

cycling utah

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**TOURING
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DIRT
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SPEAKING OF SPOKES

The Tour de France 2004

The Favorites...

By Dave Ward
Publisher

I am psyched. My wife, Karma, and I had such a great time at the Tour de France last year that we are going again. This year, we will following the race through the Alps and in to Paris. We are traveling once again with the English company, Graham Baxter Sporting Tours. We signed up for a tour that will be staying just under one kilometer from the top of L'Alpe d'Huez, and plan on cheering Armstrong on to his sixth Tour victory.

Last year, the ride guide for our tour group was Tom McCall. Tom is a seasoned "Veteran Leaguer", as the age-challenged racers in England are called. I was impressed with Tom's understanding of the Tour and familiarity with the racers. As such, I asked Tom to write an exclusive preview to the Tour for cycling utah, and we are glad to present that to you. Tom also graciously wrote a short article on one of our local favorites, Levi Leipheimer, which we have included as well.

Enjoy Tom's articles, root for Lance (and Tyler and Levi), and think jealous thoughts of Karma and me basking in the excitement at the top of Alpe d'Huez.

By Tom McCall

This year, the Tour de France will commence in Liege in the Walloon (French-speaking) area of Belgium on July 3rd, and it will wind its way anti-clockwise round France, through Normandy and Brittany, passing through the semi-mountainous area called the Massif Central before reaching the Pyrenees. Only a short time after that, it will pass through the Alps on its route back to Paris where it finishes on July 25th.

It will be a Tour like no other, for a number of reasons. Lance Armstrong will be attempting to become the outright record man with six wins. Correspondingly, because of the design of its route, it will be the most open Tour in years. The only time trial which will feature in the first half of the race will be the team time trial on stage 4, but the Tour Organizers have brought in a ground breaking new regulation. No team will lose any more than 2 minutes 30 seconds on the day, meaning that there will be no big deficits for the climbing teams when they reach the Pyrenees. Ignoring the mountain time trial finishing at Alpe d'Huez, there are only two at summit finishes this year - in the Pyrenees, back-to-back on stages 12 and 13, at La Mongie and Plateau de Beille, respectively.

There will then be a mountain time trial on stage 16 from Bourg d'Oisans to the top of Alpe d'Huez right in the middle of three major days in the Alps. This will be of 15.5kms (just under 10

miles) in duration, and it will represent around 40 minutes of sheer hell, even for the top men. The major flat time trial of 55kms (about 35 miles) is very late in the race this year on the penultimate day.

It is difficult to try to read the minds of the organizers in their quest for an "open" Tour this year, but I have put my interpretation on it. Throughout the first half of the race, there is no major obstacle that could open up large time gaps between the major players. Correspondingly, the tough roads in the Massif Central could stimulate some breaks that would shuffle lesser-known riders up the general classification, with the teams of the top riders keeping close watch on each other. This means that a less-expected rider may be in yellow as the Tour reaches the

Continued on page 8

Cover Photo: Charlie Gibson (Racer's Cycle Service) on his way to victory in the Pro category of the Chris Allaire Utah Open State Championships at Solitude on June 26, 2004.
Photo: Dave Iltis

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Levi Leipheimer to Lead Rabobank in Tour

By Tom McCall

Levi Leipheimer (Rabobank) has had a hard time over the last year. To succeed in pro bike racing in the European arena, you need talent, strength of character, and an element of luck. Leipheimer has talent and strength of character in abundance, but he has been deserted by lady luck.

Leipheimer burst into the scene in 2001. Having spent some time with the United States based Saturn team, he moved to the US Postal Service team, and it was during the 2001 Tour of Spain (Vuelta a España) that he achieved a sensational result. He was there primarily to work for US Postal's Roberto Heras, but Heras was not going quite well enough to win. Leipheimer, however, had been riding so strongly that he was up with the leaders, and in the time trial on the penultimate date, he produced a sensational ride, finishing second by just fourteen seconds to Santiago Botero, who was to go on to win the World Time Trial Championship. This ride meant that Leipheimer leapfrogged over his teammate, and he ended up on the podium in third place overall.

This ride brought him to the attention of the powerful Dutch outfit Rabobank, and they offered him a contract, as they could see him as a potential Tour de France rider. 2002 was a dream transition year for

him. He won a mountaintop stage of the tough Route du Sud stage race at Plateau de Beille en route to winning the race overall. He then subsequently reinforced his position with the superb performance in his first Tour de France to finish eighth overall.

After this result, he had great self-belief, and with the agreement of Rabobank he prepared specially for the 2003 Tour. He maintained a gradual build-up in the spring with the aim of achieving peak fitness for the Tour. He was twelfth in the prologue Time Trial, underlining his good form, but it all came to a halt at the end of the first road stage. He was unfortunate to run into a mass pile up in the final 500 meters of the stage, just out of sight round a sharp bend leading into the finishing straight. He hit the ground hard, and he was unable to continue, having fractured his hip and his pelvis.

Pro bike racing is an unkind business at times, and Leipheimer has spent the best part of the last year wondering about what might have been. However, he was competed well in the tough early season events in the South of France, and, once more, he is looking forward to the Tour de France. Coincidentally, one of the Pyrenean stages of this year's Tour finishes at Plateau de Beille, and he will be thinking of his previous triumph there in the Route du Sud, and wondering if lady luck will be finally on his side.

-Levi rode for Mi Duole and Brackman's in Salt Lake City in the early nineties prior to making the jump across the pond.

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TRAIL OF THE MONTH

Beaver Creek Trail is Fun and Family Friendly

By Gregg Bromka

Punishing climbs, white-knuckle descents, and the pursuit of high-caliber singletrack (arguably the purest form of mountain biking) lure many to the world of fat-tire cycling. But for those who are just starting out or for families with children, something a bit more mellow might be in order. Like a radio station that plays easy-listening tunes rather than head-banging rock, the Beaver Creek Trail is perfect for those seeking the "softer side" of mountain biking. You won't have to worry about dicing it up with a pack of wannabe NORBA champs, they're too busy charting their heart rate on marathon rides across entire mountain ranges. Instead, you'll likely encounter other first time bikers with their children, too, along the Beaver Creek Trail.

Beaver Creek is neither dirt road nor singletrack rather a "mega-track." It's part of the Taylor Fork ATV trail system. Sure ATVs tend to be noisy and obtrusive, but they can pack down a fine trail for mountain bikes. The route parallels a gently meandering creek pooled occasionally by beaver dams. On one side lies the creek's willow- and grass-filled flood plain, and on the other rises forested slopes of the lower Uinta Mountains. Midroute, the trail passes through the Beaver Creek Campground and Picnic Area, where you can restock on water and have a snack under a shady pine.

Details:

From the roadside trailhead, cross the wooden footbridge over Beaver Creek and follow the trail eastward alongside the lush flood plain. Tackle the short modest hill and then breathe a sign of relief knowing that the tough part is over.

One-half mile down the trail,



Bob takes an easy cruise along the Beaver Creek Trail.

stay straight where a dirt road enters from the left and straight again where the Cedar Loop forks right (a good climb for racers in training). The route changes from ATV trail to dirt road then back to ATV trail before passing the Beaver Creek Campground and a trail information board 3 miles from the trailhead. The map directs ATV users toward "Cedar Loop- rough and rocky" (uphill) or "Beaver Creek--not so tough" (straight). Hmm, what do you say we go straight? Go through Shingle Creek Campground and stay on a westward bearing where the trail joins and branches from

Photo by Gregg Bromka

campground roads; then pass a reflective pool created by the trail's namesake rodents.

Both bumpy and smooth treads continue to take you along the fringe of mountain and valley until you enter a small clearing where the Pine Valley Trail forks right. This is the recommended turnaround point because the trail ahead descends steeply to a ford of the North Fork Provo River and to Pine Valley Campground. Retrace your tracks to the trailhead while vengefully bombing down that hill near the start.

For a shorter version, embark from Shingle Creek or Beaver Creek Campgrounds at midroute. For more miles, either head south on the Pine Valley Trail as far as desired, or splash through the North Fork and continue on the extended Beaver Creek Trail 3 miles more to Soapstone Basin Road. Want to go big, really big? Pick up a copy of the Taylor Fork ATV Trail map from the Kamas Ranger District and chase down Cedar Loop. And yes, it is "rough and rocky," but nothing NORBA-caliber legs and full suspension can't tame.

Location: 6 miles east of Kamas on the Mirror Lake Highway.

Distance: 9.5 miles out-and-back.

Tread: ATV trail. Think of it as an ultra-wide singletrack.

Physical Difficulty: Easy.

There's a pesky little hill at the outset; thereafter, it's about as flat as a true off-road ride can get.

Technical Difficulty: Low-mod-

erate. Mostly packed dirt but there are rocky sections that may make your saddle spank your butt lightly.

Elevation gain: The route is virtually flat. Gain is a "whopping" 600 feet. You'll feel fresh at day's end not bonked.

Finding the trail: From the intersection of Main and Center Streets in Kamas, travel east on the Mirror Lake Highway/UT 150 to milepost 6 at the Wasatch-Cache National Forest Boundary. The trailhead is on the right/south side of the highway.

Additional Notes:

You must pay a recreational use if you park and recreate anywhere along the Mirror Lake Highway: \$3.00 per day or \$6.00 per week.

Excerpted from *Mountain Biking Utah's Wasatch Front* by Gregg Bromka. Available at your favorite bike shop or at cyclingutah.com.

MTF Receives IMBA Grant

The Mountain Trails Foundation of Park City, Utah received a 2004 IMBA/CLIF Bar Trail Preservation Grant. The 10-year-old trails group will use the \$500 grant to improve signs on the Park City Town Loop. For more information on MTF, visit www.mountaintrails.org.

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ADVOCACY

Metropolitan Planning Organizations and Bicycling

By Charles Pekow

Maybe metropolitan planning organizations (MPOs) can become great catalysts for promoting bicycling. Not familiar with your local MPO? At least one in Utah is doing a variety of works for bicyclists. But a national effort to assess MPOs' work on cyclists' behalf came up with an incomplete portrait for both the Mountain West states and the nation. The reason: a lack of responses.

In conjunction with the National Center for Bicycling & Walking (NCBW), the Association of Metropolitan Planning Organizations sent a questionnaire to all 340 MPOs, of which 144 responded. Mountainland (Utah, Summit, and Wasatch Counties) was the only MPO in Utah or Idaho that provided a detailed reply. So it's not clear if survey results reflect the national picture; it's possible those with the most developed bicycling and walking programs were more eager to respond. Also, NCBW notes that it's not always possible to separate the work of MPOs from the state and local agencies they have to work with.

Since 1973, federal law has required states to establish MPOs to develop Transportation Improvement Programs in each urban area with a population above 50,000. States fund MPOs through the Highway Trust Fund. Most MPOs, however, don't manage or fund programs directly, leaving construction and planning of bicycle facilities to transportation departments or other state and local agencies. The vast majority (90 percent) of MPOs get some federal Transportation Enhancement money. About 28 percent get federal Congestion Management Air Quality (CMAQ) grants, which they can use to promote biking to relieve traffic congestion and air pollution.

(The referenced federal funding

programs are currently in limbo as Congress continues to work on a surface transportation bill that was supposed to be ready by last October.)

Based on the survey results, NCBW released "Taking Steps: An Assessment of MPO Support for Bicycling & Walking." The study cites good works done by the Mountainland MPO but says that nationwide, MPOs could potentially do a lot more to promote cycling.

Mountainland said it was engaged in at least five activities to promote cycling. The Mountainland MPO staffer who completed the survey wrote that the Utah Department of Transportation eagerly cooperated with it, saying state officials "invited me to help them write their pre-construction manual, to specifically focus on non-motorized transportation.... Also, I work closely with each community to begin to incorporate non-motorized transportation into their city plans. We have come a long way."

Mountainland falls way ahead of most MPOs in that category, as NCBW reports "few MPOs reported an effective relationship with their state department of transportation."

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1992 gave MPOs the power to approve spending of federal transportation funds and each must create a transportation plan covering all users, from motorists to bicyclists. This created power struggles as "most state departments of transportation resisted sharing their power with MPOs. For their part, many MPOs were ill prepared for the changes brought about by ISTEA. After years of minimal funding and responsibilities, MPOs were thrust into the position of being key players in transportation planning," NCBW concludes.

Today, some MPOs merely carry out the wishes of state and

CYCLOTOON

BY NEAL SKORPEN



local governments, while others actively participate in creating biking strategies, NCBW reports. Most at least pay bicycling lip service. Almost three-quarters of MPOs responding to the survey assigned bicycle/pedestrian issues to a specific staffer (some consider bicycle and pedestrian issues separately; others didn't). The 27 percent that didn't assign specific staffers spread the responsibility out "under the assumption that bike-ped issues are everyone's responsibility."

Asked what they did for bicyclists, MPOs most commonly cited

helping local governments with planning, workshops, and creating bike maps.

Only three percent of MPOs reported spending 40 hours a week or more of staff time on bike-ped issues and 53 percent reported spending five hours or less. "Even with a small staff of five people, this would yield no more than 2.5 percent of total time spent on these modes. We then considered the 58 percent of MPOs who did not... respond to our survey, and shuddered," the report says.

On the other hand, NCBW acknowledges that no one has ever

calculated a recommended number of hours or percentage of staff time that should be devoted to these issues and time spent doesn't guarantee results. (Also, number of hours will necessarily vary with staff size.) "So, we simply suggest that MPOs estimate the amount of time they spend supporting bike-ped issues, ask themselves whether they are achieving the goal set by (the Federal Highway Administration) in interpreting (federal surface transportation

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UTAH SUMMER GAMES

Great Road Racing in Cedar City

By John McConnell

On the whole, most Utah cyclists head to Evanston and the classic held there every year. Despite this, a number of resilient Whoo-tans choose to stay on home turf and battle for gold and yellow jerseys at the Utah Summer Games in Cedar City. Sure, it's true the fields are smaller, and only a few USCF/UCA regulars attend, but USG brings out loads of juniors, women and masters of all ages. The cycling event at the summer games is a four race omnium. Each of the four challenges is a unique test of a rider's ability, if an age group or category is small; there are other fields to race, including

your own personal records. Ask anyone who has raced Cedar more than once how they did, and more often than not you'll hear, "I was 30 seconds faster than last year" or "I got second in the crit, the highest place I've ever got".

Long story short, if it's Thursday—you race the clock. Brian Jeppson, owner of Cedar Cycles has been unbeatable opening morning for years, ascending the 4 mile, 2,000 foot climb to the "C" that looks over the valley of Cedar. Brian's 20 minute sprint up Right Hand Canyon is quickly becoming the stuff of legends, as most mortals need a calendar to time the painful slog to the top.

If there's no wind, plan on sheep to keep things interesting for the Time Trial on Thursday evening. Warming up near the intersection of Lund Highway and Midvalley Road on a windless late afternoon, there just had to be woolly fauna waiting somewhere down the road to mess the race up. Chris Rowley of Ogden blew past all five sheep, a police/shepherd and more than a few racers as his time of 21:25 was more than a minute and a half faster than anyone else who sauntered up and down the 10.3 mile course.

Friday is the Chekshani Cliffs Criterium, a fast and breathtaking venue right at the foot of the famous red cliffs of southern Utah. Four

races were scheduled, two early 30 minute crits, one for boys and men over 60 and the second for an all woman field. Thirteen year old Bruce Hoffman of Layton won the first battle of the day, followed by Brian Head's D.J. Morrisette in the women's skirmish thirty minutes later. Ogden One's Dennis Porter punished the masters and juniors in the 45 minute crit, before tearing out of a six man pack with a lap and a half to go for an impressive victory. There was no contest, other than how many laps Cameron Hoffman was going to put on the hour crew, before the criterium officially ended to cap the day's racing.

Road Race Saturday fires up early, and is 25, 40 or 60 miles depending on your age group, gender or category. The sixty mile pack disappear early to drive up highway 56 over Iron Mountain to Newcastle and back. Cameron Hoffman distanced himself on the finishing hill from a group of four to take top

honors in the open USCF category. A lead pack of ten were in site of the 1 mile to go banner in the forty mile race when first year junior, Bryson Garbett, and master, Steve Wilcox, split the leaders on the final climb of the day. Mark Zimelman was able to reel them back just in time to nip a win at the line. The first race of the day to finish was the twenty-five miler, won by Bruce Hoffman, as he was followed closely by twelve year olds, women of all ages and folks over eighty.

"Raise the Bar" was the USG cry this year. The commitment produced for the games was evident as goals for faster personal records (PR's), higher placing and motivation to achieve one of Quinn's allusive yellow jerseys was apparent everywhere. The passion to "Raise the Bar" this year can be illustrated by stories contenders brought to Cedar City.

Alice Pust, a fixture at the summer games, found a local group of women to train with in Utah County and knocked minutes, not seconds

Zumbrunnen Makes it Two

A Summer Games MTB Race Report from Blake Zumbrunnen

"I got the hole-shot off the line and was the first one to the singletrack. Trevor Simpor, Stein Erickson Sport, and I worked to get away from the pack, but Todd Tanner, Cannondale Mountain Bike Team/Guthries, kept us in sight. At the end of the first lap, I had put about 10 or 15 seconds on Trevor, and Todd had bridged up to him. As I rode through the singletrack at the start of my second lap, Todd bridged the gap quickly. He was going very hard. I grabbed his wheel and hung on to the base of the

climb. He was really pushing, but once we hit the climb, the pace fell and I had a chance to recover a little. Todd was feeling it on the DH - picking lines and pegging it. He was riding very well. I had to scramble to keep up with him. He caught some air off the last dirt hump and started to lose air pressure in his rear tire. He pulled over a few minutes later, and I rode the remainder of the second lap and all of the third lap alone. I used my third lap as a tempo lap and thought I could ride the fourth and final lap at my pace, but Thomas Spannring, Team Euclid, caught and passed me on the doubletrack climb. I pushed my pace hard to get in front of him as we rode up the switchback climb, and kept him behind me on every passing opportunity. I was suffering a

little and my legs started to cramp near the end, but I rode clean through the rock garden and was the first one around the corner to the finish line. I think that Thomas had an exceptional fourth lap, but I definitely had the advantage being in front through the rocks and first one around the final corner."

