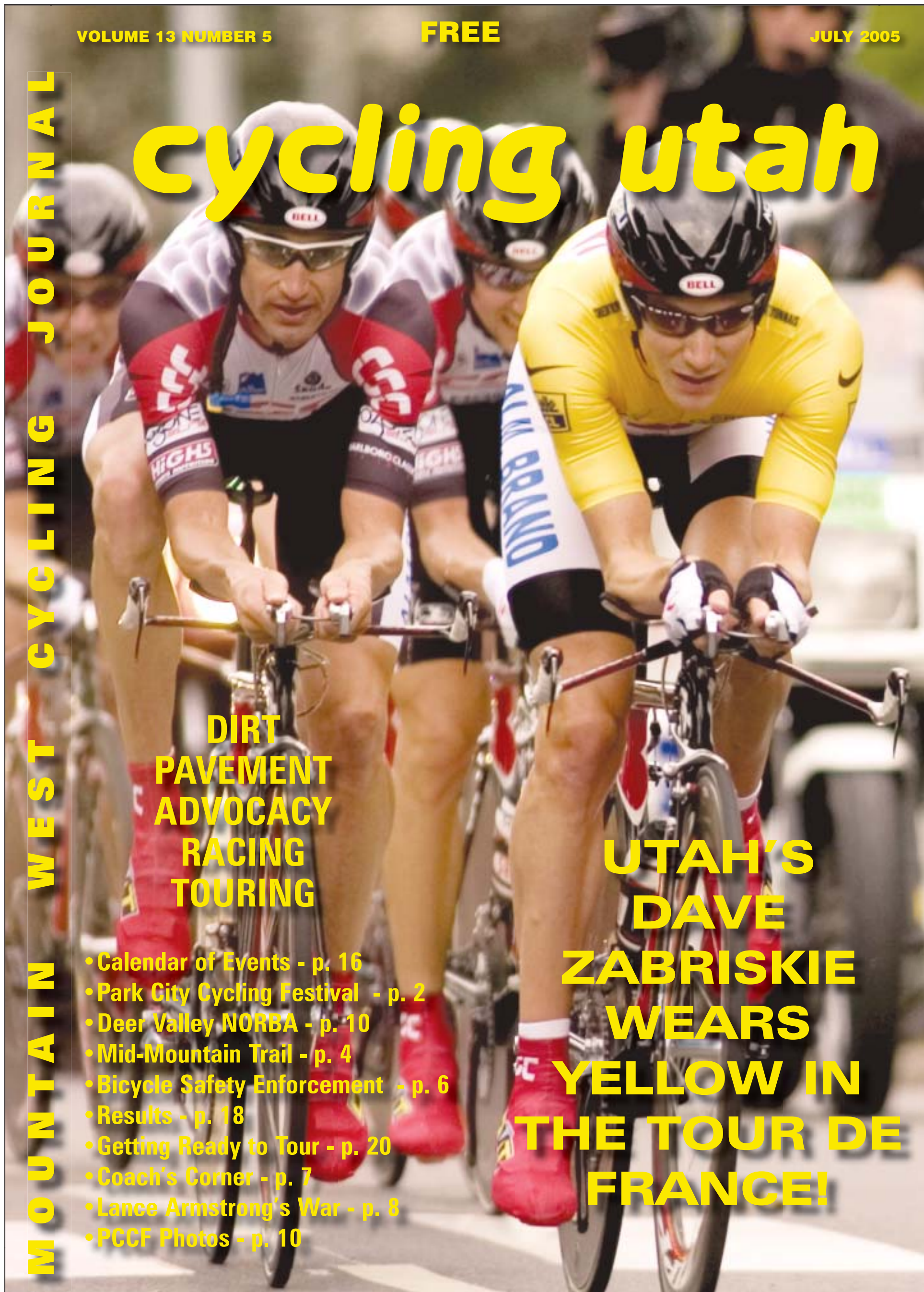


# cycling utah

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**UTAH'S  
DAVE  
ZABRISKIE  
WEARS  
YELLOW IN  
THE TOUR DE  
FRANCE!**



## SPEAKING OF SPOKES

# The Errors of Comedy



By Dave Ward  
Publisher

A couple of years ago my daughter, Marielle, married a fellow, Scott, to whom we had to introduce the joys of skiing and bicycling. How we went about that is another story, but despite my well intentioned actions, Scott quickly acquired a real love for both these activities. In fact, last year, when Karma, my wife, and I were intending to ride our tandem in Davis County's "Antelope by Moonlight Ride", he informed us that he and Marielle wanted to join us.

I told Scott he could ride my hard-tail mountain bike with the high-pressure tires, while Marielle rode Karma's road bike. It seemed like a good idea, and in fact it was, except that I had not checked it over since I last lent it to my neighbor for a trip on the

White Rim Trail in Moab.

After a few miles of the ride, and with Scott appearing by his heavy breathing to be way out of shape, I discovered the rear wheel was out of true and rubbing on the brake pad. That led to some on the road, in the dark, wheel-truing so Scott could continue with the ride. Having forgotten my glasses, it was a quite frustrating yet comic experience truing the wheel enough to avoid rubbing on the brake pad. Fortunately, we succeeded and Scott had an enjoyable ride, enough so that he wanted to do the ride again this year prior to he and Marielle moving to Arizona for graduate school.

With last year's experience in mind, I determined to have every thing in place for this year's ride. First, I successfully pulled together our bike lights and confirmed they were working, and even planned to have extra batteries

along just in case. (Last year, we had no extra batteries along and, of course, Scott's batteries went dead leaving him with no light.) Additionally, we remembered to bring along the insect repellent.

But as soon as Scott and Marielle arrived at our home the evening of the ride, everything began to unravel. I had assumed they were bringing their new bikes to ride, not taking into account those were new mountain bikes with big, knobby tires on them. They assumed they would be riding a couple of our road bikes. So, I began pulling down long unused road bikes and quickly getting them ready to go. That went well enough, though using valuable time.

Next, I pulled out my tandem bike mount for my car rack. Unfortunately, the small bracket that clamps the rear of the mount to the rack was missing. I

searched for over half an hour, with no success. So, another quick change in plans. We switched vehicles and loaded the bikes into the interior of our old van. This required Scott and Marielle to get into the middle seat by climbing over the front passenger side seat.

We were running quite a bit later than I wanted at this point, but in my good planning, I had scheduled us to leave ahead of time. So we were still alright. We were in the car nearing Antelope Island and all appeared well. That is, it appeared well until Marielle suddenly remembered that she forgot to bring their entry tickets into the event. With early registration, which they were diligent as poor students to do, their entry tickets into the event were mailed back to them. So, suddenly, we were faced with possibly having to pay a second entry fee for each of them, and a late entry fee at that.

While we were trying to console her by telling her she was not as stupid and irresponsible as she kept claiming, it suddenly occurred to me that I had forgotten to bring my cycling shoes. All I had with me were the sandals on my feet. While that probably gave Marielle some consolation, misery enjoys company you know, it did little more than make me feel stupid and irresponsible.

Additionally, as we approached the causeway to the island, I began noticing that it was quite a lot windier than it had been at home, and blowing out of the north. When we arrived at the registration area and rolled the window down, we verified that, sure enough, it was also a whole lot colder. You have to understand that when we left home in Murray, it was a warm, pleasant summer evening, albeit a little breezy out of the south. When Karma asked if she needed her long tights and warm clothing, I had scoffed at her. So she left them at home. Over the years, I have advised my children to always take warm clothing with them wherever they go, with the irrefutable logic that if you do not need it, fine. But if you do, you will have it. So now I felt really stupid and irresponsible.

Fortunately for Marielle, the people at the registration had a record of who had paid, and we did not have to pay again. Good for those who organized and ran this event. Unfortunately, except for the t-shirts that came with registration, they were not providing extra clothing or spare cycling shoes.

After we had parked the car, we began inventorying what we had and could make do with. Thankfully, I had not unloaded my cycling bag since the cooler days of a week earlier. So, Scott got my jacket, Karma got my tights, and I had my leg and arm warmers. Also, I had a pair of light cloth gloves I had recently put in my tool box (so I would always be prepared with work gloves), so Karma also got those. I did have my Look-cleated shoes in my bag,

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**Cover Photo:** Salt Lake City's Dave Zabriskie (Team CSC) in the Yellow Jersey in the 67.5 km stage 4 Team Time Trial (Tours to Blois) of the Tour de France. Bobby Julich is to his left.

Photo: Casey Gibson

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Continued on page 8

ROAD RACING

Zabriskie Wears Tour's Yellow Jersey

Salt Lake City native David Zabriskie (CSC) stamped his name in the Tour de France books by winning the opening stage of the 2005 Tour and becoming only the third American to wear the yellow jersey. Zabriskie is preceded by only countrymen Greg LeMond and Lance Armstrong as an American Tour leader.

And to further make his mark, Zabriskie rode the fastest time trial in the history of the Tour, a mark previously held by LeMond.

Traditionally the prologue is a short stage meant only to provide order to the race and set stage two off with a leader in place. This year, however, the Tour organizers lengthened the route to 19 km, more than three times the traditional length for a prologue.

Zabriskie averaged 54.696 kph over the course, finishing ahead of six-time Tour winner Lance Armstrong by a mere two seconds. The two are former teammates, Zabriskie having ridden in Armstrong's team for most of the past four years, but never being selected to the Tour de France squad. For this season he was recruited heavily by American Bobby Julich to ride with CSC in support of Ivan Basso and Julich. Team director Bjarne Riis invited Zabriskie to join the team and offered him a spot on the tour squad. It's a move that has already paid dividends as the yellow jersey graced Zabriskie's back for three stages. Unfortunately, his time in yellow was cut short by a heartbreaking crash with 1.6 km to go in the team time trial. Bruised and battered, Zabriskie finished the stage 1:28 down on Armstrong. Dave Z eventually abandoned the Tour on stage 9.

We will have more on this phenomenal accomplishment in our next issue.

ROAD RACING

Park City Cycling Festival Crowns National Champions

The Park City Cycling Festival ran from June 20 - July 3. Utah riders performed marvelously, taking home seven national titles and numerous medals and podium placings. Complete results can be found at [usacycling.org](http://usacycling.org). A photo gallery can be viewed on page 11.

**Ken Louder Sportsbaseonline.com/Sobieski and Bradley Men's 55-59**

Some thoughts about my week at Masters Nationals...

Right now, I feel like I need more time before writing anything about last week's Masters Nationals. It's too soon and my emotions are a little too close to the events to frame any enduring perspective for remembering the experience. It is important to start by understanding that for me and, I think that for all of us "fossils," Masters Nationals represents a once-a-year opportunity to match up with the best riders our age from across the country. I am always in awe of the challenge due to the fact that I know many of the entrants in my field (like in all of the categories) are former National Champions, World Champions and Olympic racers. Age may slow us down but it does nothing to diminish the competitive spirit and Champions seem to never lose their determination to win. I started racing when I was 29, which was later than most, and I only raced locally for four years in the late Seventies-early Eighties. Many of the national "names" that I remember from that era are now the entrants at Masters Nationals.

Competing with that level of athlete is the annual focal point of my training and the objective of winning a Stars and Stripes jersey has motivated me for the last five years. On Monday, I did it on Antelope Island in the Master men's 55-59 TT. I must have been having good day because on a morning when most of the field rode slower times than last year, I set a new personal record by 26 seconds and finished 39 seconds ahead of second place. Maybe I should have retired right then.

The road race was the next afternoon and there was really no opportunity to properly celebrate the TT win. In cycling "you are only as good as your last race" and the road race brought me back down to earth in a hurry. We started at 3:10 PM with black mountain thunderstorm clouds surrounding Deer Valley and closing in fast. The smartest thing I did all afternoon was to put on my rain jacket just before the start. The dumbest thing I did was to allow a little gap to form between me and a group of seven strong riders just as we reached the top of the long climb toward Kamas on the way out. My legs weren't great so I was suffering a bit and I somehow had the idea, based on the experience of last year's race, we would come back together so I wasn't too concerned. I should have been since I never caught back on and ended up spending everything in the energy bank plus my credit limit chasing. Meanwhile the weather totally unloaded with it's own diabolical plan and provided strong gusting headwinds no matter which way we were riding except, of course

on the descents when the gusts were sideways. At one point I looked at my speedometer and it showed a speed over 60 mph, the bike was doing slalom maneuvers, the road was shiny with standing water, and I could barely see through the cold rain that was coming down in buckets. If I hadn't been so cold, wet and tired I might have been frightened. As it was, I was too busy just trying to survive and still attempting to get back to Deer Valley with a respectable result. Riding into the finish I remember thinking that it felt like a race of snails. I was with two others by then and we were fighting it out in the little rings and attacking each other at a crawl for 9th place. In the end I was 10th by a few inches. In the parking lot, hypothermia was the word of the day.

It is an advantage and a disadvantage to have nationals near home. On one hand sleeping in your own bed, eating home-cooked food and racing on familiar roads in front of family and friends are all good things. On the other hand, being at home and more or less at work also does not allow the luxury becoming totally devoted to being a racer, if only for a week. Wednesday, Thursday and Friday were, for me, a mix of racing and "normal life." On Wednesday I was still licking my wounds from the road race, by Thursday I was feeling good again about Monday and by Friday I was thinking more about issues at work than I wanted to and anx-

Continued on page 12

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## TRAIL OF THE MONTH

## Park City's Mid Mountain Trail (South) is an Epic

By Gregg Bromka

In 1994, Troy Duffin, former executive director of Mountain Trails Foundation, envisioned a trail that would connect all three of Park City's ski areas. While mapping and planning, he realized that the 8,000-foot contour was the perfect elevation for linking together lodges, ski lifts, and all-around trail access, and he proposed the appropriately named "8,000-foot Trail." Following a snap line across hill and dale for nearly 30 miles proved impossible, but remarkably the end result stayed within about 300 feet of the center line and was void of any significant climbs. In 2004, the completion of the Mid Mountain Trail brought to fruition the concept of the 8,000-foot Trail.

In its entirety, Mid Mountain Trail (MMT) is "epic." After all, it was designated an IMBA Epic Ride in 2004. But if epic is not part of your daily mountain biking vocabulary, then target this southern section of MMT between Deer Valley Resort and Park City Mountain Resort.

This lollipop loop ride comes in three parts: MMT, which accounts for the majority of the miles, is wide and forgiving with gradual climbs and tame tread. You'll encounter a few tricky bits along the way, like some tight switchbacks, but none is troublesome. John's '99, on the other hand, is spicier. The trail is tight, rooted, and edged by side-

swiping trees, all of which will test your handling skills. It's good clean technical fun. Little Chief Trail culminates the loop with a short, moderately strenuous, switchbacking climb. You'll have to gear down and power up. Aspiring bikers should go the distance, but those less-ambitious should just ride out-and-back on MMT and skip the more challenging loop.

If the Mid Mountain bug bites you on the butt, and you like it, then chase down the trail's middle and northern sections: Park City Mountain Resort to The Canyons Resort and The Canyons Resort to Pinebrook. Tie all three sections together and "epic" will become your new favorite word.

