

# cycling utah

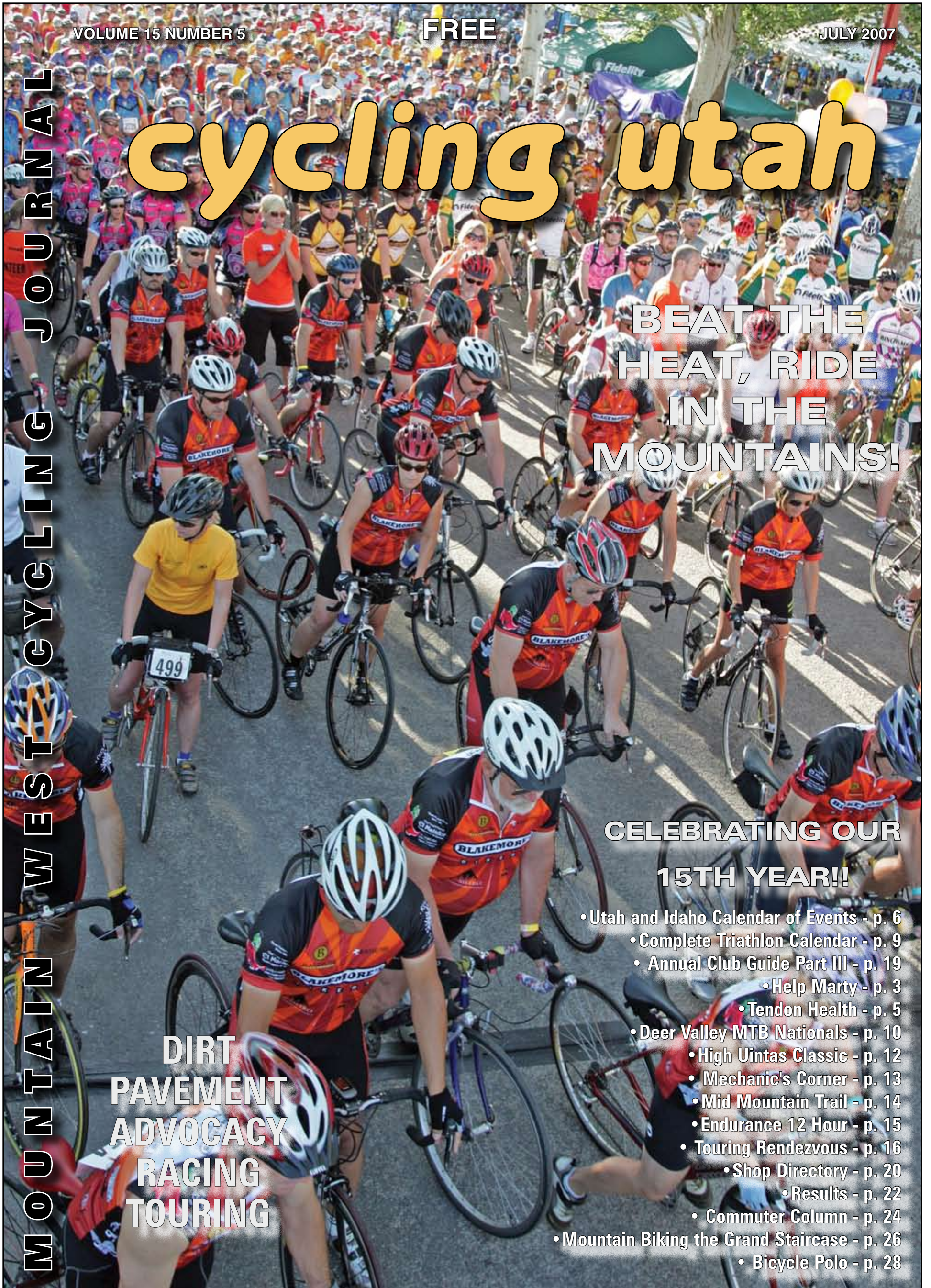
BEAT THE HEAT, RIDE IN THE MOUNTAINS!

CELEBRATING OUR 15TH YEAR!!

- Utah and Idaho Calendar of Events - p. 6
- Complete Triathlon Calendar - p. 9
- Annual Club Guide Part III - p. 19
- Help Marty - p. 3
- Tendon Health - p. 5
- Deer Valley MTB Nationals - p. 10
- High Uintas Classic - p. 12
- Mechanic's Corner - p. 13
- Mid Mountain Trail - p. 14
- Endurance 12 Hour - p. 15
- Touring Rendezvous - p. 16
- Shop Directory - p. 20
- Results - p. 22
- Commuter Column - p. 24
- Mountain Biking the Grand Staircase - p. 26
- Bicycle Polo - p. 28

DIRT  
PAVEMENT  
ADVOCACY  
RACING  
TOURING

WEST MOUNTAIN CYCLING JOURNAL



## SPEAKING OF SPOKES

## The Rules of the Road in Bangladesh

By David Ward  
Publisher

Whether you are on a bike, motorcycle, or rickshaw, in a car or truck, or just on foot, the following are the rules of the road in Bangladesh and Nepal:

1. Go with the flow. Traffic is like a rambling river. The smoothest course is to simply move along with the stream. Actions that disrupt the flow only impede progress and bring frustration.
2. Never look back.
3. If there is any empty space, take it. If you don't, someone else will. As for a 3-foot buffer law, well, if you are lucky, you might get 3 inches here.
4. When someone behind you honks or rings a bell, they are just letting you know they want to pass. Ignore it. Besides, everybody honks and rings all the time.
5. When someone is entering from a side street or alley, they will honk or ring. Ignore them, too. And don't let them in. They will keep nosing in till they are too much of an obstacle to go around.
6. When you are passing or want to pass someone, or entering from a side street or alley, always honk or ring, even though everyone will ignore you.
7. When you are entering from a side street or alley, honk or ring, and keep nosing in until they can no longer go around you.
8. Do not get frustrated. This is actually fun.



Above: Derrick maneuvering between rickshaws and a car.

ger go around you.

8. Do not get frustrated. This is actually fun.

This last month, my wife, Karma, and I went to Bangladesh to visit our daughter, Jessica, who works for the State Department and is posted in the U. S. Embassy in Dhaka, Bangladesh, a city of 10 million people. Having been to India many years ago, I had a pretty good idea of what traffic might be like in Bangladesh. I was not far wrong,

except that it was even more hectic than I remembered of India.

I always like to ride a bike when in new areas. I knew I wanted to do that in Dhaka, but was somewhat hesitant. First, getting lost would be easy, while getting found would be hard. Second, thanks to the Brits, they drive and ride on the wrong side of the road. Finally, although I consider myself pretty hardened when it comes to riding in traffic, this traffic was somewhat daunting. So, I was pleased when Jessica

was able to put me in touch with David Gray, a UK civil servant also living in Dhaka. It turns out there is a small group of ex-patriots who gather together weekly to ride. Bicycling devotees can apparently be found almost anywhere. David and I arranged to meet, and he loaned me the bicycle his wife normally rides. She had conveniently broken her leg just a few days before, so the bike was available.

David and I arranged to go out on a Friday morning when traffic is comparable to our Sunday morning traffic due to Friday being the Muslim holy day. David and I were joined by Derrick Young, also of the UK and a native of Zimbabwe. David led us from his home out of the city and into the countryside.

Light traffic in Dhaka is a relative term. Getting out of town was still a bit sketchy as we dodged and darted around cars and rickshaws on narrow and/or busy streets. But finally, we reached lightly traveled streets till we came to a wide stream which is normally crossed on a wooden footbridge. Unfortunately, this being the monsoon season, the rains had led to a significant water level increase and the bridge had been dismantled for the season.

This led to one of the most interesting experiences of this trip: Being ferried across the stream on

Continued on page 15

### Help Wanted

#### Bicycle Sales:

Salesfloor help needed. Part time to 25 hrs/wk. Base plus commission. Must know high end bicycles, be over 18 and have own transportation and good work ethic and experience. Call Crystal 801-446-8183 or go to [www.golsancycles.com](http://www.golsancycles.com)



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

Tommy Murphy  
435.787.8556  
[tmurphy@trainright.com](mailto:tmurphy@trainright.com)



You talk to cycling

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

284 S. Main St  
Springville, UT 84663  
Phone: 801-489-5106  
[blaynscycling.com](http://blaynscycling.com)



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

159 W. 500 N. • Provo, UT  
(801) 375-5873 • [racerscycle.net](http://racerscycle.net)



P.O. Box 57980  
Murray, UT 84157-0980  
[www.cyclingutah.com](http://www.cyclingutah.com)  
You can reach us by phone:  
(801) 268-2652  
Our Fax number:  
(801) 263-1010

Dave Iltis, Editor & Advertising  
[dave@cyclingutah.com](mailto:dave@cyclingutah.com)

David R. Ward, Publisher  
[dward@cyclingutah.com](mailto:dward@cyclingutah.com)

**Contributors:** Greg Overton, Gregg Bromka, Ben Simonson, Michael Gonzales, Lou Melini, Chad Nichols, Joaquim Hailer, Tom Jow, John Mavor, Adam Lisonbee, Scott Patton, Ron Wheeler, Andy Singer, Erik Moen, Steve Kodad, Rusty Healey, Jen Hanks, Kathy Sherwin, Bart Gillespie, Blake Wiehe, Guthrie/Westermann Family, Jonathan Morrison, Lynn Ware Peek, James Naus

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

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

Annual Subscription rate: \$15

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

Postage paid in Murray, UT

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

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

Cycling Utah is free, limit one copy per person.

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

Cover Photo: The MS Bike Tour saw a record turnout of 2924 riders and raised over \$1.3 million for multiple sclerosis research.  
Photo: Joaquim Hailer.  
Find your photo at [zazoosh.com](http://zazoosh.com).

You can never be too **SPECIALIZED**

## Specialized 2007 Enduro SL

six inches travel  
suspension integration...  
up and down in bliss  
Now Available!

**Bingham Cyclery**



Financing Available through RC Willey

New Ogden location coming this summer!

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

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

**Provo**  
187 West Center  
374-9890

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

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

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

**UTAH NEWS**

**Utah Rider Victim of Hit and Run**

**By Jonathan Morrison**

Marty Kasteler's story is one of tragedy and triumph but we need your help with the ending.

Marty Kasteler is not only one of the nicest people you will ever meet, but he is also an avid cyclist. Just weeks ago he was training for the Durango MTB 100 for which he purchased a new Santa Cruz bicycle. Like the rest of us he is still in love with his childhood sweetheart -- the bicycle; a life-long passion most Cycling Utah readers can relate to. Sadly, Marty's plans for Durango have been derailed.

On Sunday, June 17th around 2 a.m. Marty and his wife, Nicki Kasteler, were enjoying a nighttime bicycle ride home after visiting friends. As they approached the intersection of 600 East and 2460 South, an older white delivery truck almost ran them off the road. At which point Marty slapped the side of the van alerting the driver that cyclists were in their blind spot. Instead of yielding, the driver did something none of us can rationalize or understand. They turned around and intentionally ran over Marty. They then crashed into a steel railing, backed up and sped off leaving Marty for dead with his wife looking on in horror. The van and driver are still at large\*.

Thanks to Nicki, Marty was rushed to the Intensive Care Unit

at LDS Hospital (LDS). Without going into great detail, his pelvis and internal organs were crushed, his leg was almost severed, and he had to be revived 5 times due to blood loss. In the following weeks spent at LDS, he has undergone countless surgeries with many remaining unknowns. Still, full of smiles and hope, and a picture of a bicycle above his hospital bed, he even talked about making the Josie Johnson Memorial Ride his new Durango. This small example of strength, courage, optimism and the spirit of Marty and Nicki Kasteler is turning tragedy into triumph and generating support from Salt Lake and across the country.

So that Marty and Nicki can concentrate on the healing process, the community is raising funds for the challenges in the months to come. Family, friends, Salt Lake residents, businesses and strangers touched by his story are coming together in support of Marty. Benefit concerts, bicycle rides, art shows, bake sales and even bikini car (and bicycle) washes have been being organized everywhere in his honor. To make a tax-deductible donation, see a list of scheduled fundraiser events, or to schedule your own visit [www.helpmarty.com](http://www.helpmarty.com) (.org works too) or call 801-FAT-BIKE. Checks can be made out to the "Salt Lake City Bicycle Collective" with "The Marty Kasteler Fund" in the memo field.

**TOURING**

**Antelope by Moonlight Bike Ride**



**Bikes fill the Antelope Island Causeway at the Antelope by Moonlight Bike Ride on June 29th. This year, there were 1115 riders. The ride raised at least \$12000 for Antelope Island State Park. Photo: Rusty Healey**

Mail them to:

Salt Lake City Bicycle Collective  
ATTN: The Marty Kasteler Fund  
PO Box 2400  
Salt Lake City, UT 84110

\* There has been a \$3000.00 reward issued for information lead-

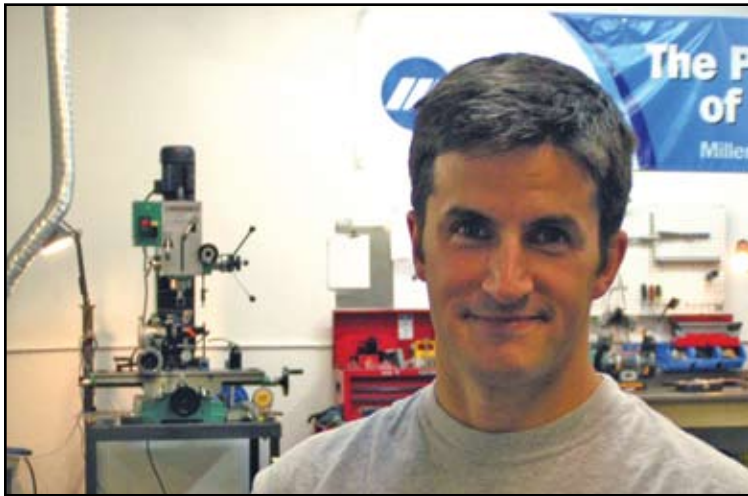
ing to the arrest and conviction of the driver who ran down Marty. If anyone has any information pertaining to the location of the van, or the identity and whereabouts of the driver, they are asked to call the Salt Lake City Police Department at 801-799-INFO. Callers may remain anonymous.

**How many miles per gallon does your bike get?**

Winning never goes out of style.



## ROUTE 211 Edwin Cycles Sets Up Shop In Salt Lake City



Doug Driessen of Edwin Cycles.

### By Greg Overton

Readers of this column and its predecessor, Classic Corner, will know that I hold custom framebuilding in the same regard as high craft or art. Building a custom hand made bicycle frame is an undertaking that's full of tradition, subtleties and knowledge usually passed over by the 'three sizes fit all' and economy of scale bean counters' mentality of many of the major bicycle compa-

nies populating your favorite bike shop. So I jumped at the chance to visit Salt Lake City's newest custom framebuilder at his shop to see for myself what someone new to the art is doing and how he's doing it.

Doug Driessen understands. The 36 year old recently opened the doors of his one man framebuilding shop, Edwin Cycles. Driessen is a veteran of 15 years in the bicycle retail trenches, owning Cyclesmith

in New Hampshire, before importing himself to Utah in 2000, when he competed as a member of the US National Biathlon Team. Driessen liked Utah and decided to settle here after two tours in Iraq with the US Army.

In 2005, he imported the store name as well, opening Cyclesmith on the hill adjacent to the University of Utah campus. After nearly two years, Driessen sold his interest in Cyclesmith in order to concentrate on framebuilding. "I set up a few tools in my garage, and attended the tig welding classes at United Bicycle Institute to learn some basics, and then came home to practice." Doug told me. "I moved into this shop in January when the weather chased me out of my garage."