- Pro Men:
1. Blake Zumbrunnen, Revolution Mountain Sports, 1:46:26
 2. Thomas Spannring, Team Euclid, 1:46:27
 3. Trevor Simper, Stein Erickson Sport, 1:48:31

- Pro Women:
1. Lynda Wallenfels, 2:11:44
 2. Pam Hanlon, Jan's, 2:12:32
 3. Cindi Hansen, mtbchick.com, 2:18:17

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ROAD RACING

Park City Cycling Festival Coming in August!

By Shawn Stinson

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

Hosted by Park City and co-managed by Blue Wolf Events and Team Big Bear, the Park City Cycling Festival is bringing together Junior, Espoir and Master cyclists at the same location for the first time at a National Championship event. When it's all said and done, the Festival will have crowned 100 National Champions in men's and women's time trial, criterium, and road race events in numerous Junior, Espoir and Master classes. The Festival is also featuring the first-ever women's Espoir road race and time trial, newly created events replacing the current format crowning the Espoir women's national champion. In addition, the Park City Cycling Festival also includes tandem racing in both Elite and Master classifications. When the medal count is tallied, individual National 'Stars and Stripes' jerseys will be awarded to 24 Juniors, four Espoirs and 53 Masters, while tandem championships will go to three Elite and 16 Masters teams.

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

The Park City Cycling Festival's web site (www.parkcitycyclingfest.com) is chock full of information, from registration and

eligibility to course maps, profiles and a daily schedule of the event. In addition, the site lists volunteer opportunities, other activities to do in the Park City area for competitors and spectators alike, a dining guide, and a link to special lodging packages for Festival participants.

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

All Individual Time Trials are open to all categories (Master, Espoir and Junior) with male category 1-5 eligible and female category 1-4 eligible. The road races and criteriums carry slightly different eligibility standards. Masters men age groups 30-34 through 50-54 must be at least a Cat 3, while ages 55-59 through 70+ will race in categories 1-5. Masters women age groups 30-34 through 40-44 must be at least a Cat 3 and age groups 45-49 through 60+ will race Cat 1-4. Category 1-5 racers are eligible in Junior male age groups 10-12 and 13-14, while age groups 15-16 and 17-18 must carry at least a Cat 3 license. Junior females 10-12 through 17-18 will compete in Cat 1-4. Both male and female Espoir cyclists planning to compete in the road races must carry a Category 1 or 2 license.

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

Endurance Riding

Want to Go Big? Try a Challenge Ride

By Lonnie Wolff

At some point in most cyclists' lives they feel a desire to try something bigger, a need to do something that can set them apart or mark a personal milestone in their cycling. If you're in this frame of mind you might want to consider trying a Challenge Ride. Challenge Rides can simply be defined as cycling events that are among the most difficult category. Usually they are held during a single day, but sometimes span over several days with no break in the action. Often, they are not races, just events of unusual difficulty or duration. Simply completing them is a significant accomplishment regardless of time or placing. These rides include both on and off-road events, are usually over 100 miles in distance and sometimes have 12 or 24 hour time limits.

Challenge Rides are not new to cycling, many have been around for a long time. The Grand Tour, held by the LA Wheelmen is currently in its 46th year and offers 200, 300, and 400 mile routes. The Davis Double Century is celebrating its 35th anniversary and the Markleeville Death Ride is in its 24th year. Other classic events like RAAM and the Furnace Creek 508 are well over 20 years old. Over the past 10 years however there has been a marked increase in the number of events on the calendar with a trend towards more and more difficult one day events. Often the more difficult the ride, the more popu-



On course at last year's test version of the Desperado Dual 200 Miler.

lar it is, with events like the Death Ride selling out 2500 spots months in advance.

An organization called California Triple Crown Series, created by ex-Utahn Chuck Bramwell offers special recognition to riders who complete 3 double centuries in a single year out of 15 available qualifying events. Chuck started this series in 1990 with just 4 qualifying events and awarded 32 Triple Crown winners. In 2003 well over 400 riders were awarded the Triple Crown, and 2004 is on a pace for another record breaking year.

Utah, not to be outdone by anyone, has its own schedule of Challenge Rides. The Lotoja Classic (203 miles) and the 24 Hours of Moab are perhaps the best known Utah events. Three other newer events, the Brianhead Epic 100 (offroad), The Endurance 100 (offroad in Park City), and the Panguitch Desperado Dual (200 mile road ride) are both making their mark on Utah cycling. Each one of

these events will demand the most of you and in return provide the greatest sense of accomplishment. A cyclist will often learn the most about themselves when they must dig the deepest. The satisfaction taken from finishing an event is often proportional to the effort expended in accomplishing it.

Think you can't do one of these big rides? Think again! A double century is within the reach of almost anyone who can do a century ride. All it takes is good preparation, a good attitude, pacing yourself, and eating and drinking properly during the event. Go ahead and GO BIG, you will surprise yourself on how well you will do.

For a complete listing of cycling events in the west visit the Western States Ride Calendar at www.bbcnet.com/ridecalendar/ridelistdate.asp or visit www.cyclingutah.com for links to the above mentioned events.

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Route 211

The Lost Art of Wheelbuilding

By Greg Overton

Among the diminishing school of artisans in the cycling world, including frame builder, painter, silk sew-up "seamster"?, we now must officially include the wheel builder. Second possibly to the frame builder, the magical voodoo performed by a great wheel smith has been one of those grand golden threads linking cycling's past to its present. Will there be a link to its future?

In the not too distant past, a bike shop's wheel expert was usually a wise old sage who had been handed down the knowledge and traditions of the bicycle wheel and its secrets. Someone who could transform a pile of spokes, hub and rim into a wonder of science - or magic - that could rocket a racer to a sprint victory or be the reliable barrier that kept the tourist's feet from having to hit the pavement on a long journey.

The wheel builder would have an assortment of odd, purpose-built and usually shop-made tools to manipulate a bent rim, remove a flat spot between the spokes or cut notches in a hub flange so that it would accept flat bladed spokes. Typically these were made from wood and shaped to either provide pressure or support to particular rims or areas of rims while the builder manipulated a sick wheel to health. There is a very



much-copied tool in many older shops that works wonders in pulling a flat section of rim back into the correct radius to ride smoothly and undetected on the smoothest roads. This tool was never commercially available, but I have seen at least ten versions, in different areas of the U.S., all very closely matched. The wheel builder's wisdom ever present.

A builder will have declared his favorite spoke wrench, amid a workbench of many. A chosen tool from the more than dozen designs available, all made for simply turning a spoke nipple. It would be the one that felt just right in the hand and didn't seem to jump to the shop floor between turns. I have an old friend who used to build wheels for several professional racers in Europe, and he unexplainably prefers the plastic Spo-key wrench. It seems like a toy to me, compared

to the nice weighty metal alternatives, but hey, he's the magician. He is the wheel builder, and I don't question his choice.

Knowledge is a key to being a great wheel builder as well. To be a true wheel builder, as opposed to one who just builds wheels, one must have knowledge of the rider's intended use for the wheels, and the rider's style of riding - is the rider smooth and fluid or does he wrestle the bike side to side and miraculously hit every pothole in his path? He will match spoke strength, lacing pattern, spoke tension, and rim to best suit the rider. The wheel builder will gauge the rider's size and strength and the road conditions he will most frequently ride. Then the builder must know products, their attributes and shortcomings, in order to match all of these factors into a wheel set that will give years of trouble free service.

Above all else, a wheel builder must know and possess the most important characteristic: Patience. One must be willing to live in a world of quarter turns on the spoke nipple and repeated de-tensioning of the wheel to arrive at spoked nirvana, a wheel that is both round and true, with consistent spoke tension throughout. Those who are in a rush, or those being rushed by others, must resist the temptation of shortcuts. This is the underlying wisdom that has been passed down since the

spoked wheel came into existence over one hundred years ago, replacing the heavy and non-elastic wooden spoked wheels before it.


Once perfected, although it's in poor conduct to intimate that a perfect wheel has been built, the wheel can withstand nearly any trauma introduced to it. It has the ability to support its weight a hundred fold, while propelling its load rapidly and obeying the rider's input faithfully, even if that input directs the wheel to the possible peril of a railroad crossing or curb. The wheel builder, with the proper knowledge, can build a wheel that will withstand it all and then some. But alas, their days are dwindling.

There is no longer debate over pizza and beer after hours in the bike shop as to the merits of tying and soldering spokes, whether the spokes of a radial wheel are best inserted inbound or outbound. Or for that matter, whether there should even be radially laced wheels. There is no more experimenting with the cool-looking twisted mess called the "race lace" or "Clark Kent", pattern. Nor is it unusual any more to see a rear wheel with radial lacing on the non-drive spokes, or lacing a 36 hole rim to a hub with fewer holes, skipping holes in the rim, on the notion that if lighter is truly better, then the material missing in a rim with more holes must logically be lighter and better. Well, maybe all

was not sage wisdom in those days of the wheel builder's rein.

Today's wheel experts are working at computers and in wind tunnels, and the scientific knowledge that is being passed down is possibly more concrete and verifiable, but it's not as magical or romantic as debating whether your wheel builder is as good as mine. Or as quirky. The artistry is lost to finite analysis, production costs and marketability. It's easier to build a wheel, by machine, with a big piece of extruded aluminum rim, cool-looking minimal spoking, and a proprietary large flanged hub, and market it as strong and stiff. If you put enough metal into the rim, you can even make it aerodynamic. Marketing those attributes is easy, and who needs a wheel builder?

Are traditional wheel building methods lost to a new generation of riders? Perhaps, just as the methods of frame artisans who could similarly create a bike that was tailored to its rider have been eschewed during the past decade. Although there are several keepers of the flame, and a small resurgence of interest in traditional hand made frames has sparked an even smaller resurgence of interest in classically built wheels utilizing traditional, reliable and great-riding wheels. There is hope, and everything is cyclical, indeed.



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COMMUTING

Commuter of the Month



Ashley Patterson reduced her car mileage by 800 miles/year. Photo: Lou Melini

By Lou Melini

This being a new column, I am hoping that it will generate more interest in the bicycle commuter, or those that use their bike in a utilitarian manner. If you wish to be profiled, or know someone that should be in this column, please contact me at melini@xmission.com. You do not have to be a supercommuter, even fair-weather, part-time commuters are welcome to share their story. The first lucky winner of bicycle fame is Ashley Patterson. Over the past 10-15 years Ashley has embraced a lifestyle that reduces pollution, utilizes recycling or has simply reduced her needs to become more earth friendly. In doing so, she has now put her expertise in a business, The Green Building Center (1952 East on 2700 South) where you can obtain earth friendly paints, flooring, or simply a candle holder made from recycled bicycle parts. (I obtained my copy of "Divorce your Car" from here). The Green Building Center is a Pedal Pass Participant.

Cycling Utah: What inspired you to take up the bicycle to go to work? A.P.: At first, I realized that it didn't make sense to rush home in my car to go out on my bike for exercise or drive to the spa. Why not do both, go to work and get exercise. This also was not only benefiting me, but I was also reducing air and noise pollution, and reducing congestion on the streets.

C.U.: How long did this transition to the bike take? A.P.: I started out dedicating one day a week to riding to work, then 2 days and soon it became easier and more natural to jump on the bike to go to work. I'm continually doing more errands, visiting friends, or going out for meals on my bike. I have also incorporated using the bus and Trax as well as trying to car pool when possible to reduce my car use. I once took a week long class in Orem using a combination of Trax, the bus and my bike to get to and from there. Overall I have reduced my car use from 12,000 miles/year to 4000.

C.U.: Do you have any tips for other commuters? A.P.: I prefer panniers over backpacks or messenger bags. Lights are a must if you ride in the dark-they are cheap insurance like a helmet. Fenders are great for keeping you clean in wet weather.

C.U.: One of the questions I consistently hear is safety on the bike. Is this more a perception? What are your thoughts? A.P.: I had some initial concerns, especially as a woman, but I think mostly it was just typical anxiety in making the change to a bike as a means of transportation. I don't have a big problem with safety. Riding defensively, being courteous, make yourself seen, and just using good judgement is all it takes. Cars and bikes can co-exist on the roads.

C.U.: Anything else that you wish to say? A.P.: Just get on your bike and go to work. I will be waving and saying hello to you as we cross paths.

Tour de France - Continued from page 2

Pyrenees, and, if I read correctly between the lines, I think the organization would like this.

It may appear that this year's Tour has been scripted in such a way as to give the maximum chance to a climber, with minimal risk of time-loss before the Pyrenees. However, I do not think so, as the mountain climbing days are much less severe than in recent years, so maybe this "open" Tour quest is genuine. The first day in the Pyrenees on stage 12 could be so much harder, as it only has the Col d'Aspin en route to the summit finish at La Mongie, a ski resort only part way up the Col du Tourmalet. The really big Pyrenean stage could be the next day, with four major climbs en route to a summit finish at Plateau de Beille. The Alpine stages, apart from the Alpe d'Huez time trial, are slightly disappointing, as many of the really big classic climbs have been avoided. The two highest Alpine climbs, the Col de la Madeleine, and the Col de Glandon are on the stage after Alpe d'Huez, but, again disappointingly, they are both covered in the first half of the stage.

Let's look at the form of the major players.

Lance Armstrong (US Postal/Berry Floor). He is in good form, having undertaken his detailed approach to the Tour. Followers in the USA will be aware of his success in the Tour de Georgia not too long ago, and he has maintained steady progress since then. He has undergone a slight set back in the just-finished Dauphine Libere stage race which he won overall last year. He was beaten by two minutes in a time trial up Mont Ventoux by Spaniard Iban Mayo, who went on to win overall, with Lance finishing 4th overall. I see this purely as an irritation, but not a serious setback for Lance. Mont Ventoux is twice as long as Alpe d'Huez, and Lance will be fit and ready on the date. Last year, after four years of domination, Lance was made to fight like never before, as he suffered two days of dehydration after the furnace-hot time trial at Gaillac. We all know the story of the magic day at Luz Ardiden when Lance conquered his demons, but it is a different route this year, and different circumstances.

Iban Mayo (Euakaltel-Euskadi). He has had a good build-up to the Tour, with a string of single and multi-stage victories in Spain, prior to the Dauphine Libere. His confidence must be high, and he thinks he can win this year. Watch for him in the Pyrenees. He will be shouted on by the mass hysteria of the Basque fans who turn the mountain slopes into a sea of orange.

Jan Ullrich (T-Mobile). Just when we were all wondering if Jan had been eating too many cream cakes again this year, he has a good top-ten finish overall in the Tour of Germany, and he follows this up with a win of the Tour of

Switzerland. He ran Lance close last year, but I feel even he was surprised at his own form, and he did not capitalize on one or two opportunities when Lance was struggling. If he goes as well as last year, and he has more belief, we will have a race on our hands. On top of that, the prodigal has returned to the might of the T-Mobile team.

Tyler Hamilton (Phonak). Tyler is on good form this year, after a win overall in the tough Tour of Romandie in Switzerland, and, fingers crossed, he is injury free. He fancies his chances this year, and any friendship with Lance will be put on one side temporarily during battle. He is with Phonak this year, who must be significant in having one of the worst team designs!

Alexandre Vinokourov. Third last year, the aggressive man from Khazakstan prepared specially for the Tour this year. However, he has now been sidelined by injury and will not be in the Tour.

I don't see anyone else being a serious overall contender, but there are several outsiders.

Christophe Moreau (Credit Agricole). The top French finisher last year, he is on good form with a recent overall win in the revamped and renamed Midi Libre stage race. However, his build is against him, and he struggles against the lightweight climbers in the high mountains.

Roberto Heras (Liberty Seguros). He has left Lance this year and gone to Spanish team Liberty Seguros. However, no sign of real form this year yet.

Denis Menchov (Iles Balears-Banesto.com). Last year's best young rider has made good progress this year with an overall win in the Spanish stage race, the Tour of the Basque Country.

Gilberto Simoni (Saeco). An interesting entrant. The two-time winner of the Giro d'Italia looked at one time as though he could win for a third time this year, but he was eclipsed by a younger and

stronger teammate, Damiano Cunego. Gilberto was not very happy about it at all, but he had to tow the team line. Cunego is not riding the Tour, so there is just a chance that Simoni may have something to prove!

Levi Leipheimer. See the sidebar on the former Salt Lake rider.

In the other competitions, the Green Jersey will probably once more be between Baden Cooke (Fdjeux.com) and Robbie McEwen (Lotto-Domo). However, Alessandro Petacchi (Fassa Bortolo) is also there, fresh from a record nine stage wins in the Giro. If he can ride to the finish, that may be another matter, but he has not managed it yet. The race is also brightened by the presence of Mario Cipollini (Domina Vacanze) in his swansong year, but his main aim will probably be to win a stage.

In the mountains competition, look no further than the "housewives' favorite" Richard Virenque (Quick Step-Davitamon). Although he has been a bad boy in the past, the public loves him. He won one stage last year, and won the climber's competition for a record-equaling sixth time.

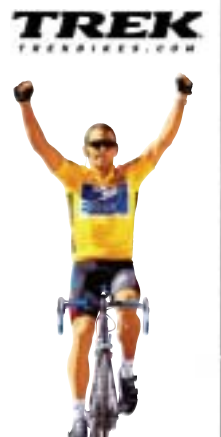
In summary, this year's Tour may have genuinely been designed by the organizers to provide an open race. Because of the race profile, it would seem unlikely that any of the race favorites will gain much time on each other before the Pyrenees, and that is probably where the first big shoot-out will occur. The Alpe d'Huez Time Trial will be crucial as any time losses may be difficult to make up without too many days to go.

If I were a cynical person, I would say that the course has been designed to make it difficult for Lance Armstrong to achieve the record six wins he so covets. With no more than two and a half minutes to be gained in the team time trial, there will be climbing teams swarming all over him in the Pyrenees with minimal time deficits. Once more, and for different reasons, Lance is going to have to show courage as well as aggression to win. I still think he is capable.

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TOURING

How to Pack for a Self-Supported Tour

By Jill Homer

A comfortable bicycle tour is all about what you do (and don't) bring along.

In fact, the only thing that really separates vehicle-supported cyclists from self-supported tourists (besides two horizontal feet of bulky panniers and the occasional rear trailer) is increased restrictions on the basic necessities of survival.

On one side of the spectrum, there are private touring companies, who provide four-course meals cooked in Dutch Ovens and cots placed in spring-bar tents, already set up the minute cyclists arrive at camp. On the other side, there's Hans, a Denmark native I met on the winding roads of northern British Columbia last summer.