**Details:**

Go to the base of Sterling Lift at Deer Valley Resort's Silver Lake Village, and take the dirt service road heading downhill. Fork left on MMT just after crossing under the skier's bridge, and you're off. The initial section can be choppy, so persevere; it gets better—much better. Roll gradually uphill across ski runs separated by peaceful stands of timber, and pass two junctions with the Tour de Suds Trail. After crossing Guardsman Road, MMT curves around Empire Lodge and passes the colossal hoist of the defunct Daly West Mine. The Daly West was one of Park City's more profitable ventures but also the most deadly. In

1902, a deep rooted explosion claimed the lives of 34 miners.

Past the mine, MMT rises around a rocky outcrop and affords a pretty view into Daly (Empire) Canyon and across the canyon to Deer Valley's condodotted slopes. Beyond the junction with Little Chief Trail (the upcoming loop's return route), MMT is nothing less than heavenly. The smooth trail penetrates dark, dank conifers then enters dense but sun-kissed aspens. Two sharp turns may take you by surprise. Cross the dirt King Road and then another dirt road and enter a ski run uphill from Bonanza Lift. If you're riding out-and-back, then turn around here; otherwise, go to the base of the lift and pick up John's '99 Trail on the far side of the historic Silver King Mine. The Silver King brought fame and fortune to many, including Utah renowns like Thomas Kearns, David Keith, and Jim Ivers.

John's '99 darts into the trees and has a decidedly different feel than MMT because John's '99 was cut by hand rather than by machine. After crossing King Road and Powerline Downhill Trail, you'll find it increasingly tricky to maintain your balance, as rocks and roots nip at your tires and close-in trees brush by your handlebars. Go straight at the junction with Link Trail, and jog right then left at the junction with Ore Cart. Chug up Little Chief back to the familiar junction with MMT, and retrace you



Even if you ride part of the epic Mid Mountain Trail, you'll agree that it "surpasses the ordinary."

Photo by Gregg Bromka

tracks around Empire Lodge back to Silver Lake Village.

Street West. Turn right on Royal Street to reach the public parking lots at Silver Lake Village.

**Just the Facts:**

**Length:** 9.9 miles, loop with out-and-back

**Tread:** 9.9 miles singletrack

**Physically:** Moderate (gradual climbs and lots of contouring; trail junctions can be confusing)

**Technically:** moderate (MMT is buffed; John's '99 is narrow and rooted)

**Gain:** 900 feet

**Trailhead Access:**

The ride begins at Deer Valley Resort's Silver Lake Village (mid mountain). From Park City, take Marsac Avenue (Guardsman Road/UT 224) past the Ontario Mine to the road's horseshoe bend, and turn left on Royal

Excerpted from Mountain Biking Park City & Beyond (due this summer, barring more setbacks).

Get a copy of *Mountain Biking Utah* by Gregg Bromka at your favorite bike shop or at [cyclingutah.com](http://cyclingutah.com).

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**"The Race" by Dave Shields Named "Best New Voice in Fiction"**

New York City NY/June 5, 2005 - For the first time ever, a sports-themed novel has won the prestigious Benjamin Franklin Award for the "Best New Voice in Fiction." The Race: A Novel of Grit, Tactics, and the Tour de France by Utahn Dave Shields was recognized as an outstanding debut work at a gala held in New York City's Marriott Marquis Ballroom. Named in honor of America's most cherished publisher/printer, the Benjamin Franklin Awards recognize excellence in independent publishing and are judged by top practitioners in each of the nominated categories.

One of author Dave Shields' goals in writing the book was to help create new cycling fans by interspersing tactical information and little-known insights into the world of professional cycling throughout a gripping coming of age story.

Meanwhile, cycling insiders are lauding the book for its authenticity. Shields combined his experiences as a triathlete with extensive research to produce the first draft. When two-time Tour de France finisher Marty Jemison read the draft he loved the concept, and agreed to consult. Shields credits Jemison for taking the story to the next level.

Pros like Marty Jemison, George Hincapie, and Frankie Andreu agree. These and other experienced riders have praised the book for its genuine feel. There is recent talk of a movie deal. Shields says a sequel will also be on bookstore shelves April of 2006.

Editor's Note: I couldn't put it down. I stayed up until 2:30 and got up the next morning and finished it. Read Marty Jemison's review of The Race in our April 2004 issue available online at cyclingutah.com.

**Continued from page 20**

from Adventure Cycling Association, which I am a life member. Our equipment is lighter, more durable and functional. We hope to find camping facilities with a shower each day and stay occasionally in a motel, especially if the weather is inclement or we ride extra miles. Our budget will be \$60/day (\$40-100) for the three weeks depending on how many times we go out to restaurants and stay in motels.

The most difficult decision with a self-contained tour is deciding to do it and committing the time. Decide how far you can go per day, add a rest day based on experience, count up how much time you have and then pick a reasonable destination. For this trip, my wife and I decided on approximately 60 miles/day, with a rest day (or two half-days) every 3-5 days depending on how we feel. We hope to carry a maximum total of 70 pounds, divided 45 # on my bike and 25 # on Julie's. This will include 7 full water bottles, if needed. Hopefully we will be able to reduce our estimated weight by at least 5# per bike. My wife trained for the SLC marathon and then started riding more in preparation for the trip. Our rides included a few rides of 3-4 hours and one 120 miler. We did a trial ride 3 weeks before our anticipated departure date of June 18th by loading up our pan-

niers with a combined 70 pounds of medical books and rode 60 miles. Sixty miles should be perfect. Last year I did a 235-mile ride over 3 days that included climbing Parley's canyon, Mirror Lake highway, Monte Cristo pass, Trapper's Loop, and East Canyon to check out if my range of gears was adequate. I have a microdrive chainring setup (24-34-44) with a 13-27 cassette. I overloaded my bike with 55 pounds. Not only did I have adequate gearing for the climbs, the bike rode better with weight! Like other tours, people freely offered water nearly wherever I stopped.

Bike touring is easier than backpacking as we will pick up food and occasional fuel along the way. On the other hand, we will carry clothing so that we look somewhat presentable in public for restaurant stops and enough riding clothing to allow for up to 4 days between laundry stops. Tools are also added weight. Since our bikes have been recently built (Julie's being new this year) or overhauled, I plan on simply taking enough tools to tighten or adjust all of the nuts and bolts on the bikes. We will have an array of parts for our wheels. Spare tubes, a spare tire, spokes, patches, spoke wrench and a new gadget that I have never used called a FiberFix Spoke. Hopefully I won't need it, but if I break a spoke on the rear drive side wheel, this Kevlar wire will allow me to adequately fix the wheel without removing the cas-

sette until I get to a shop. This will save me from carrying several pounds of tools to remove the cassette from the rear wheel. (I have seen a custom built lightweight aluminum wrench carried by one tourist just for this purpose. I will be taking spokes specific for our wheels in case a rural bike shop doesn't have a variety of spokes for 700C wheels. As I ride Campagnolo equipment, I will be taking a Campy cassette locking tool in case the rural shop asks, "What's a campy?" Given that the wheels were built by Canyon Bikes, and not by me, they should be trouble free for the trip. My wife's bike is Shimano equipped. I will ride 700 X 35 c tires, while Julie will have 32c tires. Touring purists would correctly recommend each bike being exact copies. One item that I try to remember to take along on tours is a small American flag attached to the rear rack. I really think this helps to insure that the "3-foot rule" occurs!

Like backpacking, questions will come up regarding how much rain gear, cold weather riding gear, and other "necessities". These decisions may be answered by how much room is in our panniers during the final packing. To paraphrase a backpacking lecture by Dave Smith of REI, there are no right or wrong answers, only adventures.

As you read this, we should be nearing our arrival back in Salt Lake. Part II will talk about if the ride went according to plan.

**Act Now to Improve Cycling in Grand Teton**

Round-the-World cyclist Tim Young is looking for help to improve bicycling in his own back yard: Grand Teton National Park. The Park is currently considering alternative transportation plans for the future, and none of those on offer adequately address the need for improved bicycle access and safety. The issues facing the Park are similar to those facing many other national treasures such as Grand Canyon, Yosemite and even the National Capital Region - so Grand Teton may serve as a model for others to follow. The National Parks Conservation Association has proposed an "Improved Alternative 4" for Grand Teton featuring improved roadways for bicyclists, a world-class trail system for bicyclists, pedestrians and people with disabilities, better transit and stronger demand management. Comments on the plan are due by August 1. Visit [www.grandtetonpathways.org/index.htm](http://www.grandtetonpathways.org/index.htm) for more information and to support better bicycle access.

-League of American Bicyclists

The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site ([www.cyclingutah.com](http://www.cyclingutah.com)) or call the Mayor's office at 535-7939 or Brian at 328-2453.



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## COMMUTER OF THE MONTH

## The Family That Bikes Together....



**Gerry and Chris Forsdick.**

By Lou Melini

This month's commuter profile focuses on the Forsdick's, Gerry and Chris. They have 2 girls, ages 15 & 13. I met Chris at St. Mark's where she works as a recreational therapist.

**Cycling Utah:** You and your husband have commuted for a long time despite the busy life with children.

**Chris Forsdick:** I've been commuting off and on for 20 years depending on work schedules and the kid's activities. Currently I ride 3 days a week. Gerry has also commuted off and on for 20 years, though he has maintained a more regular schedule since we have had children. Our children, like most teens, are involved in a number of activities. We juggle 3 music lessons, horseback riding, orthodontic appointments plus the usual school activities such as parent teacher conferences and the parties of the kid's classmates, etc. We have had luck and found child care to help in order for us to remain bike commuters.

**C.U.:** What do the children think of bike commuting? Do they ride to school, ride with you and Gerry, or go on biking vacations?

**C.F.:** There were a couple of years that the girls were able to ride to school on bikes with me on my way to work. Summers are the hardest to juggle commuting to work. My 15 year old rides her bike in the summer to morning band practice. They do ride with Gerry and I on the Jordan River and Provo trails and other rides around the valley. We have had vacations cycling in the San Rafael Swell.

**C.U.:** Arriving home quickly and timely with a family is important. What do you and Gerry do to avoid flats, etc.

**C.F.:** I ride a mountain bike with large commuter tires (continental town & country) due to the road conditions. Gerry has ridden a recumbent for the past 6-7 years with puncture resistant tubes and Mr. Tuffy tire liners. We carry tools, use lights, and carry rain gear for sudden storms. I personally do not ride if there is heavy rain or no road shoulder due to snow.

**C.U.:** Who cooks dinner, the first one home? If one of you have to drive to work due to the needs of the children, how do you resolve this conflict?, do you flip a coin?

**C.F.:** Gerry leaves at 5 AM to work and is home first so he generally cooks. Yes! We have flipped a coin!

**C.U.:** After children, I had to go to being a 2 car family. How have you managed car purchases?

**C.F.:** For the first 4 years with children, we were a one-car family. We now have 2 cars, though one car sits at home except on weekends. Both cars sit home on the 3 days I commute.

**C.U.:** It sounds like you really enjoy riding to work!

**C.F.:** It's addicting!! We commute for exercise and the environment. I currently ride 3 miles, though I have done 18 mile commutes. I really look forward to riding to work!

## BIKE ADVOCACY

## Utah Health Department Conducts Bicycle Safety Enforcement Action

By Theron Jeppson

Imagine being out on your bike, enjoying Utah's wonderful summer weather and scenery. The day is perfect. Not even a slight headwind can ruin your ride. It is just one of those days where your legs are strong and you feel great.

Suddenly your ride changes. A car zips past, the driver hits the brakes and cuts in front of you to make a right turn, pushing you off the road into the gravel. To avoid slamming into the car, you pull on your brakes as hard as you can. Naturally, your tires skid easily in the gravel and the bike slides out from underneath you. You hit the ground and slide at least 20 feet. Meanwhile, the driver is long gone, oblivious to what has just happened.

This and similar situations are all too common on Utah roads. Each year in Utah, an average of 900 bicyclists are injured and six more are killed in crashes with motor vehicles. Stricter, more reliable, and consistent law enforcement can limit violations and work to create behavior change. As with any law, lack of enforcement leads to a general disregard of the law.

The Utah Departments of Health, Public Safety, and Transportation jointly applied for a grant from the National Highway Traffic Safety Administration (NHTSA). The grant will help develop and test a law enforcement program to enforce bicycle safety related traffic laws, called, "Bicycle Safety Enforcement Action (BSEA)."

The BSEA consists of an undercover officer or "bicyclist decoy" riding along a pre-selected enforcement area. The decoy, along with the help of other officers in police vehicles, look for motorists and bicyclists disobeying traffic laws related to bicycle safety. Those motorists and bicyclists found violating traffic laws are stopped and warned or cited for the violation, and more

importantly educated as to what they did wrong.

Layton, Roy, Salt Lake, Taylorsville Police departments and the Salt Lake County Sheriff's Office were selected to receive \$5,000 mini-grants to pay overtime to officers during June and July to conduct the BSEA. These agencies selected areas in their jurisdiction to conduct the campaign. They also agreed to provide feedback and evaluation of the campaign so that similar projects throughout the nation can be conducted.

Before the agencies could participate in the BSEA, each was required to send a minimum of 3 officers to a Community Bicycle Safety for Law Enforcement course, developed by NHTSA.

Twenty-five officers attended the 5-hour class, taught by Mike Johnston, a NHTSA certified instructor for the course.

The class taught officers, the basics of riding a bicycle in traffic. Along with information as to why bicyclists are safer when they act as and are treated like drivers of motor vehicles, officers also learned about the most common types of bicycle-motor vehicle crashes and what types of violations are most likely to lead to a crash.

During the last part of the class, officers were lead on a 45-minute bicycle ride. Not even a quarter-mile into the ride, the group of 2 instructors and 12 officers was waiting to turn right at a red light when they were pushed off the road by a motorist wanting to turn right.

One of the officers calmly rode his bike around to the driver's side window and told the upset motorist that the bicyclists had a right to be there and that the driver needed to wait behind until it was safe to turn. The driver became upset, so the officer quickly let him know that he was a police officer and that he would gladly issue a citation.

After learning he was dealing with a police officer, the driver changed his tune and was glad to wait to make the turn.

Hopefully, the driver took something away from the experience, and when similar situations arise in the future, he will patiently

wait to safely make the turn.

### Targeted Violations

The targeted violations that officers are looking for, include:

#### For Motorists:

- Failure to yield to right-of-way
  - When turning left or right at intersections or into driveways/parking lots
  - When entering roadway
- Failure to obey stop signs, yield signs and red lights
- Speeding
- Improper passing - passing too close (passing closer than 3-feet)
- Driving while impaired by alcohol or drugs

#### For Bicyclists:

- Failure to stop at a stop sign
- Running red lights
- Riding on the wrong side of the road, against the flow of traffic
- Failure to yield right-of-way
  - Riding out at mid-block location (entering the roadway without yielding)
  - Turning right or left
- Improper change of course (usually moving left unexpectedly)

This project is a great start for getting law enforcement more actively involved in bicycle safety and raising awareness within the community.

