

WEST MOUNTAIN CYCLING JOURNAL

cycling utah

**2008
UTAH, IDAHO,
& REGIONAL
EVENT
CALENDAR
INSIDE!**

**DIRT
PAVEMENT
ADVOCACY
RACING
TOURING**

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**SPEAKING OF
SPOKES**

**Dave Z Talks
About Yield to
Life and the
Peloton**

By David Ward
Publisher

David Zabriskie: Interview on June 20, 2008

CU: Let's start with your injury during the Giro d'Italia. Tell me what happened.

DZ: I went to the Giro with the intention of not actually finishing the whole race. I was going to do ten stages and then come back for the birth of my child and so I was there to help the team win the team time trial. That goal got accomplished and the next day I actually crashed two (2) times. The first crash was - down there in Sicily the roads are super super dirty, like a lot of grease and crap on the road. Somebody's bottle bounced out of the cage and, usually it's no big deal, you just hit the bottle, but the bottle spilled just a little on the road and I just slid out. Me and a couple other guys. I was just sitting in the field after that one, and some other guys fell down in front of me. I hit them and did a flip, landed on my tailbone and compressed the L1 [vertebra] into a fracture and I couldn't race anymore.

CU: What is the treatment for that, just stay off the bike and recover?

DZ: It's similar to breaking a rib, there is not much you can do but be careful.

CU: Which is your time frame for getting back to racing?

DZ: Now I'm at a point that, it still hurts a little bit but its kind of safe and its not going to damage much anymore. I've started training and I'm not sure what the first race will be. I don't like to race out of shape, so we'll see.

CU: How has this injury affected your goals for this year, and what are your goals at this point for the rest of the year?

DZ: Yea, it has affected some things. I would still like to go to the Olympics. I'm not sure how they will select the team. If they selected me, that would be pretty big leap of faith

Continued on page 3

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winning the 50+ category at the Intermountain Cup Sundance Spin on May 31, 2008. Photo: Joaquim Hailer.
Find your photo at Zazoosh.com

Zabriskie Interview - Continued from page 2

on their part. I'm working with some people and trying to let them know that I could be ready. I'll keep my fingers crossed on that.

CU: I want to talk with you about your charity, "Yield To Life". Tell me what brought it about and what its purpose is.

DZ: I got hit by a car in Millcreek Canyon, as you know, in 2003, pretty bad. Then living here, it seems like a lot of people get run over by cars and the air is really bad here. Those things together, I got this idea in my head of life. And why people can't yield to life is what I came up with in my head. I talked to my wife and said that I wanted to start this organization, call it "Yield To Life". So that's how I got the idea and what it became. I went to the Josie Johnson [Memorial] Ride and one of the things I tried to say to the crowd, well I was speaking to a lot of people that already agreed with what I would say there, like if you in a neighborhood and a ball bounces across the street you hit your brakes because chances are there could be a kid running after the ball, so like there is a life attached to that ball. So in a sense they will be yielding to a life. So if I could, get people to realize that there is a life hooked to the bike, and then take it easy, be a little more careful. A lot of people that I talk to would commute more and ride their bikes more but they really feel scared that they might get run over and they don't want to take that chance. If I could, maybe create a more safe environment for cyclists, recreational, everyone in general, even pedestrians in crosswalks, then maybe people would

drive less and that would help the air quality. Things like that.

CU: So it is directed specifically toward motorized traffic and trying to get people to be more aware of non-motorized traffic?

DZ: Yes. I think a lot of people will pull up to a red light - I mean a lot of people just run the red lights. You can stand at any intersection, anywhere, for any given amount of time, and count the number of people that will run the red as it is changing. And if it is red, they'll just pull up into the crosswalk. Downtown there is a little more of a presence and maybe around the University [of Utah]. But I think where you are seeing most of these accidents are in the neighborhoods. They're just not aware that people could be out, so they are not taking as much care as they should. You know what I mean?

CU: Yes. So tell me about the mechanics of how you went about organizing your charity, and then what are some of the activities and goals that it is going to pursue.