Hauling only two tiny rear panniers, Hans was on a tear to pedal from Anchorage, Alaska to Raleigh, North Carolina in less than six weeks. With an itinerary that topped 100 miles every day, Hans explained he could only afford to carry 12 kg of gear. This included two water bottles, a one-man tent, a sleeping bag, a rain jacket, a thin pad to insulate against the sub-arctic nights, two changes of cloths, tools, and the supply of oatmeal that he ate, cold, for almost every meal.

Somewhere in the middle are the rest of us, willing to carry more weight for the sake of sanity (image eating ONLY cold oatmeal through hundreds of miles of vast Canadian wilderness), but still unclear on what exactly to bring. After all, even if our daily grind falls short of 100 miles, we still have to be able to pedal our gear over those steep hills.

A good rule of thumb to remember for any bicycle vacation (because, yes, it is a vacation) is to never take what you don't need, but never leave behind what makes you truly happy. With this in mind, here is a list of gear that will support a trip of any length, hold up in almost any kind of weather, can easily fit in four panniers or a large trailer, and ranges between 45 and 65 pounds total weight (including bags and racks).

In the front panniers:

- Sleeping bag: small synthetic bags rated to 15 or 20 degrees are most ideal. Look for bags that weigh three pounds or less.
- Camping pillow: These are a necessity if you ask me - you can buy a travel pillow for as little as \$4 and bunch it into the pocket of your jacket if needed.
- Sleeping pad: Self-inflating pads compress into small spaces and still make comfortable bedding.
- Clothing: No matter how long your trip, keep it light. Also, keep in mind that even a short trip in Utah's climate could

experience rain, wind, snow, sleet, dust and even ice.

- three nylon or lycra short sleeve tops
- two pair padded lycra cycling shorts
- one pair synthetic fabric long Johns
- one pair nylon pants
- four pair synthetic fabric socks
- one polar fleece jacket
- one water-proof parka with hood
- one pair water-proof gloves
- one pair bicycling gloves
- face/ear warmer

I have been on two-week trips that ranged from 27 degrees and snowing to 90 degrees and dry with 30 mph headwinds. I used every single thing on this list, and was thankful to have it.

In the handlebar bag:

- Tools: Allen wrench, two spare tubes, spare rubber, tire repair kit, screwdriver, and pocket knife.
- Energy bars: This is my cover-up term for chocolate and gummy bears. Others have found the real thing to be satisfactory.
- Sunglasses
- Pencil and paper, for quick notes
- Cash: You never know when you're going to bike by an ice cream shop.
- Weather radio. If there's a major thunderstorm coming, it's nice to have a heads-up.

In the rear panniers:

- Water: Carry a lot in Utah, which, in general, is a dry, remote place. I have found myself carrying up to two gallons in my pack. I also strap a hydration pack to my back, which would make purists cringe, but I'm willing to endure an occasional shoulder cramp for easy-to-access water.
- Tent and tarp: Small, water-proof backpacking tents are ideal. For two people, look for something that weighs 6 pounds or less. Use the tarp to cover bikes when it rains.
- Camping stove: A single burner camp stove that utilizes those propane/butane disposable canisters are the best way I've found to carry enough fuel for an entire trip - and carry several, because you never know where you're going to find more.
- Aluminum backpacking pot: works as a pot, plate, bowl and cup.
- Sunscreen: I'm forced to use SPF 30, and easily go through a four-ounce bottle in a week. Others are blessed with more sun tolerance than I am, but if not, it's probably the most important thing you'll carry next to water.
- Bug spray: Remember: On a bicycle camping trip, you're outdoors 24/7.
- Other toiletries: toothpaste,

toothbrush, camp soap - which works as shampoo, dish washing soap, hand washing soap, and laundry soap.

- Two to four days worth of food. The groceries that travel best are: dried instant beans, instant rice, soft tortilla shells, pasta, packets of pasta sauce, carrots, onions, apples, oranges and peppers, dried soup packets, chocolate, cheese (double wrapped), pancake mix, granola, dried milk, bagels, tuna fish packets, mixed nuts - and oatmeal, if you want to mix it up a bit.
- Zipping plastic bags, all shapes and sizes. These act as water-proofing for stuff when it rains, garbage bags, and food storage bags.
- Headlamp: Use a flashlight in camp, and as a double headlight on night rides.
- And, of course, the optional stuff that makes a traveler complete - camera, notepad, sketch book, laptop computer, pencils, cards, pens, magazines, books. Don't leave all "optional" stuff behind. Whatever comfort you make up for in lost weight you'll eventually lose in sheer camp boredom.

The above gear list is fairly comprehensive, although there are many items left off that some people would deem completely necessary, and there are items on the list that others would never use. While some, like Hans, choose to go the minimalist route and concentrate on mileage and speed, most tourists will find themselves wasting more time seeking out the creature comforts they neglected to bring along. When planning a bicycle trip, it's important to write up a large list, assess every single item on it, and ask yourself, "in what situation would I use this?" Then determine if you actually will.

Bicycle tour packing also involves a certain amount of creativity. Dave Iltis, the editor of Cycling Utah, suggested carrying a thin sheet of packing foam to utilize as insulation against wet benches and picnic tables. Another tourist I know uses gallon-sized plastic bags and rubber bands to keep her feet dry in rain. Yet another, who can't afford the luxury of front panniers, and can't fit them on his mountain bike anyway, straps a plastic milk crate to his rear rack for extra storage space. "Bike Packing," like any great travel experience, is all about making the most with what you have.

-Read about Jill's adventures in the April and May issues of cyclingutah.com or visit her website at biketoshine.com

ROAD RACING

Porcupine Big Cottonwood Hillclimb goes to Osguthorpe and Murhpy



Norm Bryner leads Johnny Osguthorpe and Joseph Smith. Photo: Dave Iltis See more photos at cyclingutah.com

By Dave Iltis
Editor

Close to 250 riders participated in Help to Heal's Porcupine Grill Big Cottonwood Hillclimb on Saturday, June 26th. The race preceded the ICS mountain bike race at Solitude which saw an additional 200 plus racers and made for a big day of racing in the canyon.

The licensed and citizen's categories started separately on the 14 mile, 3880 vertical foot jaunt from the Porcupine Grill at the mouth of the canyon to Brighton Ski Resort. Junior rider Mike Sohm took top honors in the citizen's category with a time of 01:12:52:05 followed by Eric Bonder at 01:14:28:01.

In the USCF race, all categories started together and so the

lower categories could see how they rate against the seasoned veterans. Johnny Osguthorpe (Ogden One), fresh off a seventh place finish in the National Road Race, took command of the race early on, "I wanted to be by myself, so I attacked at every steep spot." At Storm Mountain, the lead group was down to eight, and by the S-Curve, it was down to just Johnny O, Joseph Smith (Porcupine/Contender), and Norm Bryner (Guthrie), a nineteen year old category three rider. The three worked together from the S-Curve until they reached the Solitude Ski Resort when the fun and games began. "Norm attacked at entry one. I waited for Joseph to do the work, and then jumped across to

Continued on page 21

JULY 17, 2004 – 2nd ANNUAL SUNDANCE HILL CLIMB
 Begins at bottom of S.R. 92 at turn-off from Hwy 189, to the top of the Alpine Loop. About 8.6 miles and grade is about 6-8%. 9:00 a.m. start. Mountain bikes welcome. **CITIZEN & USCF LICENSED CATEGORIES**
 More info: www.utahvalleyracing.com contact: Jason @801-400-6130

COACH'S CORNER

The Tour and The Power

By Tommy Murphy

Wow! What a month June was. These past few weeks have been absolutely amazing playing host to some of the best racing on American soil. The final spots for the 2004 U.S. Olympic Team have been filled, the USPRO has been crowned, and National Champions have been honored. I guess all of this was just an appetizer for what's to come; the Tour de France. We now have what many have been calling in cycling "the biggest month of the year" to look forward to; July and the Tour. As everybody knows Lance Armstrong and the US Postal Service are going for their record sixth consecutive Tour de France victory this month which has everybody begging the question; Can Lance do it?

As in any sport there are different levels of competitiveness, interest, and competition, but it seems that just about every cyclist is interested in Lance Armstrong and the Tour de France. The Tour is an incredible event, but even more so, it takes an incredible athlete to compete in and finish the Tour de France. Park City local, Marty Jemison, did so in both 1997 and 1998 while riding for the US Postal Service. The average Tour rider produces between 5 and 6 watts of power per kilogram of body weight at lactate threshold with GC contenders pushing upwards of 6 watts or more per kilogram of body weight. Recently, Dr. Andrew Coggan and Rik O'Shea esti-

mated Iban Mayo's strength to weight ratio on his record 55'51" ascension on Le Mount Ventoux during the 56th Critérium du Dauphiné Libéré to be over 6.5 watts per kilogram of body weight.

So what does this all mean? What does power tell us? Power meters allow us to measure the force (work) produced while cycling. This force is measured differently depending on the piece of equipment used but is normally measured in either the hub (Powertap) or crank (SRM). This force allows us to document results (work), so we can compare athletes side by side where heart rate and other indicators can't. It's similar to weight lifting. By using standardized testing protocols athletes can compare themselves to their competition and can measure their progress or losses more accurately. So if a Tour rider produces upwards of 6 watts of power per kilogram of body weight at lactate threshold, you're probably asking yourself where does the Category 1, Category 5 and recreational cyclist lie in comparison?

Research conducted by Dr. Andrew Coggan shows that a male Category 1 cyclist produces upwards to 5.25 watts per kilogram of body weight in a 20 minute lab test with the average falling around 4.75 watts. Category 5 cyclists fall between 2.3 and 3.3 watts per kilogram of body weight while Category 1 female cyclists produce between 3.62 and 4.44 watts per kilogram of body weight.

Category 4 females produce between 1.99 and 2.81 watts per kilogram. By using these numbers and tests we can easily determine a cyclist's performance level in comparison to the best cyclists in the world.

Power training is a very comprehensive and informative means of training, bettering more popular training tools such as heart rate monitors and cycling computers. There are three primary power meters on the market today, the Powertap, SRM, and the Ergomo. Looking at these three systems they are all noticeably different. The Powertap is a hub that is built into most any rim while the SRM is a crankset and the Ergomo is a bottom bracket. Two versions of the Powertap are available to consumers, the Powertap Pro and Standard Powertap with prices ranging from \$800 to \$1,500 depending on make, model and wheel build. SRM offers three models starting with the Amateur at \$1,800, the Professional which retails for \$2,700 and the Scientific (well, we won't go there). The Ergomo is the newest edition to the power meter family retailing for \$1,300. Each of these power meters have their advantages and disadvantages like any piece of equipment, but we'll leave that for another day.

Ten, fifteen, or twenty years ago, a coach comparing training regimens and progress would have probably focused on mileage, training phases, time to ride given courses, and percentages of rides spent in certain training zones; whereas now, we look at power data, VO2 and lactate testing, as well as other lab and field tests in addition to the above mentioned. Since power allows us to measure the actual work an athlete is performing it makes for a more accurate tool for day to day training. Heart rate is very informative and is another great training tool, but can vary drastically due to training load, sleep, diet, stress, and daily activities. Power allows us to focus on the work done and maximizing an individual's training to get the most out of it. Most athletes and coaches base training solely off heart rate which can be very

limiting where as power gives us a more accurate reading of effort and intensity. Many cyclists consider depressed heart rates as a sign of fatigue or over-training. This can be true in many circumstances but can also be false. Normally after a hard day of training or racing, you'll find lower (depressed) heart rates. Does this mean you are fatigued or over-trained? Not always! Power allows us to track the work done. Just because your heart rates are either depressed or elevated doesn't mean that you can't produce the power needed for a given workout or effort. In most cases you can still produce the power, but your heart rate may not accurately reflect the effort exerted. This can lead individuals to either work too hard to get their heart rate in the prescribed zone or to do too little work. Training with power allows individuals to more closely monitor their training by effectively measuring their efforts and performance leaving out the guess work commonly found with other training tools.

Looking back at Dr. Coggan's data, if we took a 160 pound male (72.7 kg) at the Category 5 level that individual would produce an average of 203.5 watts (based off producing 2.8 watts/kg, the average found for a Cat. 5 male) for a 20 minute effort while a Category 1 male (of the same weight) would produce an average of 345.3 watts (based off the average of 4.75 watts/kg for a Cat. 1 male). A GC contender in the Tour (of the same weight) produces upwards of 480 watts during the same 20 minute test. The Tour de France is an incredible event with the battles in the mountains, the speeds in the time trials, and the exciting finishes in the sprints, but even more so, is the performance of these great athletes.

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

Louder gets Results

Salt Lake City rider Jeff Louder (Navigator's Insurance) has had several good results this past month. In addition to winning Gateway and Park City crits and the overall at the local Big 5 Critérium series, he had several other top placings.

On May 22, Louder took top honors in stage 4 of the Tour of Connecticut, the 53-mile Waterbury (CT) Climber's Cup. On the 4th lap of 13, a breakaway was able to establish itself. Navigators' strong-man Jeff Louder was joined by Chris Wherry (Health Net), Wil Frischkorn (Colavita), and Imanol Ayestaran (Webcor) on a quest to steal the show. With representation from the 4 strongest teams in the race, the gap climbed quickly to peak out at about 3:30 over the next 4 laps.

The 4 'iron men' continued driving on while the lap-cards continued to tick down. Most of the driving was being performed by Louder and Wherry as their breakaway companions had little reason to contribute to the effort. Frischkorn was covering the attack in defense of teammate McCormack, while Ayestaran had team leader Chris Horner back in the main field. With the lap cards showing 4-to-go, Ayestaran lost contact with the other leaders and lost ground quickly.

As the leaders entered the final 1000-meters around the Town Green, the 3-man sprint looked more like a track race as each rider cautiously watched the others, than the finish of one of the most demanding courses in North America. With all 3 coming to the line together, it was a bike-throw that gave Jeff the winning edge over Wherry and Frischkorn. It was a well-deserved victory for Jeff Louder, and his Navigators Insurance teammates.

On May 29th, in the "Frank 'Nap' Torpey Memorial - Hills of Somerset County" Road Race, Louder finished second to teammate David McKenzie as the two crossed the line together about 1-minute ahead of 3rd place finisher Alejandro Acton (UPMC/Mike Fraysse) in this 87-mile benefit race for the U.S. Bicycling Hall of Fame (www.usbhof.org). The definitive break came with about 30-miles remaining when 5 riders escaped, and were soon joined by Jeff Louder to make it an even 6. With 10-miles remaining, McKenzie attacked and created a lead of nearly 1-minute over the rest of the lead group. Louder soon bridged up, and the duo stayed out in front until they crossed the finish line together, in front of the crowd on the AT&T Bridgewater campus.

Finally, in the G.P. Cycliste de Beauce, Canada (2.3), a six stage international stage race from June 15-20th in Canada, Jeff took the KOM jersey and finished 15th overall at 4:44 back from winner Tomasz Brozyna of Poland.

-Navigator's Cycling Team contributed to this story



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MOUNTAIN BIKE RACING

Chris Allaire/Solitude Crowns New Champions

By Dave Iltis
Editor

On a gorgeous day at Solitude Ski Resort, Charlie Gibson (Racer's Cycle Service) and Cindi Hansen (Mtbchick.com/Cannondale) took top honors at the Chris Allaire Utah State Open Championships Intermountain Cup Series event on June 26th.

The Pro men rode 20.7 miles over four big loops on a course that consisted of 80% single track. It was perfect for a championship. Ed Chauner, ICS organizer, noted that "it's a great test of mountain bike skills. The course is deceptive because there's so much singletrack and technical descending and climbing."

Lance Runyon (Stein Eriksen Sport/Sirius) took an early lead and looked smooth and fast on the tight descents. He held that lead over Gibson for the first two laps before Gibson began to make up time on the downhill and single-track climbs. "Charlie was riding so smooth. He got me on the beginning of the third lap. I rode constant my whole race. He rode faster and faster," said Runyon. Gibson took the lead and extended it to nearly two minutes by the finish. "The course is so rough, so the smoother the rider, the more time you can gain through the rough sections; and that's where I can keep speed," said Gibson. Gibson and Runyon were followed by third place Thomas Spanning of Team Euclid. In the hunt for the ICS overall title, points leader Todd Tanner



(Cannondale/Guthrie) and second runner Trevor Simper (Stein Eriksen Sport/Sirius) didn't have great days, finishing in 8th and 9th respectively, but still maintained their top positions.

The women's Pro category started with a bit of see-sawing with Hansen running past Pam Hanlon (Jan's) at one technical spot on the course. The two stayed close together until a crashed sport rider got in the way. "The sport men were in front of us on the downhill and she got around and I couldn't and I couldn't close it," said Hanlon. Hansen stayed out front but not without looking over her shoulder: "Pam is such a consistent climber and I usually lose focus," said Hansen.

Hansen went on to win the 15.5 mile, three-loop race despite a last lap crash that left her a bit shaken but unhurt save for a bit of road rash. D.J. Morisette (Ellsworth/Copperchase Condos) finished third. Hansen currently leads Hanlon and Kathy Sherwin (Cannondale) in the season long points series.

Jon Gallagher took top honors in the singlespeed category. He noted that it was a "great course, great conditions, and great weather." The single speeders rode 14 miles without shifters and Gallagher had what he described as a "no chain kind of day."

See results on page 22.



Left: Mitchell Peterson (Balance Bar/Devo) won the Junior Expert 16-18 title. Above: Team Sugar's Jennifer Hanks took the Women's Expert medal. Photos: Dave Iltis See more photos at cyclingutah.com



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ROAD RACING

Petersen and Walker Claim High Uintas Classic

By Tim Vitale
Photo: Rick Lunsford

Colorado rider Cody Petersen used the strength of an impressive two-minute solo win in Saturday's road race over 10,700-foot Bald Mountain to hold off competitors and win the Pro 1/2 category at the High Uintas Classic Stage Race June 19-20 in Evanston. Bingham's Cycling Team rider Kris Walker of Pocatello put in powerful efforts in both the road race and in Sunday morning's time trial to capture the overall women's title in the Pro 1/2/3.