Prevention is key to reducing bicycle-motor vehicle crashes and injuries. When an officer decides to take action, he/she can educate a motorist or bicyclist as to what they did wrong, and possibly help to change that person's behavior.

You can lend your support to this project, by obeying traffic laws, being considerate of other road users, practicing the "Golden Rule" and remembering that courtesy is contagious. It's time Let's keep Utah a great - and safe - place to ride

Theron Jeppson is the Utah Department of Health Bicycle Safety Coordinator. He can be reached at: 801-538-6156 or [tjeppson@utah.gov](mailto:tjeppson@utah.gov).



COACH'S CORNER

# If I Could Climb Like...

By Todd Tanner

I don't think there's a rider who hasn't thought or uttered this statement and then listed names like Ned Overend, Roland Green, Alison Dunlap, Gunn-Rita Dahle or even local heroes Eric Jones or Kathy Sherwin. When I sit down with a new client and go over what aspect of their riding or racing they want to improve, two skills are mentioned every time, riding technique and climbing, so I thought I'd combine the two and write about climbing technique.

What makes a rider a "climber"? There isn't one trait or characteristic on its own that makes someone climb like a madman, it's a combination or equation; genetics + training + technique = climber. I could spend all day writing genetics and training but I'd rather focus on the often overlooked ingredient...technique. What can proper technique do for your climbing? How does climbing faster while keeping the same or even decreasing your level of exertion sound; that would be nice right? Here are a few easy skills to practice that will improve your technique and have you climbing like Ryder Hesjedal before he converted to the dark side...eh.

Your ability to read the terrain and make the proper line and gear choice can have you either flailing all over the trail and gasping for air or motoring smoothly and gapping your competition. Look ahead constantly for the smoothest line with the best traction rather than have your eyes glued to the ground a foot in front of your wheel. Next time you're out riding pay attention to how your wheels track, when going slow your rear wheel doesn't follow the same path as your front. Practice riding a technical climb and learn how to maneuver and make your rear wheel go where you want it to. Shift, shift and shift some more, you have 27 gears for a reason...use them. Part of reading the terrain is anticipating what gear to be in when approaching a climb and shifting before you need to. It's better to error on the easy side rather than be stuck in to hard a gear; your bike is much happier shifting to a harder gear if needed rather than to an easier one. Try to select a gear that will allow you to maintain a cadence of 70-80 rpm this will help you to stay smooth and save some leg strength for the finish.

In order for your body to function efficiently you need to be positioned correctly on your bike. No matter how genetically gifted you are if you're not comfortable and relaxed while climbing your wasting energy

and hurting more than you need to. When climbing seated you should position yourself so your weight is centered over your cranks. This usually means sliding slightly forward on your seat and bending your arms to lower your upper body. Think of balancing on your bottom bracket...too much weight forward and you lose traction...too much weight back and your steering becomes erratic or you wheelie. To help "feel" the balancing point relax your upper body, keep your arms loose, relax your shoulders and upper back and breath deep and rhythmic. It's easy to plant your butt on the seat, tense your upper body and become a rigid, hyperventilating statue of pain...don't do it, be light on your seat so you can move around and flow with the

terrain.

Pacing on a climb is a hard skill to learn mostly because it involves your ego and pride. It goes against one's competitive spirit to "let" yourself get dropped on a climb but often it's the best strategy if the pace is high and forcing you into the red. Think of your anaerobic energy as the "turbo boost" on a video game, as long as you only use short bursts of turbo sparingly you won't run out but if you hold the turbo button down it runs out quickly and doesn't recharge. If you go anaerobic or into the "red" for a prolonged period of time you'll blow up and it usually takes a long time to recover if you do at all. So it's a better strategy to back off slightly and climb at a pace you're comfortable with and know you can maintain for the whole climb saving your "turbo" for critical moments or the end of the race. It takes time and experience to learn your proper

pacing but paying attention to your "perceived effort" during training and noting what it feels like to ride just below your "red zone" will help.

Some other quick climbing tips; during a race when you're strung out in a single file line up a climb don't follow the rider in front of you too closely. It's easy to get glued to the wheel in front but if the rider makes a mistake, chooses a bad line or has to dismount you're forced to do the same. If you give some space and look past the rider in front, you can choose a better line and be prepared for changes in pace. Attack the top of the climb rather than the bottom. It's easy to go hard at the beginning of a climb and then blow up and slow down, but if you save some reserve and immediately shift a gear or two harder as you crest the climb you're going to put the hurt on everyone. Know your strengths and weaknesses; if short power


climbs are your strength then attack them hard and if long steep climbs are your weakness then ride for survival and don't over-extend yourself.

In the end if you race mountain bikes then you're a "climber" so you might as well learn to enjoy climbing and having proper technique will help. Another benefit of practicing your climbing technique is that it will take your mind off the pain! See you at the races.

Todd Tanner has race mountain bikes professionally for 13 years and currently races for SCOTT Bikes. He is also a coach and bike fit technician and can be reached at: T2 Performance Training (801) 232-4134 todd@t2-training.com

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Small child (5 and under) scenic .....	Free

\*All-day scenic ride and bike passes go to the top of Bald Mountain, starting at either Silver Lake or Snow Park Lodge. Single ride tickets are for Silver Lake Express lift only.



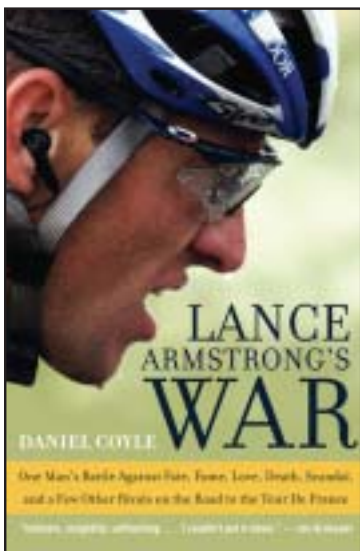
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## BOOK REVIEW

## Lance Armstrong's War a Great Read



By Terry McGinnis

As this review is published, we will all be deep in Lance Mania version 7.0. The last thing you probably want to do right now is read another recap of number six. Ignore those feelings and read "Lance Armstrong's War", it is a brilliant look at Lance and his life leading up to the record breaking win last year in Paris written by journalist Daniel Coyle.

Born in Missouri and raised in Anchorage, Notre Dame graduate Daniel Coyle was Senior Editor at Outside magazine until a few years ago when he quit to pursue his dream of writing novels. After completing his first two, he and wife Jen were looking for an exotic location for his next novel and were intrigued by Lance and his attempt to become the first man to win six Tours. So they moved the family in February 2004 to Girona, Spain, Armstrong's

European base camp.

Coyle's literary style of journalism gives this book a realism readers haven't experienced before in previous Lance biographies "Its not about the Bike" and "Every Second Counts". Coyle spent more than a year talking with riders and dozens of others in the sport and his reporting is well researched, entertaining, and quite simply, amazing.

He puts a name to nearly every quote. What Coyle did not hear himself, he learned, enjoying wide access, despite being considered an "outsider" of the sport. This access included the infamous Dr. Michele Ferrari the elusive Italian sports doctor and Armstrong's trainer whom Coyle calls Dr. Evil. Coyle spends a considerable amount of time with Ferrari and it pays off for the reader. Information divulged about Lance, his teammates and competitors physiological abilities was a treat for this cycling junkie.

Those conversations also turned up a relationship that Coyle (and myself) questioned; who exactly is Lances coach, Carmichael or Ferrari? Interestingly, he had a tough time getting an answer. Since Lance is part owner of Carmichael's company, CTS, it is in his best interest to have the public appearance that he is Lance's coach, but it is not that simple. My favorite response to the question came from Floyd Landis: "Come on. You've met them both. Who would you listen to?"

Lance Armstrong's War also provides more insight into how

Armstrong thinks about threats to his goals and his efforts to protect himself from the "trolls" trying to "take him down". The attitude that he has developed over the years reminds me of fellow Texan George Bush, you are either with him or against him. There are reasons that everyone in Armstrong's inner circle uses a Blackberry, and you'll learn some of them by reading this book.

As for this portrait of Armstrong, it may or may not be perfect. The line between being single-minded and being dictatorial can be a thin one, and Coyle often appears to smudge it because some of the people he talked to have grudges. If Armstrong is demanding, even a bit overboard in his them-and-us philosophy, I am sure Coyle could have found others that would say he is also generous, likable and, even admirable.

But perhaps Daniel Coyle sums Lance up best himself: "As his teammate Jonathan Vaughters once told me, there's a pattern with Lance: he gets close to people, and inevitably something goes haywire. I must admit, the closer I got to him, the less I found myself admiring him. Now that I have distance again, I find myself admiring him more. Let me put it this way - he is a good hero for my 10-year old son, but I wouldn't necessarily want him to date my daughter".

But why don't you read this book and judge for yourself, no matter how you feel about Lance Armstrong? Despite my initial feelings, I am very glad I did.

## Salt Lake City Bicycle Collective News

The Collective is well underway with another successful year creating bicycle culture in Salt Lake City. After two years of building our community bicycle shop project, the Collective has recently moved into a new shop space at 2312 S. West Temple. Look for the yellow Schwinn above the shop entrance on the west side of the street. All of our planned programs will now come to fruition: refurbishing bicycles, training bicycle mechanics, teaching bicycle safety, creating cycle art, and opening our shop tools to the community. Shop hours are currently Tuesdays and Thursdays from 5-9pm, but to get updated information visit our website, which has a new design thanks to George Wieda of Short and Load Designs and Tara Shupe of GirlFriday Designs, who also designed our new logo!

If you haven't visited the Downtown Farmer's Market you should come check out the buzz and park your bike with us for free. Follow the sidewalk south from the northeast corner and we're down on the right by the raw honey and freshly picked raspberries. This is a great opportunity for our services to make an impact on transportation choices in our community. Parking a car is difficult at best, whereas parking your bike could not be easier. Baskets and trailers to haul your produce are available at the Collective or local bike shops.

Looking for a worthy organization to support financially? We are hoping to be eligible for a match grant award from the George S. and Dolores Doré Eccles Foundation. If you would like to send in your tax-deductible contribution, mail a check to P.O. Box 2400, Salt Lake City, UT 84110. To learn about volunteer opportunities, read our annual report, and join our email list, visit our website at [www.slcbikecollective.org](http://www.slcbikecollective.org) or call us at 328-BIKE.

-Jason Bultman

## Errors - Continued from page 2

but they do not work so well with the Shimano pedals on my tandem. But I also had a pair of socks in my bag, and since I was apparently riding in sandals, I got the extra socks. And we all doffed our new t-shirts.

It was a really comic scene of scrounge, mix and match till we were finally as ready as we were going to be. Bucking up and being brave, we exited the car into the cold wind, got the bikes ready, and rode to the start where we huddled till we were finally sent on our way.

It was a welcome relief to begin riding so as to generate some body heat. And with the stiff cross wind, it did not take long till I was working hard-enough to not be uncomfortably cold.

In the end, it was a really fun ride. We rode across the causeway, up onto the island, and to the state park's visitors center where the food was good and the build-

ing warm. The organizers had even arranged to for three very expensive looking telescopes to be set up and manned to allow us to view the night-time skies on this windy and cold, but clear, night. On top of all that, though I did not hang around for the prize drawing, my name was drawn and a set of free movie tickets were mailed to me. So far as I can remember, that is the first drawing I have won in my entire life. When we rode back to the start, we even picked up a nice tailwind for the last couple of miles, and really enjoyed the beautiful night and lighted urban shoreline across the lake.

When all was done, and we were finally back in the car and headed home, we all concurred that it had indeed been an excellent ride. Our comedy of errors ultimately only left us laughing and shaking our heads, and in truth contributed to an even more memorable ride. We had managed to get by just fine. Except for the sandals. I really hated riding with sandals.

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- 7:30 p.m. **Women's Pro 1,2,3**  
\$5,000 cash purse, payout top 10 riders / entry fee \$40  
Race exclusively for women riders.
- 9:00 p.m. **Men's Pro 1,2**  
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ROUTE 211

# Maybe it is About the Bike



By Greg Overton

By the time you read this, the 2005 Tour de France will have a week or so under its belt. Lance Armstrong will no doubt be in the hunt for the yellow jersey, and chasing his astounding seventh consecutive Tour win. As I write this, Utah homeboy Dave Zabriskie is in yellow and leading the Tour, riding in the safety of his CSC team, waiting to spring Ivan Basso and Bobby Julich on Armstrong once the mountains are in sight.

Surrounding all of this and sometimes overshadowing it is the pageantry that precedes and follows the peloton each day along the route. Millions of fans will watch in person and millions more will see the Tour on television. It's going to be the topic of conversation in every bike shop, on every single training ride and in a bunch of office cubicles for the next three weeks.

I was thinking about all of this and came to the realization that the month of July is one big celebration of the bicycle. That's right. At once a toddler's toy, a child's freedom machine, a worker's mule, a student's transportation, a racer's tool and some folks' livelihood. And for those of us who've been lucky enough to have a bike during all of those lives and have moved further down the road, the bicycle is a piece of art, to be appreciated at a glance or for a long day's riding.

I was talking with my pal Jeff Keller about some of this stuff, and he started laying some facts on me about the bicycle, its origins and its place in history. Jeff

and I are in agreement about the bike's nobility and simple beauty as well as its utility and efficiency. But when I began to research the historical significance of the thing, I realized a deeper appreciation for a machine that is, in one form or another, responsible for most every people-moving machine ever developed.

We all know that the Wright brothers were first in flight, and that much of their airplane was built from bicycle parts. Orville and Wilbur were bicycle men. Had a shop and everything. Bicycle men were the rocket scientists of those early days of mechanization. Many more technological and mechanical advancements were brought about by bicycle men, or invented strictly for the bike.

For instance, in 1888, John P. Dunlop developed pneumatic tires to replace the bone-jarring hard rubber tires that had been nailed to the wooden wheels on bikes for decades. Around that time, tangentially (crossed and tensioned) metal spoked wheels replaced the wagon-derived wooden spokes so that a wheel could be made stiffer and more reliable. And lighter! Ahh, the never-ending quest for lighter bicycles, the logical direction when a machine has a thinking engine, was the genesis of many forward reaching changes in machines than and now.

Riding along as a companion goal to lower weight was efficiency. And to that end, low-friction ball bearings were developed strictly for the bike, as was tubular steel construction. Now the world had a lightweight, efficient means of travel. A machine that could propel it's "engine" great distances and at faster and faster speeds. The chain, which had also been invented for the bicycle, was much improved by now and was a smooth conductor of power to the wheel. Riders had all they wanted in this great machine. Except smooth roads on which to ride.

Early in the twentieth century, the League of American Wheelmen, along with other similar clubs, was the main force

## CYCLOTOON

BY NEAL SKORPEN



behind asphalt paving of roads. Cobblestones and dirt were okay for other means of transport, but made it hard to ride a bicycle and even harder on the rider's anatomy. It was this development that also made the automobile a new force in transportation. For its first two decades or so, the auto was constructed by piecing together bicycle parts: wheels, chains, steering (headset) bearings, wheel bearings, inflated rubber tires, suspension etc. But asphalt paving created an ever growing need for speed that tugged automobile development past the bike, taking many bicycle engineers, designers and mechanics with it.

