

WEST MOUNTAIN CYCLING JOURNAL

cycling utah



**TOUR OF UTAH
PREVIEW
ISSUE!
SEE PAGE 13!**

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PAVEMENT
ADVOCACY
RACING
TOURING**

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SPEAKING OF SPOKES *I Love Cycling*

By David Ward
Publisher

I love cycling. And my appreciation and admiration for our sport have recently been underscored by a confluence of factors that have led me to ponder how exciting and fulfilling this sport is, and why I am so obsessed with it. Hang with me if this seems to wander. I hope it comes together in the end.

About 9:30 a.m. on July 24, my friend, David Bern, and I were at the Brighton Store and Café, resting and refueling after our climb to the top of Big Cottonwood Canyon. While soaking in the early morning sun at a table just outside the store, a group of three other cyclists arrived, and we all quickly struck up a conversation. We talked about the weather, the climb, cycling gear and a few other subjects.

Dave and I then rode over to a water fountain. As we rolled away from the others, Dave said, "That's something I love about this sport, the camaraderie between cyclists." While at the water fountain, one of the other three cyclists also came over. Again we chatted a little, during which he told how he has lost 70 pounds. He explained that he had high blood pressure and was borderline diabetic. When he asked his doctor what to do, the doctor said, "lose weight". So, soon thereafter he got on what he called his daughter's "Wal-Mart special", and after a couple of miles was totally wasted. The rest, though, is a great success story. He has lost 70 pounds and can ride to the top of Big Cottonwood Canyon.

We chatted about what a great sport cycling is, and he commented on how intense cyclists are. I agree. It seems we are all very much in love with our sport.

During the last three weeks, and especially this last week, I have been closely following the Tour de France. I am somewhat obsessive about this race. I get up before the start of each day's live coverage to record it on the VCR. (I know, that is really lame, but I have not yet moved into the DVR age. The fact is, I almost never watch television except when the Tour is on, BYU is playing, or a Star Trek series is running.) During the day, I avoid all news sources

Continued on page 9

RECREATIONAL BIKING IN THE UINTAH BASIN

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

Cover Photo: Citizen Racers at the Big Cottonwood Hillclimb on July 12, 2008.
Photo: Matt Graham
Find your photo at Zazoosh.com
See results on page 22.

MOUNTAIN BIKE RACING

Locals Rock Deer Valley MTB National

The MTB National at Deer Valley took place from June 26-29. We bring you a few personal race reports by Utah riders.

Alex Grant (Rocky Mountain), Men's Pro Cross Country and Short Track

Sometimes an important race brings a little anxiety; mostly just doubts about preparation and how you are going to feel once the race kicks off. This year I started stressing a little in the week before Deer Valley. June had been a crazy month; I moved, spent a lot of time on the road for work, and took a nasty spill on my bike that yielded 8 stitches, some bruised ribs and a pulled lower back muscle. Monday before the race I wasn't even sure if I should line up because my back was so out of whack. I felt like I needed a vacation more than anything else.

Of course I signed up and found myself on the start line Saturday afternoon. Once the gun went off all worries went away and I couldn't feel my back at all. I guess that's why I like to race so much; your head clears and for two hours all you think about is the race. All the little nuances of everyday life that swirl around in your head are suddenly gone. It's like a little mini vacation- a painful one at that.

Now the nitty-gritty: I got a top 20 call up (!) and started on the second row. After I got up there I looked around and promptly shifted

in to my big chain ring. It was crazy to see JHK and Kabush false start each other about five times. After the first lap I settled in to a rhythm just outside the top ten with a Turbo rider from Mexico and even got to speak a little Spanish with him. I tried to keep a consistent pace and save a little kick for the end. On the third lap we were joined by a few more riders and the pace started to pick up. I managed to stay with all of the accelerations until the Snowtop switchbacks on the 4th lap when I ran out of juice and 10th place slipped away. All in all I was happy to end up 11th under ten minutes off the win.

Sunday morning I was feeling pretty fried; but had already registered for the short track so I went and lined up- this time on the back row. Blake Z. and I ended up in a traffic jam on the first corner and were probably sitting in about 2nd and 3rd to last. I managed to turn my tired legs over fast enough and extract enough oxygen out of the dust we were breathing to ride in to 19th by the time it was all said and done. With 3 laps to go I got waved off the course and was happy to end the agony! Short track always hurts- who rides that hard?!? (Maybe I should try).

To sum it up I was happy with the weekend and capped it off with a ride on mid-mountain trail with Sammi and a beautiful drive home over Guardsman's Pass.

Heather Holmes (Kenda/Titus/Hayes) Women's Pro Cross Country and Short Track

I wasn't sure what to expect when I lined up for the start of the Deer Valley NMBS Cross Country race this year. I remembered how my legs felt like they were going to fall off before making it to the top of Little Stick the previous year (on the first lap they had us climb straight up the mountain instead of going into the single track) but I was convinced that this year I wasn't going to feel the pain of Little Stick! I lined up on the third row, but this didn't stress me out because I knew I had ten minutes of climbing before heading into the single track and I wanted to pace myself. The start gun sounded and we were off! I started the climb in the middle of the pack but I remained patient and started picking people off as I worked my way up the hill. Before I knew it the climb was over and I was going into the single track in 8th place!

I felt really comfortable on the descents and I quickly caught up to the 6th and 7th place girls, I managed to get around them before the second feed zone and I was leading a group of girls up Snow Top. I managed to hold this position until the start of the second lap where one girl went around me, but I knew I was feeling great on the climbs and I would be able to catch her on Little Stick. Sure enough, I stayed calm and let my legs do the work



Heather Holmes flying on the downhill in the women's pro cross country. Photo: Dave Iltis

and I caught up to her and passed her comfortably. At this point I was so amazed! It was my best race ever! I was riding in 6th place, feeling great and I was almost done

with my second lap. Kathy came by me at the second feed zone, and she was definitely on a mission to catch

Continued on page 4

NEW RACE COURSE:
8099 South Wasatch Blvd.
- also known as the "Swamp Lot" -
to Little Cottonwood Canyon
and up to Snowbird Entry 2.

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NEW RACE COURSE REMINDER: 8099 S. Wasatch Blvd. (also known as the "Swamp Lot") to Little Cottonwood Canyon and up to Snowbird Entry 2.

PARKING: On the morning of the race, please park in the Smith's parking lot on Bengal Blvd. or at 8099 S. Wasatch Blvd. (in the "Swamp Lot"). Parking is extremely limited so please try to carpool!

PACKET PICK-UP: Friday, August 15th from 5-8 p.m. at the 8099 S. Wasatch Blvd. (the "Swamp Lot").

RACE REGISTRATION: Online at www.sportsbaseonline.com, through August 14, 2008. Or from July 1-August 10, register at Canyon Bicycles: 3969 Wasatch Blvd., SLC, UT 84124 (801) 278-1500

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Addie Stewart (Go-Ride/HA) took 7th place in the Pro Women's Downhill.
Photo: Jason Porter

that last podium spot! We went into the Snow Top single track together and about half way up my chain got caught in between my rear wheel and cassette. I came off my bike

and tried to get it working, but about ten girls had gone by before I could start riding again. I managed to finish in 14th place, still a good result and I was happy with how I felt.

Deer Valley Nationals - Continued from page 3

Plus, I knew I had one more race before the weekend was over!

The next day was the Short Track, I showed up to the venue with plenty of time to warm up, hang out and help with the Shimano Kid's Race. Our team mechanic, Paul Clark, put a new rear derailleur on my bike and got it working great in time for the STXC. I did my standard pre-race warm up and realized that my legs felt great, even after racing the previous day, and I knew I was going to have a good Short Track race.

I had a front row call up, and I was ready to go from the start! I managed to work my way into 4th place and felt awesome, until I clipped my pedal in the 180-degree pavement turn just before the start/finish and went down hard. Once again, I was watching everyone I was racing against go past me. I got back on my bike and someone told me I was in 11th or 12th place and after a couple of laps I shook off the fall and started to race hard. I worked my way back up to 6th and was battling with Kathy for 5th place, but I couldn't manage to hold her off. So I finished the day just seconds off the podium in 6th place, and even with the mishaps of the weekend I was really happy with my races and my improvement this season!

Blake Zumbrunnen (Revolution/Peak Fasteners) Men's Pro Cross Country and Short Track XC

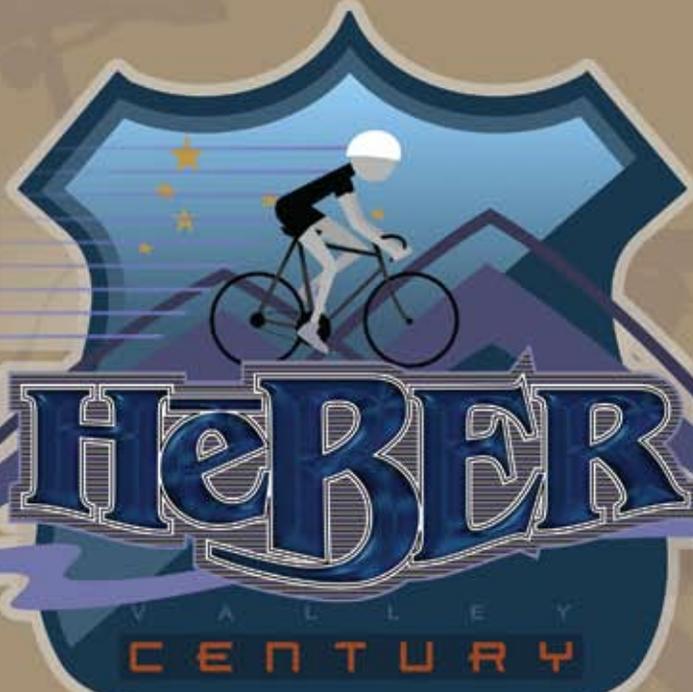
Four laps means four times up Little Stick, four times up the



Chris Van Dine (Cannondale) took 5th place in the Pro Men's Downhill with a time of 3:11.2.
Photo: Jason Porter

Village Trail and four times to the top of Snow Top. With the three notable climbs per lap, racers are left unsettled, vulnerable, battered, worked, stacked, guttered, fried,

and gasping for hot, dry and dusty air. Translation: opportunity! There is a fine line between being on the throttle and blowing up the engine. At the same time, placing yourself



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in an opportunistic position takes somewhat of a special effort. On the first lap at the top of Little Stick, I had inserted myself in the top 25 after starting from the very very back. Throughout the remainder of the race I was fluctuating between 21st and 28th as other racers would surge and slow as I was doing the same. While ripping down pipeline, it became clear that USA Cycling desperately needs to administer the DHAT (downhill aptitude test) for all pro racers as the race seemed to bottle up on the DH as braking bumps enlarged, corners loosened and lines migrated. The end result for me was 27th, which happens to be my best result at a NMBS XC and one of my better races since returning to the race scene in 2006. There probably aren't many pro racers who cross the finish line with a smile because of a top 30, but I was sporting one.

STXC

You don't have to wait for a bathroom at Deer Valley. No dancing and hoping around, waiting for the others to clear. There is no queue. No restless pacing. No wild promises to The All Mighty if just ONE stall should open in the next 30 seconds. Deer Valley short track is entirely different! Start with a post-in-the-ground 180 corner 10 seconds into the race, and watch 50 pros try and figure how to stay pedaling. It's a track stand if you start at the back. Follow that with another 180 corner of equal cluster, and you can see the difficulty. The leading 8-10 racers get through these areas briskly... the others get to get in line and queue it up. It's like a trip to Bob's Brain Freeze on warm Friday evening in the summer. But unlike the Brain Freeze, the line moves at hyper speed when you turn the corner. It's all good fun racing with the best mountain bike racers in the country. The end result for me after 17 minutes of stop-and-go was 29th.

For full results, visit mtbnationals.com.

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



Alex Grant (Rocky Mountain) on his way to 11th in the Pro Men's Cross Country Race.

Below: Blake Zumbrunnen (Revolution/Peak Fasteners) took 27th in the Pro Men's Cross Country. Photos: Dave Iltis



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Hoffman and Frye Win Big Cottonwood Hill Climb



Mitchell Peterson (second place) leads winner Cameron Hoffman. Photo: Kevin Winzeler. Find your photo at Zazoosh.com

Cameron Hoffman (American RADD-Agel) is better known for his criterium skills, but he proved his versatility in taking out the Big Cottonwood Hill Climb in front of Mitchell Peterson (Monavie-Cannondale) and Alex Rock (Contender Bicycles). Hoffman's winning time was 1:03:08. Several riders commented that they thought they had Hoffman on the ropes early on in the climb, but he hung tough and proved too strong in the final sprint.

In the Women's Category 1-2-3 event, Alison Frye (Ski Utah Cycling) took the victory in front of teammate Laura Howat and Nisie Antacle (Park City Iron Man). Frye's winning time was 1:14.

-Ryan Barrett

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CALENDAR OF EVENTS

Calendar Guidelines:
Listings are free on a space available basis and at our discretion. Submit your event to: 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

Rad Canyon BMX — (801) 824-0095

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

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

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

TBA — Rad Canyon BMX, Race For Life, Double Point Race. Registration 9-10 am, racing ASAP (11am) 9700 S. 5250 W., South Jordan, (801) 824-0095.

September 11-14 — Dew Tour and Toyota Sky Psycho Jamboree, EnergySolutions Arena, ast.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

Calendar of Events sponsored by



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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 or duncanish@gmail.com

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

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

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

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

Utah Bicycle Coalition — Statewide advocacy group, utahbikes.org

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

2008 Cycling 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

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 or bikepolo@redrocks.com

September 17 — Bikes for Kids Dinner and Auction, La Caille Restaurant (9565 So. Wasatch Blvd), 6 pm, www.bikesforkidsutah.org or call 801-523-3730.

September 22 — World Car Free Day, worldcarfree.net

September 27 — Endurance Festival, run, trail run, road cycling, mountain biking, duathlon and off-road duathlon events, entertainment and more, Old Town Pocatello, ID. www.EnduranceFestival.com, info@EnduranceFestival.com, (866) 8-ECO-FUN or 208-233-3798



Mountain
Bike

Tours and Festivals

2008 Events

August 14-24 — IMBA Trail Care and School, Long Valley, ID, IMBA.com

August 16-22 — Cycle the Divide, starts in Steamboat Springs, CO, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

August 28-31 — IMBA Trail Care and School, McCall, ID, IMBA.com

September 13-19 — Base Camp Fruita, mountain biking camp, Fruita, CO, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

September 21-28 — Colorado/Utah Canyon Country, Fruita-Moab-Fruita, Kokopelli Trail and more, dirt, 335 miles in the dirt, Southern Utah, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

September 27 — Endurance Festival, run, trail run, road cycling, mountain biking, duathlon and off-road duathlon events, entertainment and more, Old Town Pocatello, ID. www.EnduranceFestival.com, info@EnduranceFestival.com, (866) 8-ECO-FUN or 208-233-3798

October 2-5 — Take Your Kid on a Mountain Bike Ride and IMBA Trail Care Crew, Boise, ID, byrd-cycling.com, merlinxlm@cable-one.net

October 24-26 — Chile Ho-Down Bike Festival, 3rd annual festival includes group rides, a dirt jump contest, Halloween costume party, prize giveaways and just an all around good time, possibly a DH race, Chile Pepper Bike Shop, 435-259-4688, www.chilebikes.com



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 24, July 1, 8, 15, 22, 29, August 5 Registration at 5:45, race at 6:30, 4, 8, and 12 mile options, Solitude Mountain Resort, Entry 1 (Moonbeam Lot), SkiSolitude.com or call Nick or Jay at (801) 536-5784

Wednesdays — May 7,14, June 4, 18, July 2, 16, 30 August 13, 27, Soldier Hollow Training Series, (alternates with Sundance) 6 p.m., (801) 358-1145

Wednesdays — May 21,28, June 11,25, July 9,23, August 6,20, Sundance Weekly MTB series, 6:30 pm, alternates with Soldier Hollow Training Series, Kids' Races on May 21, June 25, July 23, August 20, Sundance Resort, (801) 223-4121

Snowbasin/Biker's Edge Mtn. XC Race Series — July 2, July 23, August 20 and Championship September 13, Registration-5pm-6:30pm at Grizzle Center, Race Start: 6:30, Contact: Steve Andrus, sandrus@snowbasin.com 801-620-1000, Jonny Hintze, jonny@bebikes.com, 801-544-5300, www.bebikes.com

Wednesdays — July 9, 23, August 6, 20, September 3. Park City Mountain Bike Race Series, 6 p.m. Racing on trails at Park City Mountain Resort, Deer Valley Resort, and The Canyons Resort. Call 435-671-5053 for details. Details and online registration at www.mountainraceworks.com.

2008 Utah MTB Races

August 2-3 — Pomerelle Pounder, 2 DH, Utah DH Series, Wild Rockies Series #5, Burley, ID, (208) 388-1971, (801) 375-3231, go-ride.com, wildrockies.com

August 9 — Cook-Sanders Associates Wolverine Ridge XC Race, 15th Annual, Intermountain Cup #12, Series Finals, Jill Smith, jsmith@evanstonwy.org 307-783-6459 or Paul Knopf, pknopf@evanstonwy.org 307-783-6458; or 1-866-783-6300 ext. 470., evanstoncycling.org, intermountaincup.com

August 16 — Altra Widowmaker Hill Climb 8 AM, Ride to the top of the Tram from 9400 S and 2000 E, Snowbird Resort, (801) 583-6281, sports-am.com

August 16 — Sundance/Parks Sportsman Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849 or sundance-resort.com

August 16-17 — Flyin' Brian Downhill Race, DH and Super-D, Utah DH Series, Brian Head, UT, (801) 375-3231, go-ride.com

August 21-24 — Great American Mountain Bike Stage Race, 4 stages, 280 miles, Brian Head, Utah, Tom Spiegel, teambigbear@aol.com or Jeff at (435) 884-3515 or teambigbear.com

August 23 — 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, sundance-resort.com

August 23 — CANCELLED The Endurance 100/Mind Over Mountains, 100 mile, 100 km, and 50 mile individual races, Park City, the100.com, (435) 649-2129

August 29-31 — Brian Head NMBS Championship Finals, race #6, XC/DH/4Xor DS/ST/Super D, (435) 884-3515, mtbnationals.com

August 29-31 -- TENTATIVE Utah Summer Games Mountain Bike

Race, Brian Head (435) 865-8421 or (435) 559-2925, utahsummer-games.org

August 31 - September 1 — Sundance Showdown, Super-D and DH, Utah DH Series, Sundance, UT, (801) 375-3231, sundance-resort.com

September 6 — 5th Annual Sundance Single Speed Challenge, 10 am start, Sundance Resort, SundanceResort.com or (801) 223-4121

September 13 — 12 hours of Sundance, 7 am - 7 pm, Sundance Resort, (801) 223-4849 or sundance-resort.com

September 14 — Tour des Suds, 26th Annual, Park City, (435) 649-6839 or mountaintrails.org

September 19-21 — Jeep 48 Straight King of the Mountain Competition and Festival, Pro Mountain Bike Downhill Competition, The Canyons Resort, Park City, UT, www.48straight.com or (435) 649-5400

September 20 — Widomaker Hill Climb 10 AM, 3000' vertical race to the top of the Tram, Gad Valley, Snowbird Resort, (801) 583-6281 or sports-am.com

October 13-14 — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country, St. George, UT, 800-562-1268 or hws@infowest.com or senior-games.net

October 11-12 — 24 Hours of Moab, 13th Annual, Moab, UT, (304) 259-5533 or grannygear.com

2008 Idaho and Regional MTB Races

August 6,13,20?? — Teton Village Short Track XC Series, 6:30 pm, Teton Village, WY, (307) 690-9896, ucjh.org

August 2 — 24th White Knob Challenge, Knobby Tire Series, Mackay, ID, Kurt Holzer at (208) 890-3118 or 208-338-1016, knobbytireseries.com

August 2009 — Durango MTB 100, Durango, CO, (970) 259-7771, gravityplay.com

August 2-3 — Pomerelle Pounder, 2 DH, Utah DH Series, Wild Rockies Series #5, Burley, ID, (208) 388-1971, (801) 375-3231, wildrockies.com

August 9 — Butte 100, Fundraiser for Mariah's Challenge, Butte, MT, Gina Evans, eatdirtpigpen@hotmail.com or 406-498-9653 and Bob Wagoner, bwtripleringprod@hotmail.com or 406-490-5641, tripleringprod.com

August 16 — Silver Creek Pedal and Plunge XC, Knobby Tire Series, Garden Valley, ID (208) 338-1016, knobbytireseries.com

August 16 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 690-9896, ucjh.org

August 29-31 — Tamarack Twister Idaho State, Knobby Tire Series Final, XC, STXC, DH, Dual Slalom, Tamarack Ski Resort, Tamarack, ID (208) 338-1016 or (208) 325-1035, knobbytireseries.com

August 23-24 — 24 Hours of Grand Targhee Mountain Bike Race, XC, Grand Targhee Ski and Summer Resort Alta, WY, Andy at 1-800-TARGHEE ext. 1309 or awilliams@grandtarghee.com, grandtarghee.com

September 14 — Boise to Bogus Banzai, 16.5 mile, 4100 vertical foot descent, Wild Rockies Series, Boise, ID, (208) 388-1971, wildrockies.com

September 19-21 — Cactus Cup MTB Race and Festival, Las Vegas, NV gobike1.com, cactuscuplasvegas.com, (706) 549-6632

September 20-21 — Wild Rockies Series Finals and NW Collegiate MTB Conference Race, Open to all riders, Wildrockies Series Finals, Bogus Basin, Boise, ID, (208) 388-1971, wildrockies.com

September 27 — Endurance Festival, run, trail run, road cycling, mountain biking, duath-



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lon and off-road duathlon events, entertainment and more, Old Town Pocatello, ID. www.EnduranceFestival.com, info@EnduranceFestival.com, (866) 8-ECO-FUN or 208-233-3798



General Info

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

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

Utah Weekly Race Series

Cyclesmith Rocky Mountain Raceways Criterium — Saturdays at 12 noon in March (8,15,22,29), Tuesdays in April 1 - September 30, 6 pm, 6555 W. 2100 S., West Valley City, UT, Map, (801) 209-2479, utahcritseries.com

Salt Air Time Trial — Every other Thursday April 3 - September 18 (April 3,17, May1,15, June 12,26, July 10,24, August 7,21, September 4,18), I-80 Frontage Road West of the International Center, (801) 209-2479, utahcritseries.com

DMV Criterium — Wednesdays (April 16 - September 24), Driver's Training Center, Where: 4700 S. 2780 W., West Valley City Times: A Flite - 6pm. B Flite - 6:55 pm. (April 16 - September 24), Map, 801-651-8333 or cdcarter44@msn.com, utahcritseries.com

Royal Street Hillclimb TT — Every other Thursday (6/12, 6/26, 7/17, 7/31, 8/21, 9/4), 5:30 p.m., 900 ft. elevation gain, Royal Street and Deer Valley Drive, Park City, (435) 901-8872, utahcritseries.com

Ogden Cash Crit — Thursdays, May 8- July 31, 6 pm, C flight: 6:00pm (30 min), B flight: 6:40pm (40min), A Flight: 7:30pm (50min), BDO (600 W 12th St), Ogden, UT, westonvw@yahoo.com, (801) 388-0517

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

Snowbasin/Biker's Edge Criterium Series — July 9, August 6, and Championship September 13, Registration 5-6:30 pm, at Grizzle Center, Snowbasin Main Parking Lot, C flight 6:30-6:55, B flight 7:05-7:35, A flight 7:45-8:20, Contact: Steve Andrus, sandrus@snowbasin.com 801-620-1000, Jonny Hintz, jonny@bebikes.com, 801-544-5300, www.bebikes.com

2008 Utah Road Races

August 2 — Mt. Ogden Road Race, UCA Series, UCA Series, 9 am start at Snowcrest Jr. High, Eden, UT, 801-528-2907 or sessions11@msn.com, or mountainelementsutah.com

August 2 — Felt Tour de Park City, 170 mile race through Northern Utah's beautiful mountain valleys, raffle. All men's and women's categories and masters. Contact: info@mountainraceworks.com, tourdeparkcity.com or Riley at 435-671-5053

August 9 — Huntsville 100 Road Race, UCA Series, Huntsville, UT, (801) 576-1531, rmconline.com

August 13-17 — Tour of Utah, America's toughest stage race, five stages, Pro/1 Men only, (801) 558-2136 or tourofutah.com

August 16 — 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, snowbird.com

August 23 — Jeff Rogers Memorial Sanpete Classic Road Race, UCA Series, Spring City, UT, jeremysmith-sl@yaho.com or 801-558-7215, skiutahcycling.com

August 30 — Antelope Island Time Trial, UCA Series, Antelope Island, Utah, 10, km, 20km or ~40km depending on your category, 801-476-9476, ferg@natca.net, bmbbc.com

September 6 — LOTOJA, 206 miles from Logan, UT to Jackson, WY, (801) 546-0090 or lotojaclassic.com

September 13 — The Climber's Trophy, UCA Series, 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 13-15 — Hoodoo 500, 500 mile ultramarathon bike race in S. Utah, St. George, Hoodoo500.com, embassy@planetultra.com, 818-889-2453

September 20 — Red vs. Blue Time Trial presented by O.C. Tanner, will gather the cycling clubs, alumni and fans of Brigham Young University and the University of Utah to raise money and awareness for Bikes for Kids Utah, 9:00 a.m., 272 E. Traverse Point Dr. in Draper, Utah traveling up Traverse Ridge Road to Suncrest Market, 1300' elevation gain with 10 percent to 12 percent grades in some locations, www.bikesforkidsutah.org or call 801-523-3730.