Leaving his breakaway companions on Saturday's climb and taking King of the Mountain honors, Petersen actually stretched his advantage on the descent into the finish, taking the stage two minutes ahead of Salt Lake City's Sandy Perrins of the Global Phone Sales-Healthy Choice team. Perrins won the sprint from chase-group companions Aaron Jordin and John Osguthorpe.

"I couldn't believe how much time Cody got on the downhill between the summit and the finish," Perrins said. "We were killing ourselves --- three guys who were flying and not letting up just trying to bring him back in. He only had 30 seconds on us at the summit, and he just stretched it out."

In the next day's time trial, Perrins' teammate Gardie Jackson scorched the flat 10-mile course on his way to a half-second victory over Colorado rider Clayton Barrows. Perrins was third in the time trial, 10 seconds back.

But Petersen, losing only 15 seconds to Perrins in the time



trial, was able to hold onto the overall victory in the final-stage criterium later Sunday afternoon, despite suffering constant attacks from Perrins' Global Phone Sales-Healthy Choice teammates. Barrows was first in the rush to the line in the criterium, followed by David Harward and Kevin Nichol.

"We threw the book at him Sunday, and he didn't lose any time," Perrins said. "Going in to the crit, we knew the time gap was quite a bit to overcome, but we were going to make him earn his victory. We attacked heavily, but he was strong."

Perrins took 2nd overall in the final general classification, followed by Barrows of Colorado.

The weekend's perfect weather was a radical departure from last year's rain, snow and hail during

the road race, and women's winner Walker used Saturday's pleasant temperatures to break away on the Bald Mountain climb with New Moon Media's Laura Howat of Salt Lake City. Riders began to peel off the back of the group soon after the road turned its steepest, eventually leaving only Miller and Howat together ahead of a hard-charging Rydeen Stevens, who took third in the stage.

Walker said she and Howat agreed worked hard together on the descent because they feared that the always-tough Stevens would be a threat in a sprint, and they stayed away for a sprint finish, which Howat took.

"Laura was climbing great, then we pushed really hard on the downhill," Walker said. "We knew Rydeen was chasing hard and

she's a great rider, so we tried to get as much time as we could."

Walker took the Queen of the Mountain bonus points at the summit of Bald Mountain in a sprint. The road race this year was shortened to from 80 miles to 50 miles because of construction near Evanston. And Howat, who is more at home in the hills

hammered the descent because the shortened road race suited her strengths.

"This is not a climber's race at 80 miles --- at 50, however, the climbers have a chance to stay away," Howat said. "I've been ahead before at the top of this climb, but I always get caught. So we worked this one hard."

Howat said she knew she needed to get as much time as possible from the field before Sunday's flat time trial, but she lost 1:46 in the time trial to front-runner Karen Dodge. More important, she lost 1:22 to Walker, who took second. Tiffany Pezzula was third

Pezzula won the Sunday afternoon criterium, followed by Stevens and Dodge leaving Walker in first overall with Howat second, and Stevens rounding out the podium.

See Results on page 19.

than on the flats, said the two



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MOUNTAIN BIKE RACING

Pedal Powwwder!



By Cindi Hansen

Man, I'm sure glad that we didn't have to race on the road heading up to Powder Mountain. I don't know what the grade it is going up, but it's damn steep. The beauty about racing at Powder Mountain, besides the scenery, is that the race starts at the top. So, no climbing like Deer Valley, but this fun, fast race course is diverse enough to challenge any level of racer.

The weatherman's rainy weekend prediction was fortunately wrong as we were blessed with clear blue skies and cool tempera-

tures. The course had to be modified slightly to avoid a patch of snow that was covering 15 feet of the trail, though competitors didn't seem to mind less mileage, some did mind less singletrack. "The course description promised more singletrack, there was nothing really fun to look forward to," mentioned Jean Carlan, Sugar/White Pine Touring, and winner of the Sport Women.

The Pro Men's field was 12 strong at the startline. Many of the usual suspects were present and ready to do damage. Blake Zumbrunnen, Revolution Mountain Sports, got the hole-shot

off the line and lead the field into the first singletrack. As he rounded the double-track corner and dropped onto the gopher-hole ridden trail, Todd Tanner, Cannondale Mountain Bike Team/Guthries, picked up the pace and passed him. "I didn't want to get caught by the rest of the field, I just wanted to set a steady pace," commented Tanner.

Chuck Gibson, Racer's Cycle Service, pulled his way back to the two leaders just as Zumbrunnen attacked them on the road climb. Unfortunately, a broken chain kept Zumbrunnen from finishing his assault on the rest of the class, and Gibson and Tanner were left out front to battle for first place.

Gibson set the pace for the next two laps, but at the end of the third, he made a small mistake, and Tanner took advantage of it. As he passed Gibson, he upped his tempo and opened a gap that proved to be enough, as he rode in for first place. Gibson put in a hard fifth lap and finished just one minute behind Tanner and Lance Runyan (Stein Eriksen Sport), wrapped up the podium in third place.

As the three Pro Women approached the startline, it was decided that three, 30 minute laps just wouldn't do. We wanted four. From the gun, I led the other two women into the singletrack, but it was Pam Hanlon, Jan's, who was able to hang on. We rode together for the next two and half laps until I hit the short, muddy section below the switchbacks. I choose the wrong line and had to get off my bike. Hanlon rode past me and gained about ten seconds up the switchbacks.

I followed her up the climbs, but wasn't able to close the gap until we were on the road, starting our third lap. She got stuck behind



Left: Todd Tanner leads second place Chuck Gibson in the Pro Men's race.
Above: Cindi Hansen leads Pam Hanlon in the Pro Women's race
Photos: Joaquim Hailer See more photos at JoaquimHailer.com

another rider going into the single-track, and hit a rock that had been kicked up. I passed her as she was fixing her flat, and I knew I had to go hard. Hanlon was an experienced rider and she had what it took to pull her way back up to me.

I rode alone for the remainder of the race to take the top spot on the podium, Jennifer Agger, Hoback Sports, finished second, and Hanlon recovered after her flat to place third.

Pro Men:

1. Todd Tanner, Cannondale Mountain Bike Team/Guthries, 1:57:38
2. Chuck Gibson, Racer's Cycle Service, 1:58:34
3. Lance Runyan, Stein Eriksen Sport, 2:00:00

Pro Women:

1. Cindi Hansen, mtbchick.com, 1:56:34
2. Jennife Agger, Hoback Sports, 1:57:21
3. Pam Hanlon, 2:08:28

See results on page 18.

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Orem, UT 84058
(801) 222-9577
maddogcycles.com

Payson

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

Provo

Aardvark Cycles
936 E. 450 N.
Provo, UT 84606
(801) 356-7043
(877) 346-6098
www.aardvarkcycles.com

Bingham Cyclery

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

Springville

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

WEBER COUNTY

Eden/Huntsville

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

Ogden

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

Bingham Cyclery

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

Canyon Sports Outlet

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

cycling utah

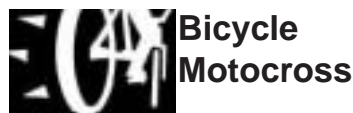
CALENDAR OF EVENTS

Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!



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



Advocacy Groups

Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 328-2453.

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

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

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

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

Events

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

July 13-18 — National Unicycling Championships and Convention, Salt Lake City, (801) 274-8167

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



Calendar of Events sponsored by



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Salt Lake's
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Tours and Festivals

July 24-25 — Brian Head Bash Fat Tire Festival, Group Rides and more, (435) 677-3101

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

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

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

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

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



General Info

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

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

USA Cycling, Mountain Region, (UT,AZ,NM,CO,WY,SD), Rogene Killen, (970) 587-4447.

Weekly MTB Series

Wednesdays — Soldier Hollow Training Series, May 5, May 12, May 19, May 26, and every other Wed. until Sept. 1, 6:30 p.m., Midway, (801) 358-1145

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

Utah MTB Races

July 3 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

July 3 — Brian Header, Intermountain Cup #10, Brian Head, UT, XC, Clark Krause, (435) 586-2770

July 10 — Brian Head Epic 100, qualifier for the 2002 World Solo Championships, Brian Head, (909) 866-4565

July 10 — Blue Mountain Bike Chase, 25 mile race, Monticello City Recreation, Monticello, UT, (435) 587-2029

July 10-11 — Bald Mountain Challenge Downhill #1, DH and Super-D, Deer Valley, UT, (801) 375-3231

July 17 — Snowbird Mountain Bout, 17th Annual, Intermountain Cup #11, 15th Annual, Snowbird, (801)942-3498

July 17 — Durango MTB 100, Durango, CO, (970) 259-7771

July 17-18 — Flyin' Brian I Downhill Race, DH and Super-D, Brian Head, UT, (801) 375-3231

July 24 — The Endurance 100/Mind Over Mountains, 100 miler, 100 km, 50 miler, 100 mile team relay, Park City, (435) 649-2129

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

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

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

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

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

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

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

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

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

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

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

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

Regional Mountain

Bike Races

July 7 — Teton Village Short Track XC #2, 6 pm, Teton Village, WY, (307) 733-5228

July 11 — Tamarck Twister MTB Race, Knobby Tire Series, Tamarack Resort, Cascade, ID, (208) 325-1000 or (208) 338-1016

July 17-18 — Brundage Bike Festival, Wild Rockies Series #6, XC, DH, McCall, ID, (208) 587-9530

July 21 — Teton Village Short Track XC #3, 6 pm, Teton Village, WY, (307) 733-5228

July 24 — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each race, (307) 733-5228

July 28 - August 1 — NORBA NCS #6, Schweitzer Mountain Resort, ID, XC/ST/DH/MTNX, (719) 866-4581

August 1 — Laramie Enduro, 111 K mountain bike race, Happy Jack, Laramie, WY, 307-745-4499

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

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

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

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

September 11 — Galena Grinder, Galena Lodge, ID, (208) 788-9184

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

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



Road Racing

General Info

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

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

Utah Weekly Series Races

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

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

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

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

For dates, see below.

Utah Road Races

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

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

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

July 8,22 — Salt Air TT Series, Every other Thurs, (801) 944-8488

July 3 — Snowbasin Earl Miller Hillclimb Time Trial, 11 miles from Huntsville to Snowbasin, Huntsville, UT, (801) 589-3675

July 10-11 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

July 17 — Sundance Hillclimb, 8 mile climb from Hwy 189 (Provo Canyon) to the top of the Alpine Loop, Provo, UT, (801) 400-6130

July 18 — Davis Tech Center Criterium, State Championships, (801) 944-5042

July 31 — Herriman Road Race, Utah State Championships, LAJORS, (801) 280-8916

August 3,10,17,24,31 — RMR Crit Series, Salt Lake, (801) 944-8488

August 4,11,18,25 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

August 5,19 — Salt Air TT Series, Every other Thurs, (801) 944-8488

August 1 — Antelope Island TT, Utah State Time Trial Championships, Antelope Island, (801) 731-8335

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

August 12-22 — Park City Cycling Festival, Masters, Junior, and Espoir National Championships, Park City, UT, (719) 866-4581

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

August 28 — Jeff Rogers Memorial Eureka RR, great road race through the Tintic Mining District, Eureka, UT, Jeremy Smith, (801) 733-6687

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

Cycle for Life

New Earlier Date

Presented by:
CYCLISTS AGAINST DRUNK DRIVING

A Benefit Ride Held For Cyclists Injured By Drunk Drivers or as a result of Auto/Cycle Accidents.

Ride Options include 8, 30, 66 & 100 miles.

August 21, 2004 8:00 A.M.

Eden Park, Eden, Utah

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Tailwinds Bicycle Tours	Larry's Spring Chicken Inn
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For Registration Information See Us On The Web At www.cycleforlife.org or call Grant Aagard at (801) 556-3290

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

On-Line registration available at www.aactiva.com

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

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

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

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

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

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



Weekly Rides

Mondays — April - September -- Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy ~1 hr. ride , meeting at 6:00 p.m. at 1500 E 1500 S (by Einstein's). All welcome!, Melissa at (801) 466-6312.

Weekend Group Rides — Saturday and Sunday, 10 am, meet at 9th and 9th in Salt Lake City.

Sunday Group Ride — 9 a.m., Canyon Bicycles in Draper, 762E., 12600 S., (801) 576-8844



Road Tours

July 18 — Mt. Nebo Loop, start in Nephi to Springville to the Mt. Nebo loop, (801) 943-2117

July 25-31 — Bicycle Idaho, Melba to Ketchum to Melba, (541) 385-5257

July 31 - August 7 — Great Divide Wind River, Jackson to Lander, WY, dirt and road, Adv. Cycling Association, (800) 755-2453

Regional Road Races

July 6 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

July 10-11 — Gate City Grind Stage Race, road race starts at 10 a.m. Saturday morning in Arimo - about 30 miles south of Pocatello, Time Trial 6:30 pm Saturday in Truckerville, Holt Arena Criterium, 8:30 am on Sunday, (208) 282-2503 or (208) 652-3532

July 13 — Tuesday Nighter #12, Pleasant Valley/Ten Mile Creek Rd., Boise, ID

July 17 — Grand Targhee Ski Hill Road Time Trial, 9 a.m., Alta, WY, (307) 353-2252

July 20 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

July 20 — Summer Night at the Track #4, Road/Track, Boise, ID, (208) 343-3782

July 24 — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 733-5228

July 24 — Well's Fargo Twilight Criterium, NRC Race!, Boise, ID, (208) 343-3782

July 25 — The Morning After Criterium, Boise, ID, (208) 343-9130

July 24-25 — BYRDS Stage Race, Juniors only, Boise, ID, (208) 343-9130 or (208) 343-2607

July 27 — Summer Night at the Track #5, Road/Track, Boise, ID, (208) 343-3782

July 31 — Mt. Harrison Hill Climb, Boise, ID, (208) 336-3854

August 1 — Day at the Track, series final, Road/Track, Boise, ID, (208) 343-3782

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

August 26 — Lindsay's Thursday Night TT Series Final, Nampa, ID, (208) 465-6491

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

August 28-29 — Intermountain Orthopaedics Idaho State RR and Criterium Championships, Boise, ID, Kurt Holzer at (208) 890-3118

September 4 — Mt. Charleston Hill Climb, Las Vegas, NV, 702-228-9460

September 5 — Quail Hollow Hillclimb, Boise, ID, (208) 343-3782

September 11 — Race to the Angel, 17th Annual, Wells, NV, (775) 752-3540

September 11 — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782

September 18-19 — Lava Rama, Wild Rockies Series #8, XC, DH, Road Criterium, Lava Hot Springs, ID (208) 342-3910

August 1 — Chalk Creek 100, Park City to Coalville to Chalk Creek and back, (801) 943-2117

August 3, 10, 17, 24, 31 — Half-Bogus Ride, Bogus Basin, (208) 343-3782

August 7 — ULCER Training Ride, 75 miles, location TBD, (801) 943-2117

August 8 — Stanley Challenge, Boise, ID, (208) 867-2488

August 14 — ULCER, Century Tour around Utah Lake, 100, 74, and 46 mile options, (801) 947-0338

August 15 — Blue Cruise Wheels for Wellness, Meridian, ID, (208) 387-6817

August 21 — Cycle For Life, benefit ride for injured cyclists, 8, 30, 66, and 100 mile options, Eden Park, Eden, UT, (801) 272-1302

August 21 — Promontory Point 125, Brigham City to Promontory, (801) 943-2117

August 23-28 — Bear Lake, Northern Utah & Southern Idaho Tour, (801) 556-3290

August 27-29 — Weekend at Wallowa, Eastern Oregon, (208) 890-6012 or (208) 384-3739

August 28 — Desperado Dual , 200 mile double century in Southern Utah, 100 mile option, Panguitch, (435) 586-7567

August 29 - September 4 — BBTC Southern Utah Parks Tour, (801) 486-8140

August 29 — The Big Ride, 164 miles, Mt. Green over Monte Cristo, to Evanston and back, (801) 943-2117

August 30 - September 4 — SPUDS 10 - Boise to Salmon, Idaho, 1-866-45-SPUDS

September 4 - Cache Valley Century Tour - 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 7AM registration/check in, 12 mi north of Logan on Hwy 91. Reg. Fee includes rest stops, lunch. For information and forms call 435-752-2253.

September 6-11 — WCYC XV, ride across Wyoming, Jackson Hole to the Big Horns, Cyclevents, 1-888-733-9615.

September 7 — Half-Bogus Ride, Bogus Basin, (208) 343-3782

September 4-10 — Cycle Utah Tour, Southern Utah, Adv. Cycling Association, (800) 755-2453

September 11 — Hooper Horizontal 100, State Agriculture Building to Hooper and Back, (801) 943-2117

September 12 — Tour de Tahoe, ride around Lake Tahoe, 72 miles, Lake Tahoe, NV, (800) 565-2704

September 12 — Galena Tour, Galena Lodge, ID, (208) 788-9184

September 12-18 — Southern Utah National Parks Tour, (801) 596-8430

September 26 - October 2 — OAT-BRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

September 26 - October 2 — CANYONS III - A Ride Across Southern Utah, Springdale to Blanding, 1-866-CycleUT

Oct 1-3 — Moab Century Ride, Moab to La Sals and back, Tour benefits the Lance Armstrong Foundation, 435-259-2698

October 3-8 — Monument Valley & 4 Corners Tour, (801) 556-3290

October 9 — Yellowstone Fall Old Faithful Cycling Tour 2004, (406) 646-7701

October 9-16 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah, Blanding to St. George, 400 miles on scenic highways and through National Parks, fundraiser for young Native American education, (801) 278-6220

October 16 — Las Vegas Century , 22,37,55,80 and 110 miles, benefits Ronald McDonald House. lasveg-ascendency.org, (702) 407-3077

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no need for
quads of steel,
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of steel.



With chairlift service up, and dozens of different ways down, Deer Valley is truly the mountain bike destination for everyone, especially since now you can start your day at Snow Park. And Deer Valley's Bike Rental Shop carries an exceptional array of high-quality, full-suspension bikes to rent, as well as all the accessories you'll need for your ride. Take advantage of one of our bike rental and lift ticket packages, starting at \$44.

Deer Valley also features expert mountain-bike clinicians who will give you the private instruction that you've come to expect from Deer Valley, no matter your skill level. Or if you're just in the mood for a scenic ride up and a casual stroll down, you can do that, too.