Not to worry for the bike, however, as July in France illustrates. The bicycle, giver of mechanical life, genesis of much faster machines both on the ground and in the air, is still the most efficient means of transporting a human being, and is still the only one to leave its passenger more healthy at the journey's end than at its beginning. Indeed, along with its derivatives the unicycle and wheelchair, the only transport on which the passenger is the engine. Perhaps that's why we celebrate it so.

In every form, from that child's freedom machine, the economy teenage beginner car of the bike world, to the bikes

being raced around France this month, the bicycle equivalent of the Ferrari Enzo, and to every model in between, we will celebrate it. We will hold it up for its greatness. We will buy it so that we may go like Lance. We will feel the wind in our hair on a country road and we will journey to the end of the driveway. We will all be smiling, and history will smile on us for appreciating this great machine.

Thank you Baron Von Drais de Sauerbrun, wherever you are!

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MOUNTAIN BIKE RACING

Deer Valley NORBA National Photo Gallery



Left: Kashi Leuchs (Bianchi/Agos) took the men's pro XC win.  
 Middle: Shonny Vanlandingham (Luna Women's MTB Team) swept the women's pro XC and Short Track XC.  
 Right: Michelle Dumaresq (Santa Cruz/NSMB.com) glides over Little Niagara on the way to the women's pro downhill win.  
 Below left: Eric Jones (Biogen/Iddec) finished 12th in the XC.  
 Below right: Todd Tanner (Scott USA) finished 38th.

For complete results, visit [NorbaNationals.com](http://NorbaNationals.com)

Photos: Dave Iltis



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ROAD RACING

Park City Cycling Festival Photo Gallery




By Tim Vitale



Above left: Kathryn Curi(Webcor) soloed in for the win in the Elite Women's road race. Above middle: Karen Dodge (Ogden One/Heartstrings) took the stars and stripes in the women's 35-39 criterium. Above: Kris Walker is new national champ in the women's 40-44 crit. Kathy Robinson (WWCC) took the bronze. Left middle: Jeff Caton (Colesport) took the men's 40-44 title over break-away companion Janne Hamalainen (Tulsa Wheelmen). Left bottom: Eric Flynn (PCCA), Anthony Johnson (Sportsbaseonline.com), Eric Pardyjak (PCCA) and Christopher Hull took 2nd through 5th in the 30-34 crit. Middle bottom: Ken Louder won the Time Trial national title in the 55-59 men's division. Right bottom: Thomas Cooke (Canyon - red helmet) and Todd Hageman (PCCA - yellow helmet) rode to 4th and 6th in the gripping 35-39 criterium.

Most Photos: Dave Iltis  
Ken Louder photo by Joaquim Hailer. (see more at joaquimhailer.com)





august 20

10 miles  
3,500 vertical feet


**BICYCLE HILL CLIMB**





august 27

5 miles  
3,000 vertical feet

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RIDE A REAL MOUNTAIN.



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

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E-mail \_\_\_\_\_ T-Shirt size \_\_\_\_\_

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

Signature of Entrant (Parent/Guardian if under 18) \_\_\_\_\_

**PCCF -  
from page 3**

iously developing my normal set of nerves in anticipation of Saturday's Crit.

The Criterium course in the Deer Valley parking lot was expected to be selective due to the fact that it wasn't flat. By the same token, there were several Crit specialists in my field who came only for the one race and brought teammates for help so I wasn't sure what to expect. The morning was beautiful with very little wind and a near-perfect racing temperature. We started at 9:10 and the first few laps were intense enough to reduce the field to a break of eight and put everybody else pretty much out of contention. A few more hard laps and we were down to five. If anything, it was all too easy and it's too bad that my brain wasn't as good as my legs. For reasons that I have yet to understand I was never able to put together a successful strategy to solve the problem of winning from such a situation. Despite good sideline advice from both my coach and my son, I pretty much rode like I was my opponent's teammate and ended up 5th. Tonight I'm sitting here feeling like I wasted a rare opportunity. Hopefully I learned something for the future.

The bottom line: I had a great week. I raced in conditions ranging from awful to perfect with awesome competitors and shared in the joy of Championship performances by local riders Karen Dodge, Jen Ward, Kris Walker, Jeff Caton, Mark Schaefer and John Haney. I won one championship and along with many other Masters competitors experienced both the sense of success from simply competing and the frustration of unmet goals that are elemental to the love-hate experience of racing.

The other really great thing is that I now have a clear focus for the rest of the season. For years I have been telling Dirk Cowley that I would only go with him to the UCI World Master's in Austria

after I won a Stars and Stripes jersey. I bought my ticket last Friday. Maybe I will have more to write later.

**Kris Walker  
Logan Race Club  
Women's 40-44**

Master's Nationals was my main goal for the year and I had hoped to improve on my 3rd place in the time trial from last year. I ended up 6th in the time trial, which was a little disappointing, but I was hoping for a podium placing in the road race. I ended up 3rd in the road race and was thrilled with that. I really wasn't that optimistic about the criterium, as I rarely win criteriums (like once). The day before the race, I went to Heber to ride the train with my daughter, Landry. We hooked up with my coach, Kathy, and her husband and daughter and spent half the day with them. It was pretty relaxing and the kids had a blast. I wasn't nervous at all.

The next day, though, I was pretty nervous about the course. We got there early and watched some of the other groups on the course. I warmed up a bit on the trainer, and then got on the course for a couple of laps. I started feeling a little more confident about my chances, as my legs felt great and the course seemed really fun. I knew I wanted to go through the corner first and maintain my momentum up the rise at the bottom of the course.

At the start, my teammate, Kelly Crawford, and I sprinted off the line and went through the first corner together. I went through the corner first and stretched the group out. The first few laps were hard. Kathy Robinson would pull through on the hill and just hurt me. I didn't know if I could keep that pace up for 32 laps. After a few laps, I looked around. There were only 7 or 8 left in the group. I was really worried about Cynthia Mommsen, who was still there and rode up next to me at one point on the hill. Then Laurie Humbert came through and took a monster pull and Cynthia popped.

Then there were only 6 left, and 3 of us were from Utah or Idaho. Pretty soon, it was only Kathy Robinson and I left and we traded pulls. I thought at one point that maybe we had gone too early, but then realized that there really was not a main pack to work together to try to chase. Carla Farrell was chasing us, and she stayed around 10 seconds back for the whole time. She would get pretty close, but then we would open up the gap a few more seconds. She wouldn't give up, though.

With about 8 laps to go, I pushed it a little on the rise at the bottom of the course and as we started the second climb, I looked down a little. This was where Kathy had been pulling through. I didn't see her on my wheel, so I went up a couple of gears and surged. Then I was by myself and just rode as hard as I could. It was so cool, just like a dream. I kept hoping I wouldn't have a flat tire or mechanical, but it all went fine. The last lap, I just smiled the whole way around and crossed the line alone, with my hands in the air. I've never done that before, and I've never had a race go as perfectly.

Carla Farrell came in 9 seconds down and Kathy Robinson rode an incredible race to finish 3rd, just a few seconds behind Carla. What a great race! All I could think or say afterwards was just "Unbelievable."

**Park City Cycling Fest  
Jo Garuccio  
Canyon Bicycles  
Women's 50-54**

The women's 50-54 age group had a relatively predictable turn at nationals, with Elizabeth Tyrell once again collecting the "best overall rider" award. She was 3rd at the TT and won both the Crit and the RR.

The TT staged on Antelope Island is a very challenging course. The seemingly calm start area often masks an annoying south wind that surfaces about 6K from the turn-around. My age

group was the last "34K group" to leave and the wind did not disappoint. In fact, it had the audacity to switch directions at about 14K from the finish. Our times were slower than last year by three to four minutes with the exception of Cynthia Swain who took home the coveted national jersey. Whatever she did over the last few months paid off, as she was the surprise gold medallist with a faster time than the previous year. Unfortunately for me, an intestinal virus that surfaced at about 4 AM the day of the race plagued my TT. It was, perhaps, the worst time trial of my career and it certainly didn't offer me any confidence for the following two races.

Our road race on Thursday consisted of six loops of a shortened Solomere course with a one and a half mile stretch tacked on at the beginning and end of the race. It's a very hard effort, ugly in fact, and more difficult than riding one loop of the Kamas course. Ironically, in order to ensure that the 50+ woman and 60+ men do not ride an overly long race, USA Cycling has dealt all the older age groups a tough blow.

Personally, I liked the longer Solomere course that wound it's way back to the start/finish area on each lap. This year, construction won and the looping section of the course was a distance of 2.8 miles. There was no place to recover, and the group splintered quickly. Tactics gave way to a race of attrition and somehow, I managed to pull off a 5th place.

Considering the fact that I skied full time until May and was seriously under-trained, hoping for a miracle, I'll happily take the result. The course however, needs reconsideration. Although half the residents of Solomere are most likely seasonal, construction in the area will probably not diminish for the next five to ten years.

Fortunately, the race organizers and the Park City police were fantastic. Almost everyone had an escort and all the busy portions of the course had a volunteer. However, staging a national class

road race in a residential area that's under construction is not acceptable. USA Cycling better wake up! Since we all ride longer distances throughout the racing season, most of us just scratch our heads at the logic. Our road race was shorter than the time trial and almost the same distance as the crit. Go figure!

The criterium was really another circuit race, albeit a shorter loop. The downhill corner that everyone initially feared was not an issue. It was clean and wide enough for our group of twelve. The more technical corner was really the 120-degree uphill turn and it took several laps to figure out the optimal line. Our criterium results were identical to the road race however, so that tells you that the two courses had very similar characteristics. It was another "redline" effort with twenty-eight short hill repeats. Good training for me as I am now clearly focused on triathlon nationals in mid-August. Maybe by then, I will be fit!

**Todd Hageman  
Park City Cycling Academy  
Men's 35-39**

One thing can be said about the Masters National Championship Criterium course, whoever wins the race, it cannot be considered a fluke. From the espoirs to the masters, each race had two things in common: only a few racers would finish and the strongest rider would win.

The 35-39 race was the largest masters criterium race of the week. Approximately 70 of the top master racers lined up in Deer Valley to battle it out for 50K.

From the gun, the attacks started and it wasn't long before a break of 4, including road champion Kenny Williams were up the road and the field was reduced to a chasing group of 15 and smaller groups of 3 or 4.

The break kept rolling and started lapping riders who got dropped from the main "field". The break was almost a minute up the road from a pack of approximately 10 that was well represented with Utah riders including Chris Rowley (Ogden One), Jody Harris (Ogden One), Thomas Cooke (Canyon Bicycles) and myself. Being it was a National Championship, we were not content with getting lapped and racing for fifth place. Even though we were close to being lapped ourselves, we continued riding hard and the gap slowly started getting smaller, 49 seconds, 46 seconds, 44 seconds ...

When we heard 30 seconds to the break we knew we had a chance. As the gap got smaller, so did our chase group. Eventually only two of us, myself and former teammate Thomas Cooke bridged up to the break. Once we attached ourselves to the break, Thomas had teammate Dave Harward, who we just lapped but was part of our group, put in a HUGE pull. That pull was successful in separating us from the remaining chasers, but it was also successful in separating myself from the break. But I put too much into that bridge to get dropped in one lap. So I fought and got back on the break. But

## Heber Valley Century

Utah's Most Beautiful Bike Ride

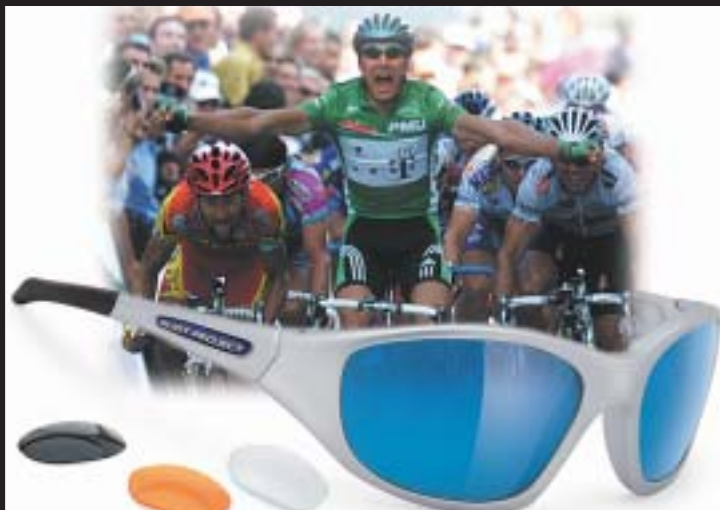
Join us on this Leukemia & Lymphoma Society ride through the scenic splendor of the Wasatch mountains. The dramatic autumn beauty of Heber Valley, picturesque Jordanelle, and olympic venue Soldier Hollow will take your breath away. This spectacular adventure will challenge you and your friends. Enjoy the quiet roads and pleasant villages on this timeless ride through scenic Utah.



Saturday September 24, 2005

www.bike2bike.org 801-677-0134

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762 E. 12300 S. Draper, UT  
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**See PCCF -  
on page 16**

# BICYCLE SHOP DIRECTORY

## SOUTHERN UTAH

### Brian Head

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

### Cedar City

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

### Moab

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

### Moab Cyclery

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

### Poison Spider Bicycles

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

### Slickrock Cycles

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

### Price

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

### St. George

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

### Desert Cyclery

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

### Red Rock Bicycle Co.

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

### Springdale

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

### Zion Cycles

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

## NORTHERN UTAH

### Logan

#### Joyride Bikes

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

#### Sunrise Cyclery

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

### Park City

#### Christy Sports

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

#### Cole Sport

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

#### Jans Mountain Outfitters

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

#### Stein Eriksen Sport

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

#### Summit Cycle and Snow

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

#### White Pine Touring

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

### Vernal

#### Altitude Cycle

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

## WASATCH FRONT

### DAVIS COUNTY

### Bountiful

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

#### The Biker's Edge

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

### Kaysville

#### The Bike Rack

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

### Sunset

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

## SALT LAKE COUNTY

### Central Valley

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

#### Canyon Sports Ltd.

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

#### Golsan Cycles

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

#### Spin Cycle

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

### Salt Lake City

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

#### Bingham Cyclery

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

### Salt Lake City

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

#### Go-Ride Mountain Bikes

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

#### Guthrie Bicycle

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

#### Guthrie Bicycle

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

### REI

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

#### Wasatch Touring

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

#### Wild Rose Mountain Sports

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

### South Valley

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

#### Canyon Bicycles

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

#### Golsan Cycles

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

### REI

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

#### Revolution Mountain Sports

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

## UTAH COUNTY

### Orem

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

#### Park's Sportsman

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

### Payson

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

### Provo

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

#### Mad Dog Cycles

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

#### Racer's Cycle Service

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

### Springville

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

## WEBER COUNTY

### Eden/Huntsville

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

### Ogden

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

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

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

## cycling utah

## CALENDAR OF EVENTS

**Calendar Guidelines:**

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

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

Let us know about any corrections to existing listings!