Some of the welding practice went into building custom steel tables that serve as workstations in his tidy shop. "I figured a welder shouldn't go out and buy work benches, so I made them." And then he invested thousands of dollars in tools and machinery, including two milling machines, each handling different tasks in the building process, and spent many hours learning how to use the machines to their capability. "And not a day goes by that I don't learn something new." This isn't just the statement of a relatively new framebuilder. Even well established long time builders echo these sentiments regularly.

Driessen prides himself on creating excellent fit of the frame tubes

during cutting and mitering, before actually welding them. A properly mitered and prepared frame is stronger, requires less, if any, alignment after completion, and is relieved of many of the stresses that can plague a sloppily executed frame. The Edwin Cycles website specifies a tolerance of .025 at the tubing junctions. That's a high standard, and one that requires Driessen's patience and a time investment to achieve, and also ensures that his clients will not be riding a frame that was thrown together hastily.

That attention to detail is followed throughout the whole process of buying a custom Edwin frame. The progression usually lasts about three weeks, and goes like this: Once the decision is made to ride an Edwin, Driessen collects a deposit from the client and sets to work. By the next day, a file is sent to the client via email with a CAD drawing of the frame's design. From that point, the frame's construction commences with tube preparation and cutting. A photo diary of the process is provided so the client can virtually watch the new frame transform from a collection of tubes into a made-to-order rideable structure. "Near the end of the building process, a color and finish style is chosen." Doug continued, "The painting process is the longest part of the whole schedule." The current lead-time for an Edwin is about three weeks start to finish.

Around the Edwin shop, frames are hanging on the wall, clamped into stands and fixtures in different phases of construction, and painted, ready to be delivered to the customer or assembled into complete bikes. The space is neat and purposeful, and set up for efficient movement from station to station. A shelf holds tubsets for future frames, welding and machining tools are well placed, and everywhere you look, it's apparent that no shortcuts were taken in equipping the shop. "It just streamlines the process when you don't have to set up, tear down and set up again to do different steps in the

process." Driessen explained. "So I decided to invest in the right tools."

Driessen builds frames in several steel tube sets, with a Columbus Carve carbon fiber rear triangle as an option. He also builds frames in custom titanium. Choices range from road, cross, single speed and track, to traditional and 29er hard-tail, and full suspension mountain bikes utilizing the tried and true Ventana rear triangle, albeit with custom designed and machined Edwin rocker arms. Driessen even showed me a new one-off-for-now neocruiser style Edwin frame with custom tubing that is destined for a major components distributor in the cycling industry. He offers an optional cast silver headbadge available for your new Edwin as well, topping off the client's choice of durable powder coat or glassy painted finish. Edwin Cycles will repair your damaged frame, too, even if it's from one of those three sizes only companies.

Who is Edwin? Edwin is Doug, Doug is Edwin.

You can reach both at [www.edwincycles.com](http://www.edwincycles.com) and by phone at 801-815-9918.

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 Lou at 487-6318.



## SIDEWALK CLEARANCE SALE

JULY  
16<sup>th</sup> & 17<sup>th</sup>  
10 AM TO 6:30 PM

ITEMS  
PRICED  
TO MOVE!

### BIKES

road/mtn/more!

Up to 40% off

### JERSEYS

Nike/Fox/other...

Reg \$35 - \$100

Now 50-75% off

### SHORTS AND

### TIGHTS

REG \$70-\$150 now

50-75% OFF

LIGHTS

GLOVES

CYCLING SHOES

CYCLING CAPS

HELMETS

CYCLOMETERS

JULY 2<sup>ND</sup> - 30<sup>TH</sup>  
HOURS: M-F 10-6:30 Sat 10 - 5

**SUPERSALE**  
Summer 2007  
**TREK**



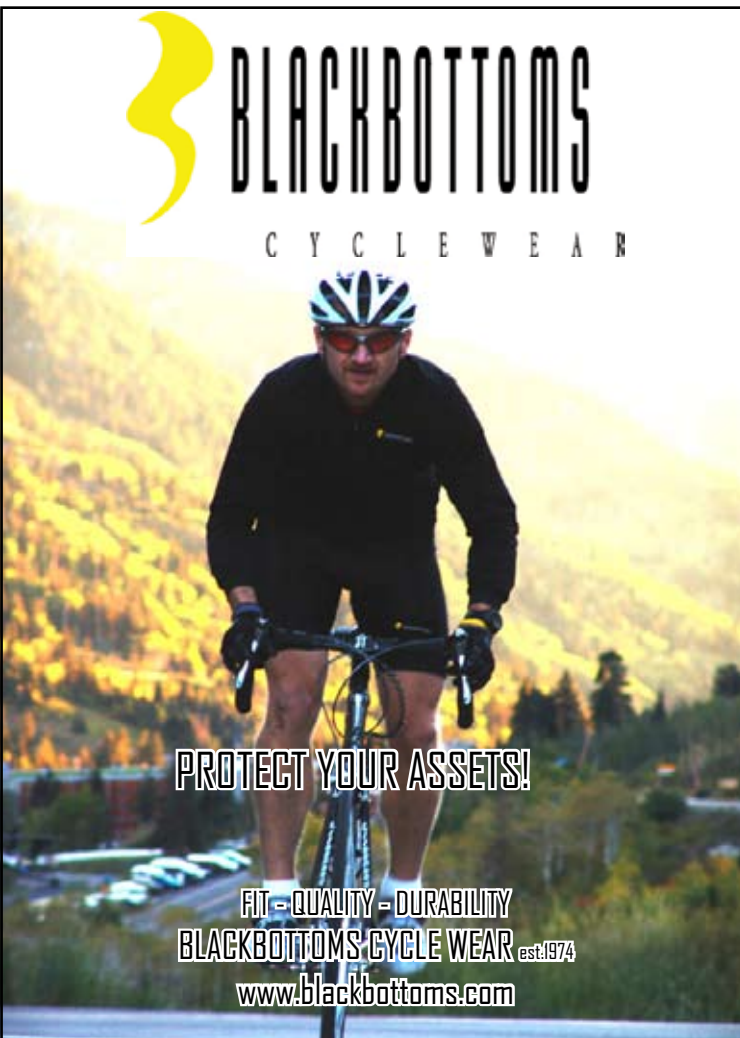
THE NEW 2008  
**TREK  
MADONE**

is available at

**Golsan**  
  
**Cycles**

10445 So Redwood Road, South Jordan  
801-446-8183

**BLACKBOTTOMS**  
CYCLEWEAR



PROTECT YOUR ASSETS!

FIT - QUALITY - DURABILITY  
BLACKBOTTOMS CYCLE WEAR est.1974  
[www.blackbottoms.com](http://www.blackbottoms.com)

**HEALTH**

**The Role of Your Tendons and How to Keep Them Healthy**

By Erik Moen PT, CSCS

Tendons are for transferring muscular torque to your bones. Tendons attach your muscles to your bones. Tendons help transfer force for the purposes of pedaling your bicycle and to create joint stability. When you injure a tendon this is considered a tendinopathy. Tendinopathies are somewhat common for endurance athletes. Tendinopathies occur when a tendon is exposed to a chronic and/or irregular force relative to the strength of the tendon. Tendons that attach near the knee are common sites for overuse injuries. Being aware of your tendon structure, function, dysfunction, and repair will better prepare you for healthy activity participation and successful tolerance of torque production (speed!).

**Structure**

Tendon is made from a serial array of tiny fibers that make up a rope-like structure. Tendon is primarily made of a material called collagen. Collagen is your body's source of fiber. Tendon is a dynamic tissue. It changes structure and strength in the presence and/or absence of load. This dynamic nature of tendon is considered "tissue mechanical adaptation" for those in the mechanobiology-world.

Summary: Tendon is essentially a rope.

**Overload**

Tendon tends to strengthen when exposed to increased levels of load or torque. This is not an instant-

aneous process, but rather happens over time (weeks, months and years). Tendon changes its structure due to the presence of consistently higher loads and becomes better capable of accepting load. Cells in tendon called fibroblasts produce collagen at a greater rate than the old collagen is broken down when exposed to consistent and/or increasing loads.

Summary: Tendons get strong with regular, progressive loading over time.

**Detraining**

De-training or immobilization of a tendon creates a lack of load stimulus to a tendon. Studies of tendon immobilization demonstrate the loss of total tendon weight, stiffness, and tensile strength. Significant structural changes to tendon were seen in various animal models following 3-4 weeks of relative immobilization. Immobilization was also found to create irregular and uneven collagen fibers, dilated veins and capillaries. For example, if I were to "pull a Brian Wilson" for 3 weeks and then go out to the velodrome and try to race with the local heroes, I might end up with a tendinopathy.

Summary: Use it or lose it!

**Overuse:**

Overuse of a tendon refers to a repetitive stretching of a tendon that results in an inability to endure further tension. Excessive and chronic tension to a tendon will result in microtrauma. If the tendon is generally stretched over 4%, microscopic tearing of tendon fibers occurs.

Beyond 8-10% strain, macroscopic failure occurs. And further stretch causes tendon rupture. Consistent microtrauma will result in inflammation. Inflammation has been classically defined as redness, pain, heat and swelling. Tendon injuries are most known for their pain. You know you are in trouble with your tendonitis when it limits your ability to perform your activity/sport or simple activities of daily living, such as going up and down stairs. Some inflamed tendons will actually "crunch" as they move. This is known as crepitus. Tendon injuries will most often be point tender and create pain when you put a load through them. If your tendon pain becomes painful even when you are at rest, this is a pretty bad sign. This level of tendon pain means a longer road to recovery. Initial onset of tendonitis is tricky because the pain of tendonitis will lessen with the performance of activity making you feel like you don't have an injury. You will note however that the pain will come back, most likely worse than before.

Summary: Chronic, progressive tendon pain means no gain!

**Repair**

Tendons can heal with exposure to a good environment. There are three overlapping phases of tendon repair, inflammation, repair and remodeling. A single "insult" injury results in an initial 24 hour period of inflammation that creates a cellular reaction. This cellular reaction assembles the cellular and chemical environment for the preparation of repair. A few days following the injury, the repair phase begins. Fibroblasts begin to lay down new collagen fibers. After 6 weeks following the injury, the remodeling phase begins. This is when the production of collagen slows down.

Water content of the healing tissue becomes less and the repairing tendon becomes more fibrous. At 10 weeks the repair site becomes more scar-like. Scar is known for its disorganized nature upon its initial deposition. Scar responds to stress and strain. In fact a controlled exercise program after the initial inflammation stage is indicated for better healing of a tendon injury. Thus the repair and remodeling phases following an injury become very important. A well-remodeled scar will allow for better load tolerance of a tendon in the future.

Summary: Resumption of loading is important but not at the expense of "fanning the flames" of inflammation.

**What do I do if I develop tendonitis?**

Basic treatment strategies for acute tendonitis pain include ice and relative rest. Tendon healing can begin with the cessation of irregular, pain-producing load to the tendon. Once diagnosed with tendonitis, consider getting an evaluation of flexibility, strength and coordination. Take this opportunity to discover why you developed an overuse injury. Your discoveries of deficiencies will allow you to best plan your road of recovery. An adapted exercise plan is the next step for tendonitis resolution. Tendonitis responds well to pain free stretching and progressive eccentric muscle loading. Have a Sports Physical Therapist help you with this type of program. All exercise should start pain free. Keep track of your exercise "dose" so as to better figure next steps in tissue loading. Your gains will not always be linear in nature, meaning you will most likely not be able to "add 5 reps a day" with this plan.

**What now?**

Tendon is a dynamic tissue. You have to "use it smartly or lose it" for tendon health. Tendon keeps its health when it is exposed to a reasonable load. Tendon is best prepared for activity when it is gradually introduced or exposed to load. Slowly work up to your desired levels of activity. Tendon strength development is partially why the required training process takes so long. Weight training may be used to increase tensile loading capacity of tendon. The inclusion of a weight training regimen for the endurance bicyclist typically occurs in the Fall. Flexibility is also an important component of tendon health. Poor flexibility in relation to your activity can put an additional load to your tendons. Avoidance of tendinopathies requires a proactive approach. Planning for your projected load and motion requirements will maintain the health of your tendons.

**References:**

Wang JH-C. Mechanobiology of tendon. Journal of Biomechanics 2006 Vol 39 pp.1563-1582.

Butler DL, Grood ES, Noyes FR, Zernicke RF, Biomechanics of ligaments and tendons. Exercise and Sport Sciences Reviews 1978 Vol 6, pp. 125-181.

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

29th snowbird

Bicycle 249. 18

Hill Climb 10 miles - 3,500 vert. ft.

One of the oldest road races in Utah!

1st Ultra 249. 18

Widow Maker

Mountain Bike Race 15 miles - 6,500 vert. ft.

**info:**

**BICYCLE HILL CLIMB - AUGUST 18, 2007**  
 Starts: Competitive 8 a.m.; Citizen 8:05 a.m.; Pro 8:15 a.m. UTA Park & Ride (2000 East 9400 South). Finish: Snowbird Entry 2  
 Hill Climb Registration: \$30 through August 16; \$35 night before at the start; \$40 day of at the start.

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

**ULTRA WIDOW MAKER MOUNTAIN BIKE RACE - AUGUST 18, 2007**  
 (Bike switching area provided) Starts: Competitive 8 a.m.; Citizen 8:05 a.m.; Pro 8:15 a.m. UTA Park & Ride (2000 East 9400 South). Finish: Hidden Peak  
 Ultra Widow Maker Registration: \$40 through August 16; \$45 night before at the start; \$50 day of at the start.

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

Register online at [sportsbaseonline.com](http://sportsbaseonline.com)  
 For more information on the BHC call Snowbird 933-2110; for the UWM call Sports Am: 583-6281.

---

**enter:**

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

Check event you are entering: Hill Climb 2007  Ultra Widow Maker 2007   
 (Competitive riders ONLY: Place category CAT \_\_\_\_\_)

Name \_\_\_\_\_ Age \_\_\_\_\_ Female  Male

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_ Unisex 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, State of Utah, Utah Department of Transportation, Utah Transportation Commission, Utah Highway Patrol 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 \_\_\_\_\_ Date \_\_\_\_\_  
 (Parent/Guardian if under 18)

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!



Battle Bay BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0095

Deseret Peak BMX — [deseretpeak-bmx.netfirms.com](http://deseretpeak-bmx.netfirms.com), Tooele

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

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

For more BMX track info, visit [cyclingutah.com](http://cyclingutah.com)

## 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!



## Advocacy Groups

**Mayor's Bicycle Advisory Committee (MBAC)** meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 487-6318.

**Salt Lake County Bicycle Advisory Committee** — Meetings are the second Monday of each month from 5-7 p.m. in suite N-4010 of the

Salt Lake County Government Center, 2001 S. State, SLC, (801) 485-2906

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

**Provo Bike Committee** — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, Call the City Council offices at 801-852-6120 or email [gilbert.bradshaw@gmail.com](mailto:gilbert.bradshaw@gmail.com) or [duncanish@gmail.com](mailto:duncanish@gmail.com)

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

**Mooseknuckler Alliance** — St. George's Advocacy Group, [www.mooseknuckleralliance.org](http://www.mooseknuckleralliance.org)

**Mountain Trails Foundation** — Park City's Trails Group, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

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

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

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

## 2007 Events

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

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

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



## Tours and Festivals

**July 7-July 8** — Rocky Mountain Bicycles Dirt Series Women's Mtn Bike Camp, Park City. Contact (604) 905-8876 or [info@dirseries.com](mailto:info@dirseries.com) for more info.