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- Scenic ride\$10
- Senior scenic ride (65+).....\$8
- Scenic ride 6 to 12 years.....\$8
- Scenic ride 5 years and underFree

**Scenic ride and bike passes go to the top of Bald Mountain, starting at either Silver Lake or Snow Park Lodge*



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cycling utah

RACE RESULTS



**Mountain
Bike
Racing**

Deer Valley PedalFest, June 5, 2004, Deer Valley, Utah, Intermountain Cup Bike Race Series #6

12 & Under

1. Tanner J. Putt; X-Men 12:18:35
2. Stuart C. Povey; 12:20:01
3. Keegan Swenson 12:21:47
4. Blake Wiehe; Young Riders 12:21:58
5. Conor M. Lyne; Logan Race Club 12:24:25

9 & Under

1. Rhet C. Povey 12:10:23
2. Martin Lentz 12:11:22
3. Justin Griffin; UtahMountainBiking.com 12:11:24
4. Ben Sumsion; Dad 12:11:45
5. Jack Drain 12:13:31

Beg Men 13-15

1. Nicholas Castle 12:47:48
2. Jacob LaRoque 12:51:45
3. Douglas Hamilton; Young Riders 12:51:47
4. Gabriel F. Campbell; Young Riders 12:54:36
5. Alex Scott; Young Riders 12:58:01

Beg Men 16-18

1. Dustin Nordman; Young Riders 12:46:22
2. Kasey R. Curtis; Mad Dog Cycles 12:46:37
3. Derek J. Goeckeritz 12:47:10
4. Matt Taucher; Oakley School 1:00:06

Beg Men 19-29

1. Beau Johnson 12:41:13
2. Dustin Williams 12:43:42
3. Steve Saxton; DNA Cycling 12:43:53
4. Aaron Hagge 12:45:55
5. Rustin R. Jones 12:47:38

Beg Men 30-39

1. Trent Wignall; DNA Cycling 12:42:59
2. Chester Lao; New Moon Media 12:43:55
3. Stephen Burgess; Pedro's/Canyon Bicycles 12:44:19
4. Jay Grove 12:44:45
5. Shawn Dever 12:45:15

Beg Men 40+

1. Kelly Lassiter; Team Visenka 12:46:19
2. Vincent Jones; bikeman.com 12:46:34
3. Scott Endicott; Pedro's/Canyon Bicycles 12:47:19
4. Elton Reid 12:47:49
5. Lyle Castle 12:48:03

Beginner Women

1. Kerri A. Taracena 12:51:49
2. Stephanie Holland; Pedro's/Canyon Bicycles 12:59:59
3. Leah Bailey; Hank Hill Racing 1:03:48
4. Alisha Niswander 1:07:50
5. Shannon Kane 1:09:41

Clydesdale

1. Deryll R. Spencer; Guthrie Bicycle 1:07:42
2. Jonathan J. Kolon; Stein Eriksen Sport 1:08:47
3. Ron Klepzig; Ogden One 1:17:33
4. Craig L. Povey 1:18:57
5. Aaron Mullins; Taylors Bike Shop 1:21:40

Exp Men 16-18

1. Kaleb J. LeGore; Revolution Mountain Sports 2:26:17
2. Dustin Wynne; Young Riders 2:27:26
3. Taylor Foss; Bingham Cyclery 2:29:15
4. Tyler Scott; Young Riders 2:35:16
5. Kevin Grey; Bangtail Bike/Ski 2:43:06

Exp Men 19-29

1. Marcelo Torre; Canyon Cycles 2:14:53
2. Quin G. Bingham; AOS/DJ Ortho 2:17:08
3. Paul Clark; Young Riders/Smith 2:19:02
4. Jake M. Pantone; Biker's Edge 2:21:14
5. Nate L. Stowers; AOS/DJ Ortho 2:21:43

Exp Men 30-39

1. Heinrich Deters; Young Riders 2:13:48
2. Brad W. Pilling; Revolution 2:14:15
3. Jonathan T. Finnoff; AOS/DJ Ortho 2:15:59
4. Marc Wimmer; Wimmer's Ultimate Biker/LRC 2:17:28
5. Todd Henneman; Jans/Trek 2:17:29

Exp Men 40+

1. Darrell Davis; Porcupine Pub/Contender 2:18:47
2. Robert Westermann; New Moon Media/Spin Cycle 2:21:02
3. Tom Noaker; Young Riders 2:25:02
4. Bruce Allen; Jans/Trek 2:30:09
5. John Griffiths; New Moon Media/Spin Cycle 2:38:38

Expert Women

1. Roxanne Toly; Jans 2:02:15
2. Lynn Ware-Peek; Young Riders 2:07:47
3. Jennifer Hanks; Team Sugar/White Pine Touring 2:08:23
4. Paula M. Seeley; Jan's 2:10:08
5. Amy Klepetar; White Pine Touring 2:13:14

Men 50+

1. Larry Strom 1:03:08
2. Roger Gillespie; Biogen 1:05:03
3. Brad Mullen; Sports Den/Love Sac 1:07:40
4. Bill Dark; Mad Dog Cycles 1:08:27
5. Dwight Hibdon; Mad Dog Cycles 1:08:43

Pro Men

1. Carl Swenson; Rbx/Polo Sport 2:15:08
2. Lance R. Runyan; Stein Eriksen Sport 2:19:09
3. Ali Goulet; Stein Eriksen Sport 2:21:28
4. Thomas J. Spanning; Team Euclid 2:23:26
5. Todd Johnson; JHMR/Marmot 2:28:39
6. Ty Hansen; New Moon Media/Spin Cycle 2:28:52
7. Shannon Boffeli; Revolution Mountain Sports 2:28:55
8. Todd Tanner; Cannondale/Guthries 2:29:10
9. Trevor Simper; Stein Eriksen Sport 2:32:27
10. Mitchell Peterson; Balance Bar/Devo 2:55:17

Pro Women

1. Kathy Sherwin; Cannondale Mtn. Bike Team 2:28:01
2. Pamela Hanlon 2:40:08
3. Cindi Hansen; mtbchick.com/Cannondale 2:43:28
4. Jennifer Agger; Hoback Sports 2:44:34
5. Robin McGee; Jackson Hole Mt Resort 2:52:04

Single-Speed

1. Jon Gallagher; Cole Sport 1:49:35
2. Derek Newton; Jans 2:19:15

Sport Women

1. Rhet C. Povey 12:10:23
2. Martin Lentz 12:11:22
3. Justin Griffin; UtahMountainBiking.com 12:11:24
4. Ben Sumsion; Dad 12:11:45
5. Jack Drain 12:13:31

Race Results are
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Salt Lake's
Road Bike
Specialists!

1. Michelle Passage; Revolution 1:13:06
2. Lisa R. White; 1:17:19
3. Ellen Guthrie; New Moon Media/Spin Cycle 1:15:58
4. Jean Carlan; Sugar/White Pine Touring 1:16:13
5. Liz Zumbrennen; Revolution Mountain Sports 1:16:47

Spt Men 16-18

1. Ryan Washburn; Mad Dog Cycles 1:44:53
2. Ryan Wyble; Young Riders 1:46:17
3. Rick Washburn; Mad Dog Cycles 1:49:51
4. Tres Wilson; Young Riders 1:51:26
5. Brandon A. Johnson; Mad Dog Cycles 2:00:12

Spt Men 19-29

1. Chris A. Holley; Mad Dog Cycles 1:34:01
2. Troy Child; OgdenWSU 1:37:23
3. Tim G. Hodnett; Mad Dog Cycles 1:39:29
4. Seth Higginson; 1:39:58
5. Clint Carter; SportsDen/Love Sac 1:41:26

Spt Men 30-39

1. Ed Warr; New Moon Media/Spin Cycle 1:36:24
2. Tom L. Thome 1:39:05
3. Troy J. Nye; Bikeman.com 1:39:39
4. Jeff Endo 1:40:29
5. Jeff Martinez; Pedro's 1:41:40

Spt Men 40+

1. Curt Bates 1:38:58
2. Jeff Butler; Mad Dog 1:41:40
3. Jordan Swenson; Young Riders 1:42:21
4. Dave Knoop; Sportsden 1:43:24
5. Scott Toly; New Moon Media/Spin Cycle 1:44:20

Spt/Exp Men 13-15

1. Mike H. Voth; Young Riders 1:08:55
2. Doug W. Johnson; Mad Dog Cycles 2:16:41

Women 35+

1. Stacy McClurg; Canyon Bicycle/Pedros 12:51:54
2. Kathleen Wismer; Pedro's/Canyon Bicycles 12:53:17
3. Priya M. Noronha; Peak Fasteners 12:54:43
4. Gina R. Riggs; Peak Fasteners 12:55:12
5. Mary Howard; Me 12:55:51

Bountiful Bomber Downhill, Bountiful, Utah, June 6, 2004

Pro Men

1. Silas Hesterberg 4:57:55; Cafferty's/Scott
2. Moses Mexia 4:57:78; Scott USA
3. Pete Schaffer 5:00:33; Go-Ride
4. Kris Baughman 5:07:26; Go-Ride
5. Scott Crabill 5:11:82; Go-Ride
6. Phil Vega 5:12:74; Joyride
7. Mark Christensen 5:16:31; Guthries
8. Bart Bachura 5:33:29; Golsan/6-6-1

Expert 19-29 Men

1. Von Williams 4:51:58; Go-Ride
2. Blake Robinson 5:22:58
3. Ian Kyees 5:32:62; DOD Racing
4. Dan Prince 5:39:34; Zander Jewelry
5. Chad Bryce 5:42:23; Ellsworth
6. Art Widmar 6:10:33
7. Jeremy Little 6:15:29; OGD Mfg.
8. Rob Norbutt 6:34:88; Go-Ride

Expert Men 30-39

1. Justin Alvey 5:00:43; Go-Ride
2. David Beeson 5:11:92; Sky Electric
3. Ben Craner 5:15:81; BTC Illustration
4. Emmanuel Pons 5:19:83; Go-Ride/Michelin
5. Mike Abbott 5:25:82; Mountain Cycle
6. Joe Hanrahan 5:33:23; Spin Cycle/New Moon
7. Brian Schafroth 5:45:00
8. Shad Donnell 5:46:87; Cole Sport
9. Bryan Safarik 5:55:47; Mountain Cycle
10. Dave Mosher 5:58:66; Mtn.West Off Road
11. James Gillespie 6:03:67; Spoke & Wheel
12. Brad Koyle 6:08:60; DOD Racing

Expert Men 13-18

1. Andrew Pierce 5:22:79; Go-Ride
2. Chris Hadley 5:28:16; Go-Ride
3. Nate Davis 5:29:73; Go-Ride
4. Kyle Wehmanen 5:30:52
5. Taylor Dennis 5:42:95; OGD Mfg.

Expert Men 40+

1. Rod Evans 5:46:91
2. Dave Barclay 6:08:17; Bikes 2 Boards
3. Steve Waldron 6:22:24; Team Waldron

Pro Women

1. Faith Bradley 6:33:04; Go-Ride
2. Denise Wardwell 7:04:27; Joyride

Expert Women

1. Michelle Camp 7:07:57; Fitzgeralds

Sport Men 19-29

1. Dustin Malley 5:10:04
2. Joe Harker 5:55:44; Biker's Edge
3. Joshua Wright 6:03:06

4. Patrick McDermott 6:05:14
5. Joshua Parris 6:20:03
6. Travis Elquist 6:28:92
7. Kelly Kindred 6:37:97
8. Chris Bradley 6:47:33

Sport Men 30-39

1. Scott Neison 6:03:16; Real Estate Jackson Hole
2. Craig Skinner 6:06:76
3. Brent Mitchell 6:07:12; BTC Illustrations
4. Doug Frei 6:22:62; Pocatello P.D.
5. Kevin Tissue 6:24:58
6. Travis Madsen 7:15:13; Core Performance Cycles

Sport Men 40+

1. Kirk Meyer 7:06:30; DH Cyclery/Kenny Seng Cnst.

Sport Men 13-18

1. Brandon Cross 5:17:52
2. Brock Swenson 5:35:14
3. Tres Wilson 5:48:12; Six-Six-One
4. Nic Hadley 6:28:42; Go-Ride

Beginner Men 19-39

1. Brandon Street 7:11:13
2. Cory Street 7:19:96
3. Theo Vanderschaaf 8:11:48
4. Dustin Richcreek 8:45:04

Beginner Men 13-18

1. Cash Black 6:41:39; Go-Ride
2. Johnny Muldoon 6:55:55
3. Kasey Swenson 6:57:91
4. Austin Black 7:51:47; Go-Ride
5. Garrett Beller 10:23:84

Sport Women

1. Selena Kontuly 7:33:75
2. Elizabeth Revelett 7:54:63; DOD Racing

Utah Summer Games Mountain Bike Race, Cedar City, Utah, June 12, 2004, Intermountain Cup Mountain Bike Racing Series -

Race # 7

12 & Under

1. Stuart Povey 12:23:13
2. Merrick Taylor 12:23:45
3. Blake Wiehe; Young Riders 12:28:49
4. Kenneth Grant; Avail Software 12:30:14
5. Alex Graham 12:31:02

9 & Under

1. Rhet Povey 12:14:01
2. Daniel Grant; Avail Software 12:18:07
3. Kasyn Parson; Color Country Cycling 12:20:32
4. Sierra Perez; Guthrie's Race Team 12:23:32
5. Jacob Beyeler 12:25:33

Beg Men 13-15

1. Carsen D. Ware; Bicycles Unlimited 12:39:23
2. Corey J. Denton 12:42:04
3. Jacob LaRoque 12:42:06
4. Alex Scott; Young Riders 12:43:12
5. Casey J. Nye; Bikeman.com 12:48:44

Beg Men 16-18

1. Trent Weston 12:36:49
2. Tyler Beyeler 12:37:45
3. Skyler Holder; Peak Fasteners 12:39:02
4. Marcus Swallow 12:44:08
5. Andrew Comer 12:46:24

Beg Men 19-29

1. Brady Rich 12:32:48
2. Brett Hone 12:36:19
3. Kurt Jensen 12:36:40
4. Jeff Larsen; Sports Den/Love Sac 12:39:01
5. Dace Mowry 12:39:04

Beg Men 30-39

1. Kevin D. Talbot; Mad Dog Cycles 12:33:31
2. Gavin Cook 12:35:03
3. Jake Burby 12:36:47
4. Jeff Lavery 12:39:04
5. Travis Buzzard 12:39:57

Beg Men 40+

1. Vince Jones; bikeman.com 12:35:47
2. Ron Richmond 12:36:13
3. Steve Winters; UtahMountainBiking.com 12:36:35
4. Spencer Jones 12:36:59
5. Jon Denton 12:38:29

Beginner Women

1. Kelly D. Williams; UtahMountainBiking.com 12:46:22
2. Meghan Buzzard 12:50:32
3. Amber Mowrey 12:56:44
4. Kristina Williams; UtahMountainBiking.com 1:10:32

Clydesdale

1. Deryll R. Spencer; Guthrie Bicycle 1:16:17
2. Cory Marler; bikeman.com 1:21:22
3. Aaron Mullins; Taylors Bike Shop 1:25:01
4. Pat Beckwith 1:37:05

Exp Men 16-18

1. Taylor Foss; Bingham Cyclery 1:33:11
2. Kaleb J. LeGore; Revolution Mountain Sports 1:37:01
3. Chris Hong; Young Riders 1:41:10
4. Tyler Scott; Young Riders 1:47:23

Exp Men 19-29

1. Quin G. Bingham; AOS/DJ Ortho 1:24:01
2. Clint Hosman; ProCon 1:36:41
3. Mia Johnson 1:38:46
4. Marcelo Torre; Canyon Bicycle 2:09:26

Exp Men 30-39

1. Chad B. Wassmer; Cole Sport 1:23:54
2. Brian Jeppson; Color Country 1:23:55
3. Ian Harvey; Jans/Trek 1:26:30
4. Brandon Cunningham 1:26:53
5. Bob (10) Saffell; Revolution Mtn. Sports 1:27:17

Exp Men 40+

1. Tom Noaker; Young Riders 1:29:29
2. Bruce Allen; Jans/Trek 1:30:36
3. Gary Strabala 1:43:20
4. Clark Johnson; Young Riders 1:44:51

Exp Women

1. Chanda Jeppson; Color Country/Cedar Cycle 1:49:58
2. Paula Seeley; Jans 1:53:51
3. Susan Fleck; Team Sugar 2:09:13

Men 50+

1. Brad Mullen; Sports Den/Love Sac 1:15:08
2. Dennis McCormick; Wildrose Flower Child 1:17:37
3. Bill Dark; Mad Dog Cycles 1:18:03
4. Gary Kartchner; Colsans Cycle 1:20:00

5. Jim Pitkin; New Moon Media/Spin Cycle 1:20:16

Pro Men

1. Blake Zumbrennen; Revolution 1:46:52
2. Thomas J. Spanning; Team Euclid 1:46:26
3. Trevor Simper; Stein Erickson Sport 1:48:31
4. Todd Tanner; Cannondale MTB 1:48:46
5. Ty Hansen New; Moon Media/Spin Cycle 2:05:48

Pro Women

1. Lynda Wallenfels 2:11:44
2. Pamela Hanlon 2:12:32
3. Cindi Hansen; mtbchick.com/Cannondale 2:18:17
4. D.J. Morissette; Ellsworth/CopperChase 2:31:16

Single-Speed

1. David Kelsey; New Moon Media/Spin Cycle 1:36:44
2. Adam Pace; NU Vision Cyclery 1:40:08
3. Kelly Myers; Victor Valley Velo 1:44:09

Sport Women

1. Jean Carlan; Sugar/White Pine Touring 1:26:41
2. Stacy L. Newton; Team Sugar/White Pine Touring 1:28:07
3. Liz Zumbrennen; Revolution 1:30:31
4. Lyna Saffell; Revolution Mtn. Sports 1:35:40
5. Susannah Cummings; Mad Dog Cycles 1:41:11



Big 5 Criterium Series, June 8-12, 2004

Big 5 Criterium Series, E Center

PRO/1/2 Men

- David Harward
- Jeff Louder
- Sandy Perrins
- John Osguthorpe
- Gardie Jackson
- Aaron Jordin
- Ryan Littlefield
- Skylere Bingham
- Allan Butler
- Chris Humbert

