. 1:07:18  
9. Aaron Olsen; FFKR/sbo 1:07:18  
10. Al Thresher 1:08:11  
11. Darren Marshall 1:08:25  
12. Jon Schofield; Mi Duole / Barbacoa 1:08:30  
13. Jared Inouye; Biker's Edge 1:08:32  
14. Sean Hoover; Canyon Cycle Draper 1:09:15  
15. Patrick Fasse; Vanguard Media Group Cycling Team 1:09:17  
Cat 4 Men  
1. Kash Johnson; Canyon Bicycles 1:05:39  
2. Dustin Wilson; Canyon Bicycles Draper 1:06:44  
3. Chase Pinkham; Vanguard Cycling 1:06:48  
4. Ken Webster 1:07:22  
5. Bonn Turkington; Canyon Bicycles 1:08:53  
6. Eric Moore; Contender Bicycles 1:08:55  
7. Paul Terry 1:09:36  
8. Perry Hall; Wright/park City Rides 1:09:49  
9. Rob Brasher; MiDuole / Barbacoa 1:09:55  
10. Shane Powell; Powell Ophthalmology 1:09:56  
11. Matthew Peterson; Contender 1:10:03  
12. Kirk Minor; Vanguard Media Group Cycling Team 1:10:13  
13. Gene Smith; Mi Duole / Barbacoa 1:10:15  
14. David Gontum 1:10:18  
15. Dustin Thiel; Porcupine Cycling 1:10:31  
Cat 5 A Men  
1. Johnny Spillane; Johnny Spillane 1:06:05  
2. Tj Urona 1:07:41  
3. Michael Ambre; Poison Spider 1:08:43  
4. Tyler Kirk; Dna Cycling 1:08:48  
5. Rich Patterson; Parks Sportsman 1:11:03  
6. Lance Lindberg 1:11:57  
7. Christian Niederhauser; Highlander Bike 1:12:06  
8. Greg Matthews 1:12:25  
9. Christopher Thresher 1:13:01  
10. Seth Bradley; Dna Cycling 1:14:37  
11. Andrew Robinson; Sbr Sports 1:14:50  
12. Eric Martin 1:14:55  
13. Cortlan Brown; Bountiful Mazda Cycling Team 1:15:06  
14. Jason Bultman; Jamesframes 1:16:14  
15. Greg Deyle; Porcupine Cycling 1:16:29  
Cat 5 B Men  
1. Reed Wycoff 1:09:59  
2. Ren Gibbons; Biker's Edge 1:10:22  
3. Rick Grahn 1:11:51  
4. Matt Wride; Canyon Bicycles Salt Lake 1:12:05  
5. Russ Sundbeck 1:12:24  
6. Michael Ross 1:15:04  
7. Michael Weeks; Guru's / Havoc 1:15:43  
8. Rick Sunderlage; Dna Cycling 1:16:06  
9. Jason Prigge 1:16:09  
10. Mark Zidek; Wright/park City Rides 1:18:13  
11. Adam Koett 1:18:14  
12. Kevin Nelson 1:18:16  
13. Chad Burt; Porcupine/canyon Sports 1:19:29  
14. Brad Burnett 1:19:41  
15. Brian Lynn Davis 1:20:34  
Master Men  
1. Scott Allen; Canyon Bicycles 1:06:25  
2. Dan Minert; Bountiful Mazda 1:06:33  
3. Tim Sewell; Ruby Canyon Cycles 1:06:35  
4. Todd Neumarker 1:07:47  
5. Mike Hansean; Salt Lake Cycling 1:10:31  
6. Stephen Tueller; Bountiful Mazda Cycling Team 1:11:32  
7. Andrew Lock; Canyon Bicycles of Slc 1:11:41  
8. William Johnson 1:13:21  
9. James Ferguson; Bountiful Mazda 1:15:20  
10. Sam Moore 1:16:36  
11. Ron Palmer-ledger 1:17:30  
12. Marc Rosello; Porcupine/canyon Sports 1:23:25  
13. Dave Benson; Epo 1:25:19  
14. Paul Pixton 1:35:48  
Master Men  
1. John McKone; Ccb/volkswagen 1:06:28  
2. Mark Zimbelman; Bountiful Mazda 1:06:31  
3. Ed Chauner; Barbacoa/miduole 1:06:44  
4. Barry Makarewicz; New Moon 1:08:50  
5. Donald Armstrong; Bountiful Mazda 1:08:52  
6. Jeff Clawson; Canyon Bicycles 1:11:03  
7. Steve Wilcox; Porcupine/specialized Racing 1:11:37  
8. Clyde Done; FFKR/sports Base Online.com P/B Xango 1:11:46  
9. Gary Gardiner; Bountiful Mazda 1:12:06  
10. Tek Kilgore; Vanguard 1:12:11  
11. Lance Newey; Specialized/sierra Nevada 1:13:24  
12. Sam Wolfe; Canyon Bicycles 1:13:28  
13. Nate Timms; Mi Duole 1:14:43  
14. Ken Yonemura; Vmg 1:14:43  
15. Louis Riel; Canyon Bicycles 1:15:06  
Master Men  
1. Hardin Davis 1:16:06  
2. Gary Simmons; Bountiful Mazda Cycling Club 1:22:08  
3. Shannon Storrud; Porcupine Cycling 1:22:14  
4. Chris Reveley 1:22:48  
5. Bradley Rich; Canyon Bicycles of Salt Lake 1:24:00