September 27 — Harvest Moon Historic 25th Street Criterium, UCA Series, downtown Ogden in the Municipal Park between 25th & 26th Streets, Ogden, UT, (801) 589-1716 or steve@newcastle-mortgage.com or ogdenone.com

October 7-10 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsg@infowest.com or seniorgames.net

October 11 — 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 or sports-am.com

October TBD — UVSC Cycling/ LAF Benefit Criterium. UVSC Campus, Orem, UT, 2pm, Registration G parking lot, 3pm beginner-intermediate race, 4pm Advanced race, livestrongutah@gmail.com, 801-473-6003

October ? — Utah Cycling Association Rider Meeting, Salt Lake City, James Ferguson, UCA Executive Director, 801-389-5706, ferg@natca.net or utahcycling.com

Idaho Weekly Race Series

Tuesday Nighter Training Ride — Road Ride every Tuesday from April 8 to July 15, Pleasant Valley/ Ten Mile Creek Road. Bogus Hillclimb every Tuesday from July 22 to September 2 at Bogus Road Intersection (6:20 pm), Boise, ID, (208) 343-3782, georgescycles.com

April 16, 30, May 28, June 25 (Time Trial); May 14, June 4, July 2, August 13 (Hillclimb) — Idaho Cycling Enthusiasts Time Trial/Hillclimb Series, 10 km for flat TT on the Gate City Grind Course, Hillclimb is up Scout Mountain (except 8-13 at Crystal Summit), Pocatello, ID, 208-232-1745 or 208-652-3532, idahocycling.com

Thursdays — CANCELLED Snake River Criterium Series, April 17 - May 15, TT Series May 22 - August 21, Nampa, ID, Lindsay's Cyclery, (208) 376-2482, willlindsay@msn.com

2008 Idaho and Regional Road Races

August 2-3 — Snowbowl and Wupatki Road Races, Flagstaff, AZ, 928-214-9398, summitvelo.com

August 9 — Lamoille Hill Climb, 13 miles, 3100' of climbing, 9 am, Lamoille, NV, Dean Heitt (775)-738-2497, dgheitt@frontier-net.net, elkvelo.com

August 7-11 — USA Cycling Road Festival, Elite, Masters?, Junior, and Espoir National Championships, Orange County, CA, (719) 866-4581, usacycling.org

August 8-10 — Gateway Canyons Classic, Road Race, Time Trial, and Clinic, Grand Junction, CO, (970) 931-2458, luke@gtwycanyons.com, gatewaycanyonsbikerace.com

August 9 — Mt. Harrison Hill Climb, Triple Crown #1, Boise, ID, (208) 323-2376, aerocyclos.com

August 12 — Idaho Cycling Enthusiasts Holt Arena Criterium Series, Pocatello, ID, 208-652-3532, idahocycling.com

August 12-16 — Southeast Idaho Senior Games, criterium, hillclimb, road race, time trial, Pocatello, ID, Jody Olson, (208) 233-1212

August 16 — Table Rock Hillclimb, Triple Crown #2, Boise, ID, (208) 867-2488, georgescycles.com

August 30 — Mt. Charleston Hill Climb, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort, Las Vegas, NV, 702-449-6842, tingey.john@gmail.com, mountcharlestonhillclimb.com

September 6 — Bogus Basin Hill Climb, Triple Crown #3, 36th Annual, Boise, ID, (208) 343-3782, georgescycles.com

September 13 — Race to the Angel, 23rd Annual, 3000' climb, Wells, NV, (775) 752-3540, wells-nevada.com

September 20 — Trail Creek Time Trial, Ketchum, Idaho, (208) 726-3947, elephantsperch.com

September 25 — WCSN USA CRITS Finals, part of the USA CRITS Championship, during Interbike, Mandalay Bay Resort, Las Vegas, NV, usacrits.com, 706-549-6632

October 4-5 — 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 nevadase-niorgames@earthlink.net, nevadase-niorlympics.com



2008 Utah and Regional Road Tours

August 2 — Felt Tour de Park City, Fully Supported Century Road Ride starting and finishing at Park City. 52, 108, 170 mile rides through Northern Utah's beautiful mountain valleys, great aid stations, raffle. Contact info@mountainraceworks.com for questions. Additional details can be found at tourdeparkcity.com or contact Riley at 435-671-5053

August 2 — Around the Block Ride, starts in Wilson, Wyoming and ends in Wilson after 109 miles and two mountain passes, 40, 70, and 109 mile options, 307-734-8600, info@pursuebalance.org, www.pursuebalance.org

August 3 — Preride ULCER, BBTC Super Series Ride, self-supported century, Thanksgiving Point,

roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

August 4 — R.A.N.A.T.A.D. (Ride Around Nebo And Timp in A Day), Start at Sundance and ride down and around the Nebo Loop to Nephi and then back to the mouth of American Fork Canyon, over the Alpine Loop, finishing back at Sundance, 165 miles with over 12,000 feet of climbing, (801) 223-4849, sundanceresort.com

August 9 — ULCER, Century Tour around Utah Lake, 100, 74, 56, and 24 mile options, (801) 474-2282 or president@bbtc.net or bbtc.net

August 10 — Blue Cruise Wheels for Wellness, Meridian, ID, (208) 331-7409, bcidahofoundation.org

August 10-16 — Ride Idaho, 7 day supported bicycle tour, Pocatello, Driggs, Idaho Falls, (208) 344-5501, rideidaho.org

August 10-16 — Oregon Bicycle Ride XXII, Cave Junction to Etna, CA and back, (541) 385-5257 or 800-413-8432, oregonbicycleride.org

August 14-16 — Bear Pa Challenge Charity Cycling Tour, Bear Lake to Park City. Day one 64 miles Garden City to Evanston, WY. Day 2 93 miles Evanston, WY to Park City, UT. Day 3 41 miles around scenic Park City, UT. Supported ride. Charity ride to benefit Shriner's Hospitals for Children. Contact Tyler Hooper (801) 292.9146 or tyler.hooper@gmail.com, www.ThinkOutsideCC.org

August 16 — Tour of Utah, 300 Warriors Ride, 98 miles, 14778



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vertical feet, Park City Mountain Resort at 6:00 am, finish: Snowbird, www.tourof Utah.com, Rick Bennett, rick@rickbennett.com, 801-571-3100

August 16 — Stanley Challenge, Boise to Stanley, unsupported, Boise, ID, (208) 867-2488, georges-cycles.com

August 16 — Sawtooth Century Tour, Ketchum, ID, mgilbreath@vengaventures.com, (208) 726-7285

August 17 — Promontory Point 120, BBTC Super Series Ride, self-supported century, 120 miles, Brigham City to Promontory, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

August 23 — Desperado Dual , 200 mile double century in Southern Utah, 100 mile option, Panguitch, UT (435) 586-7567, desperadodual.com

August 23 — Cache Valley Century Tour, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 8 am, 12 mi north of Logan on Hwy 91, 435-752-2253, cvveloists.org

August 23 — Bike the Bear Century, 50, 100 mile rides, Camp Hunt, Bear Lake, Garden City, UT, (801) 475-7488, jeborn@bsamail.org

August 23 — CASVA 2008, 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 23 — Ride for Teens, 2 to 50 mile rides, 8 am, Heritage Schools, Provo, www.active.com, 801.367.3599, Jesse Ellis

August 23-24 — Bike MS Road, Sweat, and Gears, benefits the MS Society of Idaho and multiple sclerosis research, 25-75-125 miles, McCall, ID, (208) 336-0555, bikems.org

August 23 - September 7 — BRA SU , Bike Ride Across Scenic Utah Tour, 5 states, 5 National Monuments, 5 National Parks, 2 National Forests, and 5 Nations, (801) 677-0134 or bike2bike.org

August 24 — Twin Counties Century, 8, 30, 66, and 100 mile options, Huntsville Park, Huntsville, UT, (801) 556-3290, tailwinds-tours.com

August 24 — The Big Ride, BBTC Super Series Ride, self-supported, 150 miles, Sugarhouse Park, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

August 24-30 — Tour of Southern Utah, St. George, Carmel Junction (via Zion National Park), Bryce National Park, Escalante, Torrey, Panguitch, Cedar City and back to St. George, planetultra.com, 818-889-2453

August 30 — Summit Challenge,

to benefit the National Ability Center, 15 and 50 mile ride (Preview ride for the 2009 Summit Century), checkin starts at 7 am at NAC's Bronfman Recreation Center & Ranch, rides start at 8:30 and 9 am. at the National Ability Center in Park City, Contact: Jennifer Andrs Atkin, Special Events Manager, 435-200-0985, jennifera@discovernac.org, discovernac.org

August 31 - September 6 — North Rim Tour, St. George, to Jacob Lake, AZ, to the North Rim of the Grand Canyon, planetultra.com, 818-889-2453

September 1 — Hooper Horizontal 100, BBTC Super Series Ride, self-supported century, State Agriculture Building to Hooper and Back, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

September 4-13, 4-6, or 7-13 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), three ride options, Blanding to Cedar City, 400 miles on scenic highways and through National Parks, (801) 654-1144, lagbrau.com

September 7 — Tour de Tahoe, Bike Big Blue, 6th Annual, ride around Lake Tahoe on the shoreline, spectacular scenery, great food and support, 72 miles, Lake Tahoe, NV, (800) 565-2704, bikethewest.com

September 13 — 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, Sarah Leeds, (208) 232-0742, contact@fsalliance.org

September 14-20 — OATBRAN, One Awesome Tour Bike Ride Across Nevada, 17th 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, bikethewest.com

September 19-21 — Moab Century Tour, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, (435) 259-2698, moabcentury.com

September 20 — Fall Colors Ride, BBTC Super Series Ride, self-supported century, SLC to Wanship, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

September 20 — I Think I CANYons benefit ride for the Fourth Street Clinic, a nonprofit healthcare clinic in Salt Lake that provides free healthcare for the homeless, Little Cottonwood Canyon, Big Cottonwood, Millcreek, and Emigration, start and finish at the Olympus Hills Shopping Center located on Wasatch Blvd. near 3900 South. Start time 7 am; reg-

istration begins at 6:30 am., Joel Welch, Friends of Fourth Street, 801-631-7872, rjoelwelch@hotmail.com, ithinkcanyons.com

September 27 — 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 27 — Endurance Festival, run, trail run, road cycling, mountain biking, duathlon and off-road duathlon events, entertainment and more, Old Town Pocatello, ID. www.EnduranceFestival.com, info@EnduranceFestival.com, (866) 8-ECO-FUN or 208-233-3798

October 11 — Fifth 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. josiejohnsonride.com or call Jason at (801) 485-2906 or John Weis at (801) 278-3847

October 11 — Yellowstone Fall Old Faithful I Cycling Tour, West Yellowstone to Old Faithful and back, MT, (406) 646-7701, cycleyellowstone.com

October 11 — Trek WSD Breast Cancer Awareness Ride, 10 or 20 mile rides for everyone, WSD Demo Bikes available, casual ride for women & their support network, Trek of American Fork 356 North Meadow Lane (750 West) American Fork, Utah, (801) 763-1222, trekaf.com

October 11 — Las Vegas Century, 25, 50, and 109 miles, Jim Little (702) 360-4751 or vegasbikeclub.org, lvrodeoman1@aol.com

October TBA — Bikes for Kids with Dave Zabriske, dinner and silent auction, Contact Teresa at (801) 453-2296 or tmay@finsvcs.com, bikesforkidsutah.com

October TBA — Challenge the Hill ~ 360° of Fun, Fun team bike ride with a variety of challenges along course. 8:00 am start time, Hill Air Force South Gate, 801-677-0134, Bike2Bike.org

October 18 — 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), tourdest-george.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



2008 Multi-Sport Events

August 9 — Utah Half Triathlon, 1.2 mile swim, 56 mile bike, 13.1 mile run, Provo, UT, racetri.com, (801) 465-4318

August 9 — Nephi Biathlon, 12.3 bike ride followed by a 3.2 mile run. A small town race with a small entry fee of \$12, nephirecreation.org, or call 435-623-2004.

August 16 — 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 23 — 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 24 — Wild Ride XTERRA Regional Championship Mountain Triathlon, McCall, Idaho, (208) 388-1971, wildrockies.com

September 6 — Bear Lake Brawl Triathlon, Olympic and Sprint, Garden City, UT, goldmedalracing.com or (801) 492-3442

September 6 — Alta Canyon Sports Center Triathlon, 400m swim, 9 mile bike and 5K run., Alta Canyon Sports Center - 9565 S. Highland Dr. (801) 568-4602, sandy.utah.gov

September 13 — Camp Yuba Triathlon, Yuba State Park, UT, racetri.com, (801) 465-4318

September 13 — TriUtah Ogden Valley Triathlon, Pineview Reservoir, Eden, UT, 1 mile swim, 15 mile bike, 4 mile run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

September 20 — Kokopelli Triathlon, Sand Hollow Reservoir,

St. George UT, sgtrifecta.com, race@sgtri.com, (702) 401-6044

September 25-28 — Adventure Xstream Expedition Moab - 300 mile team race, kayak, trek, mountain bike legs, (970) 259-7771 or www.gravityplay.com

September 27 — Endurance Festival, Two Duathlons: Peak Two Peak off-road duathlon, recreation division trail runs 5k, mountain bikes 10K, 1,200' vertical, Extreme division trail runs 10K, 1,200' vertical gain, mountain bikes 20K, 2,700' vertical, 1 Du duathlon — run/bike event, Recreation division - 5K run/25K road cycle; Extreme division - 10K run/50K road cycle. Old Town Pocatello, ID. www.EnduranceFestival.com, info@EnduranceFestival.com, (866) 8-ECO-FUN or 208-233-3798

October 11 — Huntsman World Senior Games. Must be 50 years or older. Triathlon. 800-562-1268 or hwsag@infowest.com or senior-games.net

October 18 — Powell3 Triathlon Challenge , Sprint- 750m swim, 20k bike, 5k run/Olympic- 1500m swim, 40k bike, 10k run, Page, AZ/ UT Border, goldmedalracing.com or (801) 492-3442

October 18 — 2008 Land Rover Pumpkinman Triathlon, Intermediate, Short, and Halfmax distances, Boulder City, NV, bbscendurancesports.com

November 8 — Telos Turkey Triathlon, Orem Fitness Center, Orem, UT, www.t3triathlon.com, 801-678-4032 or shaun@t3triathlon.com

November 9 — Silverman Triathlon, Full and Half Distances, Lake Mead, Henderson, NV, 702-914-7852 or silvermannv.com



General Info

Utah Cyclocross Series - utahcyclocross.com, Matt Ohran, utahcyclocross@msn.com

September 26 — Ogden CX Utah

October 4 — Ogden Utah CX #1

Bike Collective Women's Only Repair Nights

The Salt Lake City Bicycle Collective is currently offering a women's only night. What does this mean? It means that through this night the Bicycle Collective is working to empower women who are interested in learning how to work on their own bikes! On these nights, women are allowed to come with their questions as well as their knowledge to learn and share with others. They are also welcome to participate in free classes, taught by women, on various issues having to do with bike mechanics.

The Salt Lake City Bicycle Collective can be found at 2312 South West Temple, Sale Lake City, UT 84115. Ladies Nights are every other Wednesday: August 6th and 20th, September 3rd and 17th, October 1st, 15th and 29th, November 12th and 26th, December 10th and 24th. Admission is free! For more information, contact Krista Bowers at 801-688-9379 or visit www.slcbikecollective.org.

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Chalk Creek Road Race Masters and Juniors Championships

With temperatures expected to top one-hundred in the Salt Lake Valley, everybody knew it was going to be hot, if only a slight reprieve at Coalville, Utah's 5586' elevation. When Laura Patten was asked for a quote, she replied "Damn Hot." Other monikers of the day from Todd Hageman in the Pro-1-2 "Hard", from Jess Dear in the Category 3 race "most brutal headwind ever," and from junior Julian Fowkes racing the Category 4 race, "it was so hard after the turn-a-round point that it felt like my legs were on fire."

The Chalk Creek course is an out and back epic up Chalk Creek canyon to the Wyoming boarder and back to Coalville for all but the Pro-1-2 men and the Category 3 men where the Pro-1-2 race twice up to Wanship and back to Coalville, and the Category three race makes only a single lap addition before venturing to up Chalk Creek to near the Wyoming border. All groups finish with a one-kilometer climb with average grade of 5%.

As is always the case in bike racing each category tackles the race with consideration to the participants and teams, course difficulties concerning distance and topography, and weather conditions. The heat was evident early on in the race and the windy conditions shifted continuously as the canyon road meandered along with stair-step climbs, mostly providing headwind/tailwind conditions as opposed to brutal crosswind conditions that can decimate any peloton.

Cat Pro 1-2: These boys know how to race but when the likes of Jeff Louder and Darren Lill (BMC), Burke Swindelhurst (Bissell), and local hard men like Cameron Hoffman and, Bryson Perry (American RADD, Todd Hageman (Bingham/Northshore) show up, everyone knows it's going to be difficult. If the tactics don't get you, well there are no tactics

when it's really hard. You survive or you don't. About a third of the way through, Burke, Darren, Jeff, Bryson, and Cameron made the race. Darren bailed sometime before the finish, as he's a little under the weather, leaving Jeff taking first, Burke second and Bryson third.

About half the field missed the turn for the second Wanship lap and had to double back.

Women 1-2-3: Alisha Welsh (Kuhl/Scott) was undaunted by the dominating five racers from the Ski Utah Cycling Team. All the girls arrived at the bottom of the finishing climb together even as Ski Utah had been stringing out the race towards the finish. Alisha came around the corner in third position and told herself twice "I can get one more girl," that being Laura Howat (Ski Utah Cycling) who took second and Kirsten Kotval (PCIM) who took third.

Masters 35+ women: Ellen Guthrie (Spin Cycles) placed first, followed by Erika Lloyd (Canyon Bicycles of Salt Lake City), and Beverly Ronnow placed third.

Cat 3: Jesse Dear (RMCC) took second to Aaron Rennert (Spin Cycles) after spending 40 miles off the front. A group of fifteen survived to the bottom of the climb where Curtis Doman (Inertia) stuck it to the guys and came in third.

Cat 4: The category 4 men had a big group ride with numerous unsuccessful efforts leading to a hillclimb sprint to the finish with Richard Brand (Spin Cycles) winning, Reed Wycoff (Sambucca Cycling second, and Todd Neumarker (Porcupine Cycling) third.

Cat 5: As is the case with new riders, variance in experience and fitness often leads to split groups, which is what happened in the category five race. Shortly after the race began the bunch split into three groups and was four groups after the turn. The lead group held off all chasers. Rob Squire (Devo) from Sandy, Utah powered away on the finishing climb to win, Steve Wilson (Sugarhouse Cycling) second, and Jeremy Wallentine (ARUP) third.

Women 4: Catherine Raney (Pedros) took first, Maria Lamb (unattached) second, and Kandice Lund (unattached) third.

35+ men: A group of twenty made the finishing turn to duke it out up to the finish. Kyle Brown made the decisive move to win followed by Chris Henthorn both of Bikers Edge. Robert Chapman (Wheatland) was third.

45 + men: The three big teams Bountiful Mazda (seven riders), Canyon Bicycles (Draper) (five riders), and FFKR (five riders), played defense much of the race with notable exception Gary Porter (Bountiful) who gave it a go on the out-bound leg for about fifteen miles. The course's moderate difficulty and the mostly headwind/tailwind conditions neutralized any sustainable efforts put forth by Dirk Cowley and Clyde Done (FFRK), Jeff Clawson (Canyon) or Chuck Collins (ICE). Mostly the race was attack-cover-counter attack-cover etc. etc., to no end. John McKone (Northwave) was smothered by all the Bountiful, Canyon, and FFKR heat consisting of Mark Zimbleman,

Zan Treasure, and Gerald Hunsaker (Bountiful Mazda). No one could get much more than one-hundred meters before being reeled in. In the end game, a move driven by Collins with Mark Schaffer (Paul Tracy) in tow gained a dangerous two hundred meters on the reacting peloton that positioned Schaffer to take second, as McKone closed and motored to win. Gary Swain of Canyon (Draper) was third.