Cat 3 Men

- Gavin Storie
- Tom Horrocks
- Jason Andersen
- Winfield Gibson
- Nate Kamerath

Cat 4/5 Men

- Vance Checketts
- Chris Kundstadt
- David Blades
- David Pitkin
- Douglas Slighting

Big 5 Criterium Series, Gateway

PRO/1/2 Men

- Jeff Louder
- David Harward
- Ryan Littlefield
- Allan Butler
- Richard Vroom
- Aaron Jordin
- Kelly Ryan
- Alex Rock
- Todd Hageman
- John Osguthorpe

Cat 1-4 Women

- Kirsten Kotval
- Laura Howat
- Margaret Douglas
- Kelly Crawford
- Kris Walker
- Courtney McBeth
- Chris Ferrerio
- Kristi Mcilmoil
- Tiffany Callahan
- Jon Gardner
- Jeff Sargent
- Chris Rowley
- Tom Horrocks
- Steven Lewis

Master's 45+

- Clyde Done
- William Corliss
- Jeff Clawson
- Charles Palmer

Big 5 Criterium Series, RMR

PRO/1/2 Men

- Ryan Barrett
- Jeremy Smith
- Richard Vroom
- Alex Rock
- Sandy Perrins
- Jeff Louder
- Aaron Jordin
- Mitch McBeth
- John Osguthorpe
- David Harward

Cat 3 Men

- Anthony Johnson
- Shawn Cheney
- Robert Crain
- Jason Andersen
- Nate Kamerath
- Chris Kundstadt
- Vance Checketts
- Daniel LaRiviere
- David Pitkin
- Steve Conlin

Cat 5 Men

- Craig VanValkenburg
- George Klonizos
- Wes Slaughter
- Ryan Wheeler
- Scott Kelly

Big 5 Criterium Series, Deer Valley

PRO/1/2 Men

- Jeff Louder
- Allan Butler
- Scott Preston
- David Harward
- Sandy Perrins
- Richard Vroom
- Mitch McBeth
- Kelly Ryan
- Jeremy Smith
- Todd Hageman

Cat 1-4 Women

- Kris Walker
- Karen Dodge
- Kelly Crawford
- Margaret Douglas
- Courtney McBeth
- Kathy Robinson
- Kristi Mcilmoil
- Christie Johnson

Master Men 35+

- Glen Adams
- Jon Gardner
- Don Pollari
- Jon Gallagher
- Marek Shon

Masters 45+

- William Corliss
- Clyde Done
- Dale Maughan
- Jeff Herran
- Charles Palmer

Big 5 Criterium Series, Sugarhouse

PRO/1/2 Men

- Ryan Barrett
- Aaron Jordin
- Jesse Gordon
- Mitch McBeth
- John Osguthorpe
- Richard Vroom
- Thomas Cooke
- Jeremy Smith

Cat 1-3 Women

- Kirsten Kotval
- Karen Dodge
- Laura Howat
- Kris Walker
- Margaret Douglas

Cat 4 Women

- Laura Patten
- Ellen Guthrie
- Denise Van de Kamp
- Rowena Hyldeahl
- Karen Ortiz

Cat 3 Men

- Jeff Erenstone
- Clark Carlile
- Shawn Cheney
- Robert Wray
- Tyler Harvey

Cat 4 Men

- John Rech
- Rodney Boynton
- Jason Houchin
- Chris Kundstadt
- Kevin Vore

Cat 5 Men

- Ali Goulet
- Michael Burnside
- Lance Runyan
- Steve Hadley
- Jon Schofield

Master Men 35+

- Jon Gardner
- Glen Adams
- Brian Boudrean
- Mark Chryslar
- Jeff Ure

Master Men 45+

- William Corliss
- Richard Willes
- Robert Keller
- Clyde Done
- Peter Barquin

Master Men 55+

- Ken Louder
- Ryan Wheeler
- Ashlee Bradbury
- Bryson Garbett
- Adam Steinke
- Bruce Hoffman

Big 5 Criterium Series, Overall

Pro/1/2

- Jeff Louder; 102
- David Harward; 86
- Ryan Barrett; 74
- Richard Vroom; 66
- Aaron Jordin; 64
- Alex Rock; 61
- Allan Butler; 60
- John Osguthorpe; 56
- Jeremy Smith; 48
- Ryan Littlefield; 44

Cat 3

- Anthony Johnson; 56
- Clark Carlile; 50
- Shawn Cheney; 48
- Tom Horrocks; 46
- Jason Andersen; 45
- Nate Kamerath; 40
- Jeff Erenstone; 30
- Gavin Storie; 30
- Robert Crain; 28
- Winfield Gibson; 18

Cat 4

- Chris Kundstadt; 74
- Vance Checketts; 70
- David Pitkin; 46
- Kevin Vore; 36
- David Blades; 30
- John Rech; 30
- Stan Price; 28
- Jason Houchin; 27
- Kurt Peterson; 26
- Rodney Boynton; 26

Cat 5 Men

- Craig VanValkenburg; 39
- Wes Slaughter; 30
- Ali Goulet; 30
- George Klonizos; 26
- Michael Burnside; 26
- Lance Runyan; 22
- Ryan Wheeler; 18
- Steve Hadley; 18
- Jon Schofield; 16
- Gregory Florez; 14

Cat 1-4 Women

- Kirsten Kotval; 90
- Laura Howat; 70
- Kris Walker; 54
- Margaret Douglas; 50
- Courtney McBeth; 48
- Kelly Crawford; 46
- Karen Dodge; 44
- Daphine Perry; 30
- Kristi Mcilmoil; 29
- Chris Ferrerio; 12

Master's 35+

- Glen Adams; 82
- Jon Gardner; 78
- Don Pollari; 58
- Tom Horrocks; 33
- Jon Gallagher; 28
- Marek Shon; 28
- Steven Lewis; 27
- Jeff Sargent; 26
- Jeff Ure; 25
- Brian Boudrean; 22

Masters 45+

- William Corliss; 86
- Clyde Done; 74
- Charles Palmer; 46
- Jeff Clawson; 43
- Robert Keller; 36
- Dale Maughan; 32
- Richard Willes; 26
- Peter Barquin; 23
- Bob Walker; 20
- Jeff Herran; 18

High Uintas Classic, Evanston, WY, June 19-20, 2004

Over the Top Road Race, 50 Miles Stage 1

Pro/1/2 Men

- Cody Peterson 02:05:23:48
- Sandy Perrins 02:08:01:24
- Aaron Jordin 02:08:07:42
- John Osguthorpe 02:08:12:42
- Michael Wilk 02:09:17:47

Cat 1/2/3 Women

- Laura Howat 02:35:48:36
- Kris Walker 02:35:38:36
- Rydeen Stevens 02:36:52:83
- Karen Dodge 02:38:37:56
- Jamie Williams 02:38:37:56

Cat 3 Men

- Norm Bryner 02:16:04:75
- Robert Lofgran 02:20:01:57
- Ryan Gibson 02:20:06:57
- Daniel Chudleigh 02:20:11:57
- Jon Milner 02:21:22:16

Cat 4 Women

- Chris Ferrerio 02:45:31:15
- Denise Van de Kamp 02:47:25:57
- Melissa Doherty 02:50:22:65
- Sarah Elliott 02:52:19:98
- Chellie Terry 02:54:51:31

Cat 4 Men

- Larry Strom 02:19:16:32
- Stephen Beville 02:20:20:49
- Chris White 02:20:20:49
- Glen Hatch 02:13:14:81
- Nate McClennen 02:18:00:91

Cat 5 Men

- David Hatch 02:13:14:81
- Nate McClennen 02:18:00:91
- Tony Chesrow 02:19:16:32
- Perry Hall 02:20:20:49
- Max Mogren 02:20:22:56

Master 35+ Men

- Zan Treasure 02:16:20:40
- Dirk Cowley 02:16:52:78
- Louie Amelburu 02:16:57:78
- Mark Schaefer 02:17:02:78
- Jon Gallagher 02:17:04:56

Master 45+ Men

- Robert Keller 02:20:50:53
- Dale Maughan 02:20:55:53
- Todd Henneman 02:22:01:07
- Ed Chauner 02:21:54:11
- Ken Jones 02:24:13:66

Master 55+ Men

- John Haney 02:35:40:58
- Hardin Davis 02:35:30:58
- Steve Miller 02:42:26:95
- Walt Chudleigh 02:45:10:16
- Gary Powers 02:47:03:74

Junior Men

- Ryan Harward 02:33:42:44
- Ryan Wheeler 02:34:35:69
- Matt Bright 02:34:40:69
- David Blades 02:38:09:71
- Adam Steinke 02:38:09:71

Junior Women

- Juel Iverson 02:56:13:21
- Jo Garuccio 02:54:57:71
- Ruth Shapiro 03:02:09:49
- Sam Barkley 02:40:08:20
- Tracy Mikesell 02:42:22:89

Rec Cit 30-39 Men

- Rob Brasher 02:43:43:18
- Stephen Van Dijk 02:49:11:74
- David Morris 02:49:50:75
- Couly Lloyd 02:50:39:66
- Tim Bywater 02:58:29:72

Rec Cit 40-49 Men

- Robert Fink 02:38:25:75
- Rocky Stonestreet 02:43:45:69
- Wayne Douglas 02:43:45:69
- Mark Sarette 02:44:27:48
- Tony Workman 02:47:00:88

Rec Cit 50+ Men

- Roger Hansen 02:42:50:86
- Norm Mecham 02:51:27:09
- John Hernandez 02:51:27:09
- Forrest Day 03:07:03:05
- Tim Vitale 03:19:44:63

Rec Cit 50+ Women

- Roger Hansen 02:42:50:86
- Norm Mecham 02:51:27:09
- John Hernandez 02:51:27:09
- Forrest Day 03:07:03:05
- Tim Vitale 03:19:44:63

Junior Rec Men

- Samuel Dearden 02:56:26:04
- Tanner Putt 03:00:25:51
- Andrew Putt 03:17:32:90
- Tyler Wall 04:08:28:34

Junior Women 1

- Fiona Burchley 03:15:15:69

Junior Women 2

- Karen Hunt 02:54:15:43
- Liz Schulte 03:09:23:16
- Katherine Rearick 03:19:44:63
- Gail Towsley 03:34:50:55
- Angela Corso 04:21:32:11

Rec Cit 40-49 Women

- Nancy Alcabas 03:16:11:47
- Peg Johnson 03:21:27:75
- Karen Joyce 03:35:55:44
- Jeremiah Higley 03:04:28:97
- Matt Deming 03:14:10:65

Comp Cit 30-39 Men

- Carey Pierce 02:34:26:07
- Jonathan Baker 02:34:28:43
- Pete Martin 02:42:58:97
- Jess Agraz 02:47:17:77
- Steve Horton 02:49:34:89
- Jeremy Agraz 02:53:29:16
- Peri Ermidis 02:53:30:20
- Michael Johnson 02:55:00:52
- Ron Pines 03:04:25:36
- Matt Larson 03:06:24:60

Comp Cit 40-49 Men

- Mark Seltnerich 02:31:03:36
- Dave Reynolds 02:31:56:03
- Michael Johnson 02:38:17:76
- Robert Moyer 02:39:34:25
- JK Scott 02:39:58:97
- Gene Smith 02:40:02:84
- Scott Kafesjian 02:41:07:37
- Elroy Vogler 02:42:30:21
- Brad Townsend 02:49:34:89
- Keith Stuck 02:50:53:48

Comp Cit 50+ Men

- John Pollard 00:00:00:00
- Rich Harward 02:43:05:41
- Val Ludlow 02:45:20:40
- Elton Reid 02:47:49:66
- W Kent Eggleston 03:00:31:69
- Michael Baranbruggee 03:14:40:40
- Sarah Bover 03:27:02:97
- Dave Walters 04:29:58:31
- Steve Holcomb 04:29:58:31

Comp Cit 30-39 Women

- Susan Graves 03:03:36:80
- Tina Willmore 03:21:50:40
- Perry Hall 02:20:20:49
- Elton Reid 02:47:49:66
- W Kent Eggleston 03:00:31:69
- Michael Baranbruggee 03:14:40:40
- Sarah Bover 03:27:02:97
- Dave Walters 04:29:58:31
- Steve Holcomb 04:29:58:31

Comp Cit 40-49 Women

- David Hatch 02:13:14:81
- Nate McClennen 02:18:00:91
- Tony Chesrow 02:19:16:32
- Perry Hall 02:20:20:49
- Max Mogren 02:20:22:56
- Daniel Macfarlane 03:03:36:80
- Nancy Jones 03:24:13:69
- Dani Hartvigsen 03:47:26:37
- Charles Schuster 02:35:28:69
- Edward Brown 02:54:55:45

Comp Cit Tandem

- Robert Keller 02:20:50:53
- Dale Maughan 02:20:55:53
- Todd Henneman 02:22:01:07
- Ed Chauner 02:21:54:11
- Ken Jones 02:24:13:66

High Uintas - Charles Scrivner Memorial Time Trial Stage 2

- Jeff Louder
- Gardie Jackson 00:20:09:49
- Clayton Barrows 00:20:09:93

- Sandy Perrins 00:20:19:33
- Cody Petersen 00:20:36:74
- Marc Yap 00:20:47:34

Cat 1/2/3 Women

- Karen Dodge 00:23:20:26
- Kris Walker 00:23:44:83
- Tiffany Pezzula 00:24:19:43
- Jamie Williams 00:24:27:74
- Rydeen Stevens 00:24:27:77

Cat 3 Men

- Ryan Gibson 00:21:38:42
- Norm Bryner 00:21:46:49
- Jon Freckleton 00:21:48:84
- Robert Lofgran 00:22:02:54
- Weston Woodward 00:22:17:77

Cat 4 Women

- Denise Van de Kamp 00:26:18:49
- Chris Ferrerio 00:26:37:91
- Karla Tuggle 00:28:31:10
- Kim Larson 00:28:54:19
- Melissa Doherty 00:28:54:19

Cat 4 Men

- Mike Bronn 00:22:09:36
- Larry Strom 00:22:23:31
- Toby Schmidt 00:22:31:21
- Stephen Beville 00:22:42:78
- Shaun Mechem 00:23:14:82
- Francios Van Heerden 00:22:51:66
- Justin Giffeth 00:23:01:43
- Kevin Casey 00:23:15:80
- Kris Lunning 00:23:20:48
- Max Mogren 00:23:26:47

Master 35+ Men

- Mark Schaefer 00:21:03:22
- Zan Treasure 00:21:51:07
- Louie Amelburu 00:21:59:60
- James Yorgason 00:22:14:24
- Gary Porter 00:22:21:34
- Rick Montgomery 00:21:59:18
- Robert Keller 00:22:17:74
- Ken Louder 00:22:25:14
- Jeff Clawson 00:22:50:42
- Dale Maughan 00:22:59:54

Master 45+ Men

- Hardin Davis 00:23:26:78
- John Haney 00:24:16:82
- Walt Chudleigh 00:24:40:16
- Gary Powers 00:25:18:55
- Steve Miller 00:25:32:28
- Kathy Matson 03:02:22:74
- Daniel Macfarlane 03:03:3

BOOK REVIEW

Bob Roll's New Guide to Le Tour



By Dave Ward

I have often been asked, when I tell people I am going to France for the Tour, if I am riding in it. Oh, the ignorant masses. I reply, "Are you going to play in the Super Bowl?" This question, along with some explanation, hopefully dispels a serious lack of understanding of the Tour. Bob Roll has now written a book, *The Tour de France Companion*, that can do the same and much more.

The title page to Roll's book describes it as "A Nuts, Bolts and Spokes Guide to the Greatest Race in the World". And an apt description it is. Roll's book provides a basic understanding of the framework, dynamics and history of this exciting and excruciating race. A person who knows little of bike racing can read this book, understand it, and be much better prepared to follow and enjoy the Tour as it unfolds. A more knowledgeable and experienced person can also enjoy this book, picking up tidbits of information and experiences that only a former Tour rider with a unique gift for expression can provide.

Consider a few of the chapter titles: "A Century of Glorious Cruelty", "Climb and Punishment", "Tour de France Confidential" and "Bob Roll's Unauthorized and Unexpurgated Tour de France Alphabet". Sprinkled in these chapters are sidebars such as "16 Reasons Why the Tour de France is Better than the Super Bowl", "Time Trial of the Century" on Greg LeMond's Tour winning time trial in the 1989 Tour, and "Five Legendary Climbs". These descriptive titles alone are enough to keep one's nose in the book.

While the titles are catchy, the writing is also entertaining. This is a fun book to read. Those who

have watched Roll on the Outdoor Life Network have either laughed or cried at his hand movements. The advantage of the book, for those tortured by Roll's expressive hands, is that his personality and unique sense of humor come through while the hand motions do not.

The book contains nearly a hundred photos which I found to be more than just filler. The photos are entertaining and expressive, and give a unique glimpse into recent Tours as well as Tours extending back to its initial years. It also has a section entitled, "More Nuts and Bolts", appendices if you will, including "The Ultimate Tour de France Time Line", "Glossary: 20 Essential Terms" and "Tour de France Records". This last was especially interesting. I learned, among many other tidbits, that the United States is tied, thanks to 8 victories between Greg LeMond (3) and Lance Armstrong (5), for 4th in the total number of Tour victories by one of its own, and is only one victory behind Italy.

While it may be adaptable to tours in subsequent years, this book is very specific to the 2004 Tour and Lance's upcoming attempt to win a record-breaking sixth Tour de France. It includes a map of the 2004 Tour, a schedule of the stages, and a description of the major climbs. Roll also goes into depth on what it will take for Armstrong to win Tour number 6.

I was curiously surprised to find the book dedicated to Marco Pantani. While a tragic figure, Pantani remained a popular person and rider with thousands, including apparently Bob Roll. While I pondered the appropriateness of this in light of Pantani's serious drug problems, I decided the dedication was not surprising given Roll's obvious love and fascination for Italian cycling. He even speaks Italian, you know, while being unable to correctly pronounce "Tour de France" in French.

This book is an excellent mix of Tour history, commentary on the 2004 Tour and on what it takes to ride and win the Tour, and plentiful information and statistics without inundation. It is relaxing and entertaining reading while bringing understanding to the Tour; and a great guide for this year's race, indeed a good "companion" for the Tour.