**July 8-19** — Great Divide Colorado, Salida, CO to NM, dirt, Adv. Cycling Association, (800) 755-2453

**July 18-22** — Girlfriends Go Tours: Park City Mtn Experience. Mountain Bike Clinic & Summer Camp for Women. All inclusive 5-day bike camp. For more info, [www.girlfriendsgo.com](http://www.girlfriendsgo.com) or Lynn, (435) 640-3931

**July 21-27** — Cycle Montana, Whitefish to Lincoln, 252 miles, Adv. Cycling Association, (800) 755-2453

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

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



## General Info

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

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

## Weekly Series Races

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

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

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

## 2007 Utah MTB Races

**June 30** — Chris Allaire Memorial, Utah State Open Championship, Intermountain Cup #7, Solitude, UT, XC - Ed Chauner, 801-942-3498

**June 30 - July 1** — Bald Mountain Challenge Downhill, DH and Super-D, Utah DH Series, Deer Valley, UT, (801) 375-3231

**July 4** — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

**July 7** — Wimmer's Bicycle Race XC, Intermountain Cup #8, Sherwood Hills Resort, Logan, UT, (435) 752-2326

**July 14** — Blue Mountain Bike Chase, 25 mile XC race, Monticello City Recreation, Monticello, UT, (435) 587-2029

**July 14-15** — Flyin' Brian Downhill Race, DH and Super-D, Utah DH Series, Brian Head, UT, (801) 375-3231

**July 14** — Snowbird Mountain Bout, 20th Annual, Intermountain Cup #9, Snowbird, Ed Chauner at (801) 942-3498

14th annual  
Cook-Sanders Associates, Inc.  
Professional Engineers and Surveyors  
**WOLVERINE RIDGE XC  
MOUNTAIN BIKE RACE**



SATURDAY, AUGUST 4TH  
EVANSTON • WYOMING

Information (866) 783-6300 ex. 459

Please visit [www.evanstoncycling.org](http://www.evanstoncycling.org)

On-Line Registration [www.sportsbaseonline.com](http://www.sportsbaseonline.com)



September 9, 2007

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

72-mile shoreline. Just like our

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

nevada

Revenge YAKIMA

PowerBar Be great.



Giro

Adventure Medical Kits



Sparkletts

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

**July 19** — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849

**July 21** — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, Ed Chauner at (801) 942-3498

**July 21** — The Endurance 100/Mind Over Mountains, 100 mile team relay, 50 mile solo, Park City, thee100.com, (435) 649-2129

**July 28?** — CANCELLED - Brian Head Epic 100 and Titanium 50, 50 and 100 mile races, Brian Head, (909) 633-6729

**July 28** — Park City Perfect 10 Endurance MTB Race, 7 a.m. to 5 p.m., Solo (M/F), Duo (M/F/coed), Three person teams (M/F/coed) categories, The Canyons Resort, Park City, (435) 659-1188 or visit [www.youngriders.com](http://www.youngriders.com)

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

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

**August 16** — Sundance Kids MTB

Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849

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

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

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

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

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

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

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

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

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

**October 15-16** — Huntsman World Senior Games. Must be 50 years

or older. three events: hill climb, downhill, and cross country. 800-562-1268 or [hwsq@infowest.com](mailto:hwsq@infowest.com)

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

**2007 Idaho and Regional MTB Races**

**July 1** — Silver Mountain DH, Knobby Tire Series, Kellogg, ID, (208) 338-1016

**July 1** — Urban Assault, Knobby Tire Series, Downtown Boise, ID, (208) 338-1016

**July 4** — 12th Annual WYDAHO Bike Race, XC, Grand Targhee Ski and Summer Resort Alta, WY, 1-800-TARGHEE ext. 1309 or [awilliams@grandtarghee.com](mailto:awilliams@grandtarghee.com), [grandtraghee.com](http://grandtraghee.com) or Andy at (307) 353-2300 x-1309

**July 14-15** — Brundage Mountain Bike Festival, Wild Rockies Series #4, XC and DH, McCall, ID, (208) 388-1971

**July 21** — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, (801) 942-3498

**July 22** — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 690-9896

**July 28** — Galena Grinder Whit Henry Memorial Race XC and Marathon, Knobby Tire Series, Ketchum, ID, Don Shepler (208) 720-3019, (208) 726-4010 or [don@galenalodge.com](mailto:don@galenalodge.com) or 208-338-1016

**July 28** — Laramie Enduro, 111 K mountain bike race, Happy Jack, Laramie, WY, 307-745-4499

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

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

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

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

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

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

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

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

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

**September 23** — NW NORBA Collegiate MTB Conference

Race, Open to all riders, Knobby Tire Series, ?, ID, (208) 338-1016

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



**General Info**

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

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

**Utah Weekly Race Series**

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

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

# sundance

---

**RACING AT SUNDANCE**

**July 9 | R.A.N.A.T.A.D**  
*Ride Around Nebo And Timp in A Day*  
 This is an organized ride. Entry fee includes 4 Feed Zones, T-Shirt and a surprise for all that finish.  
**\$35 • To register please call us at 1-801-223-4849.**  
*"165 Miles, 11,000 Vertical Feet, No Problem."*

---

**SUNDANCE/SOLDIER HOLLOW WEEKLY MOUNTAIN BIKE RACE SERIES**

Each race: \$10 • Season race pass: \$75  
 To register please call us at 1-801-223-4849.

|   |  |
|---|--|
| <p>SUNDANCE   JULY 11 &amp; 25</p> <p>AUGUST 8 &amp; 22</p> | <p>SOLDIER HOLLOW   JULY 4 &amp; 18</p> <p>AUGUST 1 &amp; 15</p> |
|---|--|

---

**SUNDANCE/PARK'S SPORTSMAN SUPER-D RACE SERIES**

\$20 • To register please call us at 1-801-223-4849.

**JULY 4 • AUGUST 18 • SEPTEMBER 8**

[www.sundanceResort.com](http://www.sundanceResort.com) • 801-223-4849

*Programs, artists and venues subject to change without notice.*

**BURN FAT**

**NOT**

**FUEL**

---

RALEIGH - JAMIS - MARIN - REDLINE - DIAMONDBACK - INDEPENDENT FABRICIATION

**RIDE A BIKE**

---

**COME SEE US TODAY!**

**COTTONWOOD**

**942-3100**

1844E FT. UNION BLVD.

**OGDEN**

**621-4662**

705 WEST RIVERDALE RD.





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

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

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

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

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

**September 17-23** — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Blanding to Cedar City, 400 miles on scenic highways and through National Parks, fundraiser for young Native American education, (801) 654-1144

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

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

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

**September 29** - Tour de Vins 4, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, Idaho State University, Pocatello, ID, more info: FSAlliance.org, Tera Letzring, 208-705-7716, tera.letzring@gmail.com

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

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

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

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

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

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

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

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

**Multi-Sport Races**

**June 30** — Deer Creek Triathlon, Midway, UT, trailrun.com or 801-373-3900

**July 1** — Battle at Midway Triathlon, Olympic Distance Tri, Midway, UT, 801-450-8477, bamtriathlon.com/

**July 14** — TriUtah XANGO Echo Triathlon, Echo Reservoir, Coalville, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

**July 14** — Cache Valley's Super Sprint Triathlon, 500 M swim, 12.5 mile bike, 5K run, Logan Aquatic Center, 7:30 am, cvsst.org or bjovery@aol.com

**July 28** — Blanding Hillman Triathlon, Swim .75 mile, Bike 15 miles, Run 3.2 miles. Kids' triathlon **July 27**. Recapture Reservoir, Blanding, 435-678-1314 or email solsen@sanjuanschools.org

**August 4** - TriUtah Cache Valley Classic Triathlon, Hyrum Reservoir,

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

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

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

**August 11** — Utah Half Triathlon, Provo, UT, racetri.com, (801) 423-3321

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

**August 25** — TriUtah Jordanelle Triathlon, Jordanelle Reservoir, Park City/Heber City, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K

Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

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

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

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

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

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

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



**Our Advertisers support cycling utah. Please support them.**

**SCENIC CHAIRLIFTS. MILES OF SINGLE-TRACK. ENDLESS TERRAIN. AND FOOD YOU'VE NEVER, EVER BEFORE SEEN THIS CLOSE TO THE TRAIL.**

This summer, take a scenic chairlift ride (with or without your bike) from Snow Park up to Silver Lake Village. With two lifts serving over 55 miles of trails, you can hike, bike or just take in the scenery. Then surprise yourself with cuisine you've never seen this close to the trail at Royal Street Café. From our famous burger to tuna tartare with arugula and white truffle oil, your taste buds will be as happy as you are.



**Royal Street Café Bounce Back Offer:**  
Purchase a \$7 one-time ride on the Silver Lake Express chairlift from the Snow Park Ticket Office, enjoy lunch at Royal Street Café, and receive a free lift ticket voucher for a scenic lift ticket any day of the 2007 summer season.



**DEER VALLEY RESORT**

*Royal Street Café and chairlifts open June 14th through Labor Day, then chairlifts continue to operate weekends only through September 16th, conditions permitting.*

435-649-1000 | deervalley.com

## MOUNTAIN BIKE RACING

### Utah Riders Excel At Deer Valley Nationals; Sherwin Rolls to Podium Finish



Left: Lia Westerman on the climb.

By Dave Iltis

On June 15-17, the National Mountain Bike Series rolled into Deer Valley for the fourth race in the six race series. The race series showcases North America's best riders and gives Utah riders a chance to show their stuff. Utah was well represented in all categories. Here, we present a recap of the experience of a handful of riders in their own words. For more information and complete results, visit [mtbnationals.com](http://mtbnationals.com).

#### Guthrie/Westerman Family Race Report, Vanguard Cycling Team

Our family has been planning on racing in the Mountain Bike National Championships in Mount Snow, Vermont later this summer while visiting relatives back east. The only problem was that we all had to qualify! That meant doing well at the recent NMBS cross country mountain bike races in Deer Valley. Here's how it played out.

#### Ryan Westermann (age 11)

My age group (boys 12 and under) started fast and I pushed my way to get to the front. By the time I was past the first hill, I was in 2nd place behind my friend Hunter Tolbert. We then led the charge up the mountain. When we reached the top, I was still in 2nd with no one in sight. We started down the switchbacks when suddenly Hunter fell. I then passed him and I raced down the switchbacks as fast as my legs could carry me. I kept the lead until on the final switchback, where I fell. I got back up as fast as I could when suddenly Hunter passed me. I got on my bike and chased after him. I caught back up with about a mile to go in my race. I hung on his wheel for a while when he attacked. He attacked so fast I knew I couldn't catch him! I rode safely down to the finish, when on the last switchback, my chain acted up. I pushed my bike down the switchback and kept on riding. Just when I was 100 meters from the finish, I was blindsighted on my right and didn't see another kid in my group pass me! I then sprinted after him, but lost by 5 seconds. Even though I ended up third in the race, I had fun and was happy with my qualifying performance.

#### Lia Westermann (age 8)

Ryan's little sister, Lia raced 10 and under. This was to be her hardest race- much longer and with more vertical and technical aspects than the Intermountain Cup races she had been doing. Still, she persevered and with the help of Mom trailing behind (and a bunch of candy!), ended up on top of the podium, qualifying for Nationals (which she may or may not race, if she decides it's more fun playing with her cousins.) Here's what she wrote in her journal:

When I started, I was nervous and excited at the same time. I was nervous because it was a hard course. I was also excited because I was the only 10 and under girl, so if I finished, I won, which I did! I felt very wonderful!!!

#### Dad (Rob Westermann, expert men 45-49):

Just over a year ago, I had a horrifically unlucky accident during the Intermountain Cup race at Deer Valley, fracturing my tibial plateau and requiring 19 screws and a plate for repair... I rehabbed my leg over the winter (skied a lot) and was returning to bike-racing form in May when I herniated a disc and suddenly had a weak calf to deal with! I had gradually regained enough strength so that I could pedal evenly again but I missed 3 races and lost what little conditioning I had. In the week preceding this race, I pre-rode the course a few times, pausing at that fateful turn that ended my season a year ago. Needless to say, I was still pretty nervous when I lined up for the race realizing that the turns had been hammered over the last few days by the previous racers. I rode my three laps (7.1 miles, 1400 vertical per lap) cautiously, with new tires and without mishap, enjoying the views from Snow Top when I could and finished 4th in my group. My demons and bad luck are hopefully behind me! Now I have a few weeks to see what kind of strength I can recover, so maybe I'll just take a spin with my kids today, if I can keep up!

#### Mom (Ellen Guthrie, expert women 40+):

I needed to qualify too, but more importantly, I had to make sure we had 4 bikes, clothing, race food and

fluids all ready. Getting to the starting line was the hardest part! My race had a broader spread of ages and the younger women went out hard from the start. The Deer Valley course starts with a formidable climb and we were to do 2 laps, so I went at my own pace, keeping the leaders in sight. The descents were rather rutted and I rode conservatively to avoid a pitch into the shrubbery off the hairpin turns. On the second lap, I had my chain bind up when I shifted to a lower gear, forcing me to dismount and fiddle with it. This reoccurred 3 more times! Argghh. Still, I finished 6th, intact and qualified for Nationals. No rest though- too many dusty bike clothes to wash before we hit the road!

#### Blake Wiehe - age 13, Sport Men 16 and under, Young Riders Team

Early morning, fresh mountain air, and a bike. You know what that means. Time for a bike race. My team 'The Young Riders' and I get to Deer Valley around 7:00 am to warm up for our race. Our Coach, the legendary "Tom" is there bright and early. The cool, crisp air is a great alternative for the 90-degree weather that occurred later that day.

Tom takes us up some steep streets with some advice for our race during warm up time. We finished with a couple minutes until start. We wait anxiously for the start and there it was. The group of kids in my category, 16 and under, blaze up the dusty road at the start.

We spread out coming up Little Stick only to group up once again on Deer Crest. Coming down Deer Crest was a chain of events. I passed two older adults only to be passed by two others. By the time we got to The Village Trail we were all in our groups battling it out for the remaining places.

Coming to the top of The Village Trail I crashed followed by another person behind me causing a traffic jam of people. Nearing Snow Top was a quick paced sprint down a long road to get ahead of anyone possible. Now nearing the end of my first lap poking over the tip of the Snow Top Mountain. I bomb down the hill passing 3 people. I finish the hill and I'm coming through the lap line at the finish knowing I'm going up for another 7-mile lap.

Coming up the dusty Little Stick road was torture. I was trying to keep my position in front of my teammate Jack. Staying in a steady place, not being passed on the first down hill was a relieving feeling. I was off to Snow Top again. This being the last of the race, was where all the excitement happened. I near the entrance of the mountain only to watch my "Hulk" of a teammate, Keegan Swenson, blaze through the exit in front of everyone. At this time of day the sun was unrelenting.

So there I am, top of the mountain, in my own group of people, trying to keep the lead. Blazing by the downhill again lead me to a close call with a bad fall. When I slowed to keep myself upright Jack passed me. I was on his tail for the remaining mile of the race. It was tense, those last moments, but with about 30 seconds to go I cut inside

on a switch back and pass him. We come up on the finish line neck and neck. Listening to the announcer scream with excitement. Jack gets the final push and beats me by a whopping two-tenths of a second.

The race was done and I had lost. But all was fine because I had experienced a great day of riding up with a little excitement mixed in. My friends and I went around exploring all of the venues and tents for the bigger bike teams. After we watched the downhill races (experiencing one very terrible crash). I get home, wiped out from a day of biking. Sore and in pain, But I'd do it again, because biking is what I thrive on. Ride lots.

#### Chris Peterson, Junior Expert Men, Team DEVO

This is Chris Peterson with team DEVO/Napa County Sheriff's department and I have been racing mountain bikes for about 6 or 7 years now. This is my third year racing with team DEVO and I love every minute of being with the team and living with my teammates. I would also like to give a shout out to my team manager, John Kemp; without him I don't know how I would have ever gotten this far in my mountain bike racing experiences. The sponsors that I have are great. The bike that I am riding this year is the best bike that I have ever ridden. Hands Down. I am riding a Giant Anthem Advance Carbon. It climbs like a hard tail and descends like a rock. It is precise and smooth and handles exceptionally well. All of my other sponsors all combine well to provide the best racing bike for me. Also my coach that I have now, Max Testa, has helped me with my training this year and I have seen huge improvements in my fitness level this year.