**Bicycle Motocross**

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

**Cycling Events****Advocacy Groups**

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

**Calendar of Events sponsored by**

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

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

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

State, SLC., (801) 485-2906

**Weber County Pathways** — Weber County's Advocacy Group, (801) 393-2304 or [www.weberpathways.org](http://www.weberpathways.org)

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

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

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

**Mountain Bike****Tours and Festivals**

**July 16** — Brian Head Bash Fat Tire Festival, Group Rides and more, (435) 677-3101

**August 5-7** — Dinotrax Fat Tire Festival, Rides, Pasta Feed, Bluegrass Music, Flaming Gorge, (435) 781-2595

**September 3-5** — Brian Head Fall Colors Fat Tire Festival, Group Rides and more, (435) 677-3101

**Sep 22 - Sep 25** — IMBA Trail School, Friends of Pathways, Jackson, WY, David Vandenberg, [fop@wyoming.com](mailto:fop@wyoming.com)

**Sep 29 - Oct 2** — IMBA Trail School, Bureau of Land Management, Vernal, UT, Daniel Gilfillan, [daniel\\_gilfillan@blm.gov](mailto:daniel_gilfillan@blm.gov)

**Oct 6 - Oct 9** — IMBA Trail School, Moab Trails Alliance, Moab, UT, Kim Schappert, [kschappe@hotmail.com](mailto:kschappe@hotmail.com)

**Oct 13 - Oct 16** — IMBA Trail School, Dixie National Forest, Cedar City, UT, Nick Glidden, [nglidden@fs.fed.us](mailto:nglidden@fs.fed.us)

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

**November 5** — 10th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (702) 837-6522 or (775) 727-5284.

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

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

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

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

**Weekly Series Races**

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

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

**Wednesdays — May 11 - September 7**, Sundance Weekly MTB series, every other Wed., 6:30 pm, alternates with Soldier Hollow Training Series, Sundance Resort, (801) 223-4849

**Utah MTB Races**

**July 9** — Chris Allaire Memorial, Utah State Open Championship, Intermountain Cup #8, Solitude, UT, XC - Ed Chauner, 801-942-3498

**July 9** — Blue Mountain Bike Chase, 25 mile race, Monticello City Recreation, Monticello, UT, (435) 587-2029

**July 9-10** — Bald Mountain Challenge Downhill, DH and Super-D, Utah DH Series, Deer Valley, UT, (801) 375-3231

**July 16** — Snowbird Mountain Bout, 18th Annual!, Intermountain Cup #9, Snowbird, Ed Chauner at (801)942-3498

**July 23** — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, Ed Chauner at (801)942-3498

**July 23** — The Endurance 100/Mind Over Mountains, 100 mile team relay, 50 mile individual, Park City, (435) 649-2129

**July 30** — Brian Head Epic 100, qualifier for the 2005 World Solo Championships, Brian Head, (909) 866-4565

**August 4-7** — NORBA NMBS #7, XC/ST/DH/MTNX/SuperD/Marathon, Brian Head Resort, Brian Head, UT, (719) 866-4581

**August 6** — Durango MTB 100, Durango, CO, (970) 259-7771

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

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

**August 21** — Widomaker Hill Climb 10 AM, Ride to the top of the Tram, Snowbird Resort, (801) 583-6281

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

**September 3** — Mountain West Singlespeed Championship, 10 am start, Sundance Resort, [SundanceResort.com](http://SundanceResort.com) or 801-223-4121

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

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

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

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

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

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

**Idaho and Regional Mountain Bike Races**

**July 20** — Teton Village Short Track XC #3, 6 pm, Teton Village, WY, (307) 733-5228

**July 14-17** — NORBA NMBS #5, Schweitzer Mountain Resort, ID, XC/ST/DH/MTNX/Super-D/Marathon, (719) 866-4581

**July 23** — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, (801)942-3498

**July 21-24** — NORBA NMBS #6, Snowmass, CO, XC/ST/DH/MTNX/Super-D/Marathon, (719) 866-4581

**July 20** — Teton Village Short Track XC #3, 6 pm, Teton Village, WY, (307) 733-5228

**July 31** — Laramie Enduro, 111 K mountain bike race, Happy Jack, Laramie, WY, 307-745-4499

**July 30-31** — Pomerelle XC and Pomerelle Pounder DH, Wild Rockies Series #7, Albion, ID, (208) 587-9530

**August 7-8** — 21st White Knob Challenge, Knobby Tire Series, Mackay, ID, Kurt Holzer at (208) 890-3118

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

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

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

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

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

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

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

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

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

**Utah Weekly Series Races**

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

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

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

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

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

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

For dates, see below.

**2005 Utah Road Races**

**July 5, 12, 19, 26** — RMR Crit Series, Salt Lake, (801) 944-8488

**July 6, 13, 20, 27** — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

**July 7, 21** — Salt Air TT Series, Every other Thurs, (801) 944-8488

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**July 14,28** — Royal Street Hillclimb TT, 5:30 p.m., Park City, UT, (435) 901-8872

**July 9-10** — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

**July 16** — Sundance Hillclimb, 8 mile climb from Hwy 189 (Provo Canyon) to the top of the Alpine Loop, Provo, UT, (801) 400-6130

**July 30** — Porcupine Hillclimb, Big Cottonwood Canyon, Salt Lake City, (801) 442-5800 or (801) 677.0134

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

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

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

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

**August 5-7** — Cache Festival of Speed, Logan, UT, (435) 752-5131 or (435) 787-2534

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

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

**August 27** — Jeff Rogers Memorial San Pete RR, Spring City, UT, Jeremy Smith, jeremysmithslc@yahoo.com, (801) 733-6687

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

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

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

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

**September 10** — LOTOJA, 203 miles from Logan, UT to Jackson, WY, (801) 771-6200

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

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

**October 8** — City Creek Bike Sprint, 10 am, 5 1/2 mile climb up City

Creek Canyon in Salt Lake City, road or mountain bikes, UCA Points Series Event, (801) 583-6281

**Regional Road Races**

**July 5,19** — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

**July 9-10** — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

**July 12** — Tuesday Nighter #13, Bogus Hillclimb, Boise, ID, (208) 343-3782

**July 15-17** — Long Valley Stage Race, Boise, ID, (208) 343-3782

**July 17** — Grand Targhee Ski Hill Road (10 am in Driggs), (208) 201-1622 or www.tvtap.org

**July 19** — Tuesday Nighter #14, Pleasant Valley/Ten Mile Creek Rd., Boise, ID, (208) 343-3782

**July 23** — Well's Fargo Twilight Criterium, Boise, ID, (208) 343-3782

**July 24** — The Morning After Criterium, Boise, ID, (208) 343-9130

**July 23-24** — BYRDS Junior Stage Race, cyclist@cablone.net

**July 30** — Hoot Owl Circuit Race, Pocatello, ID, 208-282-5426

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

**August 2** — Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782

**August 2, 16** — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

**August 4** — Idaho Cycling Enthusiasts Time Trial Series, Pocatello, ID, (208) 282-2503 or (208) 652-3532

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

**August 16** — Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782

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

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

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

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

**September 3-4** — Grand Valley Bicycle Classic, Road Race and Criterium, Grand Junction, CO,

(970) 245-8850

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

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

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

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

**September 17-18** — Lava Rama, Wild Rockies Series #8, XC, DH, Road Criterium, Lava Hot Springs, ID (208) 587-9530

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

**Weekly Rides**

**Mondays** — April - September — Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy ~1 hr. ride, meeting at 6:00 p.m. at 1500 E 1500 S (by Einstein's). All welcome!, Jill at (801) 809-2570.

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

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

**Road Tours**

**July 10** — Mt. Nebo Loop, start in Nephi to Springville to the Mt. Nebo loop, (801) 943-2117

**July 23** — 3rd Annual Tri County Tour, Boise, ID, Linda Laky, (208) 336-1070 x 106 (linda@united-waytv.org)

**July 23 - August 1** — Great Divide Wind River, Jackson to Lander, WY, dirt and road, Adv. Cycling Association, (800) 755-2453

**July 31 - August 5** — Bicycle Idaho, Coeur d'Alene to Wallace to Coeur d'Alene, (541) 385-5257

**August 31** — Chalk Creek 100, Park City to Coalville to Chalk Creek and back, (801) 943-2117

**July 31** — Stanley Challenge, Boise, ID, (208) 867-2488

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

**August 14** — Blue Cruise Wheels for Wellness, Meridian, ID, (208) 387-

6817

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

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

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

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

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

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

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

**August 27** — Cache Valley Century Tour - 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 7AM registration/check in, 12 mi north of Logan on Hwy 91. Registration fee \$18 (early), \$20 day of ride. Fee includes rest stops, lunch. For information and forms call 435-752-2253.

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

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

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

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

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

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

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

**September 18-24** — OATBRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest

Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

**September 24** — Josie Johnson Memorial Ride, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at the corner of 500 South and Guardsman's Way (1580 E) at 11:30 am, ride will start at 12 noon, www.slcbac.org or call Jason at (801) 485-2906 eve. or (801) 565-6163 day

**September 24** — Heber Valley Century, 50 & 70 mile options. Enjoy scenic Heber Valley during its autumn finest during this fun and challenging ride that visits the Olympic venues. Contact Bob @ 801.677.0134, bike2bike.biz

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

**September 25 - October 1** — LAG-BRAU (Legacy Annual Great Bike Ride Across Utah), Blanding to St. George, 400 miles on scenic highways and through National Parks, fundraiser for young Native American education, (801) 278-6220

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

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

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

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

**October 15** — Las Vegas Century, 22,37,55,80 and 110 miles, benefits Ronald McDonald House. (702) 252-4663 ext 4

**June 4, July 2, July 30, September 24, October 29** — Twisted 10K, 20K & 30K competitions, events include running, mountain biking or paddling, call for location, (801) 597-5177

**August 6** — Boise BRAWL, 6-8 hrs Full Day Race Bike, Trek, Ropes, O-course, Paddle, Boise, ID (801) 597-5177

## PCCF - from page 12

again it didn't last long. As I recovered from my second bridge with a drink of E3, a rider attacked on the top of the course. I was dropped again!!! But again, I fought and was able to bridge up to the break, for the third time.

By the time I attached myself to the back of the pack, it was 6 riders who were duking it out for the stars and stripes. Looking around at the other 5 riders, I knew it would be next to impossible to win the field sprint especially with three bridges in my legs. So I attacked with two to go on the bottom of the course. I got myself a good gap but went into turn 3 too hot and put myself in the gutter. On the final lap, Kenny Williams showed why he is one of the top master riders in the country by winning the field sprint and adding the criterium championship to the road one he won earlier in the week. Thomas finished a strong 4th and I was the only rider in the break not to podium, with 6th place. Even though Thomas and I both had dreams of the stars and stripes and had a chance right to the end, we were both pleased with our efforts in bridging a 60 second gap to the strongest riders in the field. It makes it a lot easier to live with losing the National Championship, when you know you left everything on the course.

**Jennifer Ward**  
Wasatch Women's Cycling  
Club/Otopexy Records  
Women's 35-39

I have taken the last two years off from racing, but decided that I could not pass up the opportunity to race Master's Nationals for the

second year in a row. I determined that I would race the time trial as my return to racing.

The morning of the time trial the weather was perfect, winds were minimal and temperatures were cool. I had raced the course two years ago when it was the state TT course and knew this was a course suited to my strengths, with a couple of climbs and some rollers. I was the fifth rider off. I quickly closed the gap on my thirty-second person and passed her shortly after the first climb. By the turn around I could see the first rider off and passed her soon after the turn. Each rider I passed energized me and I felt strong but I knew the race favorite, Maatje Benassi, was behind me. At the turn it appeared that I had maintained the 30-second gap. I knew that the last climb before the finish I would need to ride strong to hold her off. I felt great on the climb and was able to maintain a good cadence. I pushed down the hill to the finish, heard my time and then began waiting to see if it would be good enough. I had wanted a little faster time. But after more than a minute had passed I knew that my time would be good enough for the day. I was ecstatic. It was a great race to come out of "retirement" for.

The next day was the road race. My legs were feeling a little heavy and the weather conditions were looking a little threatening with dark clouds and gusty winds. The pack stayed together for the first 40 miles with a few small attacks being thrown in but everyone seemed content to just sit in. As we started back to Deer Valley, on the first major climb I went to the front and started to push the pace. I wanted to get an idea of who had what left and break up the pack a little, but everyone stayed together. As we started the second climb I

had settled back into the pack when Maatje Benassi went to the front and really began pushing the pace and attacking. Karen Dodge went with her and I knew that if those two got off together it would be difficult to bring them back so I went with them. We ended up with four riders off the front and working together. We slowly began to extend the gap as we worked our way to the climb back to Deer Valley. I knew my legs were tired but wanted to see where the other riders legs were at, as we turned left onto Bonanza I began to pick up the pace, Maatje and Karen sat right on my wheel and as we went around the round-about they came up out of their saddles and accelerated away. I chased hard to get back on but just as I caught back on they were off again and I knew I had nothing left at that point. Maatje and Karen battled it out for first and second and I cruised in for third. It was a great two days of racing. The officials and volunteers were awesome. I was glad I chose to participate in this event.

**Rob Van Kirk**  
Idaho Cycling Enthusiasts  
Men's 40-44

After getting trounced in the time trial on Monday, I awoke Wednesday morning at 4:00 a.m. to get ready for the 7:15 start of the road race. There was frost on the roofs of houses in Park City when I arrived, and hats, leg warmers and gloves were standard attire for those warming up on trainers in the parking lot. As 70 of us lined up for the start, the sun had peaked over the hill, and the weather turned out to be quite favorable for racing.

In last year's race, I got dropped for good on the first

climb of the day, and I vowed to improve this year. I found a good position near the front at the start of the climb, but I knew things were going to be rough when last year's champion Chris Walker opened the climb with a vicious attack. About half way up the climb I appeared to be going backwards through the field and was dropped. However, I crested the climb with a large group only 30 seconds behind the main field. We were able to catch on within a few miles, although what turned out to be the winning breakaway pulled away from the front of peloton just as we made contact on the back.

Walker had missed the break and his attempts to bridge up kept the pace high. Walker's attacks became more frequent and harder as we started up the climb out of Kamas, and the field shattered into smaller groups. Walker ultimately caught every one of the breakaway riders except eventual winner Robbie Robinette.

We rode hard to the finish, and my mid-group sprint was good for 34th place. I couldn't help but feeling good about my ride, as even my group-5 minutes behind the winner-finished the 50-mile race in 1:53, an average speed of 26.5 mph. My first thought upon finishing was, "That was one of the hardest races of any type in any category I've ever done!"

Even with mediocre results, I'm hooked on the Masters National Championships. The time trials and road races I entered this year and last were extremely well-run, officiating was great, the courses were very challenging, and the competition was, well, out of my league! Thanks to everyone who helped make the event happen, and I'll be back next year.