1. Trent Duncan 1:13:00  
2. Kevin Johansen 1:14:00  
3. Jeffrey Johnson 1:16:46  
4. Kevin Mccurdy 1:18:03  
5. Joe Kammerer; Recovery Channel 1:18:27  
6. Eric Rubie 1:18:37  
7. Bill Murray 1:18:50  
8. Jeff Wolfe; Finn's 1:19:14  
9. Randall Steinfeldt 1:19:29  
10. Troy Nye; Bikeman.com 1:20:32  
11. Mark Januzzi 1:21:03  
12. David Turok 1:21:40  
13. David Knoop 1:21:40  
14. Allan Johnson; Bountiful Mazda 1:24:13  
15. Michael Profsky 1:24:20  
16. Stacy Young 1:25:32  
17. Michael Dunn; Porcupine 1:27:03  
18. Jeff Justice 1:27:05  
19. Wayne Niederhauser 1:27:23  
20. Eric Simon 1:28:00  
21. Matt Belman; Bigbut 1:28:13  
22. Todd Hutchison 1:28:29  
23. Dave Chasse 1:28:31  
24. Sean Ostrowski 1:29:08  
25. Nadim Abuhaider 1:30:29  
26. A Gordon Smith 1:30:35  
27. Kevin Kohler 1:30:37  
28. Jay Muse; Jay Muse 1:30:57  
29. Reyes Aguilar 1:31:14  
30. Gaffney David 1:31:21  
31. William Donahoo; Porcupine 1:31:51  
32. Jeff Hiatt; Revolution/peak Fasteners 1:32:37  
33. Greg Jerome 1:34:01  
34. John Porter 1:36:11  
35. J Todd Anderson 1:36:17  
36. David Winnie 1:36:25  
37. Jay Mace 1:37:49  
38. Craig Foley 1:39:06  
39. Bryan Anderson 1:39:48  
40. Wayne Balwin 1:39:50  
41. Andrew Hinchman 1:43:13  
42. Robert Egly 1:43:51  
43. Lee Sterbens 1:45:11  
44. Paul 101 1:47:18  
45. Michael Mason 1:48:04  
46. Mark Dodson 1:48:18  
47. Jim Wilhelmi 1:48:29  
48. Mark Tuttle; Porcupine Cycling 1:48:43  
49. Steve Horvat 1:49:34  
50. Christopher Bias 1:49:52  
51. Jay Whiting 1:51:29  
52. Douglas Powell; Douglas Powell 1:54:50  
53. Jay Kaddas 1:59:03  
54. Greg Stevens 1:59:06  
55. Bruce Needham 2:02:09  
56. Sam Wilson 2:40:11  
Citizen 50+ Female  
1. Bev Ronnow 1:38:21  
2. Ann Finley 1:54:03  
3. Mary Troxell 2:07:16  
4. Bridgid Mccgary 2:33:01  
Citizen 50+ Male  
1. Scott Kafesjian 1:18:22  
2. Todd Troxell 1:19:41  
3. Peter Hansen; New Moon 1:21:05  
4. Jeff Clapp; Jeff Clapp 1:22:18  
5. David Hillyard 1:22:29  
6. Don Hauer 1:24:56  
7. Earl Xaiz 1:25:54  
8. Tom Nabity 1:26:19  
9. Richard Rahme; Teton Cycle Works 1:26:23  
10. Ray Whelan 1:28:03  
11. Samuel Cohen 1:28:14  
12. James Sackas 1:30:21  
13. Elroy Vogler 1:30:29  
14. Tom Eckstein 1:33:05  
15. Terrel Bird 1:33:49  
16. Patrick English M 1:35:18  
17. Bob Vayo 1:36:04  
18. David Branch; David Branch 1:37:04  
19. Chris Stock 1:37:51  
20. Thomas Jackson 1:39:46  
21. Bill Twinting; Divide by Zero 1:41:40  
22. Marshall Empey 1:41:42  
23. Howard Metz; Dr Pepper 1:43:50  
24. Charlie Whiting 1:48:00  
25. Randy Macdonald 1:48:38  
26. Richard Arner 1:49:34  
27. Ken Kozole 1:59:19  
28. Mark Viehweg 2:09:18  
29. Russell Jex 2:15:28  
30. Richard Grisard 2:26:36  
Citizen Under 20 Male  
1. Mitch Taylor 1:30:33  
2. Dean Wilson 2:09:05

### Allan Butler Memorial Criterium, Idaho Falls, Idaho, July 14, 2007

Junior Men  
1. Eric Stratton; Peaked Sports  
2. Jacob Hansen  
3. Dale Dunn  
4. Jared Fielding  
5. Eric Pev; ICE/Rocky Mountain Sugery Center Master Men 35+  
1. Kirk Eck; Sienna Dev't - Goble Knee Clinic  
2. Ted Burgess; Intermountain Orthopaedics Cycling/LRCC  
3. Rodney Ryley; TREK Racing Team 19  
4. Todd Jankiewicz; Intermountain Orthopaedics Cycling/LRCC  
5. Justin Kline; ICE/Rocky Mountain Sugery Center  
6. Jim Crouch; Intermountain Orthopaedics Cycling/LRCC  
7. Henry Harper; Intermountain Orthopaedics Cycling/LRCC  
8. Bob Walker; Bountiful Mazda  
9. Kurt Holzer; Intermountain Orthopaedics Cycling/LRCC  
10. Mitch White; ICE/Rocky Mountain Sugery Center Women  
1. Kris Walker; Team Bobs-Bicycles.com  
2. Ana Stone  
3. Heather Holmes; Kenda/X-Fusion  
4. Courtney Tracy; ICE/Rocky Mountain Sugery  
5. Shanin Miller; Canyon Bicycles  
6. Sherry Randolph  
7. Erika Sweigert  
Men Category 4/5  
1. Mike Pimm; Who wants me?  
2. Gary Swain; SBR  
3. David Spainhower; Rocky Mountain Cycling Club  
4. Cary Krusoff; ICE/Rocky Mountain Sugery Center  
5. Terry Stone; MiDuole/Barbacoa  
6. Josh Hansen  
7. Colton Osterhout; Sun Summit  
8. Mitch White; ICE/Rocky Mountain Sugery Center  
9. David Sauman; Intermountain Sugery Center  
10. Lance Lehnhoff; Porcupine Cycling Men Pro 1/2/3  
1. Gardie Jackson; Sienna Dev't - Goble Knee Clinic  
2. Ryan Barrett; Sienna Dev't - Goble Knee Clinic  
3. Ira Tibbitts; Sienna Dev't - Goble Knee Clinic  
4. Kirk Eck; Sienna Dev't - Goble Knee Clinic  
5. Sam Krieg; Sienna Dev't - Goble Knee Clinic  
6. Craig Kidd; ICE/Rocky Mountain Sugery Center  
7. Nate Thomas; Sienna Dev't - Goble Knee Clinic  
8. Brandon Lynch; Sun Summit  
9. Sandy Perrins; Sienna Dev't - Goble Knee Clinic  
10. Ali Goulet; FFKR Architects/Sportsbaseonline.com p/b XANGO



Above: Adam Lisonbee. Note the cut on his right eye. Photo: Joaquim Hailer. Find your photo at Zazoosh.com.

### E50 - Continued from page 17

ing to my mind, and my bike was responding to my legs. I sped lightly across the Mid-mountain trail with a quiet determination. And then, suddenly, I was on the ground, blood dripping from my head and arm. My glasses lay shattered in pieces in the bushes, my bike sprawled across the trail.