Two weekends ago was the Deer Valley NORBA National. About a week and a half before the race 4 of my teammates came out to my house where we had a little training camp. We raced the Deer Valley Intermountain Cup race on Saturday the ninth of June put on by great guy Ed Chauner. I raced Pro Men as did my 2 other junior teammates — Ryan Harrison of Sandy, Utah and Ben Krushaur of Durango, Colorado. Ryan and I finished in the top 15 and Ben was a couple places down from us. We used that race as training for the Deer Valley National. On Sunday, the day after the ICS race, we went on a team ride for about 5 hours. Another one of my friends who is a great athlete, Rob Squire came with us. We rode over Guardsman Pass and rode around in the Deer Valley area for about 3 and a half hours. We then went into Park City and ate at El Chubascos for lunch then rode back over Guardsman.

The rest of the week before the National race we took easy and rode no more than 2 hours. Then the day of racing came and it couldn't have been a nicer day. The track was in pristine condition and was ready to be raced. The gun fired and we were off. As we started up the first steep climb, Bryce, from Steamboat Springs, CO decide that he was going to set the pace and drop some people. I jumped on his wheel and my teammate Greg Carpenter of Canton, Connecticut, jumped on mine. It was us three leading the race all the way up the first climb and down the first descent. When we got to the paved road I went to

the front and decided to push the pace even faster up the single-track switchback climb. When I got to the top I realized that I had a gap on second place so I decided right then that I was going to go. After getting to the bottom of the last descent I had about a 30 second gap and I aimed to keep it. I rode tempo up to the top of the first steep climb again and kept my gap. At that time I had the song Crazy Train by Ozzy Osbourne playing in my head over and over and it gave me a good rhythm to ride with. At the start of the third lap I started to feel the fatigue kicking in. I grabbed a bottle of coke from my manager John Kemp and headed up the climb for the last time. At the top my legs were getting close to cramping and I had about a minute on second place. I kept telling myself 'this is for worlds in Scotland' and that kept me motivated to keep going. At the last part of the course when you can see the finish I saw my teammate Ryan Harrison right behind me. It shocked me and made me go a little faster. Coming to the finish there were a lot of things that I realized, like that I have a good chance of going to Worlds this year and that I had finally won my first Jr. X XC race. Ryan was second place and my teammate from CT was fifth. Ben was 9th and another teammate Ethan Gilmoure was 12th.

The next race that I had to think of was the short track on Sunday. It started well and I started about mid pack. Ryan Harrison was in second place sitting in when Bryce from Steamboat attacked and put a gap on Ryan. By that time I had worked up and was now sitting in about fourth right behind Ryan. I didn't want Bryce to win so I had to attack and get onto Bryce's wheel. After I had Bryce's wheel, I sat behind him until there was about 6 minutes until the end of the race and on the climb in the short track I attacked and gapped Bryce. I stayed away until the finish where I had about a half of a lap gap on second place. Ryan finished in fifth and Greg Carpenter finished in fourth.

Overall it was a great weekend for the DEVO team and we look forward to our next race in Mount Snow, Vermont. Vermont is also the host of national championships for mountain bike racing. Another shout out I would like to give out would be to my parents for their constant support in almost everything that I have done in my life. Without them none of this would have been possible.

#### Bart Gillespie, Pro Men Cross Country, Team Monavie/Cannondale

This year I had mixed feelings about racing the NORBA national at Deer Valley, I always want to compete against the best mountain bike racers in North America but I don't necessarily agree with the direction the event promoters and NORBA have taken the national series and am reluctant to show my support. But once again, I couldn't resist a good race and am glad I put the politics behind me and focused on the bike racing.

Myself and the rest of the Utah locals lined up on the very last row of 80+ Pro men ready to battle the terrain, dust, heat, and each other. In a big race like this I like to start fast and race a little over my head with



Above: Chris Peterson (Devo) rockin' in the Short Track XC. Photos: Dave Ittis

Right: Kathy Sherwin (Titus) on her way to fifth place in the Women's Pro Cross Country.

Below right: Idaho's Georgia Gould (Luna Women) won the Women's Pro Cross Country race.

Below: Jeremy Horgan-Kobelski (Subaru/Gary Fisher) took the Pro Men's XC over Geoff Kabush (Team Maxxis).

Photos: Dave Ittis



the hope of putting together a great day, today I choose a more conservative approach knowing that I was not on great form, yet still wanting to finish. The first climb was a mad dash to the single track but because of the steep grade up the ski run it seemed to unfold in slow motion. I moved into a mid pack position and then exercised all the patience I could muster for the miles of dust choked one track descending. For the next 3 laps I focused on efficiency, knowing that the heat and terrain would take its toll and I would have

a better chance of taking back positions late in the race. When I am not riding at my best I find it helps to focus on simple measures such as cadence, momentum, and hydration. Unfortunately I was not able to take on any power gels during the race but because of my lack of high end power it may not have affected me that much. By lap 3 I was still plugging away at the same steady pace but actually started to pick a few guys off. About 1/2 mile from the finish I caught the eldest of the thin and thinner duo (Mitchell Petersen)

who had put together a great race. I felt bad passing him to take the best placed Utah honors, but I guess that's racing.

Ironically, I was chosen as a random drug control but this time was promptly chased down by the USADA escort and taken in to the bowels of the Deer Valley Lodge for testing. After racing for 2.5 hours in the mid day heat I found it is very difficult to void despite drinking 4 water bottles during the race and an additional 3 liters of water following.

Although NORBA national mountain bike racing is not what it used to be, it is the only game in town for testing yourself against the nation's best, I was felt plenty tested and once again found I have more work to do. A big thanks to all the locals for the vocal support and if you missed the annual Gillespie summer after party, hope to see you next year.

**Jen Hanks, Pro Women Cross Country, Revolution/Peak Fasteners**

Forecasts for race day predicted 100 degree temperatures in the valley. I had hoped that there might be clouds in the mountains and cooler temperatures, however upon arriving to the race venue an hour before the 11:00 AM start, I noted not a cloud in the sky. When I arrived, I was dressed and ready to go. I quickly put my bike together and started my ritualistic warm-up routine. Warming up for the pro women's cross country race, I noticed some riders had ice vests to help keep cool. What a great idea! Fifteen minutes before the start of my race, staging and call-ups began. Riders are called to the starting line based on their NMBS (National Mountain Bike Series) rank. As the announcers list credentials for the top pro racers, I am always astonished and intimidated by the people I get to race against; or at least whose dust I get to eat. Because I have no NMBS ranking this year, I was called up at the end. I took my place along the right side of the last row, remembering a crash around the first left-hand corner last year. I had been nervous all morning, however suddenly I felt more relaxed. 2 minutes, 1 minute, 30 seconds, 15 seconds...and we were off.

With 60 racers, the starts are always crazy. Just like last year, there was a crash going around the first left-hand corner as the pavement turned to dirt. Unlike last year, I was able to squeeze by on the right side with minimal slowing. And the climb up Little Stick began. For the first lap, we stayed on the road up Little Stick. I felt this was a good decision by race organizers because it allowed for more passing opportunity/less bottlenecks; especially good when you start at the back of the pack. I put my head down and got into a climbing rhythm. I was really in my own zone and had no idea how many people I was passing. I tried to stay smooth and avoid getting stopped. As we crested Little Stick, I caught my breath before the next singletrack climb and the first real downhill. I really like the singletrack climb and utilized passing spots I had scoped out earlier in the week. Having ridden the course 6 times in the past two weeks, I was easily able to pass a few more people on the descent as they blew corners or crashed off the trail. As I approached the guard shack before



the final climb of the first lap, I was told that I was in 31st place. Already a better position than I had ever had at an NMBS race! For the final two laps, I kept the positive thoughts flowing and tried to convince myself that it was not too hot and that I love the heat. After 2 plus hours of racing in sweltering conditions, I finished 24th. My previous best finish at a NMBS pro race was 40th. I would like to thank all my friends and family for their cheers as well as the ice cold water bottles that helped keep me cool throughout the race. Also, a HUGE congrats to Kathy Sherwin for her AWESOME 5th place finish!

**Kathy Sherwin, Pro Women Cross Country, Titus**

All right all right. I know this is going to sound cliché or something but I have to say that today was a "dream come true." I had my first ever Cross Country podium at a National race and to do it on my home turf at a hometown race was pretty darn cool. It was an amazing

feeling to come across the line with friends, family, former Deer Valley co-workers, and everyone that knows how hard I have worked for this, etc. cheering for me as I came across the line grabbing the 5th and final spot on the podium in the NMBS Cross Country race. What a great feeling!

Today just felt flat out effortless and easy. That is crazy because I have never had that feeling before. Maybe it was a combo of being well rested and peaking. Don't know but I will certainly take the outcome.

When the race started I was off like a shot thinking that we were going to be dumping single file into the singletrack that wasn't too far up the dirt road we were climbing. You know the drill...first ones in = first ones out so I boogied up and was all set to be around 3rd into the singletrack and I then noticed girls

## ROAD RACING

**Swindlehurst and Walker Best at High Uintas**

**Above:** (From left) Sandy Perrins, Jeff Louder and Burke Swindlehurst travel down Highway 150 about five miles from the finish of the Saturday, June 16 Bald Mountain Road Race. Swindlehurst broke away a few miles down the road to win the grueling 80-mile Kamas, Utah to Evanston, Wyo. race through the Uinta Mountains.  
**Right:** The women's field pushes uphill near the top of Bald Mountain Pass in the road race Saturday, June 16.

#### Story and Photos By Steve Kodad

EVANSTON, Wyo. – An 80-mile trek over the Uinta Mountains, a 10-mile time trial and a 1.3-mile closed course criterium make up the three stages of the High Uintas Classic Stage Race.

The 2007 edition was basically decided by a three-mile sprint to the road race finish line.

Burke Swindlehurst's (Toyota-United) breakaway at the end of the Bald Mountain Road Race was key for the 34-year-old Salt Lake City rider's overall title in the Men's Pro 1-2 division at the 19th annual Evanston, Wyo. event held June 16-17.

Swindlehurst used a 27-second advantage in the first stage, plus

top three finishes in the time trial and criterium to earn top honors. Jeff Louder (Health Net) finished second overall, just six seconds behind Swindlehurst when the final time calculations were figured. Sandy Perrins (Sienna Development – Goble Knee Clinic) earned third place on the podium at Sunday evening's awards ceremony at Depot Square in downtown Evanston.

The opening stage, Saturday's Bald Mountain Road Race, is a grueling 80-mile test from Kamas, Utah to Evanston on the Mirror Lake Scenic Byway. Riders face an early 4,500-foot climb from Kamas (just north of Park City off I-80) to the top of Bald Mountain Pass, with an approximately elevation of 10,700 feet about 30 miles into the race.

After a quick 700-foot drop to

Mirror Lake, riders faced another short climb to Butterfly Lake at mile 35, then a gradual descent to the Utah-Wyoming border leading to a 26-mile sprint across mainly flat terrain into Evanston.

Perrins won King of the Mountain honors as he was the first to the top of Bald Mountain Pass, earning a 15-second time bonus. Swindlehurst and Louder gradually caught Perrins on the descent from the course's summit, and the trio rode together as they closed in on the finish.

Swindlehurst said his strength is probably on the road, and he knows Louder and Perrins are both strong in time trials.

"So I wanted to try and attack," Burke said. "They're going to be watching each other because they know they can go better in the time trial than I can."

Swindlehurst attacked about three miles from the finish. He stretched the lead all the way to the finish, with a time of three hours, one minute and 13 seconds. Louder and Perrins crossed the line together in 3:01:40.

Louder said that he and Swindlehurst work well together, and they used that cooperation to reel Perrins back in after Sandy's KOM performance. But at the finish line, individual strategies come into play and all bets are off.

"Your allies become your enemies near the finish," Louder said. "It's kind of a tough sport that way. You have to make short allegiances, then break them."

Swindlehurst's breakaway was a roll of the dice that went his way.

"I just kind of got a lucky break as far as tactics go, and tried my hand, and it worked out," Swindlehurst said.

The second stage was the Sunday morning Charles Scrivner Memorial Time Trial, run on a relatively flat course on Yellow Creek Road, a two-lane highway on the outskirts of southwest Evanston.

Riders travel five miles on the highway, make a 180-degree turn and ride back to the start/finish line. Louder claimed the stage victory with a time of 19 minutes, 55 seconds. Norman Bryner (Canyon Bicycles) was second, about 18 seconds behind, followed by Swindlehurst (three seconds behind Bryner) and Perrins in fourth, nearly 37 seconds out of the top spot.

Sunday afternoon's final



stage, the Downtown Courthouse Criterium, was run on a 1.3-mile closed circuit on downtown Evanston streets. The course has an approximate three-block climb after a sharp left turn a block from the start/finish line, and a descent around the back side of the course back to the homestretch.

Early in the 18-lap Pro/1-2 finale, Louder, Swindlehurst and Bryson Perry (Sienna Development) broke from the pack and worked to a comfortable lead. Louder crossed the finish line a bike length ahead of Swindlehurst, and Perry was third, with all three riders awarded a time of 54 minutes, 3 seconds.

Swindlehurst's total winning time was four hours, 15 minutes, seven seconds. Louder was runner-up, six seconds behind. Perrins was third, a minute and 38 seconds behind Swindlehurst.

Swindlehurst had previously ridden in the High Uintas event four times, the last in 2002. Burke said he had finished second in each of his four tries in Evanston.

The Pro 1-2 winner said he likes the Evanston event and he would like to defend his title next summer if the schedule allows.

"The courses are fantastic," Swindlehurst said. "Racing up to almost 11,000 feet, you don't get to do that very often. That's extremely difficult. The Criterium is also a hard race. You're at 7,000 feet, I believe here in Evanston (actually about 6,700 feet). There aren't that many great high-altitude races in

the U.S., so that definitely puts this race on the map for that, for the very least. The racing is always good."

Louder got a break in his schedule, allowing the chance to compete in the High Uintas Classic for the first time in 10 years.

"I love it, I think it's a great race," Louder said. "I love the terrain and the area. It just has not always fit into my schedule. This year the Tour of Utah got cancelled, and that was on our program. Things got shuffled around a little bit, so I was home. I'm grateful to take advantage of my time off from my team to be able to come and do this race. I thank my team for allowing me to do that."

"The climb, just because of the altitude and the distance, seldom do we do a climb that long in a race, so it's cool that way. It's kind of unique that you go into the climb so early, then there's the high plateau that you have to ride across to get to Evanston."

Kris Walker of Pocatello, Idaho and Team Bob's Bicycles won the Women's Pro 1-3 overall title. Walker, a 46-year-old High Uintas Classic veteran, won two stages, with a 20-second advantage in the road race and a three-plus second victory in the time trial. Walker was fifth in the crit, but just six seconds behind stage winner Tiffany Pezzulo (Team Ivory Homes).

Walker said she pulled away at the end of the road race.

**Continued on page 13**



**The All-New Madone Has Arrived.**  
**Everything Else is History.**

**TREK** BICYCLE STORE  
— AMERICAN FORK —

356 N. Meadow Lane • American Fork, UT 84003  
801.763.1222 • www.trekaf.com

**MECHANIC'S CORNER**

**Chain Repair Made Easy**

By Tom Jow

Knowing how to repair a broken chain is a skill that every mountain biker should have. It is not very difficult, especially with the correct tools and parts. With the introduction of the master link for derailleur chains, the procedure is even easier. This same skill is also used for replacing a worn out chain. When you are prepared, a broken chain is just a short delay. When you are not, it may be a long walk home.

All you need is the following:

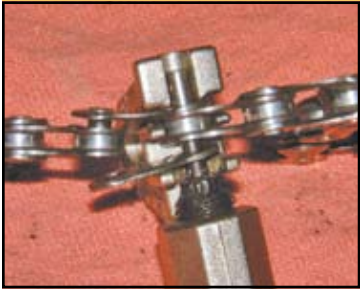
- A chain tool
- 2 SRAM PowerLinks (or some other brand)
- Extra chain links (compatible 8 or 9 speed)

**The procedure:**

1. Find the broken link. It usually looks something like this or worse (fig. 1).



2. Using the chain tool, press out the pins of the broken link (fig. 2).



3. When broken link is removed, insert link, join plates and snap together (fig. 3)



4. With two or more PowerLinks and extra chain, it is possible to lengthen a chain or replace a longer damaged portion (fig. 4).