**Ed Chauner**  
Barbacoa/Mi Duole  
Men's 45-49

Start time: 7:30 AM on June 29  
Temperature: 48 degrees warming to the mid-50s by the end of the race

Check list: Eat breakfast at 4:30 AM, arm warmers, toe warmers, wool socks, knee warmers? Hand-up at the feed zone? Cytomax, Clif Shots, banana, on the bike by 6:30, leave home at

5:15 etc., etc., etc. This was just another calm relaxing evening before a national championship race.

The temperature at the start of the race was high 40s, though there was no rain and the sky was blue. The pack looked to be about 60 strong and my goal was to stay with the lead group up the first big climb and hopefully be in a group of 8 or 10 that would efficiently work together and stay away for the rest of the race. Then, of course, break away with about a mile to go and solo to the finish. Right.

The pace up the first big climb was very manageable and compared to the Wednesday night rides it was easy. As we crested the top I glanced back and there was still a group of about 30 together. So much for my plan. At about 18 miles a rider soloed away and his lead increased to 1 minute as we were approaching Oakley. When we were on our way back to Kamas from Oakley the lead was down to 28 seconds so we knew he was no threat. The group caught him on the first climb out of Kamas.

There were a couple small attacks on the first climb back out of Kamas but the more serious attacks came on the steeper climb to the top of the Brown's Canyon Road. A few people were shelled off the back at this point but we still had a group 20-25 strong. From Hwy 40 to Park City a few people tried to get away with no success. As we made the turn onto Bonanza Blvd., everything started to heat up. Constant jumps all the way to the round-a-bout then a group of 5 or 6 finally got a small gap. I wanted to be with that group at the finish so I rode as hard as I could and I caught them at the barricades. For about 100 meters everyone recovered slightly then we hit the steep pitch at the flagpoles and it was an all out effort to the finish line. I was very happy to have all the "real guys" in sight at the finish.

It was a great experience racing in the Nationals and I am looking forward to them coming back to Park City again next year.

**Laura Howat**  
New Moon Cycling  
Women's 45-49

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**PCCF -  
from page 16**

I must not have been paying attention when the announcement was made for the timing of the 2005 bicycling nationals. When I got off my nordic skis in mid March and looked at the cycling calendar, I was shocked to note that the biggest races of my summer were going to be two months earlier than the previous year. Trying to get in shape in an accelerated timetable had its challenges especially considering the cold, wet spring we had. I raced a lot to try to gain fitness. This had pluses and minuses, I was able to get in some good, long miles, but I didn't have excess energy to spend on necessary skills training.

The 2005 Park City Cycling festival included elite nationals this year. I was thrilled with this news, as I hadn't raced elite nationals since 1989. I have wanted to compete in elites one more time in my second cycling phase (1998 to present) and since they

were coming to town, I had no excuses not to participate.

I had some nerves leading up to the elite nationals, could I go the distance, would I get dropped on the first climb? So I was relieved when the day finally came. The elite women's field was stacked with all top Americans attending. Certainly I was the oldest in the field by a significant margin. My hopes were to stay with whatever group was appropriate and enjoy the experience. I was grateful that the first climb of the day into Kamas was at tempo with no attacks. With such a large field you could be 50 meters or more behind the leaders and still be sheltered in the pack. In the Kamas valley, a couple of breaks rolled off the front. The women didn't attack but just rolled away. It seemed contrived, all teams represented. I got into one of the groups as the break was big and the field wasn't going very fast. This break was absorbed and another one went away, again all teams represented and no attacks. The field still clipped along with T-Mobile riding tempo at the front

even though they had a representative in the break. Perhaps they didn't think their rider in the break was capable of what they hoped to accomplish. I would periodically try to move up in the field but after the squeezing and bumping of trying to maintain position I would find myself drifting back. There were a few strong cross-wind sections. The first such section in the feed zone. The feed zone was absolute chaos with 65 women trying to get a feed at once on a flat section of road, bottles flying through the air, coke spilling on riders, swerving to catch that feed and a group at the front attacking. I was glad to get through that in one piece. The next Kamas Valley loop was more of the same, the break still about 1-2 minutes ahead. The group was fairly well intact before the turn to head back to Park City. I saw T-Mobile amassing at the front about a mile before the turn, as after this turn was a strong cross wind section, everyone was fighting to move up expecting the attacks to begin. No one held back after the turn to Park City. The climb and crosswind took a toll. I held on as long as I could, I could see the group splitting just ahead of me but I was already at my limit and couldn't get across. My group morphed around, we picked up dropped riders from ahead, some ladies caught us from behind. At the top of the first climb my group was about 15 riders. We just about caught the lead pack at the bottom of the next climb but as they accelerated we started to fall back again. My group did a paceline into Park City and I attacked my group about a mile from the finish for 35th place. I was thrilled after the race to have hung in with the youngsters and raced 78 miles. I felt 20 years younger during the race. My happiness lasted all the way until that night when my throbbing legs prevented me from sleeping. And that feeling of being 20 years younger got wiped away the next day when I sure felt 20 years older. I was thrashed from the race and it took me days to feel normal.

Five days later I participated in the women's 45-49 RR, which started during a drizzling, blustery afternoon. This masters women's field hit the first climb to Kamas and the pace felt much harder than riding with the elites. Last year's RR winner, Carla Florez, Southern Mortgage Racing, set a difficult pace that broke apart our group immediately. I saw no reason to push the pace as didn't want to ride another 50 miles with a very

small group. Close to the top, my teammate Ellen Guthrie, dug very deep to stay in the group of 5 or 6. I know it is worth the effort if you can make this split instead of chasing later. We had at least one rider catch us on the down so we had a group of 7 through out the Kamas Valley. At times we would ride a paceline but Florez would blast her pulls and lose both the trailing rider and the one who just pulled, then the group would be haphazard for a while. Perhaps this was a mental game to her as I had a teammate and there were 3 Velo Bella women but no one attacked as why bother as we had already seen what Florez was capable of. Thanks to all the New Moonies at the feed zone, Barry, Justin and others. It was great to get replenished and also the have the cheering. As in the elite race, the turn towards Park City was a strong cross wind and that is where the action started. Florez went to the front and hammered while riding right along the rumble strip. A couple of us were able to get a draft while riding on the other side of the strip. She figured this out and went to the absolute edge of the shoulder on the right side. I found myself riding down the crown of the asphalt just about in the dirt trying to hang on. Next came sheets of rain, lightening and thunder so close it was scary. The group was still mostly intact as we headed downhill with one more climb to go. I was hoping I wouldn't have to use the brakes, as I wasn't sure they would work with the downpour. We hit the final climb out of Kamas and Florez attacked and brought Monica Neilsen, Velo Bella, with her. I looked back to see who could help me try to chase them down and was surprised that I was by myself. I saw Neilsen get dropped. I thought if I could get up to her perhaps we could work the downhill together to reel in Florez. My shoes were filled with water and it was like pedaling with buckets on my feet. I couldn't get closer to Neilsen. We rode the downhill each of us separated by 100 meters or so. On the flat into Park City, I looked behind to see someone coming up to me. I eased up so we could work together to move forward but as she approached she attacked on by. I chased on and we started to work together but didn't seem to be making any progress towards to two ahead. Not wanting to wait for a sprint, I attacked a bit before the finish line to come in third. Ellen hung on for fifth. It was great to have two New Moon women on the podium. We were

also proud that the old ladies had the fastest overall course time for the distance.

A couple of days later I lined up for the women's 45-49 masters criterium nationals. The course was challenging with a downhill, fast left hand corner, false flat power section, off camber, narrow uphill corner, and a long few steps of power climbs. The lap times were just over a minute and a half so the hills came up over and over. In everyone's races, the fields would shatter. A couple of laps into my race, Florez attacked on the downhill and I was behind a few women who were more interested in breaking before the corner than in making sure she didn't get away. I took until around the corner before I could try to get up to her, bringing Monica Neilsen. We kept up some pressure and the rest of the field dropped back. It wasn't long before we started lapping riders. Florez was very strong on the uphill sections. She seemed to have trouble on the corners but I couldn't find a way to capitalize on this as there were only two corners on the whole course. The laps ticked by, Florez made periodic attacks but couldn't get away. Neilsen sat on. It all came down to the final lap where Nielsen tried to spend her saved energy attacking after the first turn. I gave all I had to get on and go around the uphill turn in second. It took until the last 100 meters before I got around Neilsen just as Florez blasted by on the other side to take the win.

The Park City Cycling Festival was a great success for many Utah riders. It was great to be a local: getting some quiet words of encouragement from Gary Bywater, having the talented motorcycle official, Cindy Yorgason pointing out the bald eagle nest in the Kamas Valley, having the best support in the feed zone and the loudest cheering section. Thanks to everyone who cheered and offered words of encouragement. I tried to do the same when I watched other categories race. One of the most exciting races was the women's criterium 40-44. New Moonie Laurie Humbert had a strong race despite personal challenges. Local racer Kris Walker gave an inspiring display of brilliant technical skills and brute strength to demolish the field for a solo win. So many Utahns had excellent results, too numerous to name so I will let you look over the results to see for yourself

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Every Other Wednesday**  
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\$10 plus a one time \$10 race plate charge  
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August 10, 24  
September 7

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# RACE RESULTS



## Deer Valley Pedalfest June 4, 2005 - Deer Valley Resort, Utah, Sponsored by: Cole Sport, Jans Mtn. Outfitters, White Pine Touring, INTERMOUNTAIN CUP MOUNTAIN BIKE RACING SERIES #6

- 12 & Under**  
1. Rhet C. Povey 12:21:04  
2. Cassidy Palmer-Ruben 12:23:00  
3. Conor M. Lyne 12:23:13  
4. Riley Peek 12:23:16  
5. Hunter Tolbert 12:23:19
- 9 & Under**  
1. Justin Griffin 12:11:13  
2. Sean B. Lyne 12:12:48  
3. Colton Kissell 12:13:08  
4. John Jones 12:14:08  
5. Sabrina Esposito 12:18:56
- Beg Men 13-15**  
1. Stuart C. Povey 12:51:16  
2. Dylan Klautt 12:52:22  
3. Keegan Swenson 12:52:44  
4. Mason West 12:52:53  
5. Blake Wiehe 12:56:29
- Beg Men 16-18**  
1. Taun Stewart 12:51:29  
2. Maxwell Brindle 12:53:32  
3. Jon Howell 12:58:43  
4. Alex Dillard 1:01:43  
5. James Kirk 1:18:59
- Beg Men 19-29**  
1. Andy Adams 12:46:09  
2. Zabastian Tittensor 12:46:15  
3. Mike Perkins 12:52:02  
4. Derek J. Goeckeritz 12:56:34  
5. Dan Hutchings 1:19:07
- Beg Men 30-39**  
1. Vladimir Capka 12:46:34  
2. Nathane Lystrup 12:47:10  
3. Daniel Bowen 12:47:58  
5. Demian Reed 12:50:20
- Beg Men 40+**  
1. Michael R. Chardack 12:50:28  
2. Brian Dunton 12:50:58  
3. Robert Butler 1:01:32  
4. Mark K.(13) Crosby 12:52:29  
5. Cam Smith 12:53:37
- Beginner Women**  
1. Inga Johnson 12:57:10  
2. Kathryn Byrne 1:01:32  
3. Stacy L Henderson 1:02:53  
4. Christa Jensen 1:10:48
- Clydesdale**  
1. Bryce Perkins 1:14:39  
2. Michael J. VanHook 1:17:10  
3. Christopher Williams 1:19:38  
4. Cory Marler 1:22:09  
5. Aaron(15) Mullins 1:22:52
- Exp Men 16-18**  
1. Chris W.(16) Peterson 2:26:40  
2. Ryan Harrison 2:32:51  
3. Tres Wilson 2:37:31  
4. Mike H. Voth 2:43:32  
5. Dutch Wiehe 3:02:12
- Exp Men 19-29**  
1. Paul Clark 2:17:13  
2. Taylor Foss 2:21:23  
3. Matthew Sutton 2:21:57  
4. Nate L. Stowers 2:22:57  
5. Jake M. Pantone 2:24:59
- Exp Men 30-39**  
1. Jason Travis 2:19:05  
2. Ben T Allen 2:19:30  
3. Chris S. Holland 2:19:31  
4. Thomas Cooke 2:21:08  
5. Richard D. Abbott 2:21:17
- Exp Men 40+**  
1. Todd Henneman 2:22:09  
2. Robert Westermann 2:24:52  
3. Kenny Jones 2:26:03  
4. Brent Peacock 2:31:26  
5. Jeff Sumston 2:34:25
- Expert Women**  
1. Roxanne Toly 2:05:08  
2. Julie Minahan 2:07:25  
3. Jennifer Hanks 2:12:55  
4. Kara C. Holley 2:14:41  
5. Wendy Wagner 2:15:00
- Men 50+**  
1. Roger Gillespie 1:08:11  
2. Jim Westenskow 1:09:49  
3. Scott Miles 1:10:23  
4. Brad A. Mullen 1:12:13  
5. Steve Wimmer 1:12:47
- Pro Men**  
1. Bart Gillespie 2:22:33  
2. Carl Swenson 2:24:10  
3. Lance R. Runyan 2:24:50  
4. Todd Tanner 2:27:18  
5. Ali Goulet 2:28:40
- Pro Women**  
1. Pamela Hanlon 2:43:06  
2. Teresa Eggertsen 2:48:00  
3. Cindi Hansen 2:49:42  
4. Jennifer Agger 2:50:43
- Single-Speed**  
1. Jon(11) Gallagher 1:32:37  
2. Stephen W. Rescigno 1:33:16  
3. Tom Noaker 1:36:53  
4. Brad Keyes 1:39:45  
5. Tom Warr 1:40:19
- Sport Women**  
1. Janet Munro 1:15:27  
2. Linda Kopp 1:15:28  
3. Beth Neilson 1:16:09  
4. Daisy Fair 1:18:58  
5. Meredith Brown 1:19:20
- Spt Men 16-18**  
1. Jason Kapp 1:56:52  
2. Brandon A. Johnson 1:59:37  
3. Zack J. Campbell 2:14:18
- Spt Men 19-29**  
1. Britt Hawke 1:38:29  
2. David Welsh 1:38:32  
3. Jonny Hinton 1:44:04  
4. Zachary Ramras 1:44:07  
5. Stephen Brown 1:48:55
- Spt Men 30-39**  
1. Chad Harris 1:38:24  
2. Mark W. Esplin 1:41:07  
3. Drew Neilson 1:41:47  
4. Eric T. Johnson 1:43:26  
5. Jeremy Branch 1:45:02
- Spt Men 40+**  
1. John Griffiths 1:41:53  
2. Kevin W. Nelson 1:43:20  
3. Scott Toly 1:45:24  
4. Greg Fleming 1:47:23  
5. Nick Cales 1:47:24
- Spt/Exp Men 13-15**  
1. Alex Gordon 1:11:58  
2. Carsen D. Ware 1:15:58  
3. Logan Jones 1:17:48  
4. Alex Scott 1:24:36  
5. Tyler Wall 1:28:30
- Women 35+**  
1. Kit Howard 12:54:36  
2. Tina LaRocque 1:00:21  
3. Shelley Pierce 1:02:38  
4. Peggy O. Basdekas 1:03:42