"Not today!" was the first thought that shot through my mind. "Not today!" I jumped up as three racers sped by me. In a panic, I got back on the bike, determined to make up for lost time. After a few minutes my body protested, urging me to slow down and assess the damage from the crash. I had a deep cut above my eye, my shoulder was bruised, and my elbow was bleeding. As I rode down the trail I kept re-living the crash. The loud crack of hitting the trail face first, the sharp, then dull pain of trail rash, and the shock of hitting the dirt so quickly... I still do not know what caused me to crash.

Around me, another classic race was unfolding. Some of Utah's strongest riders came out as a team, riding 100 miles in relay fashion, faster than any previous E100 team had ever done. "Last year we came from behind on the final stage to win, so this year we wanted to try and establish an early lead, and see if we could hold it," recapped Eric Rasmussen of the Porcupine/Specialized team. He continued: "We had a strong team, but some of our guys had been off the mountain bike for years." Dave Harward, one of Utah's strong road racers, led the race off for the team, and although he had not raced his mountain bike since 2003, he established a solid early lead—a lead they did not relinquish. "Our final rider was first-time mountain bike racer Mike Sohm, who had a great race, extending our lead. We finished two hours and 38 minutes in front of 2nd place," Rasmussen concluded. It was one of the strongest team-relay performances in the history of the event, and added to the atmosphere of strong competition.

As the race progressed I was able to recover from my crash and rejoin my pursuit of the leaders in the solo race. At the front of the field was 12-hour solo winner Brad Pilling. "I had a bad day Friday leading into the race, so I was unsure how I was going to feel Saturday," Pilling noted, "but I felt great. I have never felt so good for so long in a race; it turned out to be a magical day." Indeed, Brad rode away from the field for a wire-to-wire victory, further extending his lead in the overall E100 points series. "Brad

rode very determined, and very fast. He turned in an impressive time on this difficult course," said Lyubner. Jeff Sumson rode the 50-mile race on his singlespeed, riding to an impressive top 10 finish. "With only one gear, and no suspension, I was pretty beat up at the end, but I have always been impressed with singlespeeders who do so well in these races, so I decided to give it a shot." Michelle Hollingshed who won the Women's solo race recounted that "the course was very tough, it was mentally and physically challenging, there was just no easy riding. I had to be paying constant attention to the trail." She overcame a slow start, and improved over the course of the race. She finished feeling very strong, "I tend to get faster and stronger as the race progresses, so by the time I started Stage 3 I was feeling very good." The race was fast and furious. The course had many long steady climbs, climbs that cried out to be ridden fast. "I was a little worried about the course, with all the changes we had to make, but racers were very happy with it," remarked Lyubner. "I loved the course!" Pilling said. "You can't get better trails than the ones in Park City," remarked Hollingshed, "the course was world class." I would have to agree. In fact, I'd say the course was beautifully difficult, challenging, but worth the colossal effort. I came out into a clearing, high up on the Mid-mountain trail, and below me the valley was seeing the first rays of the morning sun. It helped abate the pain of the race, and remind me why I love to ride my mountain bike. But of course, it would not be an E100 series race without some severe altitude gain at some point. Late in the 50-mile course, riders were taken up the spectacular Spiro switchbacks. This proved to be a very difficult section of riding for me, and I lost some time to riders who still had power in their churning legs. I went into damage control mode, and just did what I could to get up and over the big climb and down into the finish. I crashed yet again with only a few miles left to race, but somehow despite the painful day, I sailed down the final descent with a wide grin across my face. As I finished I was greeted with other wide smiles and tired legs. The motto for the E100 series is "Mind Over Mountains" and the event proved that sentiment in a large way. Team riders and soloists alike were tested and challenged. It is the hallmark feature of these races. No matter how much fun we have riding our mountain bikes, these races will break you down to your core, force you to dig deep and find a way out, find a way to overcome the pain, and finish with a smile on your face.

## ROUTE 211

# A Conversation With Massimo Testa: History, Training, TOSH, and Doping



Massimo 'Max' Testa at TOSH.

Photo: Greg Overton

### By Greg Overton

I had the opportunity recently to have a conversation with Massimo (Max) Testa, MD. Max has been involved in cycling since the early eighties, as one of the sport's well-known team doctors and as one of the pioneers of scientific testing and training of riders. He has been on staff at Intermountain Healthcare's world class facility, TOSH (The Orthopedic and Specialty Hospital), located in Murray. Doctor Testa is a gregarious 51 year old who is unmistakably Italian, in accent, pace and manner, and as engaging an ambassador for cycling as one might encounter. We spent nearly two hours together talking about his history, training and coaching, doping in cycling, and his involvement with TOSH and with friend and fellow doctor Eric Heiden.

### History

**Cycling Utah (CU):** Where did you grow up?

**Max Testa (MT):** I grew up Lake Como, northern Italy. It's a beautiful, mountainous area and home to the Tour of Lombardia.

**CU:** Were you a cyclist as a youth?

**MT:** I was drawn to cycling in the 70's, with Merckx and Gimondi. I did a few races as a junior. I was a decent sprinter and an average climber. But there were too many better cyclists there at that time. It was very popular sport, along with soccer. By the time I was late teens I played both. I was better at soccer, so I dropped cycling to be full time soccer player. But I was attracted to the type of training for cycling. In the end, soccer is still a game, so when you are tired, you walk or leave the game, you can still finish and even play well. But cycling was all the time difficult. You really have to push yourself. And the speed and crashes – if you crash high speed on the downhill – it really is a sport that gives you a lot of adrenaline rushes. The speed, the danger and all.

**CU:** When did you become closely involved with cycling?

**MT:** I came back to cycling full time after medical school. I was thinking I would become a sport doctor. My interest was in training. I was very involved with cardiopulmonary as a doctor, and given the nature of sport, it is involved with a lot of cardiopulmonary training and testing. In Italy, and most places outside the U.S., there is not a path straight to being a physiologist or sports doctor. You must first complete regular medical school and

then continue into whatever specialization you want. I knew that I wanted to be a sports doctor, and thought it might be in soccer, but looking at the fitness level of cyclists, I wanted to be involved with this sport. Part of my curriculum was in testing athletes, and many of those were cyclists. So I was lucky. Some of the riders who were tested had questions about training and asked for help.