55 + men: Ken Louder, Jim King (FFRK), Bill Cutting (Ski Utah Cycling), Dwight Hibdon (Park City Cycle Club) Rich Bradley (Canyon Bicycles of Salt Lake City) made a split that held together until near the finish where Ken tested his training for the upcoming Masters World Championships and finished first, followed by Jim King, and Dwight Hibdon.

Juniors
The juniors fielded eight racers, three in the fifteen and above and five in the fourteen and under. Several juniors opted to race in their respective categories instead of racing in the junior event.

Boys (15-16) - (30 miles): Christopher Putt (age 14 - unattached) in his first road race reported that the course was "really roly" He finished in third place. Mitch Taylor finished first; Teal Buchi (Craig's Service Center) was second.

(13-14) - (15 miles): Ryan Westerman (Spin Cycles) placed first and Marco Test (unattached) was second.

(10-12) - (15 miles): In the boys age 10-12 race, Gianni Kennard (unattached) placed first, Harrison Slighting (The Fan Cycling) second, and Cy Ott (unattached) third.

Girls 17-18 - (30 miles): Juel Everson (Canyon Bicycles Draper) placed first.

10-12 - (15 miles): Lia Westerman (Spin Cycles) placed first in the junior women 10-12 fifteen-mile race.

See results on page 22.

-Chuck Collins

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WRENCHING

Wrenching a World Champion's Bike



Newly crowned World Champion Melissa Buhl returns to the USA team garage to show off her rainbow stripes and to make sure I am planning to stay up late to prep her bike for a photo shoot planned for early the next morning. Photo by Calvin Jones.

By Chris Magerl

You can't have a World Championship bike race without bikes. Which is why I spent several nights in mid June sleeping in a large garage in the Italian Dolomites. I was the burglar alarm for the US mountain bike team at the 2008 Worlds.

Officially I was in Italy as a mechanic for USA Cycling. My duties included building and maintaining race bikes for a team of 48 US athletes, setting up the team shop and providing on-course race support. But theft fears prompted yet another task in my job description.

In the European World Cup mountain bike races in early 2008, several teams had bikes stolen by thieves who seemed to be quite proficient. They knew what they were after, they knew how to overcome electronic security devices, and they were quick.

Our team shop, a garage across the street from the team USA hotel in the small mountain town of Almazago, Italy, was a great work-

space. It was huge, had several windows, large remote-control doors, decent light and a nest with four newborn sparrows. But it was also almost impossible to secure. The windows were large enough for any adult to go through. The doors were impossible to block with a vehicle. So myself and another mechanic took turns sleeping in the garage, connected by radio to several team staff members in the hotel.

I was one of five mechanics sent to Almazago, in the Val di Sole, for the week of World Championships. The Worlds are usually held later in the year, perhaps September or October. But this is an Olympic year, and the mtb race in Beijing in late August scrambled the schedule. So the world's best cross-country and gravity racers were in Italy in June looking for the coveted rainbow stripes of a world champ. For many of the cross-country riders, Worlds were also the final chance to make their nation's Olympic team. The pressure was on, and everyone was at their best.

Over the course of six days

of racing, world championships would be awarded in cross-country, downhill and 4-cross. For 4-cross, think of a downhill slalom with big bermed turns, huge jumps and four fast, skilled racers going all-out for the line. The top two advance through heats until the finals. Then the first person across the line takes it all.

In the cross country, there were separate races for juniors, under-23 riders and elites (over 23), for both male and female, as well as a team relay. In the gravity events, there were junior and elite, male and female. That is 13 races over 6 days. Add in training days, and there was always someone who was needing bike care. (There were also trials, but we had very little contact with the trials riders, who were competing in another town and were completely self-sufficient.)

The team USA mechanic staff, assembled by Calvin Jones of Park Tools, included a race technician from Shimano, a head mechanic from a chain of shops in Minnesota and the legendary TJ Grove, who has been working the pro mtb pits for more than 15 years. TJ has seen it all.

A doctor and nurse, three massage therapists, an equipment manager, a team manager and a few USA Cycling poobahs were also a part of the contingent.

For riders, it is a big deal to be a part of the US team. Racers earn their spot based on World Cup results, national championships, qualifying races in the US and coaches' discretionary selections. Good results at Worlds catapult juniors' careers and help elite riders negotiate a better contract for the following season. And once you earn the rainbow stripes of a world champion, you ride with those stripes for the rest of your life.

For the most part, the riders are professionals who regularly have the services of their trade team mechanics. For trade teams with big budgets, staff was sent to Italy to support their riders. That meant that there were a handful of athletes who we didn't need to worry about. The majority, though, were our responsibility.

Rebuilding a cross-country race bike is not too complex, no matter the components involved. Downhill bikes, by contrast, resemble jigsaw puzzles. And if that downhill bike is owned by a 16-year-old boy, it is also very likely beat. Some juniors were showing up with bikes that were not at all race-ready. For one junior, three mechanics worked about three hours, just to replace thrashed bushings and bearings in his frame.

Top athletes come with big expectations placed on them by coaches, sponsors and themselves. Add in international travel, time changes, new foods, no kitchen access and the hypercharged atmosphere of all the world's best mountain bike racers gathered in one town, and the stress level is super-sized.

On top of this, add mechanics that most of the athletes don't know. A racer can suffer through several hundred hours of training and show up on peak form. And one loose cable or overtightened bolt can take them out of the race. You don't trust your bike to just anyone. Mechanics feel that pressure.

Utah and Idaho Riders Named to Olympic Team

Colorado Springs, Colo. (July 1, 2008)—USA Cycling announced today 21 of its 24 nominees to the 2008 U.S. Olympic Team, including all 16 men's athletes across the disciplines of road cycling, track cycling, mountain biking and bicycle motocross (BMX).

Levi Leipheimer (Santa Rosa, Calif., formerly of Salt Lake City) was the only automatic qualifier as a result of a top-three finish in a UCI Grand Tour between July 1, 2007 and July 1, 2008. Leipheimer placed third overall at the 2007 Tour de France when he finished just 31 seconds off the pace of teammate Alberto Contador of Spain and eight seconds back from runner-up Cadel Evans of Australia. An Olympian in 2004, Leipheimer will represent the United States in his second Olympic Games.

Discretionary selections to the men's road squad include David Zabriskie (Salt Lake City, Utah). Zabriskie will be making his first Olympic appearance.

Hincapie, Leipheimer, McCartney, Vande Velde and Zabriskie will all compete in the mass start road race.

Since no men's road athletes met the automatic criteria to compete in the individual time trial, Leipheimer and Zabriskie received discretionary nominations to fill the United States' two start positions in the race against the clock. Two of the United States' most decorated time trialists in recent history, Leipheimer and Zabriskie have consistently medaled in world-class races over the course of the last several years. Most notably, Leipheimer won stage 19 of the 2007 Tour de France and stage 5 of the 2008 Tour of California. A silver medalist in the time trial at the 2006 UCI Road World Championships, Zabriskie also won two Grand Tour time trials – stage 1 of the 2005 Tour de France and stage 8 of the 2005 Giro d' Italia. He has also appeared on the podium in three additional Grand Tour time trials since 2005 and has captured two consecutive USA Cycling Professional Time Trial titles (2006-07). Most recently, Zabriskie finished third in stage 3 of the 2007 Dauphine Libere and second in stage 5 of the 2008 Tirreno-Adriatico.

Kristin Armstrong (Boise, Idaho), by virtue of her silver medal in the time trial at the 2007 world championships last September, earned the sole automatic nomination to the women's road team. The 2008 Games will be Armstrong's second Olympic appearance after competing in the road race in Athens. Armstrong is automatically qualified to contest both the road race and time trial in Beijing.

The U.S. women's mountain bike squad in Beijing will be filled by automatic nominee Georgia Gould (Ketchum, Idaho) and a yet-to-be-announced discretionary selection. Gould earned her automatic nomination as the athlete with the highest cumulative placing in her three best 2008 UCI Mountain Bike World Cup performances. Gould had a pair of fifth-place finishes in the season's first and third World Cups respectively in Madrid and Houffalize. Her next best finish was an 11th-place effort at the most recent World Cup in Fort William.

Athletes who are veterans of previous World Championships have worked with much of the mechanic staff in the past. The new mechanics give everyone pause. To ensure that no bike goes to the start line with an obvious problem, Calvin, the chief mechanic, goes over completed bikes. For new staff, he is especially observant.

Rather than seeing this as a slight or a vote of no-confidence, I was grateful for the backup. There was a lot on the line.

It was a huge relief to finish the week with no mechanical issues that we should have caught in the shop. Instead, there were many instances of questionable, worn or misaligned parts that were caught before the rider headed out to race.

As an amateur rider and as a mechanic, I have been to national and world-cup level races for more than 15 years. The World Championships are a different game. The speed of the elite cross-country men was unreal. The challenge presented by the downhill course was beyond comprehension. Many US riders told me it was the most demanding downhill they had ever raced, and several expressed fear at riding it at speed. I have repeatedly watched the online video of the podium run of Australian Sam Hill. At speed on the world's toughest course, he looked as smooth and comfortable as if he were on a sidewalk.

The mechanical highlight of the week for me came during the 4X. I was mostly a cross-country guy in Italy, but because another mechanic was feeling a bit sick, my duties were changed for one day. I was assigned Melissa Buhl's bike on the afternoon of the 4X finals. It was my

job to make sure it was completely race-ready, and when her bike came to me, it had been thrashed in practice and qualifying rounds. The brake calipers were misaligned, the rotors were both bent, the shift housing was crunchy and the shifting was sloppy.

I spent about an hour getting the bike to function as it should. Buhl is the best dual-slalom and 4X racer in the US, and she had a real shot at a medal. At several steps in the tuning of her bike, I reminded myself the level of service that was expected. Good enough for my ride on the Crest trail is not good enough for a World Championship. I would repeatedly, silently, think about being a mechanic for Greg LeMond or Lance Armstrong and ask myself if I would think this tune was acceptable were I sending them out during a crucial stage of the Tour de France. There could be no "good enough." Only "perfect" was acceptable.

During the 4X, I was assigned to work the top of the course, providing any last-minute adjustments to the US pro men and women, as well as putting bikes on and off stationary trainers. At one point, I turned a quick tire change after one of the men flatted – but still advanced – and the clock was ticking on his next start.

In the women's final, Melissa came from third spot in the last hundred yards of the race and crossed the line first. She was a world champion, and I had prepped her bike. The walk home to the hotel was quite a bit sweeter that evening.

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Speaking of Spokes - Continued from page 3

that might reveal the outcome of that day's stage and I quickly quell any conversation headed that direction. (One of my worst Tour viewing experiences occurred in 1989 when, while eating a Sunday meal at a family gathering, CBS announced Lemond had won the final day's time trial and with sufficient time over Laurent Fignon to win the Tour itself, and then invited its audience to tune in later for that day's coverage. How lame. I was robbed of what would have been one of my greatest Tour viewing experiences.) Then at night, my wife, Karma, and I plopped ourselves down in front of the big screen tv and listen to television's most charming and quick-thinking bullsingers, Phil Liggett and Paul Sherwen, as they call the day's action. (Actually, while Karma is genuinely a fan of the Tour, I think Phil and Paul are two of the big reasons she joins me in staying up late to watch the Tour.)

The Tour has been a tremendously exciting race this year and, as I write this, its outcome remains to be determined by tomorrow's time trial showdown between Carlos Sastre and Cadel Evans. Sastre as a rider, CSC as a team and Bjarne Riis as a team director are all very deserving of a Tour win. On the other hand, I must be a bit of an Anglophile as I find myself pulling for Cadel Evans, also a worthy winner in my opinion.

So, the stage is set, and I can hardly wait to sit down tomorrow evening to watch this drama play out. This is intensely exciting.

As a cyclist, I am also looking forward to this next month. There are tremendous offerings for cyclists in the Intermountain region. The Larry H. Miller Tour of Utah will be taking place August 13-19. With most of domestic racing's best pro teams coming, an abundance of high mountain climbing, and spectator friendly venues, this promises to be a great opportunity to watch some exciting bike racing.

In conjunction with the Tour of Utah, the 30th Annual Snowbird Hill Climb will take place on August 16.

Utah State MTB Championship Report

This year's Chris Allaire Memorial Utah Open State Championship was postponed almost 4 weeks due to the heavy snow. Some racers were happy with the change, while others were unhappy as the new date was on July 5th. Regardless of the holiday large numbers still toed the line for one of the premiere courses in the Intermountain Cup.

Competition was fast and furious throughout the day. The trails were in excellent condition and several riders walked away with shiny state championship medals.

KC Holley was fresh off her outstanding National Mountain Bike Series Pro debut at Deer Valley the week before. KC was apprehensive about the State Championship race, as she had some bad luck and bad experiences on the course before. Erika Powers (who went on the finish second) of Revolution/Peak Fasteners took off at the start and was passed by KC later on the steep service road. She kept it smooth and safe on the rough downhill and held off Erika by just under 2 minutes for the win.

Alex Grant and Blake Zumbrunnen have been playing cat and mouse on the Solitude Tuesday night racecourse for the last 2 seasons. The two riders know the lower loop like the back of their hands and know each others' strengths very well. Grant spent the day before the race playing at Utah's raging waters and hanging out at the Sugarhouse Park fireworks show. Sounds as if he is on to something, as he went on the win his second consecutive state championship by a little over 3 minutes.

Chris Bingham blazed to the win in the 40+ Expert category, putting down the fastest expert time of the day in the process.

The Sport Men 40+ group continues to have the most riders and proves to be very competitive, as the top 4 riders were within 1 minute of each other.

See results on page 22.

-Bob Saffell

This is a huge event, and staging its 30th running is a credit to Snowbird Resort and a boon to Utah cycling. After the race, participants and friends can pick their spot and party till the arrival of the Tour of Utah racers who will be contesting the final climb of that day's stage on those same slopes.

Also, I am impressed by, and looking forward to riding in, the Tour de Park City. With a 170-mile sanctioned bike race, a "super century" following the same course, a true century climbing to the top of Bald Mountain Pass in the High Uintas, and a half-century, there is something for nearly every cyclist. I am hoping this event goes off well and returns year after year.

On August 9, the Bonneville Cycling Club will be holding the ULCER (Utah Lake Century Epic Ride). I am uncertain how old this

event is, but it has been around as long as I can remember. It offers 111, 67 and 33 mile touring rides. It is always well-supported and an excellent late summer offering.

For the mountain biking set, August 29-31 brings the NMBS Final at Brian Head in southern Utah. Brian Head has become a favored destination for mountain bikers and a favorite venue for mountain biking events. This will be an excellent choice for a Labor Day Weekend excursion.

As you can see, cycling gives me much to be excited about. Pondering these factors as they have come together this month, the camaraderie between cyclists, the excitement of the Tour de France, and the pleasure of participation in cycling and the many great events for cyclists, it makes me glad to be a bicycle rider. I love this sport.

was the 20 miles he had to ride after the century to get back to Ogden to catch the train back to SLC.

Of the 5 members of the Fixed Gears to Fix Diabetes team, only two of the riders had actually done a century fixed. For both Erik and Little Erin, the Tour was their first century and their first century fixed. William and Harold had both done fixed centuries. Not surprisingly they were the only two who immediately after were willing to say they would do another.

Harold was the most experienced of the team members, having previously completed 40+ fixed centuries and two double centuries. He said the hardest part of the tour was "Throwing the leg over the bike after one of the last rest stops.... difficulty is always in the head.... and legs and butt and..." The rest of team concurred.

The team raised an estimated \$920, which will be used to further the American Diabetes Association's goal of improving the lives of the 20 million Americans who currently live with Diabetes. The 2008 Utah Tour de Cure had 1028 registrants (828 rode on day of event), 182 volunteers, and raised \$330,000 in its sixth year.

For more information about the Tour de Cure or to donate to the cause visit their website at tour.diabetes.org.

BIKE CULTURE

Fixed Gear Riders Tackle Tour de Cure

By Lukas Brinkerhoff

Five riders chose to pedal every last inch of the 104 mile course in this year's Tour de Cure. The team, Fixed Gears to Fix Diabetes, consisted of four riders from Cache Valley and one hailing in from Salt Lake City.

When asked why he wanted to do a century fixed, the team's captain, Harold Ikerd responded, "Those with diabetes don't get to coast through life. So it seems fitting that we shouldn't coast for one day in their support."

The crazy idea was hatched by Harold, who is known for refusing to coast. The summer of 2006 found him riding fixed across the country in an effort to bring awareness and raise money for Histiocytosis. The group rode from Davis, Calif. to Boston, Mass in 28 days.

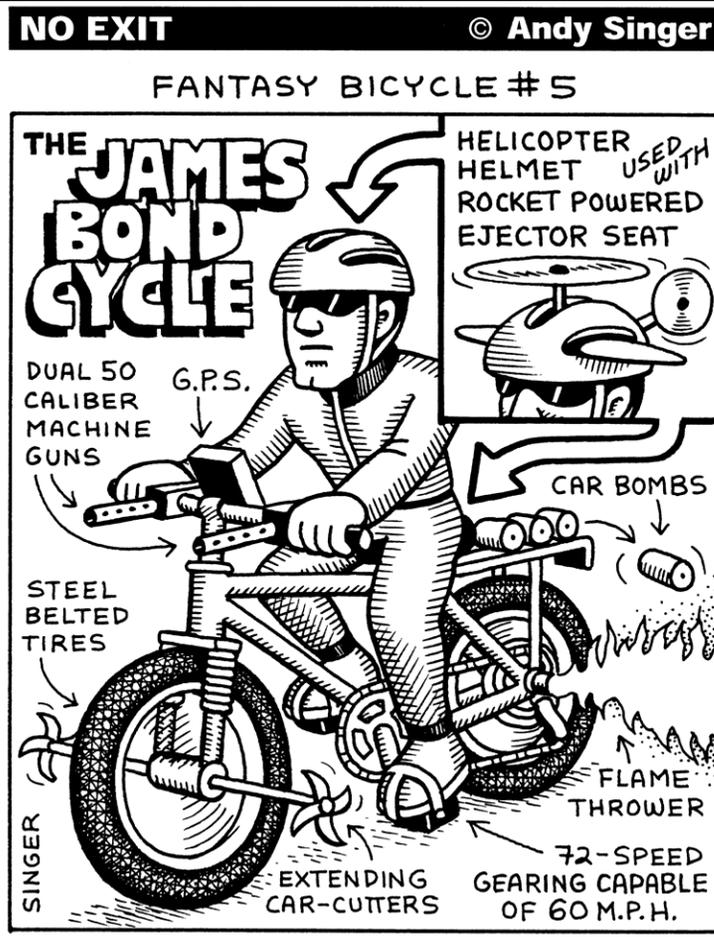
The Tour de Cure takes place in 40 states and according to their website, tour.diabetes.org, the rides brought about funds totaling almost \$13 million. Utah's Tour de Cure ride was held on June 14th with the start/finish in Brigham City. The ride headed west from the start towards Promontory Point where the riders rested at the top of the only climb on the course. From mile 40 at the top of the incline, the rid-

ers head towards the north passing through the many little towns that dot the landscape before turning south and returning to Brigham City.

Team member Erik Bachmann said the hardest part was going downhill until the end when he realized that Little Erin Olson, a 14 year-old member of the team, had more energy at the end than he did. Olson disagrees about the hardest part saying that the last 30 miles were the toughest due to the headwind and a "crazy old man" that convinced the team to work with him.

The team did get blown apart at this point. With the paceline averaging 25 mph into a headwind, the fixed team's cadence was a bit too quick for Little Erin and Lukas Brinkerhoff, who were both dropped off the back and forced to fight the wind alone.

William Broderick was the only team member from SLC. Not only did he push an enormous gear (53X13), but he also rode up from Ogden the night before with his gear to camp out on the field at the start line. He was also the only team member to wear tights and a long sleeve jersey through out the entire ride. William said the hardest part



Utah and Idaho Riders Shine at Masters Road Nationals

Louisville, Ky. —The 2008 USA Cycling Masters Road National Championships were held at the end of June and the beginning of July in Louisville, Ky.

Competing over a distance of 38 kilometers on a flat to rolling course, Richard Feldman (Ketchum, Idaho) earned a national title in the men's 35-39 category when he clocked a winning time of 50:41.0 to win by a slim nine-second margin.

Racing on the 38-kilometer course, Karen Appleby-Krieg (Pocatello, Idaho) rode a 58:52.2 to win the women's 30-34 title.

Kris Walker (Bountiful Mazda) was second in the women's 45-49 road race. Ken Louder (FFKR/SBO P/B Tour of Utah) was third in the men's 60-64 criterium.

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HEALTH

Dynamic Bike Fitting Made Easy....Accurate

By Erik Moen PT, CSCS

The profession of bicycle fitting has become fairly popular for good reasons. A well fit bicycle will help improve comfort and economy on the bicycle. A well fit bicycle will help avoid overuse injuries, pain syndromes and poor bicycling performance. A well done bicycle fit considers an individual's riding history, personal goals, musculoskeletal status (flexibility and strength), and kinematics (the study of motion). This article will focus on the generalities of bike fit kinematics and the inclusion of new technology.

Bike fit kinematics may be observed in two major ways; static and dynamic.

The static assessment of riders on their bicycles includes measuring angles and positions of a rider's body segments when they are not moving. The measurement of static bicycling kinematics includes tools such as tape-measures to assess length, plumb bobs for gravitational orientation, goniometers to measure angles and lasers to assess planar relationships of the lower extremity (aka see what is lined-up with what). Many bike-fitters exclusively use static methods for assessment and guidance for the bicycle fitting process. Benefits of static measures include; fairly inexpensive, easy production of numbers/data, readily available fit methods for bike fitters to use and a small space requirement. Major limits of static measures include; limited inter-rater reliability (different people will measure differently), tendency for cookie cutter approach (fit formulas/methods based on averages or two riding types/styles) and static measures may not represent the dynamic condition.

Dynamic assessment of the

bicyclist measures the motion of the bicyclist while riding their bicycle on a stationary resistance trainer. Dynamic assessment may be made either by experienced observations (eye) or tracked by active or passive motion analysis systems. Tools for dynamic systems include lasers, motion analysis systems, and power observation tools. Lasers are typically used as eye-assists for the bike fitter. They provide a planar reference to observe knee motion. Lasers are not currently being used in bike fit to actually perform finite measures. Limits of visual observations can include variation of bike fitter experience and the high frequency of leg motion in the pedal stroke. Limits of power observation tools are frequently utilized for short cycle periods, thus it is not known if a person is capable of sustaining the power profile. The sole use of power profiling may assume the most powerful position (assessed usually in a short period of time) will have the best postured position on the bicycle. The limits of motion analysis systems for application to typical bike fitting studios include; large cost to both fitter and athlete, they require large calibrated spaces with controlled light conditions, lengthy data analysis and data manipulation (data smoothing from missing points or light artifacts). Most motion analysis systems are not dedicated to the analysis of the bicyclist, thus significant time is required to establish protocols for sampling and analysis of bicycling specific motion.