## Utah Summer Games XC Mountain Bike Race Cedar City, Utah - June 11, 2005, INTERMOUNTAIN CUP MOUNTAIN BIKE RACING SERIES - Race # 7

- 12 & Under**  
1. Merrick Taylor 00:22:11  
2. Rhet C. Povey 00:22:12  
3. Conor Lyne 00:24:18  
4. Zoe Gregoric 00:24:20  
5. Jared Hall 00:24:25
- Spt Men 16-18**  
1. Tyler Beyeler 01:24:08  
2. Todd Graham 01:46:46
- Spt Men 19-29**  
1. Derryl Spencer 01:14:22  
2. David Welsh 01:15:53  
3. Stephen Brown 01:19:23  
4. Brandon Wilde 01:23:07  
5. Walt Sorenson 01:27:07
- Spt Men 30-39**  
1. Drew Neilson 01:10:55  
2. Chad Harris 01:15:01  
3. Mark Esplin 01:16:43  
4. Carson Chynoweth 01:18:35  
5. Keith K. Payne 01:23:31
- Spt Men 40+**  
1. Scott Toly 01:21:57  
2. Jim Harper 01:22:05
- Spt/Exp 13-15**  
1. Nic Castle 00:45:48  
2. Tyler Wall 00:54:53
- Women 35+**  
1. Julie Gregoric 00:44:52  
2. Ranae Poellin 00:48:10  
3. Shelley Hansen 00:52:13  
4. Robin Kirker 00:54:04
- Bountiful Bomber, Utah DH Series  
#1, Bountiful, Utah, June 5, 2005**
- Pro Men**  
1. Vaughn Williams Go-Ride 4:44:27  
2. Kris Baughman Go-Ride 4:53:86  
3. Mark Christensen 4:56:47  
4. Scott Crabbill Go-Ride 4:57:12  
5. Jed Colvin Go-Ride 5:02:70
- Expert 19-29 Men**  
1. Dustin Malley 4:48:40  
2. Blake Robinson Sloppy Seconds 5:08:24  
3. Chad Bryce Ogio 5:18:66  
4. Dan Prince 5:27:44  
5. Benjamin Greenberg Golan Cycles 5:28:38  
6. Chance Wright Cactus Bikes & Z 5:34:27  
7. Travis Elquist 5:36:14  
8. Art Widmar Ninja Riot 5:37:07  
9. Ryan Sears 5:37:44  
10. David Houlton Fitzgerald's Bikes 5:41:21  
11. James Peterson Go-Ride 5:52:09  
12. Wylie Fuhrman Rob's 5:55:56  
13. Vic White 5:59:90  
14. Braxton Bennett Sloppy Seconds 6:04:59
- Expert Men 30-39**  
1. Ben Craner 5:05:4:48.78  
2. Justin Alvey Go-Ride 5:01:05  
3. Joseph Hanrahan Spin Cycle 5:08:59  
4. Emmanuel Pons Go-Ride 5:11:25  
5. Brent Mitchell 5:05:5:12.49  
6. Cole McMillan McMillan Chiropractic 5:19:81  
7. Shay Conde 5:28:73  
8. Joshua Wright 5:29:56  
9. Bradley Koyle 5:32:84  
10. Timmy Pendgrass Cactus Bike 5:33:90  
11. Craig Skinner 5:38:55
- Pro Men**  
1. Shun Matsumoto 00:58:31  
2. Thomas Spanning 00:59:23  
3. Quin Bingham 00:59:49  
4. Ty Hansen 01:00:56  
5. Brandon Firth 01:00:57
- Pro Women**  
1. D.J. Morissette 01:18:52

- 12 Dave Mosher 5:42:38  
13 Scott Neison Fitzgerald's 5:42:73  
14 Bryan Schafroth 5:48:68
- Expert Men 13-18**  
1. Andrew Peirce Go-Ride 4:52:45  
2. Logan Binggeli Cannondale 5:05:79  
3. Chris Hadley Go-Ride 5:08:51  
4. Nate Davis Oakley/Go-Ride 5:18:99  
5. Riley Barlow DOD Racing 5:33:65  
6. Mitch Andrus 5:57:45
- Expert Men 40+**  
1. Stephan Waldron Team Waldron 6:15:17
- Pro Women**  
1. Michelle Camp All Mountain Cycles 6:05:27  
2. Denise Wardwell 6:44:97
- Expert Women**  
1. Addie Lepper 5:05:6:06.86  
2. Tasa Herndon 6:08:75  
3. Connie Miskit 5:05:0:Utopia Optics/Atom Lab 6:18:21  
4. Sarah Long 6:43:10
- Sport Men 19-29**  
1. Markus Mueller 5:21:10  
2. Aaron Butler Park's Sportsman 5:21:25  
3. Shane Finch Park's Sportsman 5:31:54  
4. Justin Reimers 5:33:67  
5. Matt Derrick Abel 5:40:02  
6. Riley Tucker Park's Sportsman 5:47:55  
7. Nathan Avery 5:48:60  
8. Chris Bradley Desert Cycles 5:51:89  
9. James Wolken Z-Team 5:56:35  
10. Dustin Richecreek 6:15:97  
11. Scott Crane 6:21:22  
12. Josha Jensen 6:32:18  
13. John Maxwell 6:44:56  
14. Gary Wahlberg Park's Sportsman 7:02:72  
15. Nathan Broadbent 9:51:11
- Sport Men 30-39**  
1. Rob Tobler 5:37:14  
2. Cody Nish 5:43:40  
3. Doug Frei Giant/Rob's 6:09:17  
4. Kevin Tissue 6:11:64  
5. Jeremy Nuzman 7:00:14
- Sport Men 40+**  
1. Kirk Meyer Park's Sportsman 6:05:60  
2. Cory Swenson Bob Ross 7:00:24  
3. Randy Earle 7:11:10  
4. Clint Bullock 7:13:32  
5. Rolf Hebenstreit Sun Valley Road & Dirt 8:22:60
- Men 13-18**  
1. Sean Richins 5:26:55  
2. Naish Ulmer Young Riders 5:28:72  
3. Johnny Muldoon 5:37:52  
4. Casey Swenson 5:38:12  
5. Nic Hadley 6:06:86  
6. Skye Werre 6:11:55  
7. Jason Brown Sloppy Seconds 6:42:92  
8. Tyler Condie 7:01:45
- Beginner Men 19-39**  
1. Chad Rowley 5:51:23  
2. Tyler Cloward Copeland Sports 5:53:06  
3. Dylan Astill 6:37:43  
4. Art Tippetts 7:01:65  
5. Justin Weyburn 7:39:60  
6. Anthony Sams 9:34:51
- Beginner Men 13-18**  
1. Jordan Culp 5:49:13  
2. Brock Despain 6:04:82  
3. Jacob LaRocque DOD Racing 6:15:17  
4. Daniel Lee 6:27:23  
5. Sam Fernstedt 6:40:85  
6. Zach Harding 6:55:32  
7. Austin Comstock 7:20:15  
8. Jeremy Morgan Young Riders 7:21:94  
9. Cody Searle 10:01:55  
10. Parker Eakin EAK Productions 10:01:80
- Sport Women 19+**  
1. Mary Mahon 6:36:86  
2. Erin Thain 6:36:98  
3. Nora Pincus 7:02:58  
4. Jenn Carr 7:03:11  
5. Christine Johnson 7:22:40  
6. Elizabeth Koyle Cutthroat

Racing/Spin Cycle 8:07:16  
**4-Wheel**  
1. Jordan Koyle 18:26:34



## Road Racing

## Utah State Road Race Championships, Logan, UT, June 4, 2005

- Pro/1/2 Male**  
1. Ryan Barrett; Healthy Choice - Goble Knee Clinic  
2. Daniel Adams  
3. Allan Butler; Healthy Choice - Goble Knee Clinic  
4. Alex Rock; Porcupine/Contender Bicycles  
5. Skylere Bingham; Northshore Bingham's
- Cat 3 Male**  
1. Jeffrey Morgan  
2. Stewart Richards; Autoliv  
3. Nathan Page  
4. Bill Jacobus; Orlando Road Club  
5. Shane Braley
- Cat 4 Male**  
1. Eric Rasmussen; Morgan Stanley/specialized  
2. Mark Zimelman; Concept Construction/fazoli's  
3. Nick Ekdahl; Guthrie Race Club  
4. Kent Carlsen; Team Joyride Bikes  
5. Todd Taft; New Moon Media
- Cat 5 Male**  
1. Curtis Doman; Rocky Mountain Cycling Club  
2. Rob Brasher; Midoale / 9th & 9th  
3. Eric Jeppson  
4. Anthony Larson; Logan Race Club  
5. Charlie Reynolds; X-men
- Master 35+ Male**  
1. Art O'Conner  
2. Zan Treasure  
3. Craig Kidd; Instant Replay Sports  
4. Dan Minert; Autoliv  
5. Terry Meginnis; Canyon Squadra Elite
- Master 45+ Male**  
1. Jerald Hunsaker; Bountiful Mazda  
2. James Ferguson; Autoliv  
3. Jeff Clawson; Canyon Bicycles  
4. Larry Strom  
5. Jamie Longe; Canyon Bicycles
- Master 55+ Male**  
1. Ken Louder; Sobieski & Bradley / Sportsbaseonline.com  
2. Mark Bates Logan; Race Club  
3. Hardin Davis; Utah Premier  
4. John Haney  
5. Roger Hansen; Logan Race Club
- Junior 13-15 Male**  
1. Connor O'leary; Mi Duole  
2. Tanner Putt; X-men  
3. Dana Hoffman; Ogden One  
4. Christian Zimelman  
5. Nathan Clyde; LRC
- Junior 16-18 Male**  
1. Jared Gilker; Mercy Cycling Team  
2. Dustin Eskelson; Bingham's  
3. Cameron Anderson; 9th&9th  
4. Ryan Ottley; Na
- Cat 1/cat 2/cat 3 Female**  
1. Darcie Murphy; Ogden One/Heartstrings  
2. Laura Howat; Utah Premier  
3. Nisie Van De Kamp; Ogden One Cycling/Heartstrings  
4. Nicole Evans; Sobieski & Bradley/Sportsbaseonline.com  
5. Kelly Crawford; Logan Race Club
- Cat 4 Female**  
1. Megan Mccown; Porcupine/contender Bicycles  
2. Shannon Ogrady; Porcupine Pub & Grille/Contender  
3. Jo Garuccio; Canyon Bicycles  
4. Christen Yee; Sambucca Cycling  
5. Linda Roney; Ogden One
- Junior 10-12 Female**  
1. Jillian Gardner  
2. Maegan Roper; Logan Race Club  
3. Angela Clyde; LRC  
4. Josey Gardner
- Junior 13-15 Female**  
1. Juel Iverson; Canyon Bicycles

## Sportsmedicine Center Utah State Criterium Championships, Sugarhouse Park, June 11, 2005

- Pro/1/2 Male**  
1. Jeff Louder  
2. Chris Hull; Porcupine/contender Bicycles  
3. Jesse Westergard; Healthy Choice - Goble Knee Clinic  
4. John Osguthorpe; Ogden One  
5. Allan Butler; Healthy Choice - Goble Knee Clinic
- Cat 3 Male**  
1. Mark Miller; Canyon Bicycles  
2. Shawn Cheney; Canyon Bicycles  
3. Jon Gardner; Ogden One  
4. David Blades; Rhodes  
5. Mike Pratt; Canyon Bicycles
- Cat 4 Male**  
1. Michael Burnside; Autoliv  
2. Rodney Boynton; Concept Construction/fazoli's  
3. Lance Runyan; Titus  
4. Matthew Mecham; Blue Rain Cycling  
5. Kent Carlsen; Team Joyride Bikes
- Cat 5 Male**  
1. Nathan Armin  
2. Curtis Doman; Rocky Mountain Cycling Club  
3. Jeff Penman  
4. Neale Schiffman; Ogden One  
5. Adam Catmull
- Masters 35-44 Male**  
1. Terry Meginnis; Canyon Squadra Elite  
2. Dennis Porter; Ogden One Cycling Club  
3. Brian Boudreau; Team Dare  
4. Mark Chrysler; Dare  
5. Mike Cooper; Indiana Masters Racing Team
- Masters 45-54 Male**  
1. Dirk Cowley  
2. Zan Treasure  
3. Dana Pickard; Na  
4. Dale Maughan; Concept Construction/fazoli's  
5. Bill Cutting; New Moon Cycling
- Masters 55-99 Male**  
1. Ken Louder; Sobieski & Bradley/Sportsbaseonline.com  
2. Gary Simmons  
3. Mark Bates; Logan Race Club  
4. Henry Ebell; X-men
- Junior 10-16 Male**  
1. Mitchell Peterson  
2. Chris Peterson  
3. Ryan Wheeler; Rmcc Juniors  
4. Connor O'leary; Mi Duole

Continued  
on page 20

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**RESULTS: CONTINUED FROM PAGE 20**

5. Dustin Eskelson; Bingham  
**Junior Female**  
**Cat 1/cat2/cat3 Female**  
 1. Kirsten Kotval  
 2. Laura Howat; Utah Premier  
 3. Nisie Van De Kamp; Ogden One Cycling/heart-strings  
 4. Jill Wilkerson-smith; Wwcc/otopexy Records  
 5. Courtney Mcbeth; Unattached  
**Cat 4 Female**  
 1. Karen Ortiz; New Moon Media/spin Cycle  
 2. Sara Watchorn; Porcupine/contender  
 3. Lauren Barros; Wwcc/otopexy Records  
 4. Christine Johnson  
 5. Shawna Niles; Wwcc/otopexy Records  
**Junior 10-16 Female**  
 1. Ashlyn Gerber; Orlando Road Club  
 2. Jillian Gardner; Ogden One  
 3. Josey Gardner

5. Craig Creeden  
**Recreational Citizen Women, 40-49**  
 1. Nancy Alcabes 03:12:50.00  
**Recreational Citizen Women, 50-59**  
 1. Barbara Gardner 03:25:04.00  
**Citizen Tandem**  
 1. Charles Schuster 02:41:17.00