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- *Report to check-in promptly at scheduled time and fulfill position requirements
- *Wear the designated volunteer uniform and maintain it in a clean and professional manner throughout the duration of your commitment
- *Maintain a neat and clean appearance when in your volunteer uniform
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- *Act as a professional ambassador of the event
- *Have fun and enjoy the event!

In appreciation, volunteers will receive a uniform, a meal each shift worked, a water bottle and appreciation gifts. Event schedules and position descriptions, as well as an online volunteer application, are available on the event's web site under the "Race Info" category. Additional volunteer information is available by contacting Meg Laferriere Horrocks, Awards Ceremonies and Volunteer Coordinator, at volunteers@parkcitycyclingfest.com.

For more information on the festival, see the story on page 6 or visit www.parkcitycyclingfest.com.

9 & Under

1. Rhett C. Povey 12:08:33
2. Justin Griffin; UtahMountainBiking.com 12:08:47
3. Ryan Westermann; New Moon Media/Spin Cycle 12:11:18
4. Cale Pilling; New Moon Media/Spin Cycle 12:12:18
5. Michael Finch 12:12:19

Beg Men 13-15

1. Carsen D. Ware; Bicycles Unlimited 1:04:25
2. Corey J. Denton 1:10:16
3. Jacob LaRocque 1:12:49
4. Gabriel F. Campbell; Young Riders 1:22:47

Beg Men 16-18

1. Derek J. Goeckeritz 1:08:35
2. Skyler Holder; Peak Fasteners 1:20:04
3. Sean Hoggan; Peak Fasteners 1:50:48

Beg Men 19-29

1. Adam Brown; OU812 1:01:23
2. Drew Hobbs 1:15:04
3. Jeremy D Smith 1:16:48
4. Zachary Smith 1:32:15

Beg Men 30-39

1. Stephen Burgess; Pedro's Canyon Bicycles 1:02:15
2. Carl Goodfellow; Bountiful Bicycle 1:03:35
3. Gavin Cook 1:06:22
4. Vladimir Capka 1:07:05
5. Noah Syroid; Missing Link 1:08:02

Beg Men 40+

1. Jay Migliore; Canyon Bicycle 1:04:23
2. Jon P. Denton 1:05:51
3. Mark K.(13) Crosby; Taylor's Bike Shop 1:11:17
4. Greg Longson; Mad Dog Cycles 1:15:06
5. Cam Smith; Revolution Mtn. Sports 1:15:07

Beginner Women

1. Emily Jarvie; Mad Dog Cycles 1:27:49

Clydesdale

1. Deryll R. Spencer; Guthrie Bicycle 1:13:25
2. Jonathan J. Kolon; Stein Eriksen Sport 1:19:59
3. Bryon Wright; Missing Link Racing 1:24:17
4. Ron Klepzig; Ogden One 1:25:19
5. Aaron Mullins; Taylors Bike Shop 1:35:40

Exp Men 16-18

1. Mitchell(4) Peterson; Balance Bar/Devo 1:30:46
2. Kaleb J. LeGore; Revolution Mountain Sports 1:38:26
3. Christopher Hong; Young Riders 1:40:28
4. Dustin Wynne; Young Riders 1:41:55
5. Tyler Scott; Young Riders 1:45:57

Exp Men 19-29

1. Quin G. Bingham; AOS/DJ Ortho 1:54:50
2. Nate L. Stowers; AOS/DJ Ortho 1:57:13
3. Jake M. Pantone; Biker's Edge 1:59:07
4. Alex Grant 1:59:31
5. Rob Hopkins; Guthrie Race Club Bicycle 2:03:29

Exp Men 30-39

1. Todd Henneman; Jans/Trek 1:53:45
2. Chad B. Wassmer; Cole Sport 1:54:13
3. Brad W. Pilling; Revolution 1:54:45
4. Jonathan T. Finnoff; AOS/DJ Ortho 1:56:37
5. Marc Wimmer; Wimmer's Ultimate Bitter/LRC 1:57:02

Exp Men 40+

1. Darrell Davis; Porcupine Pub/Contender 1:36:38
2. Tom Noaker; Young Riders 1:39:09
3. Bruce Allen; Jans/Trek 1:45:53
4. Bruce Lyman; Mad Dog Cycles 1:46:43
5. Robert(9) Westermann; New Moon Media/Spin Cycle 1:54:12

Expert Women

1. Jennifer Hanks; Team Sugar/White Pine Touring 1:41:48
2. Christie A. Johnson; Sugar/White Pine Touring 1:43:32
3. Tiffany A. Pezzulo; Missing Link Racing 1:44:08
4. Paula M. Seeley; Jan's 1:44:31
5. Bethany Elson; Team Sugar/White Pine Touring 1:46:38

Men 50+

1. Dwight Hibdon; Mad Dog Cycles 1:11:18
2. Dennis McCormick; WildRose Flower Child 1:12:01
3. Bill(20) Peterson; Revolution 1:13:09
4. Bill Dark; Mad Dog Cycles 1:13:36
5. Jim Westenskow; OgdenOne 1:14:28

Pro Men

1. Charlie Gibson; Racer's Cycle Service 1:58:48
2. Lance R. Runyan; Stein Eriksen Sport 2:00:40
3. Thomas J. Spanning; Team Euclid 2:01:32
4. Kyle P. Wright; AOS/DJ Ortho 2:04:20
5. Ty Hansen; New Moon Media/Spin Cycle 2:04:54
6. Blake Zumbunnen; Revolution Mountain Sports 2:08:20
7. Shannon Boffeli; Revolution Mountain Sports 2:08:43
8. Todd Tanner; Cannondale/Guthrie's 2:09:51
9. Trever Simper; Stein Eriksen Sport 2:13:00

Pro Women

1. Cindi Hansen; mtbchick.com/Cannondale 1:48:55
2. Pamela Hanlon; Jan's 1:50:31
3. D.J. Morissette; Ellsworth/Copperchase Condos 1:59:32

Single-Speed

1. Jon(11) Gallagher; Cole Sport 1:26:43
2. David Kelsey; New Moon Media/Spin Cycle 1:41:44
3. Scott Rogers 1:43:23
4. Brock A.(3) Shinsky; Sugar/White Pine Touring 2:14:52

Sport Women

1. Jean Carlan; Sugar/White Pine Touring 1:21:01
2. Stacy L. Newton; Team Sugar/White Pine Touring 1:21:02
3. Liz Zumbunnen; Revolution Mountain Sports 1:24:47
4. Beth Neilson; AOS/DJ Ortho 1:26:20
5. Carey Hines 1:27:26

Spt Men 16-18

1. Dutch Wiehe; Young Riders 1:17:19
2. Ryan Wyble; Young Riders 1:17:20
3. Nathan King; UtahMountainBiking.com 1:28:50

Spt Men 19-29

1. Tim G. Hodnett; Mad Dog Cycles 1:27:30
2. Phillip Wood; Sports Den/LoveSac 1:29:00
3. Adam D. Lisonbee; Mad Dog Cycles 1:31:11
4. Troy Child; Ogden One 1:32:21
5. Michael VonLumen; Single Track Trading 1:32:22

Spt Men 30-39

1. Mike T. Muir; Mad Dog Cycles 1:31:46
2. Vince Hancock 1:31:57
3. Troy J. Nye Bikeman.com 1:32:21
4. Tom Warr 1:32:53
5. Mark W. Espin 1:34:19

Spt Men 40+

1. Jeff Butler; Mad Dog 1:07:58
2. Curt Bates 1:08:36
3. Riley Frazier; Euclid Outdoors 1:10:28
4. Dave Knoop; SportsDen 1:11:14
5. Bob Dawson; 9th and 9th 1:11:15

Spt/Exp Men 13-15

1. Ryan Harrison; Revolution 1:06:40
2. Chris W.(16) Peterson; Revolution 1:08:57
3. Mike H. Voth; Young Riders 1:18:46
4. Alex Thomas; Young Riders 1:31:11
5. Alex Scott; Young Riders 1:37:05

Women 35+

1. Priya M.(18) Noronha; Peak Fasteners 1:11:50
2. Claudia Brown; Mad Dog 1:15:33
3. Karen Hoggan; Peak Fasteners 1:17:26
4. Gina R. Riggs; Peak Fasteners 1:20:07
5. Leslie Finnoff; AOS/DJ Ortho 1:36:16

more cycling utah

RACE RESULTS

Continued from page 16-17

Porcupine Big Cottonwood Hillclimb, June 26, 2004, 14 miles.

Pro Cat 1/2 Men

1. John Osguthorpe 00:55:46:00
2. Joseph Smith 00:56:05:00
3. Jesse Gordon 00:57:32:83
4. Jeff Sargent 00:59:27:00
5. Chan Head 00:59:29:00

Cat 1/2/3 Women

1. Darcie Murphy 01:07:40:00
2. Laura Howat 01:10:48:00
3. Jamie Williams 01:11:55:00
4. Kathy Robinson 01:15:10:00
5. Daphne Perry 01:18:35:00

Cat 3 Men

1. Norm Bryner 00:56:27:00
2. Pete Kuennemann 00:57:32:22
3. Dan Hoopes 00:59:33:00
4. Robert Hatch 01:00:19:00
5. Daniel Chudleigh 01:00:38:00

Cat 4 Women

1. Megan McCown 01:18:53:00
2. Denise Van de Kamp 01:19:13:00
3. Shannon O'Grady 01:27:43:00

Cat 4 Men

1. Denny Kalar 01:04:30:00
2. Aaron Phillips 01:04:43:00
3. Walter Blanco 01:08:25:00
4. Tom Thorum 01:09:02:00
5. Tom Potter 01:10:54:00

Cat 5 Men

1. David Hatch 00:58:43:00
2. Tony Chearon 01:01:19:00
3. Darren Marshall 01:04:21:00
4. Lance Lindberg 01:06:46:00
5. Jason Hendrickson 01:07:14:00

Masters 35+ Men

1. Dan Minert 01:00:43:00
2. Dirk Cowley 01:00:56:00
3. Barry makarewicz 01:02:00:00
4. Jarom Zenger 01:03:55:00
5. Kory Gillette 01:04:34:00

Masters 45+ Men

1. Richard Vroom 01:02:42:00
2. Sam Wolfe 01:05:47:00
3. Jeff Clawson 01:06:03:00
4. Mark Zimbelman 01:06:53:00
5. William Corliss 01:07:47:00

Masters 55+ Men

1. Hardin Davis 01:06:46:00
2. John Haney 01:08:15:00
3. Ken Louder 01:08:41:00
4. Alan Stockland 01:14:08:00
5. Gary Simmons 01:18:26:00

Junior Men

1. Aaron Torres 01:08:55:00
2. David Clyde 01:16:20:00
3. Tyson Lind 01:39:29:00

Junior Women

1. Dan Minert 01:00:43:00
2. Dirk Cowley 01:00:56:00
3. Barry makarewicz 01:02:00:00
4. Jarom Zenger 01:03:55:00
5. Kory Gillette 01:04:34:00

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SPIN CYCLE

1. Juia Batten 01:16:04:00
- Citizen 45-99 Female**
1. Linda Wolf 01:38:24:00
2. Sheldon Smith 01:50:21:00
3. Andrea Putt 01:56:58:00
4. Kristine Bates 02:13:41:00
- Citizen 34-44 Female**
1. Julie Daily 01:26:54:00
2. Alison Frye 01:29:23:00
3. Karen Oliver 01:29:25:00
4. Susie Rose 01:32:17:00
5. Leslie Knowlton 01:32:28:00
- Citizen 19-34 Female**
1. Sylvia Kunz 01:25:51:00
2. Lisa Nowers 01:32:06:00
3. Jennifer Cherland 01:37:24:00
4. Jennifer Scott 01:41:38:00
5. Karen Chippendale 01:42:35:00
- Citizen Clydsdale 200 + Male**
1. Steven Newton 01:36:17:00
2. Jason Sanders 02:25:33:00
- Citizen 55-99 Male**
1. Thomas Green 01:23:03:00
2. Rick Marston 01:28:45:00
3. Rudy Corringa 01:29:57:00
4. Alfred Crawford 01:43:56:00
5. Michael Mahaffey 02:08:32:00
- Citizen 34-44 Male**
1. Eric Bonder 01:14:28:01
2. Larry Newton 01:15:04:75
3. Michael Johnson 01:18:48:00
4. Jan Nielsen 01:18:54:00
5. Rob Brasher 01:19:44:00
- Citizen 19-34 Male**
1. Nathan Durtschin 01:14:56:60
2. Shawn Nesbitt 01:16:04:65
3. Bob Thompson 01:17:12:57
4. Ryan Kier 01:19:23:00
5. Adam Alba 01:20:03:00
- Citizen 10-18 Male**
1. Mike Sohm 01:12:52:05
2. Brock Olson 01:16:47:45
3. Charlie Reynolds 01:24:35:00
4. Tanner Putt 01:27:00:00
5. Bryson Garbett 02:55:41:00
- Citizen 45-54 Male**
1. Gregory Florez 01:15:32:24
2. Chris Reveley 01:18:46:00
3. Gene Smith 01:20:17:00
4. Tony DeJoseph 01:20:22:00
5. Scott Kafesjian 01:20:43:00
- Tandem**
1. Susan and Taryn Lee 01:46:40:00
2. Frank Sutera 02:03:27:00

The Utah Open/Chris Allaire Memorial, Solitude Mountain Resort - June 26, 2004, Intermountain Cup Series - Race # 9

12 & Under

1. Stuart C. Povey 12:25:13
2. Merrick Taylor 12:28:06
3. Blake Wiehe Young Riders 12:29:41
4. Mayan Perkins; Young Riders 12:29:58
5. Sydney Staples; Independent Fabrication 12:31:13

DOWNHILL RACING.

2004 Bountiful Bomber



Von Williams on his way to the fastest run of the day.

Photo: Joaquim Hailer

See more photos at [Joaquim Hailer.com](http://JoaquimHailer.com)

By Ron Lindley

What's better than racing through a big field of wildflowers at the peak of their bloom on a mountain bike? Racing through a field of wildflowers on a perfect June day, on an great course, with the springtime green of the Wasatch Front surrounding you, that's what. The preceding quiz provides a description of the perfect setting for the June 6 Bountiful Bomber Downhill race, stop #1 on the 2004 Utah State Downhill Series. Because this race takes riders down nearly 2000 vertical feet in just under 2 miles of gnarly singletrack and jeep road, it passes through a lot of forest terrain in a hurry -- very green, cool and alpine at the start line up top; very hot, dusty and sweaty at the finish down below. From top to bottom, spectators and course attendants were all in agreement that it was indeed a beautiful day, but I'm guessing most racers didn't pay too much attention to the wildflowers, as their focus was on keeping the rubber side down while ripping down this notoriously steep and treacherous descent. Either way, racing or just being there, it resulted in a really fun day.

Racing the Bountiful Bomber course is all about braking, balance and overcoming the fear of going over the bars into the trees; it's not super-technical, but it is pretty damn steep in numerous spots. The course is so steep in some spots that past years' races intimidated quite a few "less skilled" riders, prompting them not to race after testing the course out during practice runs. Thanks to the hard work of a few good men (and women), this year's course was modified to "flatten out" some of the steepest sections for novice downhillers, while still allowing the bad boys (and girls) to plummet down the classic fall lines they so dearly love. The effort seems to have paid off as a record number of Sport and Beginner class racers crossed the finish line.

Keeping with Bountiful Bomber past history, the fastest time of the day was not posted by a Pro or Semi-Pro racer, but, yet again, a racer from the Expert category. Perhaps divine intervention was somehow involved in helping to maintain this bizarre tradition, as the fast time of the day was posted by a guy who applied for a Pro license, but was not granted the upgrade by NORBA! Add Von (VeeDub) Williams to the list of past Bountiful Bomber champs racing in the Expert Class: Chris Canfield (2002) and Justin Alvey (2003). Von posted an extremely fast (sick) run of 4 minutes and 51 seconds, beating the fast Pro time by nearly 6 seconds! Excellent work, Von -- keep it up and the Pro license is on its way. The guys from Idaho are probably wondering when they're going to get some press in this here race report -- well here it is. The Pro/Semi-Pro class was dominated by a pair of guys from the great State of Idaho. Silas Hesterberg

looked like he was shot out of a cannon as he ripped the Bountiful Bomber course to take first place in his class with talented Idaho rival Moses Mexia taking a very close second. These two very fit riders were just fast enough to relegate local hero Pete Schaffer to third in the Pro Men's class. Faith Bradley, Utah's top female downhill racer and defending Utah State champ, cruised to victory in the Pro Women's class.

This race featured the return to the two-run format to Utah downhill mountain bike racing. Racers had the opportunity to take two timed runs, and count their best time toward the final ranking. Racer feedback was extremely positive; virtually everyone liked having the option of a second run. Since racers had to ride a shuttle vehicle to the start, the two-run format saved the day for some racers who were late for their first ride to the top. The two-run format will remain for the remainder of the series downhill this year.

E-100 MTB Race Promises a Marathon of Fun

Clean up that bike, put some new rubber on, lube the chain and get ready for the most spectacular bike race of the 2004 summer!! Actually, it's not just a race, but the adventure you have been looking for and it's right here in your own back yard. It's called The Endurance 100.

Imagine riding all your favorite trails like Sweeney's, John's, Spiro, Team Big Bear, TG, Spin Cycle and many more. Imagine finding some new trails you never knew existed. Imagine, if you can, over 18,000 feet of vertical gain---can you see where this is going? And finally, imagine doing it in one day!!

The terrain will definitely challenge the best of riders and the scenery will keep your mind off the pain and remind you why you wanted to do this in the first place. Not to worry, there will be aid stations every 20 miles with food, water and encouraging people who will help you get back out there with a smile on your face.

There are several options in this race if you think that 100 miles on a mountain bike sounds like the kiss of death. You can always opt for the 50 miler, the Euro 100 kilometer (that's 62 miles) or my personal favorite, grab a few good friends and do the team relay. If you convince five friends to do it with you, that's a mere 20 miles each! Easy! Or you could get two really good friends, do one leg yourself and have them do two legs each while you cheer them on.

-Jennet Miller Boyd

-The E-100 takes place on July 24th in Park City. The course winds its way across 100 miles of single-track trails within the Wasatch mountain range and connects three world-class mountain resorts and maintains an elevation from 7,000 up to 10,000 feet. Visit thee100.com for more information including course maps and schedule.