In the old days, repairing a chain required pressing pins out and back in. knowing how to use a chain tool really mattered. Now, using a master link makes it very simple to put a chain together. Replacing an old chain is easier too. With a little practice at home, there should be no worry about breaking a chain on the trail.

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

**High Uintas**

Continued from page 12

"I got off the front with this gal (Jen Ward) and we worked together," Walker said. "About 10 miles from the finish she kind of blew up and I soloed in."

Walker completed the road race in three hours, 39 minutes, 16 seconds, with Ward trailing by 20 seconds. Walker finished the time trial in 23 minutes, 30.54 seconds, with Ward second again in 23 minutes, 33.91 seconds to help give Walker a comfortable lead entering the crit.

"I was thinking as long as I don't really blow it, I've got this," she said. "I had a 23-second lead, and 10 seconds more over the next person, so that was good."

Walker won the overall title in the top women's category by one minute, 14 seconds over Chellie Terry (Fitzgerald's Bicycles). Jill Wilkerson-Smith was third and Ward fourth.

Walker said the Evanston event is a tough test.

"The road race is one of the hardest road races there is," Kris said. "All of that climbing, and then the length of that. You're not going to find a harder road race. It is a gorgeous ride, just gorgeous. I love the ride and the climb. It's just amazing."

"The time trial is really fun, and the crit is way fun, way fun. There's something for everyone here."

See results on page 22.

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

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

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

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



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



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

**CUSTOM FOOTBEDS FOR CYCLISTS**

Road • Mountain

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

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

**SKULL VALLEY TIME TRIAL DO YOU DARE?**

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

40K USAC, UCA  
\$30.00 EARLY  
REGISTRATION



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

801.446.8183

**MOUNTAIN BIKE RACING**

**Deer Valley National (Continued from page 11)**



#1 and #2 heading straight up the steep dirt road and not turning. At first I thought, oh maybe the single-track is further up than I thought and I will continue to kill it to get in first. Halfway up the dirt road I realize that we are heading straight up it, no singletrack involved. Oh boy...I was already pinning it... guess I should have listened to those pre-race instructions at the line that apparently were given to us over the microphone regarding sending us straight up the road on the first lap whoops e daisy. Ah heck who I am kidding? I don't want to listen to someone giving me instructions at the line! J

I down shifted at that point and kept 'er steady as we climbed. Over the next 6 minutes of climbing to the top of Little Stick I got passed by about 6 or 7 women but the weird thing was that I didn't panic AT ALL. I must have known deep down that it was going to be a solid day for me.

By the bottom of the first descent I had passed one gal and gotten stuck on the back of a train of 3 more. I knew there was no passing on the DH for the most part so I took the opportunity to sit on



Above: Utah's Aponi Hancock (Bike Zion/Brodie, 12th place Pro Women's Downhill) flying through Little Niagara. Right: Utah's Kain Leonard (Kona, ninth place Pro Men's Downhill) flying through 'Barney Rubble' faster than mortals ride on glassy singletrack. Photos: Dave Iltis

and fuel up because a small climb was in our future. There was some minor shifting of places going on within the group of 4 of us until we hit the paved road headed towards the next climb. That is where I made the move and passed 3 more women, busted a move climbing

like a mountain goat through all the switchbacks and let-er-fly on the DH towards Mitt Romney's house. I know those corners and turns SO

Continued on page 18



**THE DIFFERENCE IS REYNOLDS.**

In cycling, the margin between first and second place can be very small. The difference between the two, however, is everything. That's why HealthNet Presented by Maxxis, America's Number 1 pro cycling team, has chosen Reynolds as an official supplier four years in a row. Visit your authorized dealer and experience how the Reynolds difference can move your cycling performance to the next level.

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



Experience | Performance

WWW.REYNOLDSCYCLING.COM

SPONSORED TEAMS



"Join the band, safeTband!"

safeTband.com

**INTERMOUNTAIN CUP**  
MOUNTAIN BIKE RACING SERIES

801-942-3498 or www.intermountaincup.com

|          |  |
|----------|--|
| March 3  | The Desert Rampage, St. George, UT                                     |
| April 7  | Cholla Challenge, Hurricane, UT  |
| May 5    | Showdown at Five Mile Pass, Lehi, UT                                   |
| May 19   | Soldier Hollow Hammerfest, Heber City, UT                              |
| May 28   | Stan Crane Memorial XC, Draper, UT                                     |
| June 2   | The Sundance Spin, Sundance, UT  |
| June 9   | Deer Valley Pedalfest, Deer Valley Resort, UT                          |
| June 30  | Chris Allaire Memorial/Utah Open State Championship, Solitude, UT      |
| July 7   | Wimmer's Bicycle Race, Sherwood Hills, UT                              |
| July 14  | The 20th Annual Mountain Bout, Snowbird, UT                            |
| July 21  | Taming the Tetons, Jackson Hole, WY                                    |
| August 4 | Wolverine Ridge XC Race, Double Points!, Regional Finals, Evanston, WY |

All races are Cross Country Events, No License Required!

photo: joaquinhailer.com

**Bangladesh - Continued from page 2**

a small, wooden boat. We piled the three bikes at one end, while David and I straddled the middle and the ferryman poled us across the stream. The boat was too small for all three of us, so Derrick had to wait for the ferryman to return and ferry him across.

Once on the other side, we were really in the countryside and spent the next half hour cycling on narrow country roads through small towns and villages until it was time to retrace our steps back home.

A couple of memories stand out from this ride. First, it was my inaugural experience maneuvering in Bangladeshi traffic. I had to quickly ramp up my aggressive nature and loosen my bell-ringing thumb. It does become a bit nerve-wracking when making split-second decisions whether to squeeze between a couple of rickshaws or a rickshaw and a car. But it soon became a rather exhilarating game, akin to racing through a moving obstacle course. It was fun.

Also, as a national trait, the people of Bangladesh have a corner on friendliness. They have a reputation for, and will, unabashedly stare at you. But if you smile and wave, or say hello, they are extremely friendly in return. And many will not hesitate to try their limited English skills on you.

As we rode, we were constantly being called to. "Hello, how are you?", to which we would reply, "I am fine, how are you?", and they would respond, "I am fine." That is probably all the English most of them know, but they do know that well. Probably not more than



between a few seconds and a couple of minutes would pass between repetitions of this limited conversation. And it was always done with big smiles.

Finally, David made a comment that summarized well our situation vis-à-vis the Bangladeshi people. "I sold all my spiffy bikes before coming to Bangladesh because I did not

want to appear wealthy. But how do you not appear wealthy here?" And it is so true. Prices are so low, that being a big spender hardly even dents the budget. I am a miser at home, but in Bangladesh, I spent like a king.

For my last morning in Dhaka, I went for a final ride. This time, I intended to brave the really heavy



Left: David Gray and David Ward (in red) being ferried across the stream.

Below left: David and Derrick Young pedaling through a country village. Above: David Gray and Derrick on a country road.

traffic. This was Sunday morning, equivalent to Monday morning here. Traffic was heavy, and the intersections clogged. I had pretty much developed my ability to weave in and out of the rickshaws, bikes and cars, and ignoring them as they tried to ease in from the side streets. I was having fun so doing for some time until I approached my first big intersection. Traffic was piled up, and I eased into a tight space between a car and the sidewalk. I thought I had filled the space till a motorcycle squeezed in on my right. Then another motorcycle on my left hopped the curb onto the sidewalk and motored on down till he had a small gap back onto the road. Being the quick learner that I am, I immediately followed him until I reached

the intersection where I could make my left turn unimpeded. No one even batted an eyelash. I continued to play in the traffic until I finally had to return to my daughter's apartment to pack for our flight home that evening.

The traffic in Dhaka, and maneuvering my bike therein, was one of the more fascinating aspects of our trip. Crazy at it seems, there is a pattern to this seeming chaos. Contrary to our pattern of speeding up and slowing, traffic is an exercise in slower motion movement of constant take and give. It is second nature to the Bangladeshi people, and they are experts at it. It was fascinating to observe, learn and experience.



**ANY WAY YOU LOOK**

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

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



**TRAIL OF THE MONTH**

**Mid Mountain Trail: A Park City Classic**



MMT is "golden" in autumn. Photo: Gregg Bromka

By Gregg Bromka

The Mid Mountain Trail (MMT) is to Park City as Porcupine Rim is to Moab — a classic cross-country-style trail that should top any mountain biker's A-list. Like its canyon-country cousin, the MMT combines a stiff out-of-the-gates climb, a fast-rolling middle section, and a full-throttle descent that fat-tire dreams are made of. The difference, naturally, is location. Along MMT, Moab's redrock splendor is traded for the verdant hues of aspen and fir forests, and the blazing heat of southern Utah is replaced by cool, sweet breezes wafting through the

alpine timber. A couple of powerhouse viewpoints are de facto stops where bikers pause to refuel, adore their surroundings, share stories, and slyly size up their gear.

This one-way ride starts on Spiro Trail at Park City Mountain Resort. (See below for riding MMT as a loop.) Spiro is a switchbacking, "take-no-prisoners" climb that will force you into your easiest gears and keep you there for over a mile. Those with less-than-adept handling skills will be compelled to dismount and hoof it briefly, but don't sweat it (even though you will be sweating buckets) because your effort will be duly rewarded when you con-

nect to MMT. A brief but welcomed descent under King Con Lift and across Broadway ski run precedes another long grind through commingling aspens and firs to the Thaynes Canyon doubletrack about 3 miles from the resort base. Take the jeep road uphill for just less than a half-mile and fork right onto MMT.

You'll continue climbing on the MMT for another 2 miles to Iron Mountain Pass, but the well-crafted trail is a pure joy to ride as you bob past fluttering aspens and dart through darkened stands of fir. At the pass, you can sight back upon where you rode and to Park City's distant northern environs. Here, the MMT really shines as it whips through the quakies then descends quickly around the flank of Iron Mountain. Your skills will morph between slalom and GS skier. The trail exits the timber briefly at a pronounced and especially scenic left-hand turn, where you can survey your remaining route across the wooded backside of the Wasatch Crest to The Canyons. But this grand view quickly surrenders to spindly, close-in aspens, as the trail traverses westward and curves through several dark hollows to White Pine Canyon.

The next 3 miles to Red Pine Lodge is certainly the sweetest, as you'll enjoy boatloads of buffed trail. Climbs are brief, if not trivial, and the trail strives to follow the 8,000-foot contour. After all, MMT was originally called the "8,000-foot Trail." Scenic views are lacking because the timber huddles together closely on this side of the Wasatch Crest, but your camera will be put to good use especially in fall when aspen leaves turn golden and shower the trail like doubloons spilled from a pirate's treasure chest.

From Red Pine Lodge (you can download for free on the gondola if you're spent), the trail rises gradually across slopes of oak brush before intersecting a dirt road on a small ridge. If you need to get down the mountain quickly, then go right on the road to access upper Holly's Trail; otherwise, go left to stay on MMT. After rolling through a grove of leaning aspens and then passing the Ridge Connector Trail, the trail begins the mile-long bombing

run into Willow Draw. You'll feel like a Jedi warrior jetting through the Forests of Endor in Return of the Jedi, except you'll be wearing a mile-wide grin instead of your war face. This sets the stage for the ride's remaining 4 miles. Except for a brief uphill section midway to the bottom, Ambush and lower Holly's Trails drop 1,000 vertical feet through more dazzling aspens and shadowy firs. Watch for detours near Sun Lodge because the bottom of Holly's Trail might get booted around due to resort construction. Regardless, when you exit the trail system at the Canyon's base you'll be riding high on life and ready for a little après-ride celebrating, whether that be at one of The Canyons' restaurants or with a parking lot party centered around your cooler.

In about the time it takes you to set up a shuttle between The Canyons and Spiro Trail, you can ride the extra 4.2 miles. Here's how. Glide down Canyon Resort Drive to UT 224, and ride the highway a half-mile to White Pine Canyon Road. Hop on the paved Farm Trail, and roll past the historic McPolin Farm and then alongside the Park City Golf Course. Ride the sidewalk into town, and turn right on Empire Avenue to return to the Park City Mountain Resort parking lot.

**Length:** 20.2 miles (one-way), add 4.2 miles for loop

**Tread:** 0.7 miles doubletrack, 19.5 miles singletrack (add 4.2 miles paved roads and trails for loop)

**Physically:** Strenuous (moderately strenuous climb to Iron Mountain Pass followed by moderately easy rolling trail)

**Technically:** Moderate (good trails throughout; rough tread between Iron Mountain Pass and White Pine Canyon and on Ambush and Holly's Trails)

**Gain:** 2,300 feet (one-way); add 300 feet for loop

**Trailhead Access:** If riding one-way, then leave one vehicle at The Canyons Resort. Return to Park City, go right on Empire Avenue (at Jans and Cole Sport), turn right on Silver King Drive, and park at PCMR's lower lot. To reach Spiro Trail, go left on Silver King Drive then right on Three Kings Drive, which runs along the golf course. Turn left on Crescent Road, and find Spiro Trail where the road bends left. If the Spiro trailhead is closed, use the connector trail from the lower PCMR parking lot.

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

**TREK**  
July 18 - 28  
**SUPERSALE**

**COME IN FOR Yellow Tag Savings!**  
Bikes, Jerseys, Helmets & more!

Come celebrate the Grand Opening of our OREM store with us Saturday, July 28th and see the FREE BMX Stunt show. We will be extending our OREM hours for the sale, Monday-Saturday 10-7. Showtimes: Noon, 4pm & 6pm.

**Mad Dog Cycles OREM**  
360 E. 800 S.  
(801) 222-9577

**Mad Dog Cycles PROVO**  
936 E. 450 N.  
(801) 356-7025

**SAVE 50% ON SELECT ITEMS**

www.maddogcycles.com 10-7M-F; 10-4Sat; Closed Sun

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

Cervélo at Draper location only.

**bradkeyes.net**  
utah's mortgage authority

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



**ENDURANCE RACING**

**12 Hours of Endurance Tests  
Hearts and Minds**



Above: Ellen Guthrie (Vanguard Cycling Team) completed 11 laps to win the female solo category. Photo: James Naus. Find your photo at Zazoosh.com.

By Adam Lisonbee

It seems that after every difficult athletic endeavor, participants are looking inward, asking tough questions. The third annual 12 Hours of Endurance in Park City, Utah, was no exception. "Why do we do these things, knowing how hard they are?" wondered racer Cris Fox. It's a question that plagues the minds and hearts of endurance mountain bike racers and it's one that has no definitive answer. Perhaps that is why we each continue to come back and race again. Maybe we seek to push our minds and bodies beyond the limits of normal behavior. Maybe we want to know how deep we can dig, how fast we can go, and how long we can walk the line.

On June 23, eager racers descended once again onto the trails at Round Valley. The 9.5-mile loop is characterized by fast, swooping single-track, interrupted at times by razor-sharp rock gardens. The climbing is gradual, but it's relentless for tired legs and unmotivated minds. There is little shade to offer respite from the baking sun on the course, and each year the heat has proven to be a major nemesis to racers. But despite the challenging conditions this year, people reached new limits, crossed new boundaries, and triumphed over the elements.

Bill Dark, racing in his first solo attempt, said, "My neck was killing me and my hands were getting very tender. The soles of my feet were burning and I was very tired." But he pressed through the pain and finished 10 impressive laps on the demanding course. Solo winner Brad Pilling admitted that "laps 8, 9, and 10 were desperate for me. I wanted to quit and my wife and support team were doing everything to keep me on the course. 'One lap at a time' was what my wife Toni kept telling me." Pilling caught a second wind, and was able to hammer out an 11th and 12th lap,

saying, "I crawled out of the depths with an energetic 11th lap and a solid 54:34 12th lap. I missed the cut-off for a 13th by 2:25." For solo racers and team members alike, the day is long and arduous. But the hearty souls who race these events are right at home when the going gets rough. Duo racer Carson Chynoweth said, "This is one of the most fun—and by that I mean long, grueling and painful—races I do all season." Perhaps only in the mountain bike world are the words fun, grueling, and painful found in the same sentence. And it is that sentiment that fuels the endurance crowd. Carson continued, "The racers, organizers, and spectators create a positive and enjoyable atmosphere that helps make this such a great event."