**CU:** You've been involved with many prestigious cyclists since that time.

**MT:** Yes, early on, when I was still a medical student, I realized that this testing was very welcomed by riders, so I developed my own way of testing and training the cyclists.

**CU:** I think you worked with one of my favorite riders, Argentin.

**MT:** Argentin? Yes, I was involved with performance testing of Argentin as a young pro (1986 World road Champion Moreno Argentin). I worked with him because he was coming with his team two, three times a year to be tested. I was a guinea pig in this testing myself as a medical student. I was testing the fatigue, how much fatigue in the sport is peripheral versus central (muscular versus mental, ed.). We tested together in the same room at the same intensity. He lasted three hours before losing motivation, central fatigue. I lasted five hours, my fatigue was peripheral because I was more interested academically in the testing, you know? It was University of Pavia, northern Italy. We had Gis Gelati team with Saronni (1982 World Road Champion Giuseppe Saronni, ed.) and Battaglin (Giovanni Battaglin, 1981 Giro D' Italia and Vuelta a Espana Champion), and others. But I was not the coach at this point, just involved in performance testing.

**CU:** When and how did you become a rider coach and team doctor?

**MT:** My first rider to coach was Andy Hampsten, along with the 7-11 team. In 1985, the 7-11 team was coming to ride the Giro d'Italia for the first time, but they had no doctor. One of my associates said to me, "This team from America is coming, and it needs a doctor; it is required each team to have its own doctor. It would make a good experience for you, and you should do it. Take care of these American riders." I knew that I was capable and I felt ready to do this, I had been exposed to racing, so I said yes. These guys were looking for any cutting edge training advice and help. Track and field was using biomechanical and scientific training, but cycling train-

ing was still just riding the miles, simulating the races, group rides. I introduced them to training methodology and research, and one of the big sponsors that I had right away was Eric Heiden, who was a rider for the team. So we were talking and decided to do research and develop testing and training methodology. And I became the team doctor, staying even when it became Team Motorola.

**CU:** Would you consider yourself one of the pioneers of scientific training?

**MT:** I think one of the first ones, for cycling yeah. I was not the only one. There were several in Italy around that time, but I was one of them for sure. Much of the research and information at this time was coming from East Germany and Russia from twenty years before us. I met one of these doctors in Italy at a conference, 1981, this professor from Kiev. This professor was in charge of the lab where they tested the track and cycling athletes. I was appointed his driver for the visit, so we talked. I learned some things from him that I put into my own methodology.

**CU:** Were they doing things then that we still use today?

**MT:** Oh yes, things we did in the 80's, they were already doing in the early 70's. They were really simulating and stressing and testing them, testing oxygen usage and efficiency. He gave me a lot of information on organizing, scheduling and training that no one else had at that moment. For instance, one methodology at the time was to measure a rider's intensity from the top down. But it's wrong to measure this way. It should be measured from the bottom up, and I still do it like this. Start at the bottom, easy, and build to race intensity, including the ratio of peripheral to central fatigue. Another thing is that we were, and still do in many cases, measure the statistical. In other words, take the averages from a group of athletes, a group of tests, etc and take this information to use. This means nothing when you work with the individual, and this is what they were doing then, working with each rider individually, and it's another thing I took from the experience. Each individual must be looked upon as unique case, and everyone who comes to me is a new individual and I test and coach and train for them and their goals, period. That's where the medicine comes in. In medicine, we work with individuals, and in training and coaching we should as well. And the United States is such a big country, that it is difficult to get away from statistical basis for everything.

**CU:** What other factors do you include?

**MT:** It is physiology of the individual, cardiopulmonary information of the individual, the goals and needs for that person, ergonomics of the bike, the position for best performance and efficiency. It is many factors.

### Training and Coaching

**CU:** You've been involved with other teams as well as 7-11 and Motorola.

**MT:** Yes, After Motorola, there was MG Tecnogym for two years, and then Asics, with Bartoli and Bettini. A group of us, riders and team personnel went from Asics to Mapei

in 1997, and I was team doctor for Mapei until 2001. In fact, that first year with Mapei, we were the winners in 70 races that year.

**CU:** Do you work with current teams or riders?

**MT:** Current riders I am working with? So, as a team, I am working with BMC. Along with Eric Heiden, we cover the Tour of Georgia, not with any one team, just as doctors for the race. As individual rider, I am working with Levi Leipheimer since three years ago when he left Rabobank for Gerolsteiner. Gerolsteiner did not have a team trainer, so I began to be more involved with Levi then. He will be calling here soon today to discuss the time trial coming in today's stage (Stage 19 of the 2007 Tour de France, which Leipheimer won decisively, ed.). I also work with Ivan Dominguez, Aaron Olsen who is now T-Mobile, which has its own trainer, and I work with Chris Baldwin for several years. Here and there I work with Chris Horner. He's not a guy who works closely with a trainer, more old school, but we talk about his training often. We have been in contact during the Tour de France. I work with Masters, women racers and juniors. I enjoy working with everyone.

**CU:** Do you work with riders who are not elite level riders?

**MT:** Elite level riders are maybe 5%. I work with everyone for testing and exercise programs, any patient who comes to the lab. For direct coaching programs, it is usually elite riders, though.

**CU:** Is there one aspect of testing that you rely on as a cornerstone or foundation for your coaching and training programs?

**MT:** I rely on the methodology. I try to stick to this approach. If you are training for a goal, the Tour de France, a time trial, Logan to Jackson, whatever it is. I look at the target. You can be tremendously strong and a great time trialist, but if your goal is to do well in the mountains, even though you may be very fit, when the group accelerates, and you need to be able to develop that quick power to go with them but have not trained properly for it, you can be the fittest in the second group. So, that is the target. Then I look at the athlete to see if the target is reasonable.

**CU:** Have you ever had to tell an athlete that the goal is not realistic, based upon their body type or testing results?

**MT:** Oh yes, if the goal is not reasonable, or reachable, that is what I do. We must all agree that the target is reasonable. Because people sometimes have the high expectations, and if they are not progressing or cannot get there, they completely lose motivation and go from willing to give 200% to not wanting to give 10%. Back to statistics in fitness, but this is one that is viable, 50% of people drop off from any activity in three months, either because their goals were not reasonable, or because they cannot see improvement. Sometimes, improvement can be almost invisible, but it's there.