There are clear benefits of motion analysis tools for bicycling kinematics. Motion analysis systems create finite and reliable measures of motion at typical bicycling conditions of cadence and load from multiple, integrated camera

positions. Not all motion analysis tools are the same. Some systems are active while others are passive. Some systems analyze two dimensions, others analyze three dimensions. Some systems have large potential for error, while others are accurate and reliable. Passive motion systems use reflection (light returned to its source via a material that repels the light source) to track markers. The problem with reflection is that many shoes, clothes, bikes, and other objects have a lot of reflective points on them, so false images known as artifacts get picked up by a passive system. In most cases, the user has to go into software, distinguish between the desired markers and manually delete these artifacts. Systems such as these require a controlled environment so as to limit reflective artifacts and best point discrimination. Active motions systems detect and track sensors that emit their own source of light or signal. This limits loss or confusion of data bits. Fit data collected in a traditional two dimensional plane (i.e. video based systems) is fairly limited. Analysis of a rider can only be made one view at a time as independent reference points. Best analysis is made when front and side views are analyzed simultaneously in order to see how all the applicable movements of the body are working together. Dynamic kinematic data from bicycling motion should be viewed as average motion for a given period of time. Isolated measures of a single frame or single static position may not represent most common motion of the bicyclist. Data capture should also acknowledge peak angular motions and ranges of motion. This is most helpful to interpret the bicyclist's motion exposure.

Enter Retül (www.retul.com).

Retül is a motion analysis tool for bicycling. It is not a fit formula. Retül is an active motion analysis system that analyzes three dimensional motions. It appears to be reliable and accurate. Retül uses eight anatomical LED markers strategically placed on the wrist, elbow, shoulder, hip, knee, ankle and ball of the foot, the retül sensor gathers information in real time and transmits it to a computer. Each LED flashes every 2.1 milliseconds. That's 476 times per second or Hertz. The system takes a full set of body measurements every 34 milliseconds. That's 29 full sets of body data per second. The software has the latitude to allow the operator to sample up to five minutes of motion for a given load and cadence. Collected data points are reported to be accurate to under a millimeter for given location of LED. The software that accompanies the hardware is specifically designed for bicycle fit analysis. Data collected from a given motion sampling is processed automatically in seconds. This is an important attribute to allow for timely analysis and work with a bicycling athlete. Retül establishes data records to be stored on a computer that includes rider profile, specific data from the fit, the bike, and the final fit position. Records are easily accessible and available for comparison and distribution via electronic or paper.

Retül is really an important dynamic assessment tool for the bicyclist. Data from such analysis may be used in many ways. Some suggested uses of a system such as Retül are as follows:

Multiple bikes - It is important to ensure that you have similar knee motion between all of your bicycles. Retül can help ensure that your knee and ankle motions are similar between all of your bicycles.

Trying to look like McCormick or Zabriskie? Motion analysis of a given rider can demonstrate a certain athletes riding position, such as trunk and shoulder angle for aeropositioning. Known fit data from other athletes may be used for comparison and gradual incorporation to other athletes positioning.

Analysis of ankle/knee relationship-this relationship is not well studied or understood. Most thorough motion analysis of the bicyclist

will look at the relationship of knee and ankle motion during bicycling. Changes to the fit of the bicycle will have ramifications to these joint moments.

Frontal plane knee analysis- This simply is side to side knee motion during pedaling. Systems such as Retül track and analyze this motion component. Proper fit of the bicycle and good pedaling mechanics (skill) will minimize the amplitude of this knee motion.

Leg length difference - Pre and post intervention measures are crucial to best understand a bicyclist with a leg length difference.

Differing conditions: Systems such as Retül allows you to perform several tests under different conditions (load and cadence). These differing tests allow for best motion analysis and rider tolerance.

Musculoskeletal implications -The body takes time to accommodate change. Motion analysis may be used to demonstrate body tolerance of positional changes on the bicycle over time.

I believe that static measures are a good starting place for the fit of the bicycle to a given rider. The more experienced the fitter, the better the outcome. If you have access to a person with a motion analysis tool, even better! Systems such as Retül have allowed motion analysis for the bicyclist and bike fit professional to be a painless and simple process. Systems such as Retül are tools; they provide data for the bike fitting professional. Such rich kinematic data significantly improves the accuracy and reliability of the bicycle fitting and performance experience.

Erik Moen PT, CSCS is a nationally know expert on bicycling injury treatment and bicycle fit. Erik practices physical therapy in the greater Puget Sound area. Erik may be reached through his website, www.bikept.com

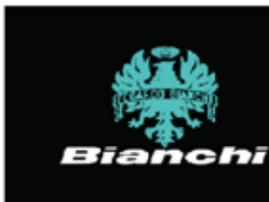
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ROAD RACING

Tour of Utah Preview and Race Guide



3.5 km from the Snowbird finish of Stage 6 of the 2006 Tour of Utah. Riders are (left to right) Burke Swindlehurst, Jeff Louder (obscured in back), Chris Wherry, Thomas Peterson. This will be stage 4 this year. Photo: Dave Iltis

The 2008 Larry H. Miller Tour of Utah will be held from August 13-17, a high point in the evolution of cycling in our state. This event has already become an internationally recognized rival to some of the most distinguished professional cycling races in the world. Running through some of the most scenic, spectacular and difficult terrain in Utah's Wasatch Front mountain range, this thrilling, 5-day, 5-stage, 336 mile race with 30,000 feet of climbing will all take place within a 100-mile radius, encompassing Salt Lake City, Nephi and Ogden. The Tour's various downtown venues and high altitude mountain climbs will create a race that is as exhilarating for spectators as it is challenging for competitors.

For the first time in its history, the Larry H. Miller Tour of Utah is part of the prestigious 2008 USA Cycling National Racing Calendar. The NRC, as it is known, showcases the highest level of competitive road cycling in the United States, and provides season-long points series to determine the top riders and teams in the nation. In addition, this year's Larry H. Miller Tour of Utah features the largest purse in U.S. road racing this season: \$75,000 purse, and a new automobile.

Tour of Utah organizers are working hard to bring the toughest stage race ever staged in America, and by doing so are working closely with all cities and counties to pro-

vide the best routes and greatest spectator friendly courses. We salute all of those who are putting it all on the line for the rest of us to enjoy, especially The Larry H. Miller organization, Zion's Bank and all of the other sponsors; along with the hundreds of supporters, staff and volunteers.

Of course, one of the biggest stars of this event will be the state of Utah, itself. The athletes will traverse a variety of climate and environmental conditions that simply cannot be found anywhere else in the country. Riders will find themselves pedaling across the flat landscape of the desert in the shadow of the Wasatch Mountains; climbing high into the alpine regions that still—even in August—continue to hold large amounts of snow; and racing around the circuit courses of the downtown metropolitan areas that make Utah so excitingly diverse. The race will start and finish in areas such as Salt Lake City, Ogden, Nephi and Park City, and travel through the many towns of Summit, Wasatch, Sanpete, Morgan, Weber, Utah and Tooele counties.

During the five days of the event, Utah cycling fans will stand shoulder-to-shoulder with some of the greatest names in competitive cycling in the world today. At the same time, they'll also be able to see their own friends, neighbors, teammates and personal heroes driving for the summit, the points marker, and the finish line along with those legends of cycling.

Two Utah teams will be participating. Invited this year is American RADD or Racers Against Drugs and Doping, a Utah-based Pro team sponsored by Agel. Captaining that team is Utah's Bryson Perry who will be joined by fellow Utahns Cameron Hoffman, Gardie Jackson

and Billy Demong, a Nordic combined Silver medalist at the World Championships. Joining them will be Tommy Nelson and Luis Zamudio, both of California. The second team is the Utah All-Stars, a composite team of the best amateurs in Utah and will be sponsored by Canyon Bicycles in Draper and Blackbottoms. Team members include current Utah State Champion Todd Hageman, Dave Harward, Jesse Gordon, Ryan Barrett, Alex Rock, Nate Page and Eric Pardyak. Good luck guys! These talented Utah riders will be testing themselves against the best teams in North America, including BMC, Bissell, Healthnet, Jittery Joe's, Rock Racing, Slipstream, Symmetrics, Team Type 1 and Toyota United. World-class riders like Tyler Hamilton, Oscar Sevilla and Victor Hugo Pena of Rock Racing; Tom Danielson and Danny Pate of Slipstream, Chris Wherry, Henk Vogels and Chris Baldwin of Toyota United; Tom Zirbel, Aaron Olsen, Ben Jaques-Maynes and Utah riders Burke Swindlehurst of Bissell and Jeff Louder of BMC will all be here competing.

We at Cycling Utah couldn't be more thrilled to be able to participate in this storied event. We hope you refer to this souvenir 2008 Tour of Utah issue often, as you watch the various stages. Then, once the race has ended, we encourage you to put it in your library where it can take its place alongside future Tour issues that will be sure to follow. Because if this incredible stage races delivers half as much nail-biting excitement as it promises, there will be many more editions of the Larry H. Miller Tour of Utah to come in the future.

See you at the race.



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TOUR OF UTAH PREVIEW

Race Information and Course Descriptions

Tour of Utah 2008 - Stage One

90 miles to Salt Lake City, Utah
Approx. 90 minute drive on Interstate 15

Start/Finish

Overview of Stages

Red = Road Race
Blue = Criterium
Green = Time Trial

Stage 1 Elevation Profile

Wednesday, August 13th
Flat to Rolling Course
Length: 101 miles, 162 kms
Climbing: 4,851 ft., 1,478 meters

Race Route

Tour of Utah

Stage One - Utah Sports Commission Road Race

Wednesday, August 13th
Nephi, Utah
Course: Flat to Rolling
Length: 101 miles, 162 kms
Climbing: 4,851 ft., 1,478 meters
Start Time: 10am

Directions to start:
From Race HQ in Park City take Hwy 224 north to Interstate 80 West to Interstate 15 south approximately 80 miles to exit #225. Turn right off of ramp and travel 1.3 miles into the town of Nephi. Look for race signage to the staging area. Allow 90 minutes for drive time.

Race Information:
The opening stage of the Tour of Utah should be for the sprinters. This "flat" road race showcases the rural Sanpete county, rolling through several small towns along its 101 mile length. Wind, heat and the small rollers will make this a pretty demanding stage.

Places to Watch:
Prime spectating spots will be at the start and finish line, both Sinclair Sprints located in Mt. Pleasant and Fountain Green as well as the KOM at Hill Top on Highway 89 north of Fairview.

Tour of Utah 2008 - Stage Two

Overview of Stages

Red = Road Race
Blue = Criterium
Green = Time Trial

Stage Two Elevation Profile

Thursday, August 14th
4 Climbs - Flat Finish
Length: 85 miles, 137 kms
Climbing: 10,585 ft., 3,226 meters

Race Route

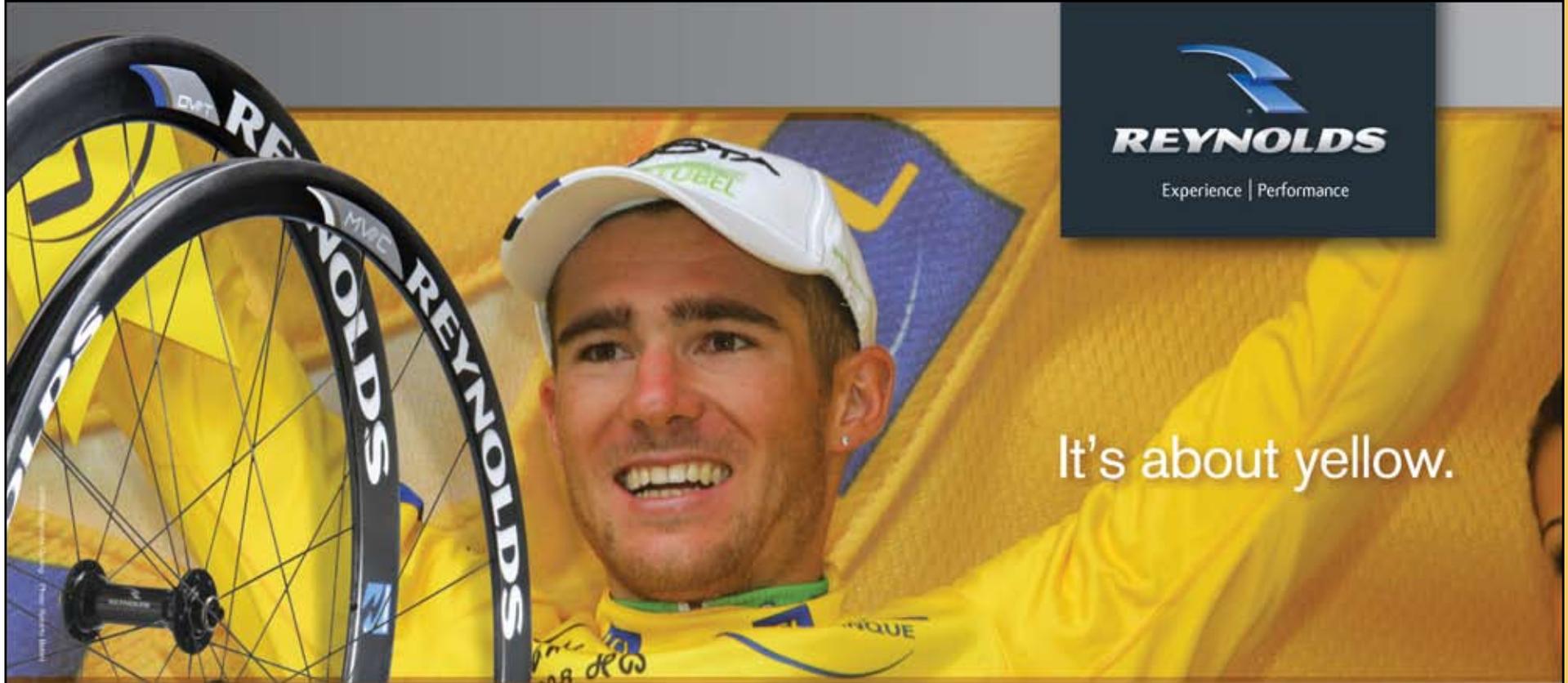
Tour of Utah

Stage Two - University Health Care Road Race

Thursday, August 14th

Ogden, Utah to Salt Lake City, Utah
Course: Four climbs with a flat finish

Length: 85 miles, 137 kms



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Climbing: 10,585 ft., 3,226 meters
Start Time: 10am

Directions to start:
From Race HQ in Park City take Hwy 224 north to Interstate 80 East 18 miles to exit 168, I-84 West towards Ogden proceed approximately 40 miles to I-15 North then to the 24th Street exit in Ogden, turn right then left on Washington Blvd. Look for race signage to the staging area. Allow 75 minutes for drive time.

Race Information:
A classic training ride for local cyclists, Stage 2 of the Tour of Utah takes on four difficult climbs, the first one starts at mile six! Riders will start in historic Downtown Ogden then tackle North Ogden Pass, around the scenic Pineview reservoir and climb over Trappers Loop before riding through the beautiful Morgan valley followed by East Canyon reservoir and the toughest climb of the day, Big Mountain. After a fast descent down Emigration Canyon riders will finish at the University Health Orthopedic center in Research Park.

Places to Watch:
As the first mountain stage of the Tour of Utah, best viewing will be at any of the four KOM's: North Ogden Pass, Trappers Loop (feed zone will be near by), Big and Little Mountains. Both start and finish locations will offer opportunities to see your favorite rider.

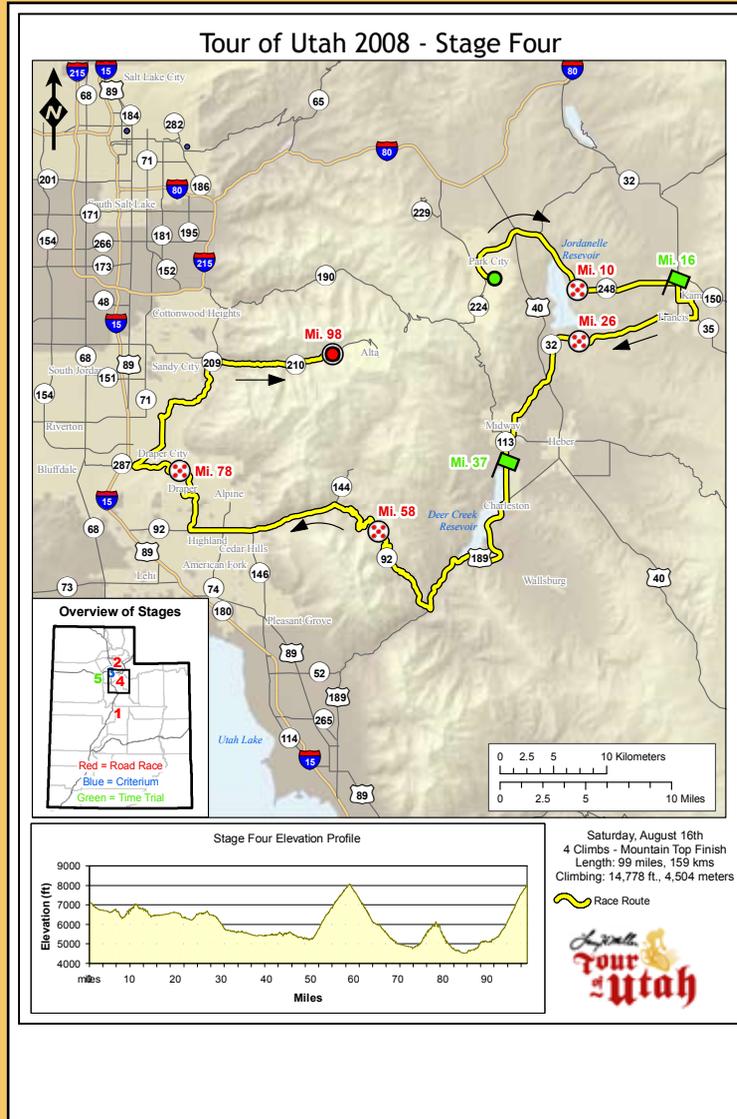
Stage Three - Toyota Dealers Association Downtown Criterium

Friday, August 15th
Downtown Salt Lake City, Utah
Course: Flat Fast Criterium
Length: 90 minutes
Circuit: 1 mile, 1.6 km
Start Time: 7pm

Directions to start:
From Race HQ in Park City take Hwy 224 north to Interstate 80 West to Interstate 15 North approximately 24 miles to 6th South exit then left at 200 West and follow signage to staging area.

Race Information:
This fast, smooth 1 mile crit course encircles the downtown Pioneer Park, featuring a fast, one-block track perfect for viewers. Located perfectly near shops, restaurants and bars, this course will be a spectator's delight and great evening entertainment for visitors' and residents alike.

Places to Watch:
Just about anywhere along this fast four-corner course. Situate yourself near the start finish to visit the vendors and catch your favorite riders at sign-in.



Stage Four - Snowbird Road Race

Saturday, August 16th
Park City to Snowbird
Course: 4 Climbs - Mountain Top Finish
Length: 99 miles, 159 kms
Climbing: 14,778 ft., 4,504 meters
Start Time: 10am

Directions to Start:
Race HQ in Park City will be staging area.

Race Information:
The Queen Stage of the Tour of Utah is a brute; 14,778 feet of climbing in 99 miles. Riders will see five KOM's on their way to the finish at beautiful Snowbird Ski Resort in Little Cottonwood Canyon. Along the way they will tackle the tough climb past Sundance ski resort, up and over the Alpine loop into American Fork Canyon.

Places to Watch:
The Queen Stage will again be another best view at the KOM's. Anywhere above Sundance will offer the majestic views of the Wasatch Mountains and great racing. If you plan to view from the finish, get up the canyon early and visit Snowbird or watch amateurs finish their climb up Little Cottonwood canyon.

Continued on page 16



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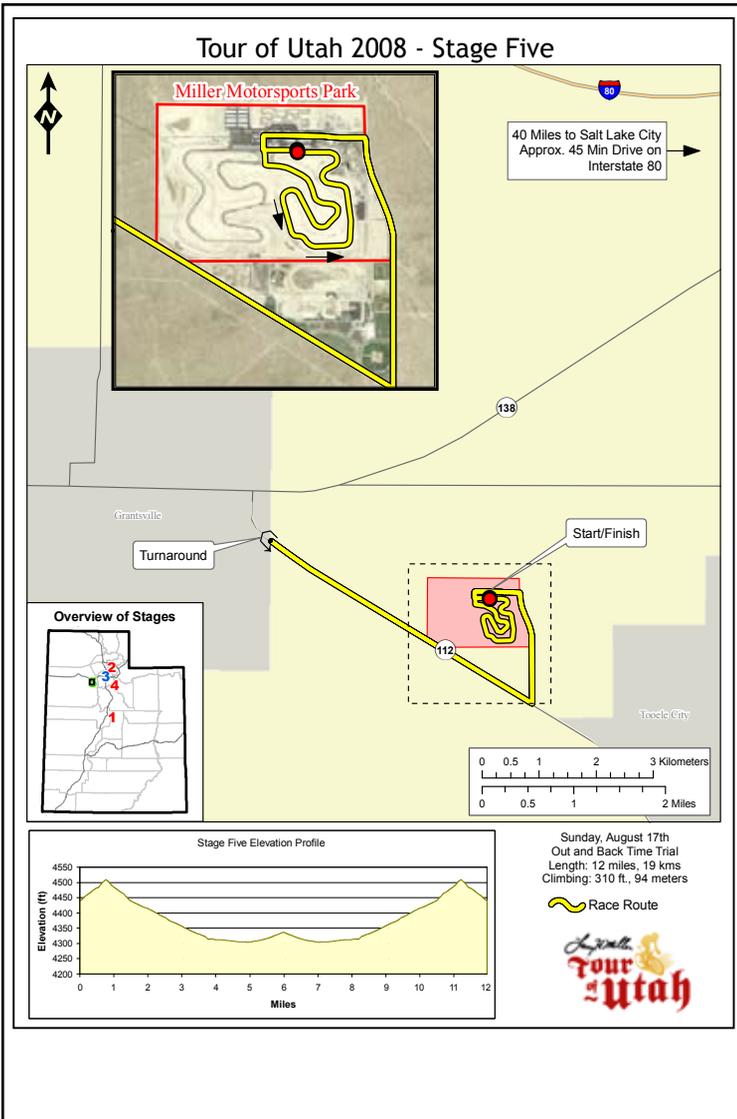


Photo: Chip Smith, Soar Communications

- STAGE 1** SAMPETE ROAD RACE 101 miles, flat to rolling terrain starting and finishing in Nephi.
- STAGE 2** UNIVERSITY HEALTH CARE ROAD RACE 84 miles, four climbs, from historic downtown Ogden to Salt Lake City.
- STAGE 3** TOYOTA DEALERS DOWNTOWN CRITERIUM 90 minutes of a 1-mile circuit in downtown Salt Lake City.
- STAGE 4** SNOWBIRD ROAD RACE Park City to Snowbird, 99 miles with five climbs and a mountaintop finish.
- STAGE 5** MILLER MOTORSPORTS PARK TIME TRIAL 12-mile out and back race against the clock in Tooele.