Boris Lyubner, creator and organizer for the E100 series, was pleased with the turnout for this year's E12. "Our attendance has increased each year, and each year racers show up and do amazing things on the bicycle." This year the drama of the race really unfolded in the duo category. Four teams were going back and forth for the overall win. All day long they traded spots, each rider pushing themselves beyond his or her limits. "Everyone on these duo teams surprised me," said Cris Fox, whose two-man team finished in second place. "They are all strong riders, but I couldn't believe how hard they were pushing."

The duo race came down to the last lap. "We were doing 45-minute laps for the first 10 hours, but then I started to crack. Our lead went from seven minutes, to three to one. We ended up losing the race on the last lap by just three minutes," said Fox.


"Our lap times were over a minute faster than last year," recalled Karl Vizmeg, who raced on the third-place duo team. "But despite being faster, we finished a spot lower in the standings. The competition just keeps

getting faster." Lyubner observed that "everyone out there was going so hard. We had a four-person Young Riders team between the ages of 12 and 15. They finished fifth in the four-man team race, which was just amazing to watch."

First time solo rider Lyna Saffell said the race "pushed me out of my comfort zone, but complete strangers would pass me on the course, and offer words of encouragement. It helped me so much!" Lyna fought off the heat and fatigue to finish beyond her expectations. "I am so glad my husband Bob was there to support me, to keep me going through the difficult ride."

The course demands strong legs and strong minds, the heat beats down mercilessly, and the competition gets faster and faster. "This year we had a new record number of laps, with a duo team turning 15," commented Lyubner. He also pointed out, "It is great to see this race grow in numbers, but it's also great to see what riders are accomplishing." Chris Holley, who raced with his wife K.C., didn't think 15 laps was possible on this course. "Last year, and this year, it took all our strength to squeeze in a 14th lap. That these guys came and did 15 is incredible." If there is one thing that each endurance mountain bike race has in common, it is the people. Endurance racers watch out for each other, offer encouragement and support, and when the race is over, gather together to talk about the day's adventure. Lyubner commented afterward that "we had pizza and drinks and all sat and relived our long, hot day. It was a great time!" Indeed, it was a great time, and as an event it is quickly becoming a summer classic.

For results and more information about the E100 series, visit [www.thee100.com](http://www.thee100.com).



# 28 July, 2007

## Canyons Resort, Park City Utah


### 7:00 am to 5:00 pm

### A 10 hour team relay/solo

### mountain bike race to benefit

## The Young Riders & Mountain Trails Foundation

### Solo, Duo, 3-person, Masters and Junior categories



[www.parkcityperfect10.com](http://www.parkcityperfect10.com)      [heinrich@parkcityperfect10.com](mailto:heinrich@parkcityperfect10.com)





















## ESSAY

**The Sisterhood of Mountain Bike Racing**

By Lynn Ware Peek

I crossed the finish line a few weeks ago at the Hammerfest at Soldier Hollow with that "Thank God it's over" sigh, sputter, choke, and cough. My son, Riley, quickly found me, but stopped my chatter with a look of utter disgust and secondary embarrassment. "Ooh, gross! Your teeth!" Of course he was referring to the un-swallowed portion of the energy gel that I tried to ingest in that handicapped manner while trying to race. It was now caked to my teeth and around my mouth along with the dirt it attracted like a sticky fly-strip.

I hadn't raced in a while. Life had gotten in the way. Or maybe it was that the last race I did had been on my new single speed in the class with the likes of Tom Noaker and other guys who really are just one big lung sitting atop their bike seats. It had been painful. And after all, I am not a guy like Tom Noaker. I'm not even a guy. But I will say that racing lets me experience my "inner boy" that I've come to love. As a woman with a husband and a couple kids, I love the alter-ego I get to experience while racing. The down and dirty, exhausting, spent feeling you get at the end.

Perhaps it's the same for other women. Perhaps not. Maybe they feel feminine, or accomplished, or just bigger than life. I do know women love the camaraderie, the being in the moment quality of racing, and the sheer exhilaration of doing something physically demanding that you're never really certain

you'll make it through.

I'd love to say it's not about the outcome for women. But it is. It's always about the outcome. Whether it's thinking you might finish better in your class, might keep Roxanne Toly in sight, beat your last year's time, or just get through without bursting into tears and then hyperventilating....it is about the outcome.

Maybe what draws women to racing is the same for men. I like to show up to races because it makes me feel alive. I love to feel my how my body performs according to the things I've nourished it with (or forgotten to nourish it with), how it responds to training (or lack thereof), and I love to be in the moment.

Racing slows down time. And dammit, that hurts! But really, the time we spend racing is like this indelible segment of our lives that may be brief minutes, or hours, but they stand out so clearly as times (and for me the only times) that we are in the moment, thinking of nothing else.

Racing engages me in my own brand of meditation and gives me that singular focus that I so crave. I can't really distinguish what racing is from a woman's perspective that a man doesn't share. That would presume I know something about men. I can say, however, women generally love to be together. We would chit-chat during the whole race if it weren't for the resulting hypoxia. We like being aggressive and competitive and all that, but then we love to be together. We love to cheer each other on and to celebrate each

other's victories.

I was guiding for Girlfriends Go Tours last spring in Tuscany. We had varied skill levels among our riders, in fact, some gals were enticed more by the wine drinking opportunities than the biking. There was a particularly steep section of road on the way to the organic farm and one woman was about to get off and walk. Our strongest rider, Tanya Swenson, easily glided up behind this woman and gently placed her hand on her back, pushing her along and assisting her in getting to the top of the hill, for which she had huge gratitude. Women do this. Women are not offended or their egos damaged by accepting help. It's part of the sisterhood.

Speaking of the sisterhood.... Team Sugar of Park City knows all about it. As a dedicated group of women mountain bike racers devoted to introducing as many women as possible to the sport as well as to promote the fun of competitive racing, they are all about camaraderie. Fun and competitive racing should be a bit oxymoronic, right? For women, it's not. As Team Sugar member Whitney Thompson echoes, "I've always loved racing because of the places it takes me, because it makes me push myself beyond what I think I'm capable of, and because there's nothing like hanging out with other women who ride hard."

There is a huge market out there for women specific endeavors. No longer are we grouped in there with the men. We race in jerseys that have pink flowers plastered in amongst the dirt and grime. How do we think? What do we want? What makes us tick?

To be certain, we have a special little niche. We race because it's fun, it's challenging, and it's a way to meet great folks. Not so different than our male counterparts.

gal. I couldn't believe it- she was holding that last spot on the podium I was pretty sure!!!! It was just a matter of time before I passed her so I kept on it past the feed zone and back up the Little Stick climb trying to decrease the gap. At the top of the Little Stick climb it pitches up nice and good and that is when I decided to throw in attack-right where suffering was at the finest for all parties involved. And when I did I got no response from her which I was psyched about!! At this point I was happy to have just moved into 5th but not overly so because things aren't over until they are over. I still had almost 2 laps to go and was going to need to fly in order to keep this podium spot. I told myself to grow the gap, grow the gap, grow the gap. I became like a mad sheepdog with only one mission to grow the gap. During this process I got a bee sting right in between the eyes!! That little guy got caught right under my Zeal Optics sunglasses on the bridge of my nose and decided to zap me. The sting actually felt good when compared to the pain in my legs and during that brief moment in time I felt relief from the pain in my legs. It was something else to concentrate on until the bee sting pain disintegrated and the leg pain took over again. It was good while it lasted though!

As I made my way over the river and through the woods (at that point I was wishing it was to Grandmas house we go) I would have to say that around almost every turn there seemed to be someone yelling for me. I swear the bushes were talking because people seemed to be stuffed

point = lose the girls I just passed and give them no hope of catching me. Racers are so mean deep down aren't they? J

As I made my way back towards the start/finish area to start lap 2 (of 3) I was fast approaching another

## TOURING

**Rendezvous at Rockcliff Rallies the Riders!**

Nancy at the UBTS Rendezvous at Rock Cliff. Photo: Ron Wheeler.

By Lou Melini

On June 2nd and 3rd, the newly formed Utah Bicycle Touring Society (UBTS.org) held its first "Rendezvous at Rockcliff", a weekend bicycle camping event attended by 14 people. A few in the group were introduced to bicycle camping for the first time while others have extensive national and international touring experience. The purpose of the "rendezvous" is to semiannually attract bicycle tourists to a designated campground. Think mountain man rendezvous' on bikes.

The initial difficulty for a rendezvous is destination. Can you find a campground that has showers, water, a picturesque setting but without R.V.'s and the noisy generators, ATV's racing down the road, and boom boxes playing through the night? This particular rendezvous was designed to be within a day's ride on a bike containing the necessities for a camping trip. Fortunately the UBTS founder Ron Wheeler had the perfect site, the Rockcliff campground at Jordanelle State Park. The bicycle campers were also treated to a wonderful running stream to camp along, a moose in the stream, and deer on the opposite side. In addition the park employees allowed the group access to the pavilion for a group meal for the first event (normally a \$50 fee). Except for a few fly fishermen, the group had the

campground all for a \$15 camping fee (\$23 if you choose to make reservations). To celebrate the inaugural event, there was a free raffle with gifts provided by Ron and Nancy Wheeler, Lou and Julie Melini as well as the friend of bicycle commuters and tourers, Saturday Cycles.

The Utah Bicycle Touring Society has been formed to foster overnight bicycle travel. The individuals on this ride had a choice of a 22-mile (with a long climb) or 29-mile ride from Park City or a 48, 55, or 62-mile choice from Salt Lake City. Cheryl Soshnick led a Park City group which included those new to bicycle camping. One to three week bicycle tours are currently being finalized by individuals riding in the states of Washington, Wisconsin and Alaska. In addition the UBTS is dedicated to assisting touring cyclists traveling through Utah and hopefully partner with the Adventure Cycling Association (ACA) to create a bike route through Utah that will connect existing ACA routes. A repeat Rendezvous at Rockcliff event is scheduled for the weekend of August 25th and 26th.

For more information about the UBTS go to [www.UBTS.org](http://www.UBTS.org) or contact Ron Wheeler at [emerckx@xmission.com](mailto:emerckx@xmission.com), 801-479-7459 or Lou Melini Melini@xmission.com

everywhere. THAT was motivating for sure!!!

As I came in towards the finish line I took the instructions of a friend/spectator and kept it smooth, took it down a notch and took it in for the podium spot. When I came across the line I swear I have never felt such relief and excitement in my life. Everyone was cheering at the line and the announcer was

going crazy knowing I am from the area. You would have thought that I won or something!!! But in my mind I did. I always knew I could do this; it was just a matter of having it all come together. And what a better place to do it home town in front of everybody! Incredible. I will remember this day for the rest of my life!!!! Thanks for letting me share it!



Above: Utah pro Heather Holmes (Kenda) took 19th in the women's cross country. Photo: Dave Iltis

**Deer Valley - Continued from page 14**

well and would have been interested in an odometer reading on that one for sure! My only goal at this

## 2007 Bicycle Club Guide - Part III

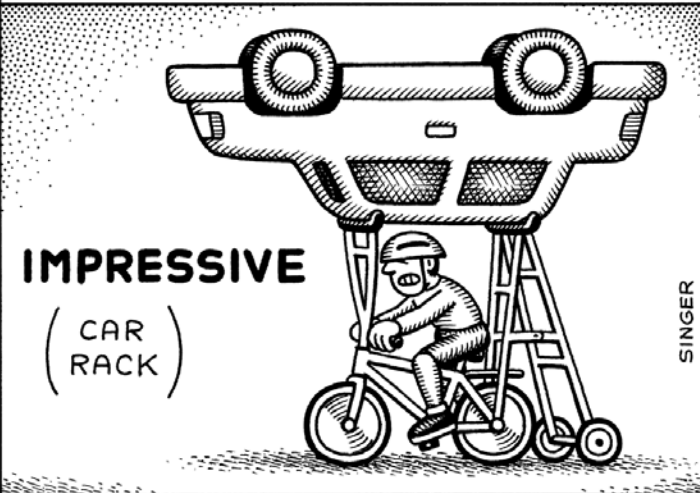
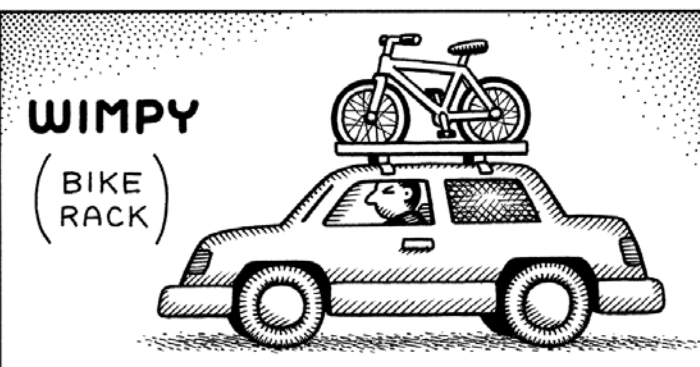
### Latin Force Cycling Club

Contact - Joaquin Romero (435) 713-4512 romerodelogan@hotmail.com  
 Location - Logan, Utah  
 Type of Cycling - moderate to fast road racing.  
 Club Statement: Latin Force Cycling Club brings the beauty and strength of diversity. Our goal is to provide Latino and non-Latino alike with an opportunity to be together through the sport of cycling. We encourage our Latino friends and the community to join us. We participate alongside local cycling clubs in races and training rides in the state. Anyone in the state is welcome to participate in our training as well as racing. Our riders are from a variety of countries and this provides with many experiences from all over the world. We are located in Logan, Utah on the top of northern Utah in the Great Cache Valley and participate in many local events.

### Porcupine Pub and Grille / Specialized

Sponsors: Porcupine Pub and Grille, Specialized Bicycle Components, First Endurance, Back In Motion Chiropractic, Mountain States Moving, Easton Mountain Sports, Chasebrook, Western Uriology, System 7 Coaching  
 Contact Person, Phone and Email: Aaron Jordin, 801.943.0409  
 Club Website: none  
 Type of Cycling: Road, Mtb, cyclocross  
 Base location (city): Salt Lake City  
 Club Statement: We are a team focused on a competitive level of racing in the 1/2, 3 and master's groups at a local and regional level. You must have a full-time job and still be really fast to be on the team - or at least a lot of fun to ride with during our winter group rides. We support the Porcupine Cycling Club's mission of generating awareness for the cancer community.

### NO EXIT © Andy Singer



2007 Jamis Dakar XAM 2.0

No gimmicks. No gadgets. Zero compromise.

www.jamisbikes.com

For over 25 years, we've been designing bicycles and bringing those designs to fruition. We've never stood for status quo, never settled for good enough. We're passionate cyclists and we think that's an advantage. We build 'em the way we like 'em.

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

- 5 Bike of the Year Awards
- 5 NORBA Titles
- 4 Bicycling Magazine Editor's Choice Awards
- 3 UCI World Cup Titles



JAMIS BICYCLES  
 WWW.JAMISBIKES.COM

### Olympic BMX Training Track Opens at Rad Canyon

The American Bicycle Association has just completed a replica of the 2008 Olympic BMX (Bicycle Moto-Cross) track in West Jordan, Utah. The track will allow World Class riders and teams to train for the upcoming 2008 Olympics in China, where the sport of BMX will make its debut.

The new training track is located at Rad Canyon BMX. This facility will host the new Olympic practice track side-by-side with its current BMX track. Rad Canyon will be host to "Great Salt Lake Nationals", a Pro Spectacular and the Utah State Championships this summer. For more information, visit radcanyonbmx.com.