DZ: The organization of it is pretty much just me and my wife at this point. I may have gotten a little ahead of myself starting it before I ended my career because I don't have a lot of time to put into it with the training and things. But I think it's good to get it in place, and then when I don't have to train as much I can put a lot more into it. We believe in it quite a bit and she is putting a ton of work into it. A lot of the early part was just filing all the papers to get it recognized as a 501(c)(3) charitable organization, and then there are a million things we could do, like drivers education programs. When I was in drivers ed, they told me that if your

coming up on a cyclist, don't honk. That's about all they told me. So they can be giving a little more information. Talk to the schools, little kids, start when their young. You have all the movies and tv's, and especially car commercials, promoting driving as an extremely fun activity. Buy the new this and that, have a good time. They will actually play games on these commercials like Marco Polo. I just don't think it's the time to be playing games in automobiles anymore. To me, it's a full time job that should be taken very seriously like, not only cyclists, but you can kill people in other cars. Just because you are in this metal box doesn't mean that you should be so careless.

CU: Okay

DZ: There are a few organizations out there like this. I think it takes a bunch of little ones, the more the better.

CU: Is your charity limited geographically to Utah or do you see a wider application for it?

DZ: Utah is one of the primary locations, but we are organizing a ride down in the [San Francisco] Bay area for one of the two (2) bicyclists that got killed by an off-duty police officer. That was a pretty tragic accident. We get quite a few e-mails from, actually, around the world. I got one from Canada. A guy wanted me to complain to his government about rumble strips. I don't know what I can do about that. We get quite a few e-mails from people inquiring and wanting to help. Before I started, you drive around, and you can go through airports and you can go throughout the world and you wonder like if there are good people in the world. There are good people in the

History of the Snowbird Hillclimb and Short Story Contest

On August 16th, the 30th running of the Snowbird Hillclimb will take place. The race has a long history. In 1978, a young lady by the name of Susie Williams was working in the Marketing Department at Snowbird with Marketing Director, Randy Montgomery. Susie had moved from Connecticut in the early years of Snowbird and brought with her a plethora of information on bicycle races and hill climbs. In 1978 she proposed a hill climb up Little Cottonwood Canyon to Randy. She and Randy put together the very first Snowbird Bicycle Hill Climb, with event help from Mary Ann Farrier. The race started just southwest of the mouth of Little Cottonwood Canyon and had an amazing 75 participants this first year. Rumor has it that in one of the first few years, John Howard finished the race (a shorter distance then) in less than 30 minutes. The record for the now 3,500 vertical foot climb is now held by Levi Leipheimer, 43:06, September 7, 1996. This year's event will have \$500 prize for anyone who can break Levi's record. In addition, there will be a short story contest on your most memorable experience in the Snowbird Hillclimb. The winning story will be published in the September issue of Cycling Utah (subject to editing) and is sponsored by Wound-Up Composites, Snowbird, and Canyon Bicycles. To enter, email Misty@snowbird.com by July 25th or call (801) 933-2115.

world and they want to help and get involved and it helps restore some of my faith in mankind, I guess.

CU: Okay. Do you do any fund-raising for this, or where do the funds for the charity come from right now.

DZ: Right now you can donate on our website, www.yieldtolife.org or mail it in. There is an address.

CU: Alright. Of course, any interview now with a professional cyclist invariably has to ask questions about doping.

DZ: I love that.

CU: You love that?

DZ: I've got two fresh holes

CU: Two fresh holes. That is from your test yesterday.

DZ: Two times this week

CU: Were they both unannounced?

DZ: The first one was from the UCI. That was unannounced. And then the second one was from my team. They let me know the night before and I have to go to a lab. I don't mind. When they come to my house, like they need to keep their eyes on you the entire time once they make contact. And my wife is just like learning how to breast feed and needed my help a little and it was like, "Come on, don't freak out. I need to go back there and check on her for a second." But they were pretty understanding.

CU: It seems to me there are fewer top stars and more competition in a lot of the races this year. Do you

Continued on page 9



VICTORY OVER VERTICAL.



BEST OF THE BICYCLE HILL CLIMB CONTEST

We want to hear about your most memorable experience at Snowbird's Bicycle Hill Climb. Winners will receive **FREE ENTRY** for this year's race and



a special prize from Wound-Up Composites! Please submit a short story to Misty no later than July 25, 2008. (801) 933-2115 misty@snowbird.com

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Or from July 1-August 10, register at Canyon Bicycles: 3969 Wasatch Blvd., SLC, UT 84124 (801) 278-1500

ULTRA-WIDOWMAKER option is available again this year! Immediately following and only available to Bicycle Hill Climb participants.

www.snowbird.com

cycling utah

CALENDAR OF EVENTS

Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!