2. Nate Fields 36:19.00  
 3. Jeffrey Morgan 36:20.00  
**Men, Cat. 4/5**  
 1. Mark Santurbane 38:08.00  
 2. Darin Olde 38:37.00  
 3. Keith Anderson 38:38.00  
**Masters Men, 35-44**  
 1. Greg Freebairn 38:47.00  
 2. Louie Amelburu 39:06.00  
 3. Zan Treasure 39:06.00  
**Masters Men, 45-54**  
 1. Dale Maughan 24:35.00  
 2. Philip Coats 26:15.00  
 3. Jeff Clawsan 26:17.00  
**Masters Men, 55+**  
 1. Hardin Davis 27:38.00  
 2. Stephen Miller 27:58.00  
 3. John Haney 28:06.00  
**Women, Cat. Pro/1/2/3**  
 1. Lynn Gaggioli 28:13.00  
 2. Kris Walker 28:29.00  
 3. John O'Connell 28:42.18  
**Masters Men, 35-44**  
 1. Mark Santurbane 22:28.26  
 2. Alan Enos 23:19.98  
 3. John O'Connell 23:42.18  
**Masters Men, 45-54**  
 1. Dale Maughan 22:05.75  
 2. Jeff Clawsan 22:33.36  
 3. Philip Coats 23:14.28  
**Masters Men, 55+**  
 1. Hardin Davis 23:58.65  
 2. John Haney 25:03.48  
 3. Stephen Miller 25:25.70  
**Women, Cat. Pro/1/2/3**  
 1. Lynn Gaggioli 23:15.56  
 2. Kris Walker 23:37.23  
 3. Jamie Williams 24:31.03  
**Women, Cat 4/Mas. 35+**  
 1. Katherine Gmeinder 26:34.87  
 2. Gail Towsley 27:10.57  
 3. Kim Larson 29:08.33

**High Uintas Classic, Stage 1, Bald Mountain Road Race, Kamas, UT**

- Men, Cat. Pro/1/2**  
 1. Travis Jones 02:08:36.00  
 2. John Osguthorp 02:10:55.00  
 3. Jason Donald 02:11:03.00  
**Men, Cat. 3**  
 1. Jeffrey Morgan 02:16:00.00  
 2. Kris Lunning 02:19:08.00  
 3. Dan Dombroski 02:19:08.00  
**Men, Cat. 4/5**  
 1. Mark Santurbane 02:22:36.00  
 2. John Dewell 02:26:16.00  
 3. Conrad Roberts 02:27:18.00  
**Masters Men, 35-44**  
 1. Stewart Richards 02:21:35.00  
 2. Zan Treasure 02:21:35.00  
 3. Dan Minert 02:25:28.00  
**Masters Men, 45-54**  
 1. Dale Maughan 02:22:18.00  
 2. Mark Zimbelman 02:22:18.00  
 3. Philip Coats 02:31:40.00  
**Masters Men, 55+**  
 1. Hardin Davis 02:35:22.00  
 2. John Haney 02:35:22.00  
 3. Bob Dahlgren 02:48:24.00  
**Women, Cat. Pro/1/2/3**  
 1. Lynn Gaggioli 02:41:21.00  
 2. Sarah Timok 02:41:21.00  
 3. Kris Walker 02:41:21.00  
**Women, Cat 4/Mas. 35+**  
 1. Katherine Gmeinder 02:46:06.00  
 2. Ruth Shapiro 02:56:43.00  
 3. Cynthia Orman 02:59:09.00

**High Uintas Classic Stage Race, Overall GC**

- Men, Cat. Pro/1/2**  
 1. Travis Jones 03:22:24  
 2. Jason Donald 00:02:39  
 3. John Osguthorp 00:03:38  
 4. Norman Bryner 00:03:45  
 5. Francis Jackson 00:04:57  
**Men, Cat. 3**  
 1. Jeffrey Morgan 03:13:12  
 2. Kris Lunning 00:03:38  
 3. Dan Dombroski 00:05:12  
 4. Nate Page 00:06:15  
 5. Travis Ward 00:06:50  
**Men, Cat. 4/5**  
 1. Mark Santurbane 03:22:42  
 2. Jared Inouye 00:08:00  
 3. Erik Edgar 00:09:21  
 4. Keith Anderson 00:10:11  
 5. Alan Enos 00:11:16  
**Masters Men, 35-44**  
 1. Zan Treasure 03:22:05  
 2. Stewart Richards 00:01:29  
 3. Louie Amelburu 00:04:26  
 4. Gary Porter 00:06:00  
 5. Tony Chesrow 00:06:11  
**Masters Men, 45-54**  
 1. Dale Maughan 03:08:28  
 2. Philip Coats 00:12:35  
 3. Jeff Clawsan 00:14:26  
 4. Bill Gasteyer 00:17:46  
 5. Kevin O'Meara 00:33:16  
**Masters Men, 55+**  
 1. Hardin Davis 03:26:43  
 2. John Haney 00:01:22  
 3. Stephen Miller 00:15:24  
 4. Bob Dahlgren 00:16:14  
 5. Dick Finch 00:36:18  
**Women, Cat. Pro/1/2/3**  
 1. Lynn Gaggioli 03:32:19  
 2. Kris Walker 00:01:02  
 3. Jamie Williams 00:09:23  
 4. Kelly Crawford 00:13:00  
**Women, Cat 4/Mas. 35+**  
 1. Katherine Gmeinder 03:42:59  
 2. Gail Towsley 00:37:03  
 3. Kim Larson 00:40:01

**High Uintas Stage Race, Stage 2, Charles Scrivner Memorial Time Trial, Evanston, WY**

- Men, Cat. Pro/1/2**  
 1. Dan Larson 20:39.04  
 2. Francis Jackson 20:42.78  
 3. Marc Yap 20:47.59  
**Men, Cat. 3**  
 1. Jeffrey Morgan 21:22.79  
 2. Kris Lunning 21:33.29  
 3. Travis Ward 21:51.19  
**Men, Cat. 4/5**  
 1. Mark Santurbane 22:28.26  
 2. Alan Enos 23:19.98  
 3. John O'Connell 23:42.18  
**Masters Men, 35-44**  
 1. Zan Treasure 21:49.60  
 2. Louie Amelburu 21:58.49  
 3. Gary Porter 22:18.22  
**Masters Men, 45-54**  
 1. Dale Maughan 22:05.75  
 2. Jeff Clawsan 22:33.36  
 3. Philip Coats 23:14.28  
**Masters Men, 55+**  
 1. Hardin Davis 23:58.65  
 2. John Haney 25:03.48  
 3. Stephen Miller 25:25.70  
**Women, Cat. Pro/1/2/3**  
 1. Lynn Gaggioli 23:15.56  
 2. Kris Walker 23:37.23  
 3. Jamie Williams 24:31.03  
**Women, Cat 4/Mas. 35+**  
 1. Katherine Gmeinder 26:34.87  
 2. Gail Towsley 27:10.57  
 3. Kim Larson 29:08.33

**High Uintas Stage Race, Stage 3, Downtown Courthouse Criterium, Evanston, WY**

- Men, Cat. Pro/1/2**  
 1. Francis Jackson 52:49.00  
 2. Alan The Butler 53:03.00  
 3. Jason Donald 53:03.00  
**Men, Cat. 3**  
 1. Jess Deak 36:16.00

**17th Annual All West Communications High Uintas Classic Bicycle Stage Race, June 18-19, Evanston, Wyoming**

- Kamas to Evanston Road Race**  
**Citizens Categories**  
**Competitive Citizen Men, Juniors (10-17)**  
 1. Tyler Wall 03:10:32.00  
**Competitive Citizen Men, 18-29**  
 1. Samuel Dearden 02:21:57.00  
 2. Jeff Moses 02:39:32.00  
 3. Justin Cagle 02:52:31.00  
**Competitive Citizen Men, 30-39**  
 1. Greg Tayler 02:28:28.00  
 2. John Kelly 02:31:38.00  
 3. John Holman 02:45:21.00  
**Competitive Citizen Men, 40-49**  
 1. John Crocker 02:31:35.00  
 2. Dave Reynolds 02:35:16.00  
 3. Scott Kafesjian 02:39:53.00  
**Competitive Citizen Men, 50-59**  
 1. David Wesenahl 02:36:00.00  
 2. Peter Hansen 02:41:17.00  
 3. Chris Reveley 02:43:37.00  
**Competitive Citizen Women, 18-29**  
 1. Erin Morris 03:29:42.00  
**Competitive Citizen Women, 30-39**  
 1. Erika Lloyd 02:50:44.00  
**Competitive citizen Women, 50-59**  
 1. Marcy Allen 03:27:55.00  
**Recreational Citizen Men, 18-29**  
 1. Christen Thompson 03:01:35.00  
 2. Karl Christiansen 03:09:04.00  
 3. Scott Miles 03:15:21.00  
**Recreational Citizen Men, 30-39**  
 1. Michael Broadbent 02:40:47.00  
 2. Anthony Larson 02:40:48.00  
 3. Craig Willis 02:50:05.00  
**Recreational Citizen Men, 40-49**  
 1. Greg Matthews 02:42:42.00  
 2. Rocky Stonestreet 02:50:05.00  
 3. Wayne Douglas 02:53:49.00  
**Recreational Citizen Men, 50-59**  
 1. Val Ludlow 02:50:07.00  
 2. Lane Christianson 02:50:07.00  
 3. John Hernandez 02:53:49.00  
**Recreational Citizen Men, 60+**  
 1. Dennis Wignall 03:19:52.00  
 2. Frederick Milad 03:54:31.00  
**Recreational Citizen Women, Juniors (10-17)**  
 1. Scott Bales 02:44:59.00  
**Recreational Citizen Women, 18-29**  
 1. Bethany Slagowski 03:48:48.00  
**Recreational Citizen Women, 30-39**  
 1. Jenny Wampler 03:18:48.00

**Utah State Time Trial Championships, Salt Air, Utah, June 12, 2005**

- Masters 40-44 Male**  
 1. Brad Anderson  
 2. Rob Van Kirk  
 3. Greg Freebairn  
 4. Steven P Lewis  
 5. Tony Chesrow  
**Masters 45-49 Male**  
 1. Mark Schaefer  
 2. Dale Maughan  
 3. Louis Riel  
 4. Jeff Clawson  
 5. Jamie Longe  
**Masters 50-54 Male**  
 1. Larry Strom  
 2. Dirk Cowley  
**Masters 35-39 Male**  
 1. Richard Feldman  
 2. Jon Gallagher  
 3. Art O'Connor  
 4. Chris Kunstadt  
 5. Mike Hadley  
**Cat 4 Male**  
 1. James Hayton  
 2. Eric Rasmussen  
 3. Darin Wilson  
 4. Justin Griffith  
 5. Nick Ekdahl  
**Cat1/Cat2 Male**  
 1. Ryan Blicke  
 2. Daniel Larson  
 3. Nate Thomas  
 4. Gardie Jackson  
 5. Eric Paradyak  
**Cat 3 Male**  
 1. Ted Tatos  
 2. Nathan Page  
 3. Darrick Riggs  
 4. Jon Gardner  
 5. Al Michimi  
**Master 55+ Male**  
 1. Ken Louder  
 2. Hardin Davis  
 3. Lee Bourne  
 4. Paul Scarpelli  
 5. Gary Simmons  
**Cat 5 Male**  
 1. Don Trop  
**Junior Male**  
 1. Dustin Eskelson  
 2. Chris Keane  
 3. Ryan Wheeler  
 4. Connor OLeary

**Study Looks at Safety of Commuting to School**

About the safest way to get to school just may consist of riding a bicycle. And it appears to be getting safer. Or so says a recent statistical analysis from the National Center for Injury Prevention & Control of the federal Centers for Disease Control & Prevention.

The authors compared deaths and injuries in getting to school in the United States in two three-year periods - the school years starting in September 1993 and September 1999. They used data from the Fatality Analysis Reporting System, National Automotive Sampling System's General Estimates System, and Census Bureau. They study only looked at crashes between 6 a.m. and 8:59 a.m. involving youth ages five to 18, figuring these trips consisted mainly of getting to school. The study didn't consider accidents leaving school because the researchers couldn't segregate trips from school with other afternoon travel.

The report: "How Risky Is the Commute to School? Deaths & Injuries by Transportation Mode," published by the Transportation Research Board, found 22 bicycle deaths in the first period and 11 in the second. While it sounds like great news that deaths were halved, the change is statistically insignificant in proving safety has improved, given the size of the country. It's better news to note that the student-bicyclist death rate remained at .01 per 100,000 population, much smaller than the overall .63 per 100,000 in the first period and .54 per 100,000 in the second.

And bicycling's death rate was smaller than rates of most other means of transport, including walking and being driven to school. Only taking the bus may prove statistically safer, though the authors say they couldn't calculate the very small death-by-bus rate.

More good news to encourage kids to bike to school: the rate and number injured in a bike accident decreased dramatically over the years. In the first three-year period, 5,065 biking children were reported injured (3.21 per 100,000). But in the second, only 2,920 (1.7 per 100,000) got hurt.

And they may need the encouragement. The report notes "In previous generations, many children walked or rode bicycles to school." But since the early 1970s, "increased reliance on motor vehicles for transportation, changes in the commuting distance between housing and schools, and changes in zoning and building regulations have had an impact on the way children get to school."


The study concludes "Recently, in an effort to curb obesity in children, the public health community has encouraged walking and bicycling to school. These modes of transportation have obvious physical health benefits, but safety concerns also must be acknowledged and addressed.

"The solution may be as simple as having adults walk children to school or ensuring that bicyclists wear helmets."

-Charles Pekow

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TOURING

# On the Road Again: 30 Years Later



Julie and Lou Melini getting ready for their big adventure.

By Lou Melini

*Part I - The Preparation:*

It has been 30 years since I wandered for 11 weeks across the United States. I did a couple of two-week trips, including car transportation to my beginning destinations, in 1980 and 1981, but nothing has compared to the life altering expedition of 1975. My friend Jeffrey Hyman (not of the Ramones) chose to fly to Seattle and return to New Jersey for two reasons. We decided that abandoning our trip would be more difficult and secondly we thought that since the weather patterns went from west to east we would be blown across the U.S. by the jet stream. Already you can imagine the sophistication of our planning. Our mechanical experience was limited to fixing a flat tire. Our preparation rides included a few 30-mile rides. My bike was an all steel beauty sold by Sears; the top-of-the-line, I might add. We meandered across the U.S. with a few "must see" places in mind usually by asking someone; "What's the best way to get from here to there?" At the end of the day we would simply pull off the road and camp. Many towns in the Midwest of the country allowed us to stay in the city parks for free, where we

could use the shower at the swimming pool. On the plus side, we were given multiple six-packs of beer, invites to stay in the homes of complete strangers, and many gifts of food or meals by people we met along the way. I spent \$1100 including equipment, airfare and the trip itself. Being naïve and oblivious to potential problems does create an atmosphere of adventure.

Now that my two boys are older and sort of more responsible, my wife and I can now go on the trip I have been talking about for the past five years or so. It won't be a cross-country trip as I had hoped but our trip will be three weeks of riding to the Bozeman, Mt. area and back. It will have to do as my anniversary ride and I will consider it our 2nd honeymoon, which should put a smile on my wife's face. We have matching Waterford touring bikes, and locally made Lone Peak Panniers to carry our gear. Not only can I now patch a tire, I can completely disassemble the bikes and rebuild them, though not as well as the shop pros. I have great maps including maps

**Continued on Page 5**

 <p><b>Saturday Cycles</b></p> <p>Finely Crafted Bicycles for Cyclotourists and Commuters</p>	
<p><b>Bikes</b></p> <p>Rivendell Heron Surly</p>	<p><b>Equipment</b></p> <p>Arkel Over Designs Packs Lone Peak Packs Tubus Racks</p>
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Presented by The Bonneville Bicycle Touring Club

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