**CU:** How do you counter that as a coach or trainer?

**MT:** I show them the results through testing. Back to the methodology that I know works. We test and measure. If we need to work on VO2

max, we work on that, whatever, biomechanics, economy of energy and oxygen. A person's economy could be improving, the way their body produces power on less oxygen, and that's almost invisible without testing. We do a lot of aerobic capacity, a lot in the no man's land between maximum and minimum, where a lot of the work is performed in sports. Many times, a rider will spend too much time involved at the maximum aerobics levels. I have found that this is not good, and we stay much more in the large middle area.

**CU:** Is there an aspect of training or performing that your experience has shown to be particularly harder than the others for athletes?

**MT:** That depends on the individual again, the body type, the peripheral and central fatigue rates and the goals. One thing that may be a problem in this area is that a rider's goal may not suit the body's capabilities. Some riders become stronger as the work increases. Take Levi and this year's Tour. If there were another week, he would kill everyone. He is right now the strongest rider and getting better, but the hard days are over. In the first time trial, he was strong, but lost everything in the first 10, 15 kilometers. If you analyze the time trial, it was about pacing. He lost time early, but was still very strong at the end. It was long time trial, so he went out a little too controlled. He is a guy who thinks about everything, very controlled and well thought out, and he finished very strong, losing only 26 seconds to Vino, who was incredible in the last ten kilometers. That's very good because Vino is a much bigger and stronger guy, so to lose 2.6 seconds per kilometer to Vino is nothing. Levi was basically the same level as Vino in the last 10k of that time trial. This time trial, next one, there is nothing to lose, nothing to save, so I expect him to be very strong from the beginning. I will tell him to warm up like it's a prologue, maybe 45 minutes, and unleash the power from the start.

**CU:** Do you expect him to move up? Can he overtake Contador?

**MT:** Perhaps. He could well do this; he is stronger rider right now. But the motivation of the jersey is amazing. I have seen it many times. Hampsten one year in Tour of Romandie, it was Andy in the leader's jersey, and Indurain only 20 seconds behind. Andy was normally losing between 3 and 6 seconds per kilometer to Indurain in time trials, but this day he rode the best time trial of his life, losing only 1.5 seconds a kilometer and he kept the jersey, winning the overall in the Tour of Romandie. And it was the motivation of wearing the jersey on the last day. You don't want anyone to take it from you. It's back to central fatigue, motivation, the mental aspect. So, I think Contador will have that on his side.

### TOSH

**CU:** You and Eric Heiden came to TOSH together.

**MT:** Correct, it has been one year now, we came last year, August, we came to Utah and to TOSH.

**CU:** Do you have a clinic that you moved here? Are you working for or alongside TOSH?

**MT:** So, we were working for the



University of California, Davis, similar group, sports medicine. And TOSH we already knew through speed skating. They provide the services for the US speed skating, and Eric, obviously, has been involved with skating as the team doctor for a number of years. So we're coming here anyway to do the testing and so we developed a relationship with the staff and some of the scientists, and last year they made an invitation, so we came. So, Eric does mostly orthopedic surgery and I do mostly cardiopulmonary. TOSH is a great facility and pretty unique in what it offers.

**CU:** Are you and Eric partners in your own clinic here?

**MT:** No we are not. We are both on staff here. I should say that I am on staff and Eric is a member of the surgical partnership here. But we have been working together in this same basic arrangement for seven years now, both at the university and now here at TOSH. We've known each other for twenty years, more, since 1985.

#### Doping

**CU:** Given your position and the events in cycling, as recently as this year's Tour, I want to talk about doping and get your thoughts if that's okay.

**MT:** Sure, okay.

**CU:** What is your point of view on doping? Do you feel it's been in cycling for a long time and the testing is now catching up, so detection is the new factor? Is it being scrutinized more now, which implies that it was ignored before? Or are riders truly doping more as it appears on the surface?

**MT:** First, no one should deny that there is a problem with doping in sport. We have too many teams and riders with Festina, Puerto, Basso, Ullrich and so on. It's not just cycling mind you. Many sports are having this problem, but if there is a case in cycling, it seems to get more publicity. For some reason, we expect the cyclist to be already doping before detection, like it's a tradition of the sport. So I think there is more sensitivity of it in cycling than, say, football or some other sport.

**CU:** Why do you think that is the case? Is it because of the heightened scrutiny of Lance Armstrong year after year during his dominance in the Tour?

**MT:** Nah, not really. I started working in cycling in the 80's, so before EPO, before blood doping and so on. But cyclists do superhuman things, riding in the mountains, great distances at speed, day after day. So I think to some people, they think that the cyclists must do something to achieve these things that normal people cannot think of. So, when doping is detected, it is like, 'see I knew they were not super human.' And then the entire sport is tainted in this way.

**CU:** Can it be accomplished without supplementing of some sort?

**MT:** It is the nature of the sport, extreme effort. They are supposed to do this repetitively. It's the hardest sport on the body. And there is in cycling a lot of tradition of magic potions, with Coppi and Bartali with this potion with wine, eggs and things and no one knew what their masseuse was adding to the water bottles before each day's stage. In the 60's was the time of the amphetamines and chemicals. There was no obvious problem; I don't think they knew that it was harmful. I don't think there were doping controls at all until the late 60's.

**CU:** Maybe after Simpson's death? (British champion Tom Simpson passed out and never recovered on the Mont Ventoux climb in the 1967 Tour de France, his autopsy revealed high levels of amphetamines and alcohol).

**MT:** Maybe. That may have been the beginning of the impetus to control doping. But I think the mindset was begun that it must be done to compete, and the doctors would manage it, that they are professionals, so they know how to manage these things. I was talking to a retired professional cyclist, in his 50's or 60's, after the Festina case, and he was saying, 'that's all for publicity, if you go hunting, you carry a rifle like everyone else. If you don't want to carry the rifle, you don't go hunting.' So that was the philosophy of that era I think. But I think this began to change in the 80's when science entered into the sport. I attended a conference back then regarding what is doping in cycling and what is not. It was just beginning to become known the results of some of these substances on the rider's health, and the discussions were, like, should you administer to a rider, after ten days in the Tour de France, a drop of testosterone, managed by a doctor, to restore the natural levels in the body? Is this doping? If it is done properly, is this preventive medicine? The fatigue and body damage done in a race like this, is it worse to do no preventive medicine? A problem is that it was not always managed and the idea that if a little bit is good, a lot is better, and you have riders self medicating and trying different things to compete. But if it is supervised to prevent damage to the body, not to create superman, is this doping? That was the question even in the 80's. Some saw this as cutting edge, but most determined that it was doping and should be made illegal.