Big Cottonwood Hillclimb - Continued from page 9

Norm," said Osguthorpe. The three regrouped. Osguthorpe attacked at entry two and kept attacking. Bryner was shed here, while Smith got back on. Osguthorpe attacked Smith two more times before riding clear to finish at 55:46:00, 21 seconds faster than Smith and 41 seconds ahead of Bryner.

In the women's 1-3 race, Darcie Murphy (Ogden One) rode alone or with the men for most of the race to finish first with a time of 1:07:40:00 while perennial Utah favorite Laura Howat (New Moon Cycling) took second in 1:10:48:00. Murphy said of the

large turnout, "It's good to see this many people show up to a fundraiser race when there's no cash involved. People are here for the competition."

Mark Walton of Help to Heal said that approximately \$6000 was raised that will be turned over to the Leukemia and Lymphoma Society along with \$1700 raised earlier this year by the Porcupine/Contender Bicycle Club and the Hell of the North Road Race. The purpose of Help to Heal is to raise funds for cancer research and treatment. All monies given to the Leukemia and Lymphoma Society have a stipulation that they be used locally for research and treatment. Find out more about Help to Heal at www.help2heal.org.

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Summer Games - Continued from page 5

from all her PR's this year. The amazing sixty year old Pust looked healthier, more serious than ever and was rewarded for all her hard work. Last year master 55 plus Ray Mathews from Orem was new to the game of cycling and had more questions than a three year old regarding racing and training. In the off season he devoted himself to learn the craft of his new found thrill and was all smiles as he met goals and earned a silver medal in his group. A U.S. National off-road Jersey holder, Chanda Jeppson, had one goal in the road race; stick with the group and finish with the pack—something no women has done in the forty mile race. Every time the pack surged up Iron Mountain, Chanda dug deep to keep the pack from slipping away and then pulled hard in the rotation to bring the break back to finish strong with the leaders. Seventy year old Jim Demet was like a giddy teenager at all the races. Jim overcame open heart surgery, a hip replacement and the struggle of dietary overindulgence to have his best year ever. Finally Dan Weston raised the bar by training a dedicated bunch of high school athletics from Logan this year. It looked as if the Logan's elite had invaded the juniors and brought with them the fear most cat ones and twos are so familiar with to the games.

The Utah Summer Games continues to grow as more cyclists find the quirky charm of Quinn Pratt's race each year. This is the perfect venue to introduce anyone to the sport of cycling; the week is filled with challenging races, friendly smiles and tons of rewards all for thirty-five dollars! So, gather your friends, tell your family and meet us at the base of Right Hand Canyon Thursday morning next "June—something", ready to win a yellow jersey.

See results at utahsummergames.org.

MPO's - Continued from page 4

law) – providing suitable accommodations for bicyclists and pedestrians everywhere they are permitted, and adjust their focus and time spent on bike-ped accommodations to hasten their compliance with this goal," the report recommends.

Almost everybody, however, is at least considering bicyclists' needs, with 96 percent saying their long-range transportation plans account for them and 92 percent including cycling in transportation improvement programs. But a smaller percentage (78 percent) said they had a separate bicycle or bike-ped plan developed or in the works.

Only 14 MPOs, however, had developed plans with "measurable goals," such as adding more paths or bike parking. But NCBW acknowledges that such plans don't provide a panacea. The report notes a "lack of evidence to suggest that plans with measurable goals are more likely to lead to routine bike-ped accommodations in all projects, an increase in bike-ped mode share, a reduction of bike-ped injuries, or any other desired outcome."

And it suggests "MPOs might do better to create plans with more general goals, and work with local governments on building specific projects likely to support these goals." Also it notes that some measurable goals are arbitrary – such as increasing the percentage of bike commuters or reducing the number of injuries by a given percent. Why shoot for a 25 percent injury reduction instead of 50 percent one?

And only slightly more than half said local governments endorsed or adopted their bike-ped plan. (In some cases, the local government hadn't adopted a for-

mal approval plan.) Most couldn't say that their state adopted their bike-ped plans.

"In fact, we have no evidence suggesting that the presence of plans of any stripe yields positive results," NCBW concludes.

So instead of worrying about plans, MPOs may spend their time better by working with advocates and creating public awareness of biking needs. They can increase community awareness of the benefits of cycling, collaborate with state and local agencies, and gather data. They need formats to take public input to get supporters on the record. Methods can range from hearings to public comment periods to creating committees mixing cycling advocates with planners and public officials. About three-quarters of survey respondents said they had established at least one bike-ped committee.

NCBW also suggests that MPOs advocate using fuel taxes, tolls and vehicle registration fees to finance bicycling projects. It says MPOs need to educate themselves as well as the public, noting "very few of them appear able to discuss the costs and economic benefits of (bicycling and walking), let alone offer comparisons with other modes or discuss the relative merits of related spending programs. We found only 10 MPOs who had calculated, with some degree of rigor, the percentage of transportation funds allocated to bike-ped accommodations." MPOs said they couldn't accurately gauge the amount of a highway project that went for the accompanying bike path, for instance.

-Mountainland information can be found at mountainland.org. The Wasatch Front Regional Council is another such MPO, and apparently, they did not respond to the survey. They serve Davis, Morgan, Salt Lake, Tooele, and Weber Counties and can be found at www.wfrc.org. We hope to report on how the WFRC has served bicyclists in an upcoming issue.

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Zabriskie also took third in the Team USA Selection Race on June 19th.

1. David Zabriskie, US Postal - Berry Floor, Salt Lake City, UT 01:03:11.35
17. Gardie Jackson, GlobalPhoneSales - Healthy Choice, Park City, UT 01:09:34.13
20. 127 Sandy Perrins, GlobalPhoneSales - Healthy Choice, Salt Lake City, UT 01:10:02.51

-Courtesy of VeloNews.

Zabriskie wins Nationals- Continued from page 24

John Lieswyn (Health Net-Maxxis). Seattle-based amateur Kenny Williams took a surprising third, at 2:46. Utah riders Gardie Jackson and Sandy Perrins took 17th and 20th respectively, despite Perrins having to switch bikes twice due to a broken chain.

Chris Baldwin, fourth place finisher had this to say, "David just devastated this course. No one was beating him."

Idaho's Armstrong Going to Athens

Redlands, Calif. (June 19, 2004)-- Idaho's Kristin Armstrong (Boise) won the PoolGel USCF Women's Elite National Championship Road Race and earned a spot in the women's Olympic squad after besting future Olympic teammate and winner of Thursday's time trial, Christine Thorburn, in a two-up sprint after spending half the day off the front of the peloton.

A field of 111 women rode six laps of the course for a total of 116.8km.

With three laps remaining, Armstrong charged hard up the 1km climb that ascended Ford St. and Thorburn was the only rider who had enough in the tank to follow. As the two rode away from the main group behind, T-Mobile unsuccessfully attempted to send another rider across to help Armstrong but the added help wasn't necessary as Armstrong easily outsprinted Thorburn at the finish.

"I've been dreaming about this since I was a kid," explained Armstrong. "With about two laps to go I was getting emotional. I heard we had about a three minute gap and I wanted to start crying"

Armstrong used to be an elite-level triathlete but switched to the lower-impact sport of cycling after being diagnosed with osteoarthritis in both of her hips.

Armstrong's victory also earns her the right to wear the stars and stripes jersey for the next 365 days as the USCF women's elite national champion.

-USA Cycling

Monument Valley - Continued from page 23

the trip. Having done some of the preparation, like cooking the spaghetti sauce & soup, at home before the trip and freezing what could be frozen. One night Grant proudly boasted about the three varieties of cookies his daughter had baked for us. We ate grilled chicken, baked potatoes, pancakes and scrambled eggs. Chicken noodle and cream of potato soups, stir fry vegetables and hot dogs with sautéed onions and baked beans, (Niel's secret recipe.) I mustn't forget the banana cream pie, brownies, homemade cookies and good ol' yellow cake. All we could eat! And I did!

From time to time we visited little towns where we could get

lunch at local restaurants. We ate cheeseburgers in Blanding, Navajo tacos in Mexican Hat and wonderful salads in Dove Creek. We had filling, inexpensive breakfasts in Mexican Water and the Ute Mountain Casino. One major highlight that will probably bring Connie from Florida back again was the huge, single scoop ice cream cones available in Mexican Water at the end of the day's ride.

Staff members had that little something extra that breathes a special ambiance into a campground for tired, hungry, sometimes smelly bicyclists. We were mollycoddled. We were pampered. This ride was one hell of a party disguised as a bike tour.

- Find more information at www.tailwinds-tours.com.

Cycle Salt Lake Century Makes Donations

The Cycle Salt Lake Century (May 15, 2004) had a record turnout this year of 1386 riders; making it the largest single-day road event in Utah. Jon Smith, organizer, reports that the Century will make \$6000 in donations to local bicycle advocacy groups, non-profits, and charities!

- \$1,000.00 - Salt Lake City Mayor's Bicycle Advisory Committee
- \$1,000.00 - UTA Rideshare
- \$1,000.00 - Wasatch Manor Residents Committee
- \$2,000.00 - Friends of Antelope Island for trail construction
- \$500 - Man to Man, an organization that fights cancer.
- \$500 - Salt Lake City Bicycle Collective (www.slcbikecollective.org)



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ROAD TOURING

Monument Valley & Four Corners Tour



By Fran Bush

It's the end of October, near the end of the cycling season and I need to diet. I just peddled my bike 300 miles in six days (five days of actual riding.) Impossible! I thought, then tried to zip up my pants again. Fact is, I didn't have a weight problem before the trip.

It happened on the Monument Valley and Four Corners Tour offered by Tailwinds Bicycle Tours. Grant Aagard took a few natural ingredients, beautiful weather, spectacular scenery and a peek at an ancient, thriving culture. He spiced these up with realistic distances, comfortable campgrounds and good food. Lots and lots of good food.

I rode with Jan T., a flower lover who enjoys identifying flowers as she rides along. She had

been riding all summer so she was ready for a lot of miles.

Personally, I hadn't trained properly for this ride and expected to ride the broom wagon part of the way. I never did because I was mesmerized by the vast expanses of desert bordering the route. The same view gave some riders the impression there was nothing to see. Wrong. A rainstorm fell a few days before our visit to open blossoms of purple and yellow asters, evening primrose, desert mallow. Even the tumbleweed and that pesky puncture weed sported tiny, colorful flowers. The earth itself spoke of geologic history. Rising cliffs showed layers of purple, green, brown, white, red and orange exposed by erosion and volcanic action. Maybe there was a prehistoric lake. I heard some argument about Lake Bonneville.

Tour Statistics

300 Miles, 6 days, with 5 days of riding.

Day 1 - Monticello through Blanding and the Ute Reservation to Bluff, UT. Mileage: ~ 47 miles, ~ 869 ft. elev gain.

Day 2 - Bluff through Mexican Hat, the Navajo Nation Reservation and on to Gouldings Campground in Monument Valley, UT. Mileage: ~ 48 miles of difficult riding, ~3292 ft. elev gain.

Day 3 - Off Bike rest day and tour of Monument Valley and the restricted Mystery Valley with a Navaho Guide.

Day 4 - Gouldings Campground to Kayenta, Arizona, then east to Mexican Water. Mileage: ~69 miles. ~1621 ft. elev gain.

Day 5 - Mexican Water, AZ to the 4 Corners Monument, then into Colorado. Overnight in Towaoc (just south of Cortez, CO). Mileage: ~63 miles. ~2074 ft. elev gain.

Day 6 - Towaoc back to Monticello through Cortez and Dove Creek, CO. Mileage: ~73 miles. ~2475 ft. elev gain.

The moods of the desert changed as the sun traveled from one side of our world to the other.

Mornings were cool. No hurry. Lots of hot water, compliments of Niel, the equipment trailer driver, for Folgers coffee bags (yuck), Bigalow tea and oatmeal. Riders picked from a variety of yogurts and bagels. I have been on lots of tours in the past. No tour group ever offered breakfast as part of the package. Or snack stops on the road, or cold morning apparel pick-up when the temperature warmed. I was even given an extra blanket to use one surprisingly cold night.

Scenery changed dramatically day by day. It changed subtly from hour to hour. Navajo homesteads sat not too far from the highway. Just as our Navaho guide on the Monument Valley tour bus said, there were lots of vehicles near the hogans including one working pick-up truck and three or four related cars for spare parts.

Often there were dogs guarding

small herds of sheep and goats. Once we watched as one dog halted traffic so that a second dog could guide the herd across the highway.

Upon tiring of looking at flowers and interesting rock formations we watched for antelope, rabbits and rock chucks. Occasionally we saw elevation signs. They all said, "elevation 5,000 feet." We joked about that. Certainly we had managed to reach higher elevations considering the amount of climbing we did.

Attention to roads varied state to state. We didn't need signs welcoming us. We knew what state we were in by the way we bumped or rolled along. We were most happy to ride in Colorado. Utah was pretty good. Roads on the reservation were a different matter. After an hour or so bumpity bumping along I composed a parody to a famous epic poem:

"Puncture weed to the right of me! Broken glass to the left. With a great big rumble strip Right

down the middle."

The desert is not flat. Hills varied in steepness from "rollers" to "4 banana hills." We were warned about the second day, the worst day. It brought to mind Phil Liggett, Tour de France, fourth category rise. Then reality set in. If I could climb it, and I was, it wasn't so bad. As my brother would say, "That's what granny gears are for."

We enjoyed the side trips in a van that were sprinkled throughout the week. Tony, from New York, videoed everything. I overheard someone say, "He rides five hours and takes 40 hours of video." Not hard to do. Goosenecks of the San Juan, Hovenweep National Monument, Valley of the Mysteries (part of the all day Monument Valley tour) were included in the tour package.

We enjoyed an entire day tour of Monument Valley. During this tour we ate hamburgers grilled on a wood fire and drank cowboy coffee. Yum! er, Yahoo! It was so good! It's difficult to pick one highlight from a day such as this where we got to see reservation life up-close. For Jan B., who has long, long hair it had to be the visit to a Hogan where an 82 year old Navaho woman combed her hair into a traditional Navajo bun.

As the days went by the adventure continued. The roads, the side trips, the scenery, each other, all provided plenty of fodder for evening campfires.

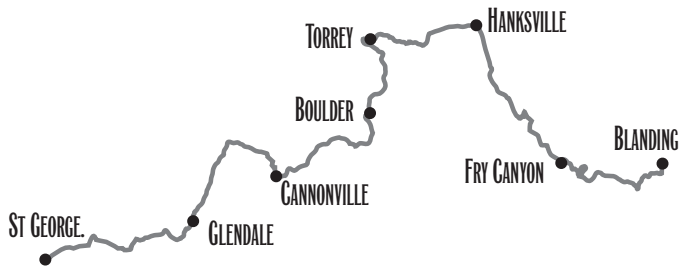
Campfires? In the desert? Yes. Firewood was just another basic amenity of this tour. And enough heavy duty cookware and stoves to provide hearty, tasty meals every night. Both Grant and his wife, Cyndi, are marvelous cooks. They prepared our meals during

continued on page 22



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ROAD RACING

Zabriskie Takes National TT Title



Dave Z on his way to victory.

Photo: Jason Elhardt, www.jasonelhardt.com

By Jason Sumner
VeloNews

On a steamy, cloudless day in Southern California, David Zabriskie grabbed the time trial win at the Pool Gel USCF National Road Championships on June 17th. Idaho's Kristin Armstrong finished fourth in the women's event.

The time trial took place in Moreno Valley, about an hour drive from event headquarters in Redlands. The course was a 15-mile, out-and-back circuit with 1177 feet of climbing per lap. The women did one lap, while the men tackled two.

Riders took off from Moreno Beach Drive, just off State Highway 60. After a brief ascent out of the gate, the first 3km were mostly flat, before the

opening climb at the intersection of Cottonwood Avenue and Redlands Boulevard. The surrounding landscape, typical of the Inland Empire, was barren and brown with little shade to shield riders from temperatures that rose into the high 80s.

After another flat section, came the course's toughest test, a punchy ascent on the road that borders the Lake Perris State Recreation Area. The riders then hit the turn around and had to do it all over again.

The men's TT was not an Olympic selection event, but it did crown Zabriskie as the 2004 national champion. It was his third stars-and-stripes win, the other two coming in the junior and U23 ranks.

"I knew I was one of the favorites, but I was still pretty

nervous," said the 25-year-old Zabriskie, who's in his fourth year with U.S. Postal-Berry Floor. "It's been a long time since I've gotten lucky." He added, "I came down a little early to adapt to the pollution. Hopefully some of this nice brown air will get blown out before Saturday."

Indeed, during the last 13 months Zabriskie has endured two ugly crashes. First, a car hit him during a training ride in Utah in May of 2003, leaving him with a broken leg and wrist. Then he went down in a big pileup at the Redlands Classic this past March and had to be airlifted off the course with a severe concussion and multiple lacerations.

"The hardest thing about coming back was the mental part," Zabriskie conceded. "Body parts heal but it can take the mind awhile to overcome stuff like that."

Clearly Zabriskie was mentally - and physically - fit on this day. He was the only rider to go under 32 minutes at the halfway mark of the 30-mile effort (31:18), and his winning mark of 1:03:11 was 2:16 faster than

Continued on page 22



John Osguthorpe (center) of Ogden One in the thick of it.
Photo: Jason Elhardt, www.jasonelhardt.com

Osguthorpe Takes Seventh in National's

Salt Lake City's John Osguthorpe (Ogden One) took seventh in the PoolGel USCF Elite Men's National Championships on June 16th in Redlands, CA. After a 7km neutral start loop, the field of 127 riders set out for 10 laps of a 15km loop that featured a 2km ascent to Panorama Point on each lap. The stretch of road that topped out with a 20% grade, along with several other short climbs throughout the loop quickly separated the field as a break of five established itself early in the race. Evan Elken, Osguthorpe, John Hunt, Chris Peck, and Steve Tilford distanced themselves from the remainder of the field and eventually increased their advantage to over a minute. Behind, a chase group of Curt Davis, Michael Hutchinson and Chris Walker bridged up to the leaders with six laps remaining. With an advantage of 1:30, the selective course continued to take its toll on the field as the main peloton splintered into several groups and riders in the break began to fall off the pace. Walker eventually took the win while Osguthorpe rolled in several minutes later. Marc Yap (GlobalPhoneSales/Healthy Choice) finished 21st.

-USA Cycling

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