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**Tour of Utah -
Continued from page 13
Stage Five - KJZZ Time Trial**

Sunday, August 17th
Miller Motorsports Park in Tooele, Utah
Course: Out and Back Time Trial
Length: 12 miles, 19.3 kms
Climbing: 650 ft., 198 meters
Start Time: 10am

Directions to Start:
From race HQ in Park City, take Hwy 224 to I-80 W. Drive west on Interstate 80 for approximately 45 miles. Take Exit 99 (Highway 36) and drive approximately 3.2 miles. Turn right on Highway 138 and drive approximately 4.8 miles. Turn left on Sheep Lane and drive about 2 miles.

Race Information:
The final stage of the Tour of Utah could be pivotal, even after 30,000 feet of climbing in the previous four days. This mostly flat, out-and-back time trial will start and finish at the new Miller Motorsports Park. Riders will leave the park and travel west to nearby Grantsville, encountering a gradual rise all the way out before turning around and finishing with a lap of the race course. Strong winds and August heat will make this 12 mile effort a tough one for the competitors' and very well could decide our winner.

Where to Watch:

The Miller Motorsports Park will provide a fantastic backdrop for what will likely be the pivotal Stage in the 2008 Tour of Utah. Best viewing is in the pit area. Watch your favorite riders as they go through warm-up routines and get up close and personal with all the trickiest machinery on the NRC circuit. With

the Start and Finish located back-to-back adjacent to the pit area, you will be able to witness riders as the take off for 12 miles of pain and watch them finish from the same spot! Digital timing boards and big screen TV monitors will allow you to keep track of the top riders as the race progresses.

TOUR OF UTAH PREVIEW

Tour of Utah Teams and Riders

American R.A.D.D. (Utah Team)
Director: Bryson Perry
www.american-radd.com
Bryson Perry
Cameron Hoffman
Luis Zamudio
Tommy Nelson
Billy DeMong
Adam Livingston
Gardie Jackson

Andy Jacques
Maynes
James Mattis
Ken Hanson
Mark Santurbane
Jesse Moore

Drew Miller
Ryan Blickem
Jacob Rubelt
Joe Kirch
Kyle Colavito
Brian Forbes
Mark Aasmundstad

Successful Living Pro Cycling Team
Director: Steve Hegg
www.teamsuccessfulliving.com
Ricardo Escuela
Charles Dionne
Brad White
Alessandro Bazzana
Brian Jensen
Cody O'Reilly
JR Grabinger

The Fan Sports Network Team
Directors: Pro Composite Team
www.thefansports.com
Stefano Barberi
Sheldon Deeny
Anthony Colby
Tyler Wren
Andy Guptill
Scott Tietzel
Mike Lange

Rock Racing
Director: Mariano Friedick
www.rockracing.com
Michael Creed
Cesar Grajales
Tyler Hamilton
Doug Ollrenshaw
Victor Hugo
Pena
Oscar Sevilla
Adam Switters

Team Type 1
Director: Ed Beamon
www.teamtype1.org
Moises Aldape
Fabio Calabria
Glen Chadwick
Chris Jones
valeriy Kobzarenko
Shawn Milne
Matt Wilson

Bissell Pro Cycling Team
Director: Glen Mitchell
www.bissellpro-cycling.com
Burke Swindlehurst (Utah Rider)
Ben Jaques-Maynes
Tom Zirbel
Teddy King
Aaron Olsen
Jeremy Vennel
Omer Kem

Hagens Berman Cycling Team
Director: Alan Schmitz
www.hagensberman-cycling.com
Nick Clayville
Dan Harm
Adrian Hegyvary
Sam Johnson
Jake MacArthur
Lang Reynolds

Team Rubicon
Director: Norrene Godfrey
www.trubicon.org
Carson Miller - USA
Dean Tracey - USA
Josh Bartlett - USA
Logan Hunn - NZL
Roman VanUden - NZL
Shaun Miller - AUS
Brad Payne - AUS

Toyota-United Pro Cycling Team
Directors: Len Pettyjohn, Scott Moninger
www.toyota-united.com
Baldwin, Chris USA
Blackgrove, Heath NZ
Clarke, J AUS
Day, Ben AUS
England, Justin USA
Vogels, Henk AUS
Wherry, Chris USA

BMC Racing Team
Directors: Gavin Chilcott, John Lelangue
www.bmc-racingteam.com
Jeff Louder (Utah Rider)
Scott Nydam
Jonathan Garcia
Brent Bookwalter
Steve Bovay
Nathan Miller
Darren Lill
Ian McKissick

Health Net Pro Cycling
Director: Mike Tamayo
www.teamhealth-net.com
Rory Sutherland (Ranked #1 NRC)
Phil Zajicek
Frank Pipp
Roman Kilun
Matt Cooke
Corey Collier
Matt Crane

Slipstream-Chipotle Pro Team
Directors: Jonathan Vaughters, Chann McRae
www.slipstream-sports.com
Trent Lowe
Tom Danielson
Tom Peterson
Jason Donald
Will Frischorn
Danny Pate
Blake Caldwell

Utah All Stars (Utah Team)
Director: Dave Harward
www.canyon-bicyclesdraper.com
Dave Harward
Ryan Barrett
Todd Hageman
Alex Rock
Nate Page
Jesse Gordon
Eric Pardyak

Bobs-Bicycles.com (Idaho Team)
Director: Tad Hamilton
www.teambobs-bicycles.com
Kevin Rowe
Calvin Allen
Matt Weyen
Justin Rose
Rob Campbell
Justin Mayfield
Chris Stuart

Jittery Joe's Pro Cycling Team
Director: Jesse Lawler
www.the-beanteam.com
Neil Shirley
Trent Wilson
Matt Shriver
Ben Kneller
Ryan Sullivan
Jared Barrilleaux

Symmetrics Pro Cycling Team
Director: Kevin Cunningham
www.symmetrics-cycling.com
Svein Tuft
Cam Evans
Christian Meier
Andrew Pinfold
Jacob Erker
Andrew Randell
Eric Wohlberg

California Giant Team
Director: Anthony Gallino
www.calgiant-cycling.com
Chris Lieto
Max Jenkins

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TOUR OF UTAH

Jeff Louder and Burke Swindlehurst Talk About the Tour of Utah

Editor's Note: One of the many plusses that come with staging a major cycling event in Utah, is that we get to watch some of our local professionals compete at the top of their games, against the best the other national teams have to offer. In this case, two such pros are Jeff Louder [BMC Racing] and Burke Swindlehurst [Bissell Racing Team]. (As of this writing, Dave Zabriskie will be competing in the Olympic Summer Games in Beijing, so he will be unable to join his Garmin-Chipotle teammates for this event.) Cycling Utah sat down with Swindlehurst and Louder to get a candid assessment of the race, the courses, the other riders, and their own chances for a podium position.

Cycling Utah: We've heard you two say the Tour of Utah in 2006 generated lots of positive comments about the race, the courses, and the state from the other teams. What were some of those comments?

Burke Swindlehurst: Several of my former teammates on Navigators, most notably, Sergei Lagutin, felt that the '06 Tour of Utah was their favorite race of the season. They felt the courses were great, and the competition was outstanding.

Jeff Louder: In general, many of those who competed felt it was the highlight of the season for their teams, and for them as individuals. A lot of people were impressed with the sheer difficulty of the courses. In a lot of ways, it's really the most European, in terms of terrain and course style, than any other American stage race.

CU: Why was that?

JL: The race is fairly unique race in America, in that, you seldom see that level of difficulty of climbing in American races. For example, you never climb for an hour in the U.S. We have two days of that kind of climbing. That makes it kind of epic,

actually. In general, everyone came in not knowing what to expect. In the end, it kind of blew everyone away.

BS: The race was such a new thing, nobody knew what was going to happen until it actually did. Nobody expected the level of professionalism, in terms of how it was staged. In that way, the Tour of Utah was the closest thing to a UCI race they experienced in the states. Since it was a new event—and not even an NRC event—when everyone showed up, I believe the level of professionalism added to the prestige of the event. I know, for example, Scott Moninger listed winning the Tour of Utah as one of his top five career achievements.

CU: Let's start with the first stage. How do you gauge the Nephi course?

JL: It's less straightforward than it looks on paper. It's going to be hot, windy, and will have more elevation than anybody realizes. I remember this course as having more echelons than we're used to in America. The roads are straight and quite exposed. And if the wind is right, you'll have to be among the first twenty riders at all times. The drag from Fountain Green up to Nephi pass – everyone will have to be pretty alert and stay near the front if they want to place well.

BS: It's not described as a climbing race, but it could catch a lot of racers off-guard. You just don't realize you're climbing.

CU: Do you believe you, as locals, have any sort of advantage over the field because you're local?

JL: Yes a huge advantage, especially on the climbs. A lot of it comes down to how efficiently you're able to pace yourself. If you're not familiar with a climb and it feels like it's going to go on forever, it can make a big difference for us when we know what's coming up.

BS: I agree. The race profile doesn't always tell the whole story. If you've got a climb coming up that you're familiar with and the other guys don't know about it, you might go to the front when the others feel like they need to hold something in reserve. It comes in handy knowing exactly when to move up; when to say, "if I don't do it right here, it's going to be harder later on."

JL: The same is true in reverse. If you know a climb, and you're aware that it isn't as hard as it looks on paper, you can save some energy and dose your effort, even if the rest of the guys are freaking out.

CU: How about the second stage? The one that starts in Ogden and finishes in Salt Lake?

JL: For me, it literally finishes in my backyard. It's literally a matter of a few blocks to my house. We do intervals in Research Park. It's really cool to actually get to race down Emigration, a ride we do dozens of times a season.

BS: I'm looking forward most to that stage. It's going to be the ringer that catches lots of people off-guard. On paper it doesn't compare to the Snowbird stage, but it will still be one of two most difficult stages on the whole NRC. Big Mountain from the other side is easily a 30-minute effort.

JL: I'm just looking forward to being done with that stage.

CU: How significant is Stage 4 (Park City to Snowbird) as it compares to other big courses on the national calendar.

BS: If I remember correctly, Boulder to Breckenridge has 12,000 feet of climbing. This has 2,000 more feet of climbing, and it's in a stage race. The closest thing in a stage race is probably the Gila Monster [Tour of the Gila], at 10,000 feet, and this is half again that much. The Alpine loop alone will be close to 45 minutes of climbing.

JL: The only thing it compares to, in my experience, is racing in Switzerland. It's like a stage of the Tour de France. With the additional 20 miles that's been added, it's going to be the icing on the cake, and really be an epic day of racing.

CU: How important is the Tour of Utah to your teams?

JL: For the BMC racing team, it's really important. Our team is built around stage racers. Every race we do, we do for GC. The Tour of Utah is high on the list of the most important stage races we'll compete in this year. It's one of the truly good stage races in the U.S. As an example, we're going to have a 10-day training camp here, leading up to the race.

BS: It's very important to our team as well, because we're built around stage racing also. I'm a little biased, but it's the hardest race on the calendar, which gives it a lot of prestige. So to do well is something that's very important. The director is looking at me and expecting that I'm going to want to do very well, so the pressure is high. Jacques-Mayne broke his collarbone in the crit at Cascade, but I think he'll be back by then. Zirbel and Aaron Olson have a lot of exper-

Continued on page 24



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TRACK RACING

Plans for Utah Velodrome Move Forward

By Greg Overton

Cyclists along Utah's Wasatch Front will have more options for fun or competition in the near future. The Salt Lake Velodrome Association has begun fundraising for construction of a new velodrome in Utah, after being granted 501C3 status as a non-profit organization and obtaining a State of Utah solicitation permit. The next step in bringing a velodrome to Utah is choosing the location, and then the design phase can begin.

Two leading sites are the Utah State Fairpark in Salt Lake City, and an Ogden location as a major component in a new velo park planned for that city. Mark Kennedy, a member of the Salt Lake Velodrome Association, said, "We have met with Mayor Godfrey. Ogden is beginning work on a multi sport facility that could feature a velodrome. The city is very committed on this, and if the cycling community can come together to support its portion of this great facility, we could be well on the way to having a

fabulous addition to Utah: an indoor velodrome. Working with Ogden could bring the cost of the track and facility down near the stand alone cost of constructing an outdoor track, and we would have one of the best tracks in the United States."

There is more than one option, as Kennedy pointed out, "Association board members also met with representatives of the State Fairgrounds. The Fairgrounds could be one of the best locations to build a track facility because it has all of the infrastructure already in place, and enough land available to build a track facility and possibly even work into an outdoor cycling facility."

Several cities in the intermountain west are developing comprehensive cycling specific venues. Eagle

(Boise), Idaho, and Fort Collins, Colorado, are the nearest cities to Utah to begin work on public velo parks that include either an outdoor or indoor velodrome. These velo parks include mountain bike skills (Freeride) courses, BMX tracks and parks, cross country racecourses, and cyclocross courses. They are connected to bike paths and roads that are easily accessed by cyclists in their communities. When facilities like this are developed in conjunction with local municipalities, it reduces the fundraising burden otherwise placed on a private or non-profit group such as the Salt Lake Velodrome Association, by offering public lands and in some cases, even sharing the cost of construction and maintenance. This can be a major

piece to the funding puzzle. The SLVA is exploring all possibilities in funding the velodrome, regardless of its location. "We have met with the Utah State Dept of Economic Development to share our vision and develop a critical mass to start making this happen. We have started working with a fund raising company to help us chart out the next stage, which is gathering funds to support our vision," Kennedy commented. "There are ways for the cycling community to become involved, individually and collectively. Please sign the petition by visiting <http://www.gopetition.com/petitions/bicycle-velodrome-salt-lake-city-ut.html> and visit our website at www.saltlakevelodrome.com for further developments."

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TOURING

Affleck Park Makes a Perfect S.O.S Ride**Camping in Affleck Park****By Lou Melini****What the Heck is an S.O.S. Ride?**

A couple of years ago, Grant Peterson had an article in his Rivendell journal that discussed an after-work Short Overnight Stay ride or S.O.S. ride. I initially thought the article was interesting though impractical for urban Salt Lake City. One day I rode past Affleck Park on the way to East Canyon summit (Big Mountain as it is called), as I have done countless times, when I thought that this would be a perfect place for an after-work overnight bike tour.

Affleck Park is a small campground managed by Salt Lake City Water Department. It is about 4/10's of a mile past the 5-mile marker up Route 65, in what is officially Dell Canyon. It has 14 advertised (but only 10 by my count) campsites plus approximately 14 other spots in 2 group sites. It has a stream running through it, but no available water, so you will need to use a water filter unless you carry a lot of water on your bike. Basically you are paying the \$10 camping fee for a spot of ground, a picnic table and pit toilets. If you like to camp, one could do better, but you could camp in a lot worse spots. You do get a camping environment that is cooler than the valley, relatively clean, and quiet, at least the July 2nd night that Julie and I rode there. AT's and dirt bikes are prohibited in the campground.

The ride is very easy for a weeknight after-work get-away.

Upon riding home from work, we hopped on our touring bikes that had been set-up the night before. It took us 2 hours to ride over Emigration Canyon and up East Canyon from our home just north of the 3300 South REI store, about 18 miles. We were able to do the ride, set up camp, eat dinner and relax a little before darkness set in. There were only a few other campers there on this Tuesday evening plus one raccoon looking for easy pickings.

If you do not have camping equipment, one could rent a tent and sleeping bag at REI. I always pack a stove primarily for morning coffee, but for those that do not indulge in hot beverages, a non-cook picnic dinner and breakfast would save needing a stove. Carrying a lot of water would save the need for a water filter at the campground.

Given the price of gas, this would make a nice nightly getaway for those looking for something to do close to home. Short hikes along the Mormon Pioneer Trail, fishing (after July 12th), or simply reading a book are all activities one could do at Affleck Park. This would also be a great destination for someone who wants to do their first overnight bike tour, but doesn't want to stray too far from home.

Try a short overnight bike tour, as you will experience a new aspect of bicycling. Affleck Park is a good start. I hope to report on other campgrounds that may be good candidates for overnight bike tours using the book, "The Best Tent Camping in Utah" by Jeff Steadman.

TRAIL OF THE MONTH

Tibble Fork Loop—Singletrack Conundrum**The buffed and scenic side of Tibble Fork Trail..****By Gregg Bromka**

It's another weekend mountain biking roundup, and the destination of choice is the singletrack conundrum of American Fork Canyon. The debate over which trails to ride can last as long as the 45 minute drive from Salt Lake City, and then some: South Fork Deer Creek, Ridge Trail 157, Tibble Fork, Pine Hollow, Great Western Trail? Out-and-back, loop, point-to-point? Quick-and-easy, moderate miles, or epic? Sometimes the only way to end the argument is to draw straws. Short straw picks and the others clam up and ride. If I'm the lucky winner, then I'll be leading the group on my version of the Tibble Fork Loop.

Although anchored by Ridge Trail 157, this jumbo loop around the Alpine Loop Highway summit crosses the ridge trail twice but does not follow it. In lieu of jaw-dropping views of Mount Timpanogos that are found along the ridge trail, this loop serves up more miles of choice, wooded singletrack. Don't leave your camera at home because you'll get a good dose of scenic eye candy. It's hard not to, regardless of what trails you choose. Gravity is both friend and foe on this double-descent, double-climb circuit that incorporates three out of the five trails mentioned above: Great Western, South Fork Deer Creek, and Tibble Fork. The first two offer consistently good tread and solid but biker-friendly climbs. The latter, however, is more Jekyll-and-Hyde, combining sharp, technical drops with remarkably buffed tread in between. A speedy descent and short climb on paved roads round out the loop.

Details:

Start from the Pine Hollow Trailhead, and embark with a pleasant and scenic 1.5-mile warmup climb on the Alpine Loop Highway. Mount Timpanogos, with its five-mile-long ridge and multi-tier glacial bowls, towers overhead like the Titanic. Turn right for Timpooneke Campground, and go to the day-use Timpooneke Trailhead. Here you take to the dirt by jumping onto the Great Western Trail just past the

outhouses. You're heading toward the Mount Timpanogos Wilderness, but right before you cross the line of mountain biking taboo, you'll make a U-turn across a footbridge to stay on the Great Western. A gradual climb with a few sharp but brief kickers rises above the creek through shadowy conifers. After crossing the Alpine Loop Highway, you'll follow baby-butt smooth singletrack, smothered with pine needles, up to a small ridge where a view of Mount Timp will make your eyes bug out. Got camera? At Salamander Flat, follow the trail signs for the summit trailhead, and continue climbing, at times in earnest, for a mile more to the highway's crest.

Now, herein lies the puzzler. You could make a beeline out Ridge Trail 157 to Tibble Fork Trail, or you could take the long way around via South Fork Deer Creek Trail. Both take in great trails. Whereas the former is highly scenic, the bomber descent on the latter more than justifies the resulting climb. Gravity takes hold quickly on South Fork Deer Creek, and the downhill run through the groves of aspens and across wind-rippled meadows is fast and furious. Keep you're head up and be alert to oncoming bikers and horseback riders who are climbing the trail. The mile-and-a-half descent ends much too quickly, and now you must pay your dues for befriending gravity.

Across the Cascade Springs Road, South Fork Deer Creek Trail rises sharply before settling into a steady 1.5-mile rise through sun-obscuring pines. Again, keep your eyes forward because now you are the potential target of downhillers. Upon intersecting and crossing Ridge Trail 157, gravity is once again on your side as you roll down Tibble Fork Trail, first on silky smooth tread then on gouged-out dirt. Roll on buffed trail; then bounce down another eroded hill swarmed with roots. Got the hang of it? Another smooth stretch curves past a marsh where views of the distant Alpine Ridge are splendid; then a rough, tricky drop takes you to a four-way junction with Mud Springs Trail. More of the same awaits as you continue down lower Tibble

Photo: Gregg Bromka

Fork Trail, savoring the smooth, sweet sections and muscling your bike down the choppy parts. The real fun comes when you pass the summer homes and cross the creek. The trail hangs high on the edge of an oak-timbered canyon and then drops you like a pinball through several angular (track-standing all but required) and eroded turns to the dam at Tibble Fork Reservoir. Can you ride the whole way? Without skidding?

Singletrack is over. What a thrill! To close the loop, freewheel 3 miles down the road to the junction with the Alpine Loop Highway, and chug 2 miles back up to the Pine Hollow Trailhead. That's my trail-of-choice, and I'm sticking to it.

Trailhead Access:

From I-15, take Exit 284 (Alpine, Highland), and travel east on UT 92 then up American Fork Canyon (\$3 user fee required). Stay straight at the North Fork junction 2.5 miles past Timpanogos Cave National Monument, and drive 1.9 miles more on the Alpine Loop/UT 92 to the Pine Hollow Trailhead.

Just the Facts:

Location: American Fork Canyon, 25 miles northeast of Provo, 35 miles southeast of Salt Lake City.

Length: 15.2-mile loop

Tread: 9.1 miles singletrack, 6.1 miles pavement

Physical Difficulty: Strenuous (two solid climbs and one wild descent) Technical Difficulty: low to high (smooth to choppy trails with steep, eroded drops on Tibble Fork Trail)

Gain: 2,800 feet

Dogs: Not on paved roads, but ok if you shuttle.

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.

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



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COMMUTER COLUMN

Pezzulo and Harja Commute to State Offices

By Lou Melini

This month's commuter profiles feature Tiffany Pezzulo and John Harja who work for the state in the Public Land Policy Coordination Office. John started commuting to work as part of his decision to "get back in shape". Tiffany transferred her Philadelphia riding skills to the streets of Salt Lake City.

Cycling Utah: John, you still consider yourself a "newbie" despite 4 years of dedicated bike commuting. Given what you wrote, I'd say you should consider moving up into the "expert" class!

John Harja: Thanks! I've found it's actually easier to get to work, and more relaxing both ways, to ride to work. I wake up riding in the morning, and wind down on the way home. The commute is about 75 miles a week for me to the State Capitol and back, but I also ride thousands of miles per year for fun. I ride to work year round, using fat tires and fenders in the winter. Thick snow is a real work out. One ride to work, as I was huffing and puffing through 2 inches of snow, a lady pulled up next to me, rolled down the window and said, "You are hardcore!" The only pain in the winter is all the extra layers of necessary warmth, including goggles. That's all balanced by the exhilaration and fun of riding to work in shorts, t-shirt and sandals on a warm summer morning.