**CU:** And when it becomes such a gray area, a lot of people are bound to cross the line, knowingly or not, until the lines are made clear.

**MT:** In sport, doping became a cultural thing. I don't think anyone that does this doping is a bad person. I don't think they want to step up to the starting line if they think they cannot compete. If everyone else is doing it, then what's the choice? I think this is the problem we have to work. I think doping comes from several things. One is that some people don't perceive doping as cheating, the cultural aspect. The second one is that doping belongs to money interests. These things are expensive, but if it increases your performance by a few seconds, it could mean a lot of money in winnings, sponsorships, endorsements and these things. So the temptation for a rider who is almost the winner, a few seconds behind, is a lot of money. The third one is that the people who give you the dope are getting money for it, so they are telling you it will make you great. They have created the market by telling riders that this guy or that guy is doing it, and 'you had better do it, too, you would be stupid if you don't do this.' In Italy, they have found organized crime rackets where athletes are sold saline solution as doping products because athletes are good customers, lucrative, and they have money, they pay with cash and they will not come after you or expose you.

**CU:** Do you think there is pressure from teams to use doping products?

**MT:** No. The teams are scared of it. The teams live by the sponsorship, so they know the money will

go away, especially now, if they are found with doping. Based on my experience, the teams are very scared of doping. They lose everything. Plus, in Europe now, doping is considered a federal crime. You are found guilty, you go to jail, end of story.

**CU:** A central figure in many scandals has been Dr. [Michele] Ferrari.

**MT:** His name keeps coming back. I think his business is increasing from the publicity! I think Ferrari is a good doctor, and very good at what he does. It is numbers. If you have a sport where doping is a problem, and many top riders are drawn in to it, and you are the coach who has more top riders than any other, then surely you are going to have more publicity as those riders test positive or have links to doping. You have to understand that a doctor sees a rider every couple of months or something like that under normal circumstances. You design a regimen, then the rider goes home or to his racing program, and you cannot monitor what he is doing to himself while he is not with you. You speak on the phone, but you are not there to see what he is doing to himself. Operation Puerto is an example. The riders involved went there on their own. They all have team doctors or personal doctors, but they went seeking this doctor in Spain who was selling a magic potion. If Dr. Ferrari has a rider in this group, he may not know it until the press tells him about it. It is the riders who must take some responsibility.

**CU:** In your involvement with American teams and riders, was there any discussion of doping, any curiosity to try it?

**MT:** No. I mean, there was curiosity about what is happening, is this guy or that guy doing something, that kind of thing. But with 7-11, the riders were just interested in how to train better, become faster by the training and coaching, because there was a lot of new information that was brought to them from my experience that they were interested in. As the time went by, it was just to rely on the proven methodology again. And we had good success with 7-11 and with Motorola, capped by Andy's Giro win and Armstrong's World Championship.

It's very compelling to sit with Dr. Testa and talk about these topics. He is very forthright and open to discuss any aspect of his work and the sport. And his wealth of knowledge and experience is unique, especially here in the U.S. As one of the pioneers of modern training and testing, coach to some of the best riders of the past twenty five years, and one of the nicest people you could hope to meet, Max is a wonderful addition to our community and the staff at TOSH. He and Dr. Heiden have brought a special element to the facility that is unique and provides cyclists in Utah with an exclusive opportunity to benefit from their experience in the sport. For more information on TOSH, visit. [www.intermountainhealthcare.org](http://www.intermountainhealthcare.org).

Your race results  
depend on how  
*well*  
you train,  
not just how  
*hard*  
you train.

Comprehensive performance testing, training programs, and nutrition counseling for cyclists of all abilities, including:

- Bike fit
- VO<sup>2</sup> max and sub-max thresholds
- Lactate profiles
- Personal coaching

For more information or to set up an appointment, call (801) 314-2300.



Intermountain<sup>SM</sup>  
TOSH – The Orthopedic  
Specialty Hospital

## REMEMBRANCE

**A Tribute to a Rich Perrier, a True Mountain Biking Legend**

Above: Rich Perrier racing at Sundance in 1991. He always wore knee-pads. Photo: Gregg Bromka

By Ron Lindley

The phone rang, it was early and I was getting ready to head to work. The caller was my close friend and long time mountain biking buddy Dennis McCormick -- he had some bad news. "Hey Ron, Clifford went to check on Rich a few minutes ago and found him dead on his couch." I was stunned, and both Dennis and Clifford Funk were even more so. Dennis was matter of fact and collected, but I could sense the grief in his voice as he explained the situation. Rich had been sick for about 5 days with a particularly nasty strain of influenza (Rich was one of 5 or 6 Utah residents to die from it that year; I don't remember hearing reports of flu taking down that many before or since). Rich's good friend Clifford Funk knew Rich was pretty sick and hadn't heard from him in a couple of days so he decided to check in on him, never expecting to make such a painful discovery. Rich lived alone. If you've ever had the flu, you know that it's difficult to even get up to drink water even if you're desperately thirsty. You can't eat; you have no strength at all. All you can do is puke, sweat and sleep...not good if you're living alone. It just seemed so ironic that such a relatively common ailment would claim the life of one of the most amazing athletes I've ever met, especially when he was still so very fit and vibrant, but it did. That dreary December day will be long remembered by so many who loved and respected Rich Perrier, and believe me when I say that there

are many.

Rich was truly one of the most likeable people I've ever known. He had a quick but polite wit, a pleasant smile and a genuine demeanor that you just had to admire. Always positive, polite and honest; he left a trail of good will everywhere he went. You'll hear this said about people all the time: "I've never heard him/her say a bad word about anyone," and, at least in my experience, it was really true of Rich. What goes around comes around; I've never met anyone who's had anything negative to say about Rich (except maybe that they were tired of getting beaten by him every time they competed in a mountain bike race). Rich really set an excellent example for his close friends, co-workers and pretty much anyone else who crossed paths with the man.

As far as mountain bike racing is concerned, Rich Perrier was hands down the most dominating Expert Veteran Class racer in NORBA history. The Vet Class, (which is no longer a USA Cycling category) pitted men 35 to 44 years of age against one another and, back in the day, was very competitive. Rich won numerous Nationals and dominated the Utah scene for most of the late 1980s and early '90s. Rich made the U.S. National Team multiple times and represented well with podium and Top 10 finishes in both cross-country and hill climb races. After he retired from full-time racing he would still kick butt in the Tour-des-Suds race year in and year out.