### World Criterium Championships to Las Vegas

The World Criterium Championships will be held in Las Vegas on September 27th in conjunction with and sponsored by Interbike, the bike industry's trade show.

The World Criterium Championship is the final race in the 10-city 2007 USA Crit Championship Series and will be held at the Mandalay Bay Resort in Las Vegas, near Interbike's home at the Sands Convention Center.

The World Criterium Championship will have Men and Women Pro-Class races, and for Interbike exhibitors, an Industry Cup Challenge. The Pro- Women's race will be at 7:00 p.m., the Industry Cup at 8:00 p.m., and the Pro-Men will race at 9:00 p.m. with an after party hosted at Mandalay Bay.

For more information, visit www.worldcriteriumchampionships.com.

### AUTHORIZED DEALERS

#### UTAH

|  |  |  |  |   |  |
|--|--|--|--|---|--|
| Biker's Edge<br>232 North Main St<br>Kaysville, UT<br>801-544-5300 | Blayn's Cycling<br>284 S. Main St<br>Springville, UT<br>801-489-5106 | Canyon Sports<br>1844 E 7000 South<br>Salt Lake City, UT<br>801-942-3100 | Canyon Sports<br>705 W Riverdale Rd<br>Riverdale, UT<br>801-621-4662 | Desert Cyclery<br>1091 North Bluff St<br>St. George, UT<br>435-313-1200   | Highlander Bike Shop<br>3333 Highland Dr<br>Salt Lake City, UT<br>801-487-3508 |
| Infinite Cycles<br>396 Braidhill Dr<br>Draper, UT<br>801-523-8268  | Out N Back<br>1797 South State<br>Orem, UT<br>801-224-0454           | Replay Sports<br>875 Iron Horse Dr<br>Pocatello, ID<br>435-658-5100      | Wild Rose<br>702 3rd Ave<br>Salt Lake City, UT<br>801-533-8671       | Wimmer's Ultimate Bicycles<br>745 North Main<br>Logan, UT<br>435-752-2326 |  |

#### WYOMING

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

#### IDAHO

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

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

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

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

#### WESTERN COLORADO

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

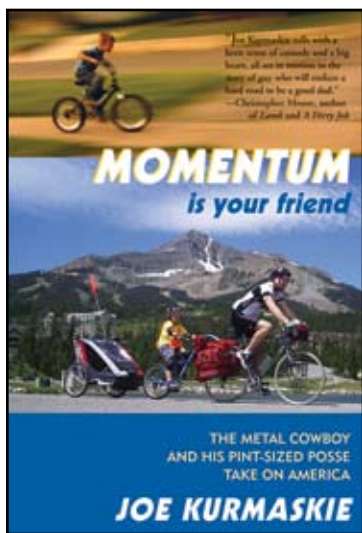
Singletracks  
150 South Park Square  
Fruita, CO  
970-858-3917

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



**BOOK REVIEW**

**Momentum is Your Friend Recounts Cross-Country Bike Tour With the Kids**



By Lou Melini

I had reviewed Joe “Metal Cowboy” Kurmaskie’s previous books (Metal Cowboy and Riding Outside the Lines) in Cycling Utah. Both books were enjoyable, but quite similar. In his third book, Kurmaskie breaks away from his previous style a gets a podium finish for entertainment. Reviews of this book described Kurmaskie as “David Sedaris trapped in the body Lance Armstrong” (Beacon Journal), a reference to the travel books of Bill Bryson (Booklist), and “a champion storyteller” by Bike magazine. I would like to add that if you enjoyed True Fans (previously reviewed in the March 2006 issue), this book is for you.

This book is about a cross-country bike trip that Kurmaskie takes with his two sons, 7 year-old Quinn, and 5 year-old Enzo. In his humorous style, Kurmaskie gives us tales that will make you stop and laugh, in addition to making any dad seriously think of doing a trip with his own sons (or daughters). The “Metal Cowboy” added more metal to his travels by towing one son on a trail-a-bike and the other in a bike trailer.

“Narrow mountain roads focus your attention like finding religion or dating a supermodel, ancient navigating motor homes around blind curves send shivers down the small of your back, hills go on without end, windstorms blow, fatigue settles in, ....” “Momentum...is the only force on Earth that can possibly carry you through”

After a brief description of Colorado traveling, Kurmaskie’s book follows a chronological description of his trip from Portland to Washington D.C. A 2-month, 4043 mile trip with his sons in tow. Ah, the memories!

“Dad, what’s a grizzly bear relocation drop site?” His question dislocates me completely so I follow his voice to the trailhead community board where the forest service posts information. I check the date on the flyer; it’s current! Here’s the thing Quinn, we’re in Yellowstone country. We don’t bother them and they won’t mess with us.” Quinn takes it in stride, me not so much especially when I hear loud noises so we exit the tent. The ranger is on horseback is just as surprised to hear the bushes talking as I am to discover he is not a bone munching grizzly. I can now go to sleep hugging my bear spray in a manner similar to my sons clutching their teddy bears “.

Getting lost on a bike trip some-

times happens. Perhaps there are 2 “Main Streets.” Getting lost does add to a story.

“Are they chasing us Dad?” asked Enzo. A growing crowd of children, all black, some being shoeless, follow us through their “hood”. Big women, comfortable with their weight, start waving from threadbare chairs. A drug dealer sits on his town car with his expressionless face. “It’s a parade”, I tell him. A flash of fear runs down my back. I have no reason for such thoughts outside of my own prejudices. A shriveled up man powers his motorized wheelchair up to us. “I’d love to get rid of these wheels and you look like you’d do anything to hold onto yours”. Now I was scared! After a brief conversation we are directed to the best pirate BBQ in Kansas. Even the drug dealer chips in his 2 cents, “It will soothe what ails you”. I’m certainly not another white boy chasing after a ghetto fantasy, but the BBQ was the most tender I ever ate. “Boys, you heard the ladies—mop up your beans with those buttery rolls”.

Of course, a bike tour is not complete without an act of kindness by strangers.

“You’re the guys. My husband read about you in the paper. I have a question for you.” “David, that’s my husband, worked as a conductor on the train line.....” I settle in. Maybe the question will come in the form of a parable. “My question is this: How would you boys like to come back to our house in Sedalia for dinner, have a swim, a sleepover, we could do your laundry and you could, ahem, freshen up”. Apparently she noticed my “ripe zone” from the past couple of days without a shower. “We’d love to, right boys.” So after an 18 course meal, not counting the vanilla ice cream over cantaloupe, we swam in what seemed like the largest pool in North America, were guided by Emma to see barn swallows getting ready for their first flight from under the eaves of the barn, and of course became thoroughly refreshed.

So go the travels of Joe Kurmaskie and his pint-sized posse. He arrives safely in Washington D.C. His boys have the adventure of a lifetime. If you read this book with another person in the room, you will have to put the book down several times to explain the big smile and chuckling. When you completely read this book you will look at your children and ask yourself, “Could it be possible?”

Momentum Is Your Friend: The Metal Cowboy and his Pint-Sized Posse Take on America.  
By Joe Kurmaskie  
Breakaway Books 2006

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

**BOOK REVIEW**

**Gracie Goat's Big Bike Race Teaches Teamwork and Fitness to Kids**



By Scott Patten

Gracie Goat's Big Bike Race is a new children's book that features road bike racing. It's written by former Olympic cyclist Erin Mirabella. The cover shows Gracie wearing a team kit and a modern looking helmet standing next to a road bike with what could easily be SIS shifting. I've seen this book advertised in several bike racing publications. So imagine my surprise when I finished the book without encountering a single discussion of cornering or climbing or power meters or even

heart rate monitors. There's no mention of carbon fiber or debates over Shimano and Campy. There's no sponsorship or team drama and there's not a single doping scandal – not one.

However, once I put the initial disappointment behind me I started to see Gracie Goat's Big Bike Race for the gem that it is. First, the illustrations by Lisa Horstman are gorgeous. The characters are interesting, likable and funny. The story teaches kids about overcoming fear, setting goals, working as a team and the value of preparation and training. It's unique in that it's a children's book with a cycling related story and female protagonist.

In the beginning Howard Horse announces that he will enter a local bike race. All of Gracie's friends then decide to form a team. Gracie, however, can't ride a bike. At first Gracie is upset and refuses to face her situation but Gracie's grandmother works out a deal with her. With time and perseverance Gracie learns to ride and she soon finds that riding is great fun and that she's actually rather good at it.

Gracie Goat's Big Bike Race

contains a fitness tip for kids about the importance of hydration. It also contains a short section at the end that describes various cycling events – road cycling, track cycling, mountain biking and BMX cycling.

My boys (6 & 8) found the story interesting but just a little long. I found the story a bit light on bike racing details and a little heavy on life lessons. However, I still think that any young cycling family would appreciate this book and I think it would make a perfect gift for those cycling friends who seem to have everything.

Gracie Goat's Big Bike Race is the first book in what will become the Barnsville Sports Squad series. In this series each book will feature a different Olympic sport and will focus on teaching sportsmanship. Each book will also include a fitness tip for kids.

Gracie Goat's Big Bike Race by Erin Mirabella; VeloPress, 2007.

*Lots of Knots?*

**\$35**

*Knot So Kneady*  
(30 minute session)

**\$60**

*The Basic Knead*  
(60 minute session)

**\$80**

*Very Kneady*  
(90 minute session)

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

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

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

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

**Knead a Massage™**  
the affordable massage studio

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





## COMMUTER OF THE MONTH

## Saturday Cycling Everyday



Steve, Amy, Jacob, and Chelsea Wasmund.

By Lou Melini

Saturday Cycling every day for this Commuter, Racer, Advocate, Club President, and Family Man.

This month's commuter column features 33 year-old Steve Wasmund who started off racing, but has been commuting since his college days. Steve is president of the Cutthroat racing club and races single speed at the Intermountain Cup and 24-hour races in Moab. He has been a category 2 road-racer and expert class on a mountain bike at times in the 15 years that he has raced.

Cycling Utah: Does the commuting help with your racing?

Steve Wasmund: Perhaps mentally, riding in all types of weather on a

## ULCER To Go 'Round the Lake Again

The 23rd Annual Utah Lake Century Epic Ride - better known as ULCER- returns on August 11th to the original around Utah Lake course with three distance options for riders of all abilities. The Easy 35-mile course winds along the flat northeast shore of the Lake while the 67 mile Half Lake distance is more of a challenge by going to Springville City before returning to Thanksgiving Park. The Epic Century option is the centerpiece of the ULCER event and this distance is a gut wrenching 111 miles all the way around Utah Lake.

The start/finish line has been moved from American Fork High School to the Electric Park at Thanksgiving Point adding lots of shade, lush green grass and a post-ride party from noon to 7pm. The Team Time Trial is a new timed event where 3 to 6 person teams ride the Epic Century course together for bragging rights to the lake.

Most importantly, BBTC has selected the National Kidney Foundation of Utah and Idaho as the primary beneficiary of this year's ULCER. This great organization provides critical services, education and support to the community concerning kidney disease. Visit the Bonneville Bicycle Touring Club website at [BBTC.net](http://BBTC.net) for more details or to register. The ULCER hotline number is 801-474-2282.

35# commuter then changing to an 18 lb. road or 22 lb. mountain bike in relatively nice weather. I try not to take my racing so seriously as to go out specifically on a "training" ride, so I try not to think of my commuting as training for my racing fearing that I may dread it.

C.U.: So you don't sprint through yellow (quickly turning to red) lights?

S.W.: No, I try to stay out of the racing mindset when I commute through town. I keep my movements controlled and predictable. I sit upright and wave my arms around a lot to make my intentions known.

C.U.: So if commuting is separate from your racing, when and why did you commute by bike?

S. W.: I started biking in college simply because I enjoyed it. The enjoyment quickly grew to include commuting to college only then full-time/year-round commuting since we moved to Utah in '05. These days, sitting in traffic drives me crazy. We currently are "car-lite" so I probably save upwards of \$5000/year, though this may vary for others when you take in the variables in this number. Of course you then need to subtract the cost of maintaining my bike and the extra food I eat! What I save reflects the information in the book that you reviewed in the May issue of Cycling Utah, "How to live well without owning a car". I also meet a lot of people on my ride, ring my bell for the little kids walking to school, and find a little treasure in loose change along the route to my job.

C.U.: What do you recommend for a commuter bike?

S.W.: I don't want to overemphasize equipment, but if you are dedicated to cyclomuting, then get a bike for practical riding. I use a Bianchi touring bike with wide tires, rear rack, fenders, bar-end shifters, bell, dynamo-hub that runs a front and rear light, and of course the traditional Brooks leather saddle.

C.U.: Gotta love those Brooks saddles. I have a couple of them. Sounds old school.

S.W.: Yeh! I am a Biomedical researcher at the University during the weekdays, but I work at Saturday Cycles on (of course) Saturdays (see the ad in this issue). We have a great line of bikes and accessories specifically for touring

and commuting. We are somewhat proud of the old school label, with equipment and bike designs that have been used for decades with very positive feedback throughout that time.

C.U.: Is there a connection between what you do at the U. and bike commuting?

S.W.: You really do not have to be a biomedical researcher to see the relationship between good health and exercise. The more I see sick people with a lot of preventable components, the more it makes me want to take care of my body and the air I breathe. Cyclomuting allows me to do both.

C.U.: You commute to the U. from Davis County? What is the ride in like?

S.W.: I live in South Bountiful. Commuting is getting better here. Highway 89 and Beck St. are a little hellish, but I hope that people will say, "Wow, a person can ride a bike along this road" or maybe they say something else you can't print. My favorite part is along 200 West and 3rd Avenue, as I am more likely to see people out walking. It makes me feel a part of the community.

C.U.: Part of the reason for the improvements in Davis County is the advisory committee that you are a member of?

S.W.: Yes, the Davis county Bicycling Advocacy and Advisory Committee (DBAAC) is relatively new. (The website is [www.davis-bike.org](http://www.davis-bike.org)) I think the region could be a cycling mecca if all of the advocacy groups such as your group (the Bicycle Advisory Committee of Salt Lake City) got together and set an example for other cities. The DBAAC could always use new members and help.

C.U.: How do you juggle the bike (commuting, etc) with the family?

S.W.: That can be difficult but my wife and stepchildren (ages 12 and 10) have been great. Admittedly, my wife does most of the shuttling when the kids have to be somewhere. I have sprinted home on several occasions to take them to whatever practice they need to be at. They kind of like showing up on our tandem bike, which we have named "limo".

C.U.: Thanks Steve for participating in this column. I hope that you have encouraged others to consider riding to work, school, stores or wherever. S.W.L Thank you Lou. I really do believe that cycling is a great activity that can be incorporated into anyone's lifestyle to some extent.

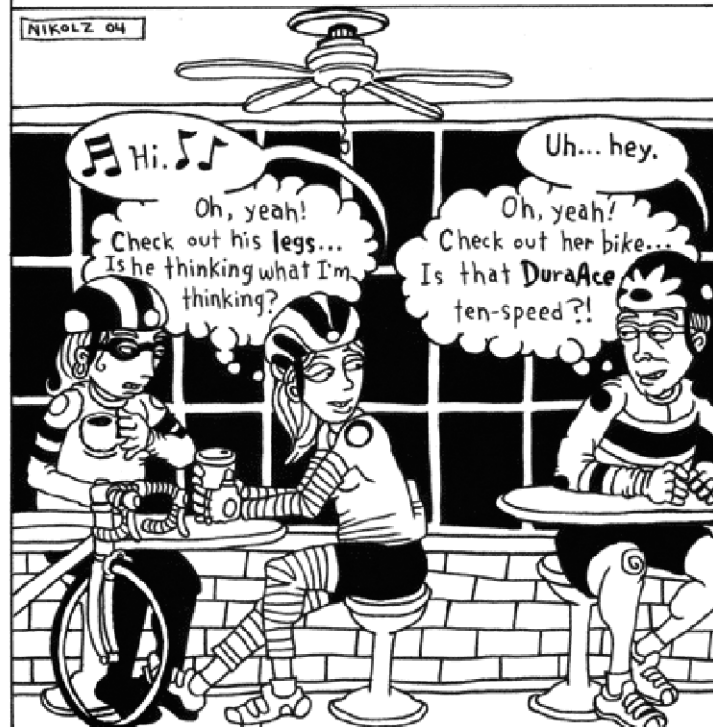
Ed. Note: There will be a "Bicycle Commuting 101 and Beyond" lecture at the 3300 South REI store at 7 PM on Tuesday July 17th presented by Lou Melini

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

## Quick Shot by Chad Nikolz

"I love going to bike races. All those fit guys in tight clothes... I feel like a fat kid in a candy store."