C.U.: What are some of the other tips you can give for the readers?

J.H.: I have the standard 5-light red taillight. I use the 2-beam Cygo light with the rechargeable battery in the front. This was a compromise on sufficient light to see and be seen, and the high cost of some of the rechargeable lights. I use the lights a lot from early November to late February. The only other thing I can suggest is a mask for some of the poor air quality days.

C.U.: Tiffany, you've experienced a variety of commuting venues, Philadelphia Pa., Boulder Co, and now Salt Lake City.

Tiffany Pezzulo: I started using a bike for transportation when I was in college on the UPenn rowing team. The river was a few miles away from campus. I moved to Boulder to finish college and race. For most of the 6 years I lived in Boulder, I didn't even own a car. In Boulder, riding was an identity, unless the race was more than 15 miles away, you rode everywhere. It didn't matter if you had to carry extra wheels or groceries; the bike was how you did it. Now I ride up 8th East, through the Aves, then up Memory Grove to the Capitol. I pretty much commute year round.

C. U.: What bike do you ride to work?

T.P.: I use a variety of bikes. I ride my Specialized Roubaix Pro Road bike if it's nice and I'm training before or after work. If it's bad weather I ride my Raleigh Cross bike. If it's really snowing I ride my Raleigh mountain bike. I bought a cool bell — so I covered the most important accessory!

C.U.: I asked if you co-workers were supportive of your commuting, but it turns out that you have quite a

few co-commuters!

T.P.: Of the 9 employees in our department, 2 of us ride year round. There are 2-3 others that will ride occasionally in the summer. In the office across the hall, there are way more that bike commute than don't. Having co-workers that bike commute is so awesome. It totally motivates me to suck it up and ride on those days when its dumping snow or rain because you know you'll get harassed for being lame if you don't. Then there is the slim chance that if you ride in really gnarly conditions you'll be the sole bike on the rack and you an lord your hard-core-ness over the others. I think that's only happened once to me though, I work with some crazy people I guess.

C.U.: Riding to the Capitol building in the morning is quite the challenge. How do you manage taking work clothing? Does the state provide amenities for cyclists?

J.H.: We have a secure, covered place to lock the bike and shower facilities available. I keep dress stuff, like ties, shoes and coats at work.

T.P.: Also our benefits program also provides us with cash incentives to exercise on a daily basis. We dress business casual so I keep 3 pairs of nice shoes, a suit jacket and regular jacket at work and then I carry the clothes I'm wearing that day. I use a little backpack, as messenger bags do not work for me.

C.U.: What should the State's primary responsibility be; push citizen's into less polluting transit choices or accommodate the status quo and build more roads?

T.P.: I think the majority of citizens in the state would totally BALK at a top-down authoritative regulatory regime when it comes to transportation. The real question should be how do those of us who want to see alternative transportation prioritized — make it desirable to the voters of this state. Until Utahns get on board, state decision makers will have a tough time going against what the electorate wants. We have kickass Mayor Ralph Becker leading the charge to make it happen in Salt Lake City. I think the state is trying to do what it can-but at the end of the day its going to take an attitude adjustment before the government of a state like Utah will institute sweeping reforms to transportation methods.

J.H.: I think the price of gas will drive people to try bikes or mass transit as an alternative to the single-car commute. A good commuter bike is \$300-\$500 at local stores, and most people can do the math based on the current price of gas. The state and local governments should support the ease and safety of bike commuting. Bikes need to be seen as a viable transportation option, and be given the space and tools they need (as is discussed in this column often). Of particular interest are sensors in the street, which do not register bikes — at least non-metal bikes.

C.U.: If you were Governor for a day, how would you reshape transportation in the City, County or State?

T.P.: For a day! That's great; I could go crazy without worrying about

the political fallout. I start the day with about 6 espressos, and then get a safe bike route going up Parley's. Next I would establish public transportation to Park City in order to do AWESOME point-to-point mountain bike rides. I would establish more bike lanes and route signs so you wouldn't end up on some yucky road. I would gather some bright scientists to figure out a way to get rid of goat heads on the Jordan River path. That path could be a commuting gold mine.

C.U.: Do you ever see a time when tax credits will be given for the purchase of a bike for commuting to work?

T.P.: I think we'll see insurance companies responding to that sort of thing before there are tax credits. I could see insurance companies cluing in to reducing health and auto insurance premiums for people that ride to work.

C.U.: How is the change to a 10-hour, 4-day work-week going to affect your commute?

T.P.: I don't think it will affect my commute at all. It will make it kind of better in the summer, more challenging in the winter due to the ride to and from work in the dark. I'll just need to get a good light-which I need to do anyhow.

J.H.: I guess I'll have to look for a brighter light for the more frequent night-time commutes during the winter months.

C.U.: So Tiffany, what was your most memorable commuting experience?

T.P.: I worked in Southwest Colorado for 2 years after grad school at a really cool law firm. These people were like family. I decided to move back to SLC, as my husband couldn't find work. I was really sad to leave. After I gave my notice, I half-jokingly "requested" a going away present-that everyone not drive to work on my last day. I was the only one that didn't drive, so everyone just looked at me like I was crazy. In the fray of wrapping up my life in Colorado, I forgot about my request. On my last day, I rode to work. As I pulled up I saw a couple of Rockhoppers parked outside as 2 of my bosses had dusted off their old mountain bikes from college and ridden in to work! I was so psyched! But that wasn't the end. As I walked in the building, one of the legal assistants was unpacking the backpack he had carried on his 5 mile RUN into work. Pretty much the whole office had either walked, ran or ridden into work. I know it sounds so corny-but I get choked up thinking about it- it was the coolest thing they could've done for me. I think most of them actually enjoyed it! I suggested they make it an anniversary kind of thing; maybe I'll send them this article as a reminder!

C.U.: Tiffany, that is a great story, and thank you for reminding me to ask that question!

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

The Tour De France: It's All About Time

The 2008 Tour de France lasted twenty-one days; the bikers rode cumulatively for eighty-seven hours, fifty two minutes and fifty two seconds (at least that was the winning time of Carlos Sastre as he crossed the line on the Champs Elysée on July 27th). Other less fortunate riders like Wim Vansevenat, the lanterne rouge, completed the Tour four hours behind the leader.

All told I dedicated close to eighty-seven hours, fifty two minutes and fifty-two seconds of my life to watching its progress. It is an annual ritual for me, one that my wife can't understand but does not object to. "My husband has become a couch potato," I hear her tell friends on the phone. Then nothing more. She is in it for the sprints. Dutifully I pause the hard drive and call her for the penultimate moments of the stage. Meanwhile I have sat in front of the television for three to four hours just to get to that point.

Versus (Channel 34) carried the Tour from its inception on July 5th to its completion twenty-one days later. The time honored British commentators Paul Sherwin and Phil Liggett were in fine fettle as usual and part of the annual attraction.

The concern I have is that there is no other televised event I watch with such blind dedication. In fact there is no television series running for thirteen weeks I am committed to. Actually my main source of news is The Daily Show with John Stewart, but cumulatively and allowing for the reruns shown when he is on vacation, my commitment to the Tour exceeds my dalliance with Stewart.

Aside from my curiosity about the race, its dynamics, the riders and its unpredictable evolution over twenty-one days an indisputable reward of my insistent television watching is that it permits me to vicariously meander over two thousand two hundred miles of France I have yet to see. My imagination wanders. I am sitting in a café sipping a café-au-lait in Chevreuse or lying on the perfectly cropped grass of le chateau des ducs de Bretagne hypnotized by the cumulus clouds hanging immobile in the summer air or I am awakening in my friend Jack's house in Gallargues (see My friend Jack in Bonjour Paris) to see the Tour ride by twenty feet from his front door.

Several years ago I drove to a tiny town in Provence to see the race pass through. The drive took an hour and one half; we waited another hour, carousing with the locals; and saw Lance Armstrong ride through in a scone. The peloton was moving at twenty-six miles per hour. You do the math. But evanescent as the moment was...I saw it and that was what mattered.

Despite my deep curiosity about the Tour, I will watch any cycling Versus deigns to show me (e.g. The Giro d'Italia, The Tour de Suisse, Vuelta de España etc.) but nothing compares with the drama and history of the Tour de France. Spaced out in the Spring, Summer and Fall these other races tide me over until I plop myself down on the couch for three weeks in July with fresh nectarine in one hand and the TV remote in the other. I never have to watch commercials. Over the three weeks of the Tour I figure I added at least nine hours to my life. So literally and figuratively the Tour, for me, is about time.

Vive le Tour de France!

-Louis Borgenicht

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Commuting 101

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cycling utah

RACE RESULTS

**Wolf Mountain Downhill, Utah Downhill Series #2, June 21-22, 2008, Eden, Utah****Beginner Men 13-18**

1. Parker Degray; Young Riders 0:04:09.40
2. Morgan Judd; Park's Sportsman 0:04:12.07
3. Connor Rawle 0:04:21.85
4. Alex Leblanc 0:04:24.88
5. Zackery Clark 0:04:25.61

Beginner Men 19-39

1. Brock Carter 0:04:11.70
2. Brandon Barber 0:04:25.09
3. Keith Browning 0:04:34.53
4. Bryan Cook 0:04:35.49
5. Ron Carrasquel 0:04:43.82

Beginner Men 40+

1. Doug Cheney 0:04:36.19

Expert Men 13-18

1. Jordan Culp; Brother's Bikes 0:03:38.76
2. Nic Hadley; Go-Ride 0:03:42.64
3. Mitch Ropelato; Factory Staats 0:03:44.85
4. Aaron Mendoza; Shuntavi 0:03:46.34
5. David Sneed; E13/Monster 0:03:51.31

Expert Men 19-29

1. Adam McMurray; Park's Sportsman 0:03:38.24
2. Andrew Maxwell 0:03:40.33
3. Chris Hadley; Go-Ride 0:03:48.23
4. Tyson Henrie; Park's Sportsman 0:03:49.04
5. Riley Barlow; Go-Ride 0:03:51.35
6. Riley Tucker; Fox/Iron Horse/Parks 0:03:55.65

Expert Men 30-39

1. David Clark 0:03:53.93
2. Lee McGuffey 0:03:56.74
3. Tony Sams; Flyin' Fossils 0:03:58.56
4. Clint Demill 0:04:01.14
5. Charles Eller; C.O.G. 0:04:01.67
6. Dave Mosher 0:04:25.19

Expert Men 40-49

1. Scott Crabill; Go-Ride 0:03:51.90
2. Christopher Boudreaux; Super Co. 0:03:57.28
3. Mike Holder; Park's Sportsman 0:04:03.24

Expert Women

1. Ana Rodriguez; Park's Sportsman/Bro's Bikes 0:04:28.92

Men 50+

1. Jay Migliore; Canyon Bicycles 0:04:05.35
1. David Beeson; Fezzari 0:03:30.23
2. Matt Johnston; KHS Bikes/Go-ride 0:03:34.36
3. Logan Bingleli; KHS bicycles 0:03:36.82
4. Dustin Malley; Oakley 0:03:37.46
5. Andrew Pierce; Specialized/Go-ride 0:03:38.04
6. Chad Bryce; Mongoose/Spy/661 0:03:38.52
7. Aaron Butler; Park's Sportsman 0:03:38.91
8. Nick Van Dine; Sobe/Cannondale 0:03:40.81
9. Ben Craner; Fezzari/Bro's Bikes 0:03:41.67
10. Quinton Spaulding; KHS bicycles 0:03:42.73
11. Sean Richins; Bountiful Bicycle Center 0:03:42.90

Pro Women

1. Addie Stewart; Go-Ride/OgdenClinic/Hayes/Maxxis/Amy's/661/HarlotWear/XBalm 0:04:17.38

Sport Men 13-18

1. Jake Troy; Dirt Monkey Racing 0:03:58.56
2. Taylor Sparks; Georg's Ski Shop 0:04:03.73
3. Hayden Smith; Urban Downfall 0:04:08.63
4. Cody Butler; Park's Sportsman 0:04:08.80
5. Raleigh Cornwall; Dirt Monkey Racing 0:04:17.05

Sport Men 19-29

1. Kadie Salisbury 0:03:54.50
2. Paul Boyle; White Pine Touring 0:04:02.45
3. Curtis Olson 0:04:02.88
4. Skyler Holder; Park's Sportsman 0:04:04.21
5. Justin Nelson; Bingham Cyclery 0:04:04.26

Sport Men 30-39

1. Ian Mcpherson 0:03:59.92
2. Mat Derrick 0:04:12.30
3. Vaughn Martinez; Cutthroat 0:04:32.98

Sport Men 40-49

1. Torey Jackson; Flyin' Fossils 0:04:15.54
2. Wayne Belles 0:04:16.98
3. Randy Earle; Reeds Cycles/Flyin Fossils 0:04:24.21
4. Eric Geaslin; Adventure Haus 0:03:18.23
5. Casey Fassett 0:03:24.79
6. Clint Bullock; Flyin' Fossils 0:04:25.87
7. Kent Woodfield 0:04:28.89
8. Cory Swenson 0:04:31.97

SUPER-D**Beginner Men 19-39**

1. Tim Schaeffer 0:06:40.16
2. Daniel Segal 0:07:36.14

Beginner Men 40+

1. Doug Cheney 0:06:50.21

Expert Men 13-18

1. Jordan Culp; Bro's Bikes 0:06:03.47

Expert Men 30-39

1. Ryan Simmons; Fazzari 0:05:11.05
2. Tony Sams; Flyin Fossils 0:06:24.03
3. Joshua Wright 0:06:28.70

Expert Men 40-49

1. Mike Holder; Park's Sportsman 0:06:03.31
2. Tim Morris 0:06:52.12

Men 50+

1. Jay Migliore 0:06:12.99
1. Nick Vandine; Cannondale 0:05:45.85
2. Logan Bingleli 0:05:52.21
3. Andrew Pierce; Specialized, Go-Ride 0:05:52.79
4. Mathew Johnston; KHS Bikes, Go-Ride 0:05:54.72
5. David Beeson; Fezzari 0:06:00.61
6. Ben Craner; Fezzari, Bro's Bikes 0:06:15.92
7. Greg Gibson; Union College 0:06:16.55

Sport Men 13-18

1. Galen Carter; Go-Ride 0:07:17.66
2. Daniel Rodosky 0:07:28.47

Sport Men 19-29

1. Noah Welker 0:06:46.70

Sport Men 40-49

1. Wayne Belles 0:06:31.17
2. Cory Swenson 0:06:48.84
3. Clint Bullock; Flyin' Fossils 0:06:58.45

Sport Women 19+

1. Anna Rodriguez 0:07:04.80
2. Claudia Jackson; Flyin' Fossils 0:08:46.03
3. Melanie Bullock; Flyin' Fossils 0:10:27.11

Expert Men 13-18

1. Naish Ulmer 0:06:02.38

Expert Men 30-39

1. Joy Sather 0:04:13.45

Expert Men 40-49

1. Liana Gregory; Team Sugar 0:04:21.80

Expert Men 50+

1. Chad Richards 0:03:41.26

Sport Men 30-39

1. Chase Clements 0:04:00.38
3. Bryce Carroll; Absaroka Bikes 0:04:04.89
4. Josh Wilson 0:04:23.99

Expert Men 13-18

1. Naish Ulmer; Go-Ride.com, Spy optics 0:02:58.49
2. Nic Hadley; Go-Ride.com 0:03:02.92
3. Jordan Culp; Brothers Bikes 0:03:04.43
4. Chris Geaslin; Adventure Haus 0:03:18.23
5. Casey Fassett 0:03:24.79

Expert Men 19-29

1. Bradley Pastir; ME 0:03:08.76
2. Chris Hadley; Go-Ride.com 0:03:11.68
3. Cory Swenson 0:03:31.26
3. Tyson Henrie; Parks Sportsman 0:03:15.54
4. Marshall Roach; Haro Bikes 0:03:15.59
5. Ryan Simons 0:03:39.70

Expert Men 30-39

1. Lee McGuffey 0:03:09.19
2. Clint DeMill; C.O.G. 0:03:20.31
3. Scott Nelson 0:03:39.70
4. David Mosher 0:03:46.67

Expert Men 40-49

1. Scott Crabill; Go-Ride.com 0:03:13.30
2. Mike Holder; Parks Sportsman 0:03:15.76
3. Kurt Borich; Peaked Sports 0:03:27.14
4. Craig Skinner 0:03:31.39
5. Kirk Meyer; Parks Sportsman 0:04:05.95

Pro Men

1. Ben Craner; CafeRio/Canfield 0:02:54.61
2. David Beeson; Fezzari.com 0:02:56.14
3. Andrew Pierce; Specialized, Go-Ride.com 0:02:58.69
4. Aaron Butler; Parks Sportsman 0:03:01.47
5. Matt Johnston; KHS Bikes, Go-Ride 0:03:01.50
6. Pete Maniaci 0:03:05.70
7. Chad Bryce; Mongoose, Ogio, Spy, 661 0:03:13.36
8. Lance Canfield; Canfield Brothers 0:03:15.98
9. Emmanuel Pons; Go-Ride.com 0:03:21.84

Pro Women

1. Hayden Smith; Urban Downfall 0:03:21.60
2. Cody Butler; Parks Sportsman 0:03:29.07
3. Riley Olsen; Peaked Sports 0:03:45.53
4. Cales Woodruff; Peaked Sports 0:03:47.84
5. Eric Shultz 0:03:50.12
6. Patrick Tolton 0:03:52.31
7. Daniel Rodosky 0:03:54.80

Sport Men 19-29

1. Erik Bachmann; Sunrise Cyclery 0:03:16.67
2. Nick Bedell 0:03:32.26
3. Justin Nelson; Bingham Cyclery 0:03:33.68
4. Adam Riser 0:03:36.00
5. Adam Duncan; Team Parks 0:03:40.00
6. Brian Curren; Parks Sportsman 0:03:54.61
7. Allen Weston; Urban Downfall 0:04:27.32

Sport Men 30-39

1. Rick Wieloh 0:03:23.05
2. Robert Maynard; Parks Sportsman 0:03:49.29
3. Gary Wahlberg; Parks Sportsman 0:04:20.48

Sport Men 40-49

1. Torey Jackson; Flyin Fossils 0:03:40.56
2. Micheal Woodruff; Peaked Sports 0:03:43.21
3. Kent Woodfield 0:03:54.35
4. Rocky Geaslin; Adventure Haus 0:04:04.59

Sport Women 19+

1. Joy Sather 0:04:13.45
2. Liana Gregory; Team Sugar 0:04:21.80
3. Monique Simone; Revolution/Peak Fasteners 1:55:04

Expert Men 13-18

1. Rachel Geslewicz; Monavie/Cannondale 1:57:16

Men 50+

1. Dana Harrison; Revolution Peak Fastener 1:33:54
2. Bruce Lyman; Mad Dog Cycles 1:37:52
3. Scott Toly; Cole Sport 1:38:19
4. John Van Wagoner; UtahMountainBiking.com 1:46:54
5. Lewis (12) Rollins; Contender Bicycle 1:51:05

Men 57+

1. Brad A.(18) Mullen; Mad Dog Cycles 1:17:02
2. Bill Dark; Mad Dog 1:24:15
3. Bruce R.(14) Argyle; UtahMountainBiking.com 1:33:13
4. Steve Holcomb 1:44:15

Pro Men

1. Peter Schaffer 0:06:30.53

DOWNHILL RESULTS**Beginner Men 19-39**

1. Chad Richards 0:03:41.26

Intermountain Cup Mountain**Bike Racing Series - Race # 9 of 12****12 & Under**

1. Jonah Fambro; Young Riders 0:28:04
2. Brayden Nielsen; UtahMountainBiking.com 0:29:56
3. Zachary Peterson; UtahMountainBiking.com 0:31:08
4. Cameron Larson; Revolution/Peak Fasteners 0:33:16
5. Ewan Degray 0:36:12

9 & under

1. Joshua Peterson; UtahMountainBiking.com 0:09:11
2. Cameron Larson; Revolution/Peak Fasteners 0:09:32
3. Shawn Nielson; UtahMountainBiking.com 0:10:56
4. Hunter Ransom; UtahMountainBiking.com 0:11:14
5. Bryn Bingham; Pocupine 0:11:25

Beginner Men 30-39

1. Shane Horton; UtahMountainBiking.com 0:44:05
2. Matt Brown; Revolution/Peak Fasteners 0:46:23
3. Brian Thomas 0:49:09
4. Dave Dean; Mad Dog Cycles 0:52:09
5. Kevin Jensen 0:53:34

Beginner Men 40+

1. Wade Warner; Autoliv Cycling Club 0:47:51
2. Jonathon Degray 0:48:00
3. Jason Sparks; UtahMountainBiking.com 0:49:43
4. Chris P. Blike 0:52:02
5. Brandon Balkman; UtahMountainBiking.com 0:53:35

Beginner 13-15

1. Kyle Jackson; UtahMountainBiking.com 0:51:35
1. Dylan Tanner; Utah Mountain Biking 0:47:57
2. Jarel Muir; UtahMountainBiking 0:47:57
3. James Hulme; Mad Dog Cycles 0:55:59

Kelsey Women

1. Kelsey Bingham; Roosters Brewery 0:51:56

Clydesdale

1. Greg Johnson; Mad Dog Cycles 1:31:44
2. Aaron (23) Mullins; BlackJack Pizza 1:54:38

Exp Men 19-29

1. Reed Abbott; Mad Dog Cycles 2:02:12
2. Chris Mackay; Cole Sport 2:03:28
3. Brandon Cross; Guthries Bicycles 2:04:02
4. Justin Healy; CycleSmith 2:09:40
5. Tyler Wilhelmson; Guthrie Race Club 2:12:49

Exp Men 35-39

1. Justin Wilson; Revolution/Peak Fasteners 2:00:18
2. Mark Johansen; Racers Cycle Service 2:01:19
3. Aaron Phillips; Cutthroat Racing 2:03:35
4. Ryan Ashbridge; Revolution/Peak Fasteners 2:04:29
5. Paz M. Ortiz; Porcupine 2:08:05

Exp Men 40+

1. Chris Bingham; Porcupine/Specialized 1:59:35
2. Bob (10) Saffell; Revolution/Peak Fasteners 2:01:43
3. Samuel Moore; Canyon Bicycles 2:04:25
4. Brad Keyes; Vassago Cycles 2:07:49
5. Art O'Connor; Cannondale Mona Vie 2:09:25

Expert Women

1. Michelle Hollingsed; Porcupine/Specialized Racing 1:42:14
2. Lara H. Kendall; White Pine Touring 1:43:53
3. Monique Simone; Revolution/Peak Fasteners 1:55:04
4. Rachel Geslewicz; Monavie/Cannondale 1:57:16

Men 50+

1. Dana Harrison; Revolution Peak Fastener 1:33:54
2. Bruce Lyman; Mad Dog Cycles 1:37:52
3. Scott Toly; Cole Sport 1:38:19
4. John Van Wagoner; UtahMountainBiking.com 1:46:54
5. Lewis (12) Rollins; Contender Bicycle 1:51:05