I recently sat down with two people who were very close to Rich to learn more about his past history: Cyndi Schwandt, who was Rich's

"sweetie" for nine years, and his favorite mountain biking buddy, Dennis McCormick. I learned that Rich was born in 1952 in the Midwest, but he spent the majority of his youth in the San Francisco Bay Area. Since his Dad had a career in the Military, he traveled around a bit and even lived in Hawaii for a while as a kid. He migrated to Utah in 1980 to work at Solitude for the winter and be a real-live ski bum (like none of you have done that). He liked it so much that the following year he moved back to Utah and took up residency in Park City (like none of you have done that either). Rich was a skilled carpenter and quickly found work in the trade (Park City was just at the start of the incredible development boom that continues today). Rich was an avid telemark skier at the time and that was how Dennis first met him on a casual basis during since they were both doing the local telemark ski races. When the mountain bike craze really hit the Wasatch Front in 1985, Dennis got involved as a volunteer with the "Snug Series", Utah's first mountain bike race series. Rich and mutual pal Mark Oliver were both dominating those races, and Dennis and Cyndi (who also competed in the series), soon became good friends with them.

During our recent conversation, Dennis reflected on the time he and Rich first met me which was at my very first mountain bike race back in 1986. The race was part of a multi-stage (mainly road) event held in Heber Valley. This "new-fangled" mountain bike stage was held on a course that started at the Homestead Resort. The night prior to the race, a friend and I were checking out the



**dressforsuccess**



## Pearl Izumi Factory Store

6699 N. Landmark Drive  
Unit K150

435.615.7800

Factory Stores at Park City

a complete line of  
bike and fitness  
apparel for your  
next adventure



FINANCING UTAH CYCLISTS SINCE 1991.  
SEE WEBSITE FOR CYCLIST'S DISCOUNT OR  
CALL ME AT (801) 580-6479.  
7651 S MAIN ST #108 ° MIDVALE, UT 84047



**DAVID R. WARD**  
ATTORNEY AT LAW  
**(801)268-9868**

**Personal Injury Practice**  
**Specializing in Bicycling Related Accidents**

*This firm also practices:*

- Real Property
- Divorce and Domestic Relations
- Contracts and Collections
- Estate Planning
- Business Entities
- Adoption

LAW FIRM OF  
**WARD & KING**  
ATTORNEYS & COUNSELORS AT LAW

4543 South 700 East, Suite 200 Salt Lake City, UT 84107  
dward@cyclingutah.com

course when we encountered these guys who were very helpful and seemed to know a hell of a lot more than we did. The two guys were Rich and Dennis. Since this was to be Dennis's first mountain bike race as well, we were both asking Rich, the experienced racer, a number of questions. Actually, they were both very helpful to me and gave me not only directions, but also some sound advice: "you should probably get a helmet for the race": I did. Rich wasn't racing as his bike was torn down and the "Focus" frame was being re-painted "Rasta" colors: red, green and gold. Rich was basically acting as Dennis's pit crew which paid off because Dennis actually won the race! Dennis had some additional help though; a poorly informed course marshal sent the lead pack of several riders off the wrong way and, coming by after the fact and knowing where the course was actually supposed to go, Dennis got to the finish line well before the pack of angry, raging roadies. By the time I got there (finished 2nd to last) Dennis and Rich were celebrating the big victory. From that first encounter on, Rich was someone I really liked and respected.

Cyndi shared some memorable moments that she spent with Rich. She recalled the 1992 National Championships at Durango when she and Rich both made the National Team and qualified for the World Championships. Another episode she mentioned was at the first ever "official" World Championship Race (also in Durango) at which both she and Rich were chosen for random drug testing. Cyndi recalled "not being able to go" and that she couldn't leave until she did! After a couple of hours and "having to drink lots of water" she was able to deliver and was hence released by race officials. Rich had no such problem that day. Cyndi also mentioned that Rich liked to start at the back of the field during a race. He liked to start slowly, let the guys who blew off the front fade, and then pick off each guy ahead of him one by one. I just remember him getting called up to line all the time and having to eat his dust.

Cyndi, Dennis and I all agreed that the most remarkable trait that Rich possessed and that really set him apart as a mountain bike racer was his ability to "dig deeper" than any of his rivals. He wasn't the strongest, most physically gifted, or most technically skilled rider, he was just unbelievably mentally strong. He could endure pain and suffering during the course of a race to a degree most can't attain (without dope!). He was driven and relentless and, when he was feeling it, he'd crush his foes into the dust. Dennis recalls one example of this when Rich broke his ankle at work early one week, was casted on Wednesday, but modified his cast to race the "Wild Rose Series" final at the Bobsled/Agony Escalator race that Saturday. "If you don't mind, it don't matter," Rich said, after Dennis reminded him that he already had the series championship wrapped up whether he raced or not. Rich won his class that day going away. Before moving to Utah, Rich injured his leg in a mining accident, which resulted in one

of his legs being an inch shorter than the other, so he rode sort of tilted when he really got pushing it hard. If you ever watched Rich race, you surely recall his interesting posture on the bike, it just made him look all the more formidable, kind of like a machine.

Some of my fondest memories with Rich and Cyndi are when we'd go exploring in the early days, seeking out new trails to ride. Rich was responsible for pioneering many of today's most popular routes, some of which were initially nothing more than game trails or seldom used


equestrian routes. Upon completion of some of those exploratory adventures a few of the conversations went like this: "We'd better not tell Gregg Bromka about this one" (eventually he'd find out anyway). Rich was also a very prolific trail builder in both Summit and Wasatch counties. Rich and a few other Park City area notables (you know who you are) started building trails long before it became popular in the area. Many of these trails remain today; some of the old "bandit trails" have been lost to the vast developments that now dominate the outskirts

of Park City, some have been "re-paved" by the Mountain Trails folks and some are still there just as Rich and the boys originally constructed them. Rich even has a couple of trails named after him.

To finish up this tribute to Rich, I'd like to share a couple more of my fondest recollections of him. I always thought it was cool when he'd pull up to a race in that old, blue, Ford station wagon with the homemade bike rack that had a bike on it worth 4 times more than the car. I looked forward every winter to chasing Rich (and


Dennis) through the steep and deep on their super-wide, swallow tail Wintersticks on my skinny teleboards and loving every minute of it (Rich was an avid back country snow boarder). Lastly, I'll never forget the day someone made some comment about not going to church and riding on Sunday and Rich said, "Mountain biking is my religion"... well, we all miss you buddy, but I'll bet you're rippin' it up on that buffed single track in the sky.