— Jennifer Love Hewitt  
Entertainer



## Commuter Sale!

WITH GAS AT \$4, MAYBE IT'S TIME YOU GOT A BIKE THAT CAN TOTE YOUR LOAD TO WORK!

Commuter Headquarters.

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

Surly Long Haul Trucker (complete bikes)  
IN STOCK!

Bianchi Milano Townie Café Racer  
ON SALE

Rivendell – Blieriot 650B. Ultimate Fred commuter. Don't be ashamed!

2204 North 640 West, West Bountiful  
298-1740 – Open Saturdays 10-6  
(only 10 miles from downtown)

All 2006 bikes at closeout—SAVE!!!





**Bikes for Kids Awarded Grant**

SALT LAKE CITY - Bikes for Kids Utah, a non-profit organization that provides bicycles for underprivileged children, announced it has been honored by MassMutual Financial Group with a Community Service Award. The award includes a \$10,000 grant that will be used for the 2007 Bikes for Kids Utah event, scheduled for early October 6-7.

"MassMutual encourages its agents and full-time employees to contribute personal time to organizations that have a positive impact within the community - Bikes for Kids Utah was certainly a high-impact event," said Ronn Johnson, director of community relations for MassMutual Financial. "Donating 1,000 bikes, helmets, locks, and jerseys to 1,000 kids will go a long way in providing transportation to school, exercise and an avenue to learn responsibility and safety. We are looking forward to helping with the 2007 event."

For more information on Bikes for Kids, visit [www.bikes4kidsutah.org](http://www.bikes4kidsutah.org).

**Jeep King of the Mountain Y-Cross Comes to Utah**

The Jeep King of the Mountain 2007 Mountain Biking World Professional Championships (Y-Cross Discipline) will be coming to The Canyons Resort in Park City on Saturday August 4th.

World Professional Champions are crowned based on a system of cumulative points earned throughout the Jeep King of the Mountain Series, which will include three races to be held from August to September 2007.

This year's event will again be staged on the innovative Y-Cross racecourse, which combines the two most dramatic and popular forms of mountain bike racing into one unique discipline. Competitors begin the race on separate sides of the course (the prongs of the Y) before converging midway into a single course (the crux of the Y). In the bottom section, racers must navigate a series of banked turns, tabletops, step-down jumps and rollers before the track climaxes with an all-out sprint to the finish. The daredevil racecourse has been described as the ultimate format for mountain bike racing, as the overall winners must have a diverse set of skills to win the title of World Professional Champion.

The race starts at 3 p.m. and will finish in the Canyons Plaza Area followed by a concert at 6 p.m. It will be televised on CBS on August 18th. For more information, visit [www.jeepsports.com](http://www.jeepsports.com).

**LIVE MORE**  
**XTERRA**  
**ON THE EDGE!**

**XTERRA AMERICA TOUR MOUNTAIN CHAMPIONSHIP**

presented by **PAUL MITCHELL** **XTERRA GEAR**

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

**XTERRA MOUNTAIN CHAMPIONSHIP**  
**AUG 17-18 // OGDEN & SNOWBASIN**

**PAUL MITCHELL** **XTERRA GEAR** **PACIFICO CLARA** **travelocity** **nevada** **RODALE** **ZORREL** **GOAL**

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

## TOURING

**Mountain Bike Touring in Escalante's Grand Staircase Monument**

Above: Steph reaches nirvana.

Right: Azure after the climb.

**Story and Photos by John Mavor**

Mountain Bike Touring in the Grand Staircase Monument

The smell inside the pink trailer was toxic. Some bazaar combination of mouse crap, urine and sweat. The big red flying ants were mostly dead but inside, a few still moved around on the blistered linoleum

floor. Once back outside and in the cool fresh air, I turned and looked at the pink trailer. I kept thinking...that is how hantavirus smells. We wanted to make an offer on the land but the trailer was disgusting and we wondered how would we get rid of it. After a few uncomfortable minutes, I asked Lavonne, the realtor, "so, where is the town dump?" Jeff was looking South towards

Navajo Mountain and didn't seem to hear. He just stared at the mountain and the Straight Cliffs leading to it. Jeff turned to me "I think we are about to buy it". We both laughed. I don't know if Lavonne got the joke. People aren't overly expressive around here. We bought the pink trailer and the big adventures began.

**1982-1990**

This ride starts in Moab circa 1982. Weekends revolved around "clunking". Clunking was riding



your mountain bike, or "clunker". We would travel as a small carnival of two or more to Moab and nearby destinations to take our clunkers out on the slickrock, Porcupine Rim and other trails that Todd Campbell and John Groo were pioneering. Once in a while we got to pioneer our own trails in the area and we thought that was great adventure. The scene was cool and the best memories involved hike a biking after dark. In my mind, it was around 1987-88 that Moab went through a significant change. It seemed to become mountain bike Mecca, complete with religious strife. The Indigenous Moabites were agitated by the Lycurds who were agitated by the OHVunies. It was around this time Jeff and I became Klunker refugees. Meanwhile, in Torrey Utah, Tim Thomas and Doug Campbell had been living hiking and poking around the Boulder and Thousand Lake mountains on their own klunkers. I had done some hiking in the area and knew the mountains pretty

well. It turned out to be good riding and, with a little trail clearing, could be great.

After Jeff and I bought the pink trailer in Escalante we started riding and hike-a-biking the area. It didn't matter where we went, we just went. The Grand Staircase National Monument wasn't declared, There were no rangers, no people. It was just us and occasionally a friend who wanted to experience what were becoming known as "Death rides". Any time the word recon was used things would devolve into some form of hike-a-bike. We went through a period of subtle ridicule by friends about our stupid rides that weren't rides at all but just ways to burn an otherwise great day hiking around with a 30-pound snag machine.

We eventually talked a local (Verne - RIP) into taking out the pink trailer and we built a cabin where it stood. The trailer found a new location west of town and became a new home for a refugee of

THINK OUTSIDE THE BLOCK!

# Get A Grip

## BICYCLE SAFETY COURSES

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

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

SPONSORED BY **UPOT**

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

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

Iron County Fair Presents  
the 6th Annual

# Tour de Gap

Road Bike 4-Stage Race  
\*USCF & UCA points race  
**\$5,000 in Cash Prizes**  
T-Shirts & Sponsor donated prizes  
\*based on a minimum of 100 entries

**Entry Fee - \$65**  
Entry deadline Aug 11th  
Late entry Aug 17 - \$70  
Super Late entry Aug 18 - 8 a.m. \$75  
\*Entries via website or USPS

**STAGES**  
Sat. a.m.-50 Mile Mountain Stage  
Sat. p.m.-Parowan Airport Crit  
Sun. a.m.-60 Mile Tour de Gap  
Sun. p.m.-Time Trials

For more information contact:  
Iron County Fair - Tour de Gap  
PO Box 351 - 68 S. 100 E.  
Parowan, UT 84761 435-477-8380  
fair@ironcounty.net  
**www.tourdegap.net**

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

## Tour de Gap Half Century Race & Tour

Designed for all riders

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



**Above: Lawrence and Jeff at The Luge  
Right: Camping near Lake Powell.**

spousal abuse from California and the cabin became Biker Boot Camp.

We began looking at some riding possibilities far south of town on the maps and when we explained a route of old mining roads that went about of 150-200 miles to our buddies John and Peter Donner, the trip was on. We strapped on panniers, a lot of water (I started with 7 gallons on my bike!) and headed out. It was Memorial Day weekend and by all rights the deserts of Southern Utah are fairly mild by this time of the year. Day 2 we got separated by a flat tire and then the rain started. Peter and I found a very small alcove under a ledge in the Bentonite (clay) of the old road and just laid there watching it rain. The rain turned to snow and the washes began to flood. For many hours we wondered what fate had befallen our two friends, Jeff and

John. As evening fell, the storm cleared and finally, under the orange sunset, we saw two ghostly figures walking down the road with bikes on their shoulders. For those who haven't ridden in clay, it can quickly turn a bicycle into a 60-pound immobile burden and your shoes into Frankenstein boots. Jeff and John were pissed, dirty and miserable. Pete and I, seeing them in the distance took our clean bikes from the little alcove, the only shelter for miles and casually strolled up to our friends who just looked at our clean bikes, shoes and persons in total disbelief. We spent the next hour with sagebrush brooms trying to clean their bikes to the point where the drivetrains worked. We decided to turn around and head for higher ground out of the clay and finally found a suitable camp after climbing into the pinion juniper forest about

1,000 feet above the bentonite clay. We made it out the next day but still dreamed about finishing this ride.

**2007**

Fast forward 17 years. I met the woman of my dreams, Jeff met the woman of his and now the four of us spend weekends on the thousands of miles of dirt roads, singletrack and ATV trails that encompass Aquarius Plateau, Boulder Mountain, Thousand Lakes Mountain, the Henry Mountains, Scutumpah Plateau, and Markagunt Plateau. It's like the old days when solitude was key to the experience.

This ride is rugged, remote, private and about 150 miles long. If it rains, stop, wait, listen and smell. The smells of the sage in the rain is something I will keep through this lifetime and nowhere is it stronger than the country south of Escalante. They don't call it Big Sage for nothing!



Once the ride nears Lake Powell the overlooks are spectacular, the camping opportunities endless. If you like fires, have a campfire. If you like to howl at the moon, join the coyotes in a serenade. Bring the dogs and let em' run. Let the hair grow on your legs and don't worry about the funky smell from your helmet pads, shorts and bike gloves. If you end up stranded don't panic. I just called the boss' voice mail, said "bad oyster" and hung up. He got the message and figured things out. The night sky is unforgettable, bring a star book and impress your friends. If you like flowers, go in the spring when the yucca and cactus are blooming. If you like to get away from the world, go here. It is big and that won't change anytime soon because most people have a hard time wrapping their arms around it. I have been approached and asked "so where is the monument"? Maybe someday they will build a cement representation of the area in town and declare it a monument to appease those who can't seem to get out of their car.

We have now done the 150-mile loop 3 times and each time the vehicle comes back with some damage. The road changes with each storm and winter can wreak havoc. Weather permitting; the area south

of Escalante is best ridden from late February through May or September through November. The elevation goes from around 3,000 feet to 7,500 feet. We take a sag wagon and pack the gear of about 10-12 people; switching drivers as needed to give everyone a chance to ride. This is the Wild West and nowhere in the lower 48 will you find more stars or cleaner air.

Be self sufficient down here. This area is unforgiving and just when you think its all right, it isn't and getting back to all right may be a long time away. Be ready to subdue panic and hang out. Make the most of the situation you didn't plan on. That's how to survive in this desert. When the day is over, the breeze stops and the sky is clear, the creatures of the night come out.

Editor's note: I couldn't get John to divulge the exact location of the ride – just that it's near Escalante. It's quiet and remote and probably should stay that way. If you go looking for it, be prepared, the desert can be unforgiving. For more information on the Grand Staircase National Monument visit [www.ut.blm.gov/monument](http://www.ut.blm.gov/monument).

Utah's Most Beautiful Bike Ride

# September 22, 2007

Start: 7:30 - 8:30  
Heber Valley Century  
100, 65, 50 miles

# HEBER

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

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

HUNTSMAN  
CANCER INSTITUTE  
UNIVERSITY OF UTAH

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

## BIKE POLO

**Utah's Bike Polo is Great Fun!**

Riders mix it up in Liberty Park

Photo: Dave Iltis

By Dave Iltis

Thwack! "Get it Stefano! Go! Go! it's all you!" With mallet in hand, Stefano sprints towards the opposing team's goal in an attempt to score in Salt Lake's Bicycle Polo game.

Polo appears to have originated in the 6th century B.C. as training for cavalry units in Persia. The sport of kings was introduced to England in the early 1800's. Bicycle polo was invented in Ireland in 1891, rising in popularity through the 1930's. More recently, it has regained popularity both in the U.S. and worldwide.

Salt Lake's game has been going on for fifteen years; currently played at Liberty Park from March through October. Many of the players, who range from racers to casual riders, have been around since the beginning.

The local game is played under rules that are more casual than the competing 'official' organizations — the American Bicycle Polo Association of America (bicyclepolo.org) and the U.S. Bicycle Polo Association (bikepolo.com). In Salt Lake, they use a modified version of the Axles of Evil rules (polo-velo.net).

Teams consist of three or four riders — any more and the field becomes too crowded. The game is played on a football size area of grass with a pair of red flags at either end marking the goal. Each player has a mallet that is held in one hand and used to strike a plastic softball-sized ball. Games are played to five and possession switches after a goal.

The mallet looks like a golf putter, but with a cane shaft and a hardwood head. Good sources for these are bikepolo.com or polomallets.com.

There's no goalkeeper and hanging in the goal is not allowed. Dabbing (putting a foot down) is not permitted and requires the rider to clear out until he's back on the bike. Neither is blocking (you're likely to end up with a bent wheel and the opposing rider flying over your bike).

However, screening your teammate and the ball from an opposing rider is fair game. The mallet can be used to hook another player's mallet, but not their bike or body. Offsides (a rider being near the opponents goal ahead of the ball) is not enforced. And, there's no real out-of-bounds.

Most riders use mountain bikes; some use fixed gears or single speeds. Road bikes tend to be too large but can be used. Helmets and gloves are a must to protect against common slow speed crashes. Clipless pedals are much easier to get in and out when the battle gets heavy.

The game is great training with lots of sprints, stops, starts and tight bike handling. "This is the best interval workout you can find. You can easily put in 10-15 miles per game," said Charles Heaton, one of the originals. Players sprint back and forth, stopping on a dime to whack the ball to a teammate or headlong towards the goal. Full field breakaways require a combination of fast peddling, good ball handling, and passing skills. Over the evening, three or so games are played. The team makeup is shuffled between games to make the competition friendlier.

Scott Brown is one of the main instigators and a big proponent, "if you like competition and you like your bike, this is the ultimate game! It has all of the benefits of riding your bike with the competitiveness of playing on a team."

The games are played each Tuesday in the grass fields in the center of Liberty Park in Salt Lake City. Gather at 6:30 for a 7 pm start. For more information, call Scott Brown at (801) 870-9292 or email him at bikepolo@redrocks.com.

**23rd Annual**  
**BBTC.NET**  
**ULCER**  
**UTAH LAKE CENTURY EPIC RIDE**  
 RETURNS TO THE TRADITIONAL COURSE  
 AROUND UTAH LAKE  
**SATURDAY**  
**AUGUST 11, 2007**  
 Pre-registration Ends August 4th.

**New This Year**

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

**IF YOU GOT THE GUTS!**

BENEFITING  
 National Kidney Foundation  
 of UTAH & IDAHO

**VISIT BBTC.NET**  
 FOR MORE INFO

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

*Utah's only*  
**Fully supported 200 mile**  
**1 day cycling adventure**  
 100 mile      200 mile

**DESPERADO DUAL**  
**PANGLOSS, UTAH**

**AUGUST 4, 2007**

Enjoy cool summertime riding in Color Country!  
 Entry includes: T-shirt, fully stocked rest stops,  
 participants pin, post ride meal and more!  
 Call 435-559-0895 for info or visit our website  
**www.desperadodual.com**