Men 57+

1. Brad A.(18) Mullen; Mad Dog Cycles 1:17:02
2. Bill Dark; Mad Dog 1:24:15
3. Bruce R.(14) Argyle; UtahMountainBiking.com 1:33:13
4. Steve Holcomb 1:44:15

Pro Men

1. Peter Schaffer 0:06:30.53

DOWNHILL RESULTS**Beginner Men 19-39**

1. Chad Richards 0:03:41.26

Pro Women

1. Kara C.(22) Holley; Mad Dog/Subaru/Gary Fisher 1:49:50
2. Erika (24) Powers; Revolution/Peak Fasteners 1:51:42
3. Jennifer Hanks; Revolution/Peak Fasteners 1:55:13
4. Pamela Hanlon; Jans 1:58:27
5. Roxanne Toly; Jans 1:58:42

Single Speed

1. Bryce Young; Bingham's North Shore 1:43:34

Sport Women

1. Brittany L. Kener; Mad Dog Cycles 1:27:38
2. Lyna Saffell; Revolution/Peak Fasteners 1:28:22
3. Alison Vrem; Revolution/Peak Fasteners 1:31:27
4. Margaret Harris; Racers Cycle Service 1:31:51
5. Catherine Reay; UtahMountainBiking.com 1:31:52

Sport/expert 13-15

1. Merrick Taylor; Color Country Cycling 1:10:21
2. Justin Griffin; UtahMountainBiking.com 1:11:42
3. Conner Smith; Autoliv 1:12:43
4. Parker Degray; Young Riders 1:14:23
5. Hunt Williams; Young Riders 1:16:48

Sport/expert 16-18

1. Logan Phippin; Kuhl Scott 1:08:02
2. Tanner Cottle; Porcupine/Specialized 1:10:09
3. Joshua Elston; Autoliv 1:14:22
4. Joseph Moffitt; Mad Dog Cycles 1:20:45
5. Keaton Hong; Young Riders 1:27:31

Spt Men 19-29

1. Birk Larsen 1:32:14
2. Durke Z. Gordon; Farm Bureau Financial Services 1:34:10
3. Tim Nelson 1:38:48
4. Justin M. Keener 1:39:06
5. Bob Johnson; Cole Sport 1:39:33

Spt Men 30-34

1. Jon Rose; Revolution/Peak Fasteners 1:33:11
2. Jesse Sorenson; Mad Dog Cycles 1:33:40
3. Gary Rock; Red Rock Bicycles 1:39:27
4. Mike Oblad; Ellsworth/Hyland Cyclery 1:39:50
5. Aaron Davis 1:41:49

Beginner 16-18

1. Elliott Smith; Team Inertia 1:34:28
2. Stephen L. Hales; Revolution/Peak Fasteners 1:34:37
3. Greg Larson; Revolution/Peak Fasteners 1:38:43
4. Denmark Jensen; UtahMountainBiking.com 1:39:47
5. Thomas Hatch; Wimmers 1:40:43

Spt Men 40+

1. Jay Griffin; UtahMountainBiking.com 1:37:15
1. Reed Abbott; Mad Dog Cycles 1:37:31
3. Keith K.(19) Payne; Mad Dog/Subaru/GaryFisher 1:37:54
4. Reed Topham; Hyland Cyclery 1:38:03
5. Jim Harper; Peak Fasteners/Revolution 1:42:48

Women 35+

1. Dot Verbrugg; Mad Dog Cycles 0:53:12
2. Lisa Fitzgerald 0:59:02

Women 40+

1. Chris Bingham; Porcupine/Specialized 1:59:35
2. Bob (10) Saffell; Revolution/Peak Fasteners 2:01:43
3. Samuel Moore; Canyon Bicycles 2:04:25
4. Brad Keyes; Vassago Cycles 2:07:49
5. Art O'Connor; Cannondale Mona Vie 2:09:25

Expert Women

1. Michelle Hollingsed; Porcupine/Specialized Racing 1:42:14
2. Lara H. Kendall; White Pine Touring 1:43:53
3. Monique Simone; Revolution/Peak Fasteners 1:55:04
4. Rachel Geslewicz; Monavie/Cannondale 1:57:16

Men 50+

1. Dana Harrison; Revolution Peak Fastener 1:33:54
2. Bruce Lyman; Mad Dog Cycles 1:37:52
3. Scott Toly; Cole Sport 1:38:

1. Keith K.(19) Payne; Mad Dog/Subaru/GaryFisher 1:21:41
2. Jay Griffin; UtahMountainBiking.com 1:22:33
3. Jim Jackson; UtahMountainBiking.com 1:26:00
4. Kevin Moffitt; Mad Dog Cycles 1:27:19
5. Michael Macdonald; Utah Mountain Biking 1:27:29

Women 35+

1. Dot Verbrugge; Mad Dog Cycles 1:04:44
2. Jolene Nosack; UtahMountainBiking.com 1:09:19
3. Allison Jones; Pedros 1:09:27
4. Kendra S. Clark; UtahMountainBiking.com 1:15:13
5. Sally Hutchings; UtahMountainBiking.com 1:29:52



Gate City Grind Stage Race, June 28 and 29, 2008, UCA Series, Pocatello, Idaho

Overall GC

Pro 1/2 Men

1. Cameron Hoffman; American R.A.D.D. presented by Agel 4:47:53
2. Bryson Perry; American R.A.D.D. presented by Agel 4:48:27
3. Matt Weyen; Team Bobs-Bicycles.com 4:48:33
4. Matt Shriver; Jittery Joe's 4:48:35
5. Nate Thomas; Park City Jeep Sienna 4:49:22
6. Chris Swan; Z team 4:49:51
7. Aaron Olsen; FFKR/SBO P/B Tour of Utah 4:50:14
8. Luis Alejandro Zamudio; American R.A.D.D. presented by Agel 4:50:19
9. Tim Mitchell; FlatBread-OtterCreek Cycling 4:51:30
10. Uhl Albert; Intermountain Orthopaedics Cycling/LRCC 4:52:22

Cat 3 Men

1. Eric Moore; Contender Bicycles 3:52:25
2. Spencer Deby; Ski Utah 3:52:36
3. Kai Applequist 3:52:41
4. Jess Dear; RMCC Cyclesmith 3:52:43
5. Gary Swain; Canyon Bicycles Draper 3:52:49
6. Tanner Putt; Cole Sport 3:52:53
7. Drew Neilson 3:53:00
8. Jared Inouye; BIKER'S EDGE/DESTINATION HOMES 3:53:31
9. Clark Mower; Contender 3:53:51
10. Erik Harrington; RMCC/Cyclesmith 3:53:51

Cat 5 Men

1. Forest Dramis; Peaked Sports 2:12:52
2. Anthony Bunt; FCA Endurance 2:13:55
3. David Saurman 2:15:08
4. Alex Whitney; Porcupine Cycling 2:15:16
5. Dave Ramsay; Porcupine Cycling 2:15:35
6. Steven Mason; BCC Racing 2:16:20
7. Tyson Rickards 2:19:48
8. Hal Miller; Broken Spoke Cycling 2:20:08
9. Charles Stratton 2:21:53
10. James Hunter 2:22:45

Cat 4 Men

1. Nicholas Gunter; Biking Boys of Boise 3:17:15
2. Colby Tanner; Spin Cycle Racing 3:17:21
3. Matt Bradley; American RADD p/b agel 3:17:47
4. Sam Todd; Porcupine Cycling 3:17:53
5. Taylor Benz; Sun Summit Cycling Club 3:18:02
6. Derek Brown; BODE 3:18:48
7. Karsten Shumway; Spin Cycle Racing 3:18:57
8. Charles Stearns; Team Dobbiaco 3:18:57
9. James Evans; Porcupine Cycling 3:20:58
10. Andrew Putt; Cole Sport 3:21:49

Master Men 35-99

1. Mike Gaertner; Vertical Earth 3:52:31
2. Chuck Collins; ICE Rocky Mountain Surgery 3:52:31
3. Andre Gonzalez; Canyon Bicycles Draper 3:53:04
4. Henry Harper; Intermountain Orthopaedics/ Lost River 4:04:12

Master Men 45-99

1. Robert Hoene; Georges/Bode 3:01:39
2. Donald Armstrong 3:02:14
3. Jeff Clawson; Canyon Bicycles - Draper 3:02:30
4. Brian Harder 3:03:15
5. Tony Chesrow; White Pine Touring 3:05:18
6. Milt Gillespie; BYRDS 3:06:06
7. David Ryan; Fitzgerald's Bicycles 3:07:20
8. Michael Macdonald; Bountiful Mazda 3:09:02
9. Robert Walker; Bountiful Mazda 3:13:04
10. Don Bowen; Bountiful Mazda 3:14:57

Master Men 55-99

1. Gary Simmons; Bountiful Mazda 3:15:03
2. Terry Patterson; ICO 3:25:49

Junior Men 10-12

1. Tyler Spence; Sun Summit 1:40:40
2. Will Barck; BYRDS 1:47:43
3. Michael Hocking; BYRDS 1:47:44
4. Matteo Jorgensen; BYRDS 1:49:09

Junior Men 13-14

1. Travis Monroe; Vertical Earth 1:33:53
2. Chance Raver; Vertical Earth 1:45:31

Junior Men 15-16

1. Keaton Crook; Vertical Earth 2:22:00
2. Colby Benz; Sun Summit Cycling Club 2:25:09

Junior Men 17-18

1. Clayton Oleary; MJCF 2:25:10
4. Taylor Ward; Vertical Earth 2:25:55
5. Wyatt Hatch; MJCF 2:28:06

Junior Men 17-18

1. Cody Helbling; Vertical Earth 2:16:01
2. Eijai Oxford; Hammer Nutrition 2:21:38
3. Christian Lapp; MJCF 2:24:10
4. Nate Weston; MJCF 2:25:06
5. James Williamson; Vertical Earth 2:29:45

Junior Women 15-16

1. Paige Kelly; Vertical Earth 1:47:37

Junior Women 17-18

1. Kalan Kelly; Vertical Earth 1:44:14

Master Women 35-99

1. Margaret Douglas 2:33:48

Cat 4 Women

1. Dina Misher 2:33:00
2. Jamie Carter; Ski Utah Cycling Team 2:33:06
3. Grace Alexander; BYRDS 2:33:29
4. Andrea Richardson; ICE Rock Mtn Surgery 2:33:59
5. Melanie Helm; Intermountain financial 2:34:18
6. Mikayla Lyman; BYRDS 2:34:45
7. Diane Evans; Bountiful Mazda 2:34:56
8. Roxanne Pierson 2:35:39
9. Shanna Matheson; Ski Utah Cycling Team

2:38:58

10. Kara Harris; Ski Utah Cycling 2:39:05

Cat1/2/3 Women

1. Jenni Gaertner; Vertical Earth 3:27:14
2. Kirsten Kotval; PCIM 3:29:02
3. Chantel Thackeray; PCIM 3:32:06
4. Sarah Brown; Bobs-Bicycles.com 3:32:20
5. Kimberley Turner; Bobs-Bicycles.com 3:33:42
6. Karey Miles; LCBS/UofO 3:34:12
7. Melissa Mcdaniel; Ivory Homes 3:34:34
8. Jamie Leake; Intermountain Financial/JR Smith Coachin 3:38:09

Road Race

Pro 1/2 Men

1. Cameron Hoffman; American R.A.D.D. presented by Agel 3:20:27
2. Matt Weyen; Team Bobs-Bicycles.com 3:20:39
3. Chris Swan; Z team 3:20:46

Cat 3 Men

1. Gary Swain; Canyon Bicycles Draper 2:50:10
2. Tanner Putt; Cole Sport 2:50:20
3. Jared Inouye; BIKER'S EDGE/DESTINATION HOMES 2:50:25

Cat 5 Men

1. Forest Dramis; Peaked Sports 1:28:20
2. Anthony Bunt; FCA Endurance 1:28:32
3. Dave Ramsay; Porcupine Cycling 1:29:56

Cat 4 Men

1. Sam Todd; Porcupine Cycling 2:13:02
2. Colby Tanner; Spin Cycle Racing 2:13:12
3. Charles Stearns; Team Dobbiaco 2:13:17

Master Men 35-99

1. Mike Gaertner; Vertical Earth 2:50:12
2. Chuck Collins; ICE Rocky Mountain Surgery 2:50:22
3. Andre Gonzalez; Canyon Bicycles Draper 2:50:27

Master Men 45-99

1. Robert Hoene; Georges/Bode 2:10:22
2. Brian Harder 2:10:43
3. Donald Armstrong 2:10:48

Master Men 55-99

1. Gary Simmons; Bountiful Mazda 2:20:26
2. Bob Marcinko; ICE Rocky Mtn Surgery 2:20:36
3. Terry Patterson; ICO 2:32:16

Junior Men 10-14

1. Travis Monroe; Vertical Earth 0:47:59
2. Tyler Spence; Sun Summit 0:50:27
3. Chance Raver; Vertical Earth 0:54:48

Junior Men 15-18

1. Cody Helbling; Vertical Earth 1:30:55
2. Eijai Oxford; Hammer Nutrition 1:34:26
3. Keaton Crook; Vertical Earth 1:37:43

Junior Women 15-18

1. Kalan Kelly; Vertical Earth 0:55:53
2. Paige Kelly; Vertical Earth 0:56:03

Master Women 35-99

1. Margaret Douglas 1:37:04

Cat 4 Women

1. Dina Misher 1:37:04
2. Grace Alexander; BYRDS 1:37:14
3. Diane Evans; Bountiful Mazda 1:37:19

Cat1/2/3 Women

1. Jenni Gaertner 2:23:13
2. Kirsten Kotval; PCIM 2:23:23
3. Sarah Brown; Bobs-Bicycles.com 2:26:05

Time Trial

Pro 1/2 Men

1. Matt Weyen; Team Bobs-Bicycles.com 0:12:19
2. Justin Rose; Team Bobs-Bicycles.com 0:12:23
3. Justin Mayfield; Team Bobs-Bicycles.com 0:12:32

Cat 3 Men

1. Matt Fethke; SV Road & Dirt 0:13:14
2. Spencer Deby; Ski Utah 0:13:17
3. Jess Dear; RMCC Cyclesmith 0:13:19

Cat 5 Men

1. David Saurman
2. Forest Dramis; Peaked Sports 0:14:34
3. Alex Whitney; Porcupine Cycling 0:14:47

Cat 4 Men

1. Robb Floth; FCA Endurance 0:13:43
2. Sam Todd; Porcupine Cycling 0:13:45
3. Nicholas Gunter; Biking Boys of Boise 0:13:56

Master Men 35-99

1. Mike Gaertner; Vertical Earth 0:13:14
2. Andre Gonzalez; Canyon Bicycles Draper 0:13:28
3. Chuck Collins; ICE Rocky Mountain Surgery 0:13:57

Master Men 45-99

1. Donald Armstrong 0:13:21
2. Jeff Clawson; Canyon Bicycles - Draper 0:13:27
3. Robert Hoene; Georges/Bode 0:13:34

Master Men 55-99

1. Gary Simmons; Bountiful Mazda 0:14:50
2. Terry Patterson; ICO 0:15:36

Junior Men 10-14

1. Travis Monroe; Vertical Earth 0:15:51
2. Chance Raver; Vertical Earth 0:17:00
3. Tyler Spence; Sun Summit 0:18:04

Junior Men 15-18

1. Cody Helbling; Vertical Earth 0:14:47
2. Keaton Crook; Vertical Earth 0:15:04
3. Eijai Oxford; Hammer Nutrition 0:15:09

Junior Women 15-18

1. Kalan Kelly; Vertical Earth 0:18:22
2. Paige Kelly; Vertical Earth 0:19:30

Master Women 35-99

1. Margaret Douglas 0:16:33

Cat 4 Women

1. Jamie Carter; Ski Utah Cycling Team 0:15:19
2. Dina Misher 0:15:40
3. Mikayla Lyman; BYRDS 0:15:42

Cat1/2/3 Women

1. Jenni Gaertner 0:14:34
2. Nate Weston; MJCF 0:14:52
3. Chantel Thackeray; PCIM 0:15:14

Criterion

Pro 1/2 Men

1. Matt Shriver; Jittery Joe's 1:14:15
2. Bryson Perry; American R.A.D.D. presented by Agel 1:14:15
3. Cameron Hoffman; American R.A.D.D. presented by Agel 1:14:15

Cat 3 Men

1. Eric Moore; Contender Bicycles 0:48:31
2. Kai Applequist 0:48:32
3. Jared Inouye; BIKER'S EDGE/DESTINATION HOMES 0:48:54

Cat 5 Men

1. Forest Dramis; Peaked Sports 0:30:28
2. Alex Whitney; Porcupine Cycling 0:30:38
3. Anthony Bunt; FCA Endurance 0:30:38

Cat 4 Men

1. Nicholas Gunter; Biking Boys of Boise 0:50:17
2. Colby Tanner; Spin Cycle Racing 0:50:17
3. Taylor Benz; Sun Summit Cycling Club 0:50:17

Master Men 35-99

1. Chuck Collins; ICE Rocky Mountain Surgery 0:48:32
2. Andre Gonzalez; Canyon Bicycles Draper 0:49:19
3. Mike Gaertner; Vertical Earth 0:49:20

Master Men 45-99

1. Brian Harder 0:38:02
2. Robert Hoene; Georges/Bode 0:38:03
3. Robert Walker; Bountiful Mazda 0:38:04

Master Men 55-99

1. Terry Patterson; ICO 0:38:27
2. Gary Simmons; Bountiful Mazda 0:39:57

Junior Men 10-14

1. Travis Monroe; Vertical Earth 0:30:33
2. Tyler Spence; Sun Summit 0:32:19
3. Chance Raver; Vertical Earth 0:33:48

Junior Men 15-18

1. Keaton Crook; Vertical Earth 0:29:43
2. Cody Helbling; Vertical Earth 0:30:29
3. Christian Lapp; MJCF 0:31:17

Junior Women 15-18

1. Kalan Kelly; Vertical Earth 0:30:29
2. Paige Kelly; Vertical Earth 0:32:04

Master Women 35-99

1. Margaret Douglas 0:40:41

Cat 4 Women

1. Dina Misher 0:40:36
2. Grace Alexander; BYRDS 0:40:37
3. Jamie Carter; Ski Utah Cycling Team 0:40:38

Cat1/2/3 Women

1. Jenni Gaertner 0:49:57
2. Chantel Thackeray; PCIM 0:50:52
3. Kirsten Kotval; PCIM 0:50:52

Porcupine Hill Climb, UCA Series, Big Cottonwood Canyon, Salt Lake City, Utah, July 12, 2008

Pro 1/2 Men

1. Cameron Hoffman; American R.A.D.D. pb Agel 01:03:08.51
2. Mitchell Peterson; Mona Vie/Cannondale 01:03:20.97
3. Alex Rock; Contender Bicycles 01:03:23.24
4. Sam Krieg; Park City Jeep - Goble Knee Clinic 01:03:27.55
5. Aaron Olsen; FFKR/SBO P/B Tour of Utah 01:03:35.27
6. Chase Pinkham; Ski Utah Cycling Team 01:03:36.01
7. Todd Hageman; Bingham/Northshore 01:03:38.28
8. John Mcdaniel; FFKR/SBO P/B Tour of Utah 01:03:41.72
9. Ben Dhulst 01:04:08.21
10. Jesse Gordon; Contender Bicycles 01:04:56.99

Cat 3 Men

1. Nathan Miller; tele free wasatch/jans 01:03:40.08
2. Ed Chauner; Barbaoco/Miduole 01:03:42.46
3. Ali Goulet; FFKR Architects/SBO 01:04:54.74
4. Elliott Smith; Team Inertia 01:05:57.40
5. Erik Harrington; RMCC/Cyclesmith 01:06:00.54
6. Ken Webster; Spin Racing 01:06:08.45
7. Dustin Thiel; Porcupine Cycling 01:06:42.46
8. David Welsh; Kuhl/Scott 01:07:06.12
9. Jared Inouye; BIKER'S EDGE/DESTINATION HOMES 01:07:18.81
10. Curtis Doman; Inertia 01:07:37.96

Cat 4 Men

1. Todd Neumarker; Porcupine Cycling 01:05:03.34
2. Tyler Kirk; American RADD 01:05:29.08
3. Alex Obbard; Spin Cycle Racing 01:05:46.66
4. John Burton; Joyride Bikes 01:06:10.41
5. Bonn Turkington; Canyon Bicycles 01:08:10.87
6. Shane Powell; Powell Ophthalmology 01:08:41.47
7. Colby Tanner; Spin Cycle Racing 01:08:42.70
8. Matt Bradley; American RADD p/b agel 01:10:28.76
9. Eric Martin 01:10:48.32
10. Lance Anderson; Spin Cycle Racing 01:10:55.65

Cat 5 Men

1. Benjamin Lewis; Canyon Bicycles, SLC 01:08:13.08
2. Lance Lindberg; Mi Duole 01:09:13.44
3. Cristiano Pereira 01:09:37.91
4. Darren Marshall 01:10:41.43
5. Matt Wride; Canyon Bicycles Salt Lake 01:11:24.02
6. David Peck; Backcountry.com 01:12:56.86
7. Steven Clark 01:13:20.56
8. Jeremy Wallentine; ARUP 01:14:10.39
9. Adam Taylor; bcc 01:14:19.85
10. Brent Pontius 01:14:28.04

Master Men 35-44

1. Scott Allen; Canyon Bicycles Draper 01:05:54.34
2. Dave Sharp; RMCC Cyclesmith 01:08:33.50
3. Sean Hoover; Canyon Cycle Draper 01:09:18.42
4. Bruce Alibadze; Canyon Bicycles 01:09:30.67
5. Andre Gonzalez; Canyon Bicycles Draper 01:09:38.95
6. Mike Hansean 01:11:09.26
7. Rob Rowley; Bikers Edge 01:11:24.54
8. Gene Smith; Spin Cycles Racing 01:11:40.84
9. Thomas Martin; CCB/Volkswagen 01:16:17.13
10. Jeff Stenquist; Canyon

MOUNTAIN BIKE RACING

Perfect 10 Race Report



Erin Collins rode 12 laps and took third place in the solo female category.

In the early 1990's, upper Deer Valley, Utah was the scene for such classic mountain bike races as the Deer Valley Rally and the NORBA Nationals. A perfect matrix of single-track trails and mountain views drew a cacophony of crowds to watch immortal racers like Lance Armstrong and Darrel Price set the bar for riders and races in Utah. Then came some changes...some rather large and pricey homes took center stage as Deer Valley expanded the resort as well as the per capita income of second homeowners in the area. Time passed and trails were rerouted, and thanks to the efforts of the resort, their staff, management and some forward thinking individuals, Deer Valley Resort, not only developed an entire world-class trails network on their lower mountain, but maintained the existing trails on the upper mountain.