Rich Perrier died in December of 2003, he was 52 years young.



# 24 Hours of Moab

Oct. 13 & 14, 2007  
Behind-the-Rocks  
Moab, Utah, USA




RealTime<sup>SM</sup>  
Scoring

**\$18,000 Cash Purse**  
**\$20,000 in Prizes**

The epic battle is the battle within

And the victory is all yours as you join 4,000 racers, spectators, and support crew, for one of the largest and most amazing gatherings of mountain bikers on the planet. Bring your team to Moab and create a lifetime of memories in just 24 hours.

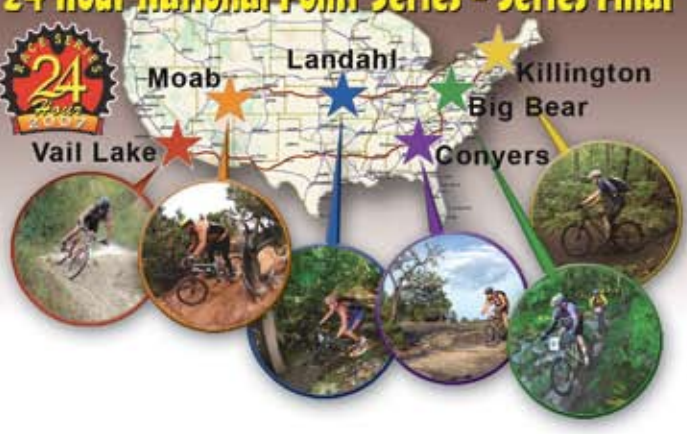


**GRANNY GEAR PRODUCTIONS**

Register Online  
5% Discount Code: c5v7EvoL

## grannygear.com

24 Hour National Point Series - Series Final



**MOUNTAIN BIKING**

**The Price is Right for Riding**



Riders on Luke's Trail.

Photo: Richard Shaw

By Richard Shaw

In Fuzzy Nance's bicycle shop that is located on Main Street in Price, hangs a map. Its underpinnings are that of a skilled cartographer, yet the obvious result is a view of bike trails that have been built over the

years in the Carbon County area.

That map helps the imagination of a mountain biker take off, as exotic and not so exotic monikers dot the plotted paper. The trails have names like Floating Rocks, Allan's Alley and Shh!!! The map on the wall changes often, as new trails are added. And as

more and more people get to know about the fun and challenging rides available, so good in fact that the area is becoming a stop for fun rather than a five minute jog to pause just for gas on the way to Moab or Fruita.

While Nance is the guru of local trail biking, he says that his contribution is small to the sport compared to many who belong to the local club, the Price Area Singletrack Society (PASS).

"This isn't just about me, or my shop," says Nance. "In fact it isn't just about trails or service. It's about the area and what it offers bikers."

Price is a town of nearly 10,000 people, with the usual types of fast food restaurants and a Super Walmart, the only one south of Vernal in all of southeastern Utah. It is a shopping destination for the many small communities of Carbon, Emery, part of Wayne and even for some in Grand County. Yet the town has never been much of a destination in the typical traveling biker's eyes when it came to recreation, unless one needed a room to stay in while visiting the San Rafael Swell.

But things are changing and changing fast in Carbon County. The activities of PASS and a visit by the International Mountain Biking

Association trail crew this spring are just two milestones of the measure of how bike enthusiasts are beginning to view the area.

"We have been getting more and more requests for information from people who say they are bikers," said Kathy Smith, the director of the Carbon County Travel Bureau. "Some of the requests are coming from Utahns, some from out-of-state. A lot of the requests from people that are not your typical tourists; people with expensive tastes. Our area has the amenities to accommodate those kinds of people."

Nance admits since he opened his bike shop in the spring of 2006, trail building has not been as big an item on his agenda, but the locals are helping out and working hard to provide more single tracks for themselves and visitors.

"I have had to keep the business going and it has been hard to do what I really want to do, which is to provide more tracks and get people to realize what is here," says Nance.

But his BicycleWorks shop is the center of activity for those who ride in town. True, another bike shop is also located in town, but Nance's shop is the only specialty store. In the last year, since the business opened, it has evolved into something different than what he expected. Sales of bikes are good, but the service department's business has grown and actually takes most of the owner's time.

The reason for this growth is

because it is obvious that he has more in mind than just making money. He wants things to be right for customers. That's because bicycling is a way of life for Nance. It's not just something one does to get somewhere, but it's the getting there that counts.

The example of how he feels about his business and his relationship with customers can be defined in one instance that occurred in his store last summer.

A man walked into his shop and looked around.

"Uh, I'm looking for some bearings for my kid's bike," he said to Nance. "What do you have?"

Nance handed the guy a plastic package with bearings in it. On it was the price, and the guy's lower lip kind of vibrated, obviously taken back by the numbers printed on it.

"I won't sell you cheap bearings, but they'll last," said Nance.

"I will be back after I think about this," said the guy as he made his way to the door.

Nance knew he probably wouldn't return.

"Every company that makes anything good also makes stuff that is not so good," he said. "People look at a name on something and it's a big name, so they assume it's good. Look at Ford. They built the Mustang. A decade later they built the Pinto."

Continued on page 8

**10 Piece Minimum!**

**BLACKBOTTOMS**  
CYCLEWEAR

**DESIGN YOUR OWN GEAR...**  
Get your full custom Team Gear from  
**BLACKBOTTOMS CYCLE WEAR**  
(866) 566-8285

OFFICIAL JERSEY PROVIDER OF THE NMBS & CAL STATE CHAMPIONSHIP  
www.blackbottoms.com - info@blackbottoms.com

**23rd Annual**  
**BBTC.NET**  
**ULCER**  
**UTAH LAKE CENTURY EPIC RIDE**  
RETURNS TO THE TRADITIONAL COURSE  
AROUND UTAH LAKE

**SATURDAY**  
**AUGUST 11, 2007**  
Pre-registration Ends August 4th.

**New This Year**

- 7:30 am Mass Start
- New Start/Finish - Thanksgiving Point
- Timed Team Events
- Post-ride Party

**IF YOU GOT THE GUTS!**

BENEFITING  
National Kidney Foundation  
of UTAH & IDAHO

**VISIT BBTC.NET**  
FOR MORE INFO

**A Bonneville Bicycle Touring Club Event - visit BBTC.net**