Throughout the late 90's and early 2000's, the mountain biking scene moved to the more accessible lower mountain of Deer Valley, but in 2008, Heinrich Deters, along with support from the incredible

Deer Valley staff, returned mountain bike racing to Silver Lake Lodge in upper Deer Valley. The event was the 2nd annual Park City Perfect 10.

The Perfect 10 served up a ten-hour marathon of singletrack delight to over 140 participants. The race, following the lap system incorporated in 24 hour racing, was 99% pure singletrack heaven. The course utilized the famous Mid-mountain trail, Team Big Bear, Deer Camp, and the ripping fast Naildriver descent. 'Ron Lindley and I had make a new trail to access some dirt road, because we feared the riders would never get a chance to eat or drink' said Deters.

Categories for the race included solo, duo, and four person teams. It was the solo riders that dominated the field, consisting of 33 male competitors and 12 female competitors. 'I was amazed by the solo numbers. 45 solo participants is on par with many of the large 24-hour races in the area,' said Deters.

The usual suspects were involved: the dynamic Holly duo, the Gibson clan, Kevin Day, Cyndi Schwandt, the Young Riders and a collection of Wasatch front and back

Jeff and Burke - Continued from page 17

ince, and a kiwi, Jeremy Bennell, will also play an important role.

JL: The team we're bringing is essentially the Cascade Classic team where we were 2nd 3rd and 7th. So our expectations are very high. Our team is a group of high caliber, high altitude climbers. We're a young team, but we have a lot of talent. I expect that any one of us could be a surprise, but Darren Lill and I will be the co-captains of the team.

CU: Will the other riders be keying off you, and who should we watch?

BS: The other teams will be watching Jeff and me, both because of our abilities, as well as because of our performances at the last Tour of Utah. Being our home race, that extra bit of motivation will give us an extra impetus. That makes us marks, so to speak.

JL: Like Burke, I expect they will. You always seem to find an extra gear when you're racing in front of the home crowd. There's a lot of extra enthusiasm on my part because we've been waiting two years for this to happen. Everyone has to race their own race, so the course will ultimately decide, but it will come down to who has the best legs. Though both of us may be on

a list of favorites, neither of us is the race favorite. I think it's up to Rock Racing to lose this race. They're not unbeatable, but they've got a lot of cards to play.

BS: Yes, they're definitely the team to beat, coming off their recent wins in China. Toyota will be tough, and so will HealthNet.

JL: HealthNet is a really well organized team with a lot of experience with winning big races. They don't mess up when given a good opportunity, so they're always dangerous. Rory is the NRC champion and the current NRC leader.

BS: Team Type 1 will be a dark horse. And you can't forget Garmin Chipotle. Though they'll probably be bringing a younger group of riders, the guys who didn't make the Tour de France team.

CU: What role does the criterium play in a stage race?

JL: It's a big stresser. You can't really gain anything, but there's a lot to lose. Crits are for the crowd. They're not my specialty, but it's definitely the race where we'll have the most fans. A lot of my friends who don't have the time to go to the Alpine Loop will come out on a Friday night. It's the most spectator-friendly of all the events. A criterium lets people appreciate the technical aspects of the sport. It's all about

speed, and handling and cornering.

BS: Crits are important for spectators. If that's what it takes for the public to come out and watch, it's a concession we'll gladly make. Spectators get the feel for how fast we actually go. When they watch their first criterium, they gain an appreciation for the concentration and the speed. They understand it's the real deal.

CU: What are each of you looking forward to most?

BS: On a personal level, this race excites me more than any on the calendar: It's Utah, the courses are great, friends and family will turn out, so for those reasons it is the most important race to me.

JL: Specifically, I'm looking forward to having a shot at riding into the leader's jersey at the time trial. I think it's great the race is finishing with a TT. That will keep me in the hunt. It will give me a real incentive to go that much deeper, because there will be time to gain back on the last day. Generally I'm looking forward to racing in front of friends and family. It's a hard sport, and it's even harder when you're racing in a foreign country. Those guys who get to race in front of their friends generally do better.

riders. Brad Keyes, celebrated his 40th birthday, by taking top honors in the Male solo class (on a fully rigid singlespeed). His female counterpart, Jen Hanks, who continues to light up the Intermountain Cup standings, showed that endurance racing is a part of her quiver. The next hotly contested category was the duo males. 'Trucker' Gibson and company edged out some of

the finest men's pros, by posting a race high 18 laps on the day. On a separate note, the Young Riders duo team of Keegan Swenson and Connor Mathews (combined age 28) also completed 18 laps on the day and fell only 23 minutes off the winning pace. Keep your eyes out for both of these kids.

See results on page 22.

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MOUNTAIN BIKING

Sunrise to Sunset:

Celebrating the Summer Solstice with the "De La Park City" Ride...All Day Long.

By Lynn Ware Peek

The day of the summer solstice is undoubtedly my favorite day of the year. With the solstice, all the good stuff is present; a summer welcome, ritualistic celebration, lush green mountains, and...a potential 17 hours of daylight for riding.

So, on this June 21, it seemed logical to join an underground group of solstice celebrating fools with mountain bikes to ride sun-up to sun-down. This 'event' has become a Park City solstice ritual over the last six years. Balancing coffee mugs over handlebars, a groggy 30 or so mountain bikers met at White Pine Touring at 4:45 a.m. to embark on "De La Park City," otherwise known as the Solstice Ride. "De La..." "Of the?" What? Its very name is

as nebulous as the ride itself. And it attracts one type of riders...those who would rather mountain bike than sleep. You know the sort.

The appeal of the ride has as much to do with the summer solstice as it does with the fact that it's a bit of an unofficial and stealth underground movement. It is unannounced and mostly unadvertised, save from word-of-mouth passed through the bike shops. I found out about it a few years ago when I met some weary cyclists just before sunset on some high altitude trail. They looked thrashed and were carrying hand saws. "Gee, whatcha doing guys?" "We've been riding since sunrise and we're almost done..." The hand saws were taken along with the idea that they would help Mountain Trails Foundation get a



Riding into the moon.

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From the back of the pack, I really enjoyed the first few hours because those who put the hammer down at the front quite happily stopped and waited for the whole group to catch up. Standing with the group at sunrise, on the rocky outcropping at the top of Iron Canyon and watching the sunrise was a celebration in itself.

There was a lunch and a dinner spot, so folks could leave and rejoin when annoyances like work mandate they didn't ride all 17 hours. One of the bedraggled riders at the dinner stop (Mexican food and beer hosted by Nacho Mama's) commented that the great thing about this ride is that it's like a rally. A bit secretive, underground, yet with a certain sense of camaraderie that gets you through the day.

Ritual is satisfying. And I like the idea of adding this new one to my repertoire of ritual, along with my early morning coffee ritual which was foremost in my mind at 4 a.m. on the morning of my newest and most hellacious ritual, the "De La Park City".

I hope to make it a few hours longer next year. I traded in my chamois for a shower and a sundress way too early and headed to work....there's always next June 21.

Lynn is a Park City cycling enthusiast and owner of Girlfriends Go Tours.

jump start on trail grooming since they were seeing darn near every trail in Park City in one day.

The best part about the event is that it's not really an event. The unevent organizer, Jeff Kuehn, says he got the idea from a similar ride he used to do in Northern California, where "De La ____" regularly attracted 350 riders on the solstice. "I like doing it because it is grass roots," he says, "You have to ask around to find out about it."

There wasn't so much an entry fee, just a few buck donation to help Jeff with copies of the map and a simple t-shirt (and likely a few bucks to his babysitter so he could scope the route). The map is a laminated card with a simple logo on one side and about 70 trail names

on the back side. There is a presupposition that riders are familiar with the trails and if they get lost, they will find themselves again. Even Jeff found himself taking a wrong turn and ending up miles away from where he intended when he designed the course. "It was kind of fun," he said, "being separated from the group and making up my own way, knowing that ultimately I would see these guys again at lunch."

Riders embarked on the route in the tiniest glimmer of light and started up Spiro Trail to the Mid-Mountain Trail. It's pretty much a blur after that, but suffice it to say, it encompassed trails from the Flying Dog to the upper reaches of the Deer Valley trail system. Mileage? It doesn't really matter; you just get on

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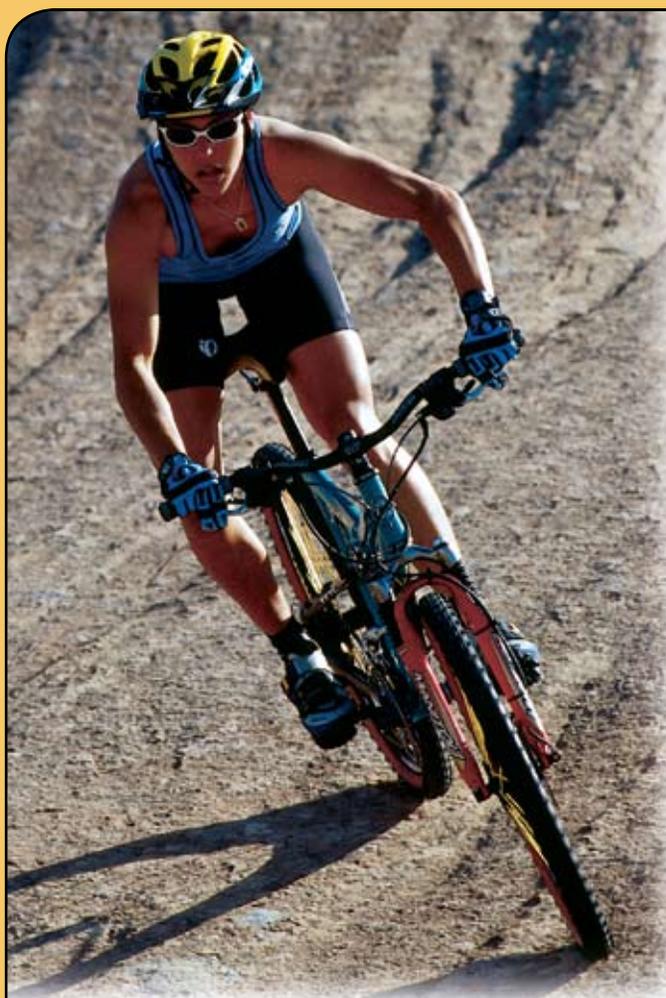
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DOWNHILL RACING**2008 Utah Downhill Series Mid-Season Report**

By Bronwen Lindley



Above: Chris Hadley, winner of the expert men 19-29 at the Bald Mountain Downhill at Deer Valley. Photo: Joaquim Hailer. Find your photo at Zazoosh.com.



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The 2008 Downhill series began this year with the Bountiful Bomber. After last year's LavaRama race, the series skipped the early season trip to Idaho and begin with a Wasatch Front classic at the "B." Utah KHS Pro Matt Johnston posted the fast time of the day, beating the usual Junior X and Pro suspects by over 6 seconds on the long, grueling course. This was no small feat considering there was a Pro Mens' class of 17 racers. Pro Woman Go-Ride racer Addie Stewart took first over friend/foe Connie Misket in the Pro Womens' class.

The series moved next to Wolf Mountain, Utah, for the first official Utah Series Race at this resort. The new Super D course, designed by racer Ryan Simmons, was short, twisty, fun, and accommodating; everyone who raced it really seemed to like it. We had 29 Super D racers (our biggest turnout yet this year), and Pro Nick Van Dine posted the fast time of the day for that race.

Experts Ryan Simmons and Mike Holder, Sport Claudia Jackson, and Beginner Tim Schaeffer pulled off impressive win times over their competitors as well. The Downhill Race was dominated by Fezzari Pro David Beeson, who got the fast time of the day by over 4 seconds. After overcoming a few timing glitches, Ron Lindley and the finish crew got the times sorted out correctly and declared Adam McMurray and David Clark winners of the Expert Senior and Master classes. As usual, the Junior Ex class was a fast and fierce competition with Jordan Culp taking home the gold at Wolf Mountain.

The next stop on the tour was also a new venue to the series—White Pine Ski Resort in Wyoming. Everyone who made the drive north for the first ever Wyoming State Downhill Championship race went home raving about the lift-accessed biking at White Pine. Pro Women Addie Stewart and Connie Misket took their rivalry onto the Super D course Saturday with Addie pulling a first place over Connie; they flip-flopped on the Downhill course and Connie went home with the gold on Sunday. Pro Ben Craner took first and posted the fast time of the day on the Downhill course. Junior X racer Naish Ulmer posted an impressive first place win over up-and-coming Nic Hadley (Jordan Culp went home with an impressive dent in his Ironhorse frame); Sport racers Erik Bachmann, Rick Weiloh, Torey Jackson, and Joy Sather survived the mosquitoes and won their classes, as well as their respective Wyoming State Championship titles.

The Bald Mountain Challenge at Deer Valley last week had good attendance in the growing Sport and Beginner classes (between injuries and the race in Vermont numbers were a little slim in the Pro/Ex classes). Jake Bamgartner took home the gold in the Sport Senior category (maybe the most exciting class to keep an eye on this season). Mitchell Rucker (Junior Sport), Ian McPherson and Jay Migliore (Master Sports), and Joy Sather (Sport Women) all posted first place wins. The large and growing Junior Beginner Men class was won by Chase Clements. Pro Ben Craner edged out Junior X racer Nic Hadley on the second run to cinch the fast time of the day and a win in the thin-attended Pro Mens' category. Experts Nic Hadley (JrX), Chris Hadley (Senior X), Lee McGuffey and Scott Crabill (Master X) also took home gold.

See results on page 22.



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Lill and Welsh Win Sundance Hill Climb

Darren Lill (BMC Pro Cycling) won the Men's Pro 1-2 race at the Sundance Hill Climb in front of Sam Krieg (Park City Jeep-Goble Knee Clinic) and Nate Page (Contender Bicycles). Lill set a new course record covering the 8 mile course in 39:13.

In the women's Category 1-2-3 event, Alisha Welsh took the win in front of Ingie Travis and Kris Walker. Welsh finished the event in 48:12.
 -Ryan Barrett

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BIKE INDUSTRY**Edge Composites is Utah's Newest Carbon Fiber Company**

By Tyler Servoss

Sitting in Jason Schier's office you can tell that he has a passion for his work. Prototypes and finished product surround the desk of this unassuming man. His personal success story reads much like the life of Edge Composites.

Raised in Taylorsville, Jason began working in a West Jordan machine shop at age 25. The machine shop was eventually relocated to Las Vegas, Nevada. This experience proved to be the spring board for his career as an entrepreneur. Starting near the bottom, he would ultimately end up owning the business. This business worked with such industry veterans as Paul Lew, and carbon soon became a focal point for Scheirs.

Schier's machine shop was acquired by Polymeric Corporation, the parent company of LEW Composites. Following the acquisition, Jason became the VP of Lew Composites. After becoming well known as an innovator in cycling products, Lew began to branch out into other markets. One such venture was a product developed as a safety device for NASCAR race vehicles. It showed such promise that several major auto manufactures followed the development with an eye towards passenger vehicle applications.

With nearly all of the company's eggs in this basket, LEW ran into a

series of setbacks which ultimately lead to their demise. As a stop gap measure, LEW's wheel business was sold to MQC (MacLean Quality Composites), the parent company of Reynolds composites. Jason led the transition to the new owner and the new manufacturing process. After fulfilling that commitment Jason looked to launch a company of his own. While honing his skills working with carbon in a myriad of applications, business brought Scheirs to the new Mecca of the outdoor sports industry in Ogden, Utah.

In May of 2005 Jason began this new venture in earnest. The initial push involved consulting work for other companies and brainstorming product ideas and innovations. As a part of this development, Jason cold called on an Ogden business called Dunes Edge. A meeting was set to investigate building carbon pieces for sand rails/dune buggies. Unbeknownst to Schiers, the two principles of the business were avid cyclists. As he shared his background they became more interested in his work with cycling products than sand rails, and proposed a partnership. Thus Edge Composites was born. Edge Composites is the natural outgrowth of the life and business experience of Jason and his colleagues. It is a blend of industry contacts and friends who always wanted to work together.

The two men behind Dunes Edge and Edge Products are a home

grown success story themselves. Brett Satterthwaite, a fluid dynamics engineer, and his cousin Taylor Satterthwaite an astute business man, began building performance chips for diesel trucks out of their garage. The chip allows the user to improve a trucks horse power, towing capacity or fuel economy. From those humble beginnings the company has grown to occupy over 30,000 sq. ft. and more than 100 employees in their Ogden facility.

Today Edge Composites is on the bleeding edge of carbon technology, not only delivering innovative products, but incredibly high quality as well. Edge is made unique by their extreme attention to detail in the manufacturing process. In the first year of production on their road wheels, they have not had a single spoke failure reported. Their product line includes tubular and clincher road wheel models of varying rim depth for different riding styles and applications. The mountain wheel offerings include both 26" and 29" as well as multiple rim widths for different riding conditions. Both Mountain and Road bars, and seat posts are in pre-production now and are expected to be released at Interbike this fall.

Along with production for their own brand, several other top builders look to Edge to supply their frame tubing, lugs and other components. Among these are such prestigious boutique builders as

Parlee, Crumpton, and Independent Fabrication. Composite engineer Carl Turner manages all tubing and small builder needs.

Edge Composites products have largely been marketed via word-of-mouth and OEM channels. Their products are currently available direct or through a growing dealer network. They have demonstrated a commitment to the local bike shop and will not hesitate to run a sale through a shop to better serve the shop and the customer. Sales manger Jake Pantone heads up the marketing program. He is an avid racer competing in such events as Ruta De Los Conquistadores, Xterra Mountain Tri, and various local road and mountain races.

Brand recognition efforts include sponsoring a number of teams including Utah's own American RADD p/b Agel Cycling Team, Successful Living Pro Cycling Team, and the Vanilla cyclocross team. They are currently in negotiations with several international teams as they seek to break into the European market and may have some exciting announcements in the coming months.

The impact of the company on the local cycling scene has been

well received. Community involvement includes team, rider, and event sponsorship, a pro-riding culture in the business and a "we ride what we build attitude." A number of people on the staff ride, race, and test equipment regularly. An additional area of impact is Taylor Satterthwaite's ownership interest in the Kaysville shop Biker's Edge. Through this association Edge reaches out to club riders, new riders, and racers.

In the near future Edge Composites will outgrow their current space; they are looking for a new facility, likely in downtown Ogden. The need for more space is fueled by the steady increase in demand on manufacturing, marketing and business administration. Plans include a beautiful bike gallery showcasing frames and bicycles built with Edge tubing and wheels along with race memorabilia. Edge Composites has a great affinity for the Ogden area and the outdoor industry and culture in Northern Utah. The growth of Edge Composites is likely to be a great boon to the city of Ogden and cycling in Utah for many years to come.

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Contact Steve Sessions:

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MECHANIC'S CORNER

Suspension tuning 101

By Tom Jow

Just twenty years ago Paul Turner and RockShox introduced the modern mountain bike suspension fork. Known as the RS-1, this fork would prove its worth on the bicycle of 1990 World Champion Ned Overend. Now, as then, mountain bike suspension is still a little misunderstood, under maintained and under utilized. In order to get best performance from your mountain bike, it is important to take the time to learn the different adjustments of the suspension and tune it properly.

Bicycle suspension forks and rear shocks consist of two basic parts. The first part is a spring of consisting of air, a metal coil or an elastomer. The second part is a system of oil or air to aid the compression and control the rebound of the spring.

When adjusting the suspension, the place to start is with the spring. Metal springs have a weight rating in pounds. Air shocks are almost infinitely adjustable. The suspension operates best when it is under a certain amount of preload, or pre-compression. This preload is indicated by the amount of "sag", which is measured as a percentage of suspension or shock travel. Recommended sag varies by manufacturer, but an amount approximately 20-25% of total suspension or shock travel is a good starting point.

Measuring the sag requires a couple plastic wire ties, tape measure, a shock pump (for air forks and shocks) and maybe a helper. To adjust the suspension, first measure the length of upper fork tube or shock shaft to determine the amount of shock stroke. This information may also be in the owner's manual. Next, for air shocks, place a wire tie on the upper fork leg or shock shaft for the rear. Then, ride the bike around the street or yard, making sure the suspension is moving while riding. Stop, staying on the bike balancing yourself upon a stationary object. While sitting still, carefully slide the plastic tie down against the rubber seal on the shock. Now gently dismount the bike without disturbing the ties. Measure the distance between the seal and the tie. This is the "sag" Adjust the air pressure and ride again until this distance is the desired amount.

To adjust a rear shock with a metal spring, measure the shock eye-eye distance in an un-weighted position. The shock stroke will often be printed on the spring. Activate the suspension. Next, have your helper take the measurement again in the weighted position. The difference between the measurements is the sag. Adjust the sag by tightening or loosening the spring collar. If the desired sag cannot be reached, the spring may need to be replaced with one of a different weight rating.

In most shocks oil is used to control the action of the spring. When the fork or shock is compressed, this oil is forced through a valve. Depending on the valve size and compression speed the oil may or may not have any effect on the compression. For example, when riding slowly up a driveway curb the compression speed is very slow and the oil provides little resistance. If you jump off the house, however, the compression speed is very fast. Therefore, the oil is not able to move through the compression valve quickly and helps to prevent the shock from bottoming out. The

opposite occurs in the rebound circuit when the spring extends the shock back to its neutral or un-weighted position.

When adjustable, the rebound speed is the easier to adjust. When the rebound is too fast the shock feels too bouncy. There may be a firm clunk called "top-out" when the shock is un-weighted. An easy way to adjust the rebound is to start with the valve all the way open.

This provides the fastest, bounciest rebound. Ride around and feel how much the shock moves. Gradually slow the rebound damping to an acceptable level. Test it by riding off a curb slowly. Aim for a one bounce curb drop.

Conversely, the compression is easier to adjust from maximum. In this position, riding over obstacles will be a relatively harsh ride. A good place to test the compression is over some fast washboard or braking bumps. Reduce the compression damping until the harshness over the bumps is minimized. Also test it on some small jumps to make sure it

does not bottom out too hard.

The tricky thing about adjusting suspension is getting everything to work in harmony. For example, when one spring is softened, the other is a little stiffer and vice versa. If the rebound damping is too slow, the suspension will not have time to fully extend before the next impact. The shock just keeps compressing slowly giving a harsh ride or bottoming out. This is called "packing up". If the compression damping is too little the shock may bottom out too often.

The properly tuned suspension will be smooth in most conditions

and bottom out once in a while. Reaching this goal can be a little time consuming. But it is however, very rewarding. That's because tuning suspension requires one of our favorites things, riding. And once it's done, riding is more fun because the bike performs smoothly and predictably. In fact, maybe it will have you riding like a champion.

Got a bike question? Tom has repaired bicycles professionally since age 14. Contact him at 1tom-jow@gmail.com

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