Rad Canyon BMX — (801) 824-0095

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

Calendar of Events sponsored by



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May - October — Rad Canyon BMX, Practice Tuesdays 6:30-8:30

pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

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

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

July 25-28 — Rad Canyon BMX, ABA GREATSALT LAKE NATIONALS. radcanyonbmx.com, 9700 S. 5250 W., South Jordan, (801) 824-0095

For more BMX track info, visit cyclingutah.com



Advocacy Groups

Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m.

at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 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

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

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

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

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

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

Utah Bicycle Coalition — Statewide advocacy group, utahbikes.org

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

2008 Cycling Events

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

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

July 12 — Utah Tour de Donut, 21 mile circuit race and donut eating (subtract time for eating donuts each lap), bike safety rodeo, kids race, American Fork, UT, (801) 763-1216, utahtourdedonut.com

September 22 — World Car Free Day, worldcarfree.net

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



Tours and Festivals

2008 Events

July 14-15 and July 17-18— Rocky Mountain Bicycles Dirt Series Women's Mtn Bike Camp, Park City. Contact (604) 905-8177 (canada) or info@dirseries.com for more info.

July 21-22— Rocky Mountain Bicycles Dirt Series Women's Mtn Bike Camp, Sun Valley, ID. Contact (604) 905-8177 (canada) or info@dirseries.com for more info.

June 15 - September 5 — Great Divide, Canada to Texas, dirt, Adv. Cycling Association, (800) 755-2453

July 9-13 — 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 or Lynn, (435) 640-3931

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

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

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

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

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

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

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

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



General Info

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

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

Weekly Series Races

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

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

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

Snowbasin/Biker's Edge Mtn. XC Race Series — July 2, July 23, August 20 and Championship September 13, Registration-



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5pm-6:30pm at Grizzle Center, Race Start: 6:30, Contact: Steve Andrus, sandrus@snowbasin.com 801-620-1000, Jonny Hintze, jonny@bebikes.com, 801-544-5300, www.bebikes.com

2008 Utah MTB Races

June 26-29 — NORBA National Mountain Bike Series #4, XC, STXC, DH, Dual Slalom, Deer Valley, UT, XC/ST/, (435) 884-3515, mtbnationals.com

July 5 — Chris Allaire Memorial, Utah State Open Championship, Intermountain Cup #9, Solitude, UT, XC - Ed Chauner, 801-942-3498, intermountaincup.com

July 5-6 — White Pine Downhill Race, DH/Super-D, Utah DH Series, White Pine Resort, Palmdale, Wyoming, (801) 375-3231, go-ride.com

July 12 — Blue Mountain Bike Chase, 25 mile XC race, Monticello City Recreation, Monticello, UT, (435) 587-2029, monticellooutah.org

July 12 — Park City Perfect 10 Endurance MTB Race, 7 a.m. to 5 p.m., solo M/F/SS, duo M/F/Co-ed/SS, 4-person M/F/Co-ed (no SS) categories, Deer Valley Resort at Silver Lake Village, Park City, (435) 659-1188 or visit parkcityperfect10.com

July 19 — Snowbird Mountain Bout, 21st Annual, Intermountain Cup #10, Snowbird, Ed Chauner at (801) 942-3498, intermountaincup.com

July 19 — Sundance/Parks Sportsman Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849 or sundanceresort.com

July 19-20 — Bald Mountain Challenge Downhill, DH and Super-D, Utah DH Series, Deer Valley, UT, (801) 375-3231, go-ride.com

July 26 — Taming the Tetons, Intermountain Cup #11, Jackson Hole, WY, Ed Chauner at (801) 942-3498, intermountaincup.com

July 26 — CANCELLED The Endurance 100/Mind Over Mountains, 100 mile team relay, 50 mile solo, Park City, thee100.com, (435) 649-2129

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

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

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

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

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

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

August 23 — The Race for Everyone, a low pressure, easy entry event for any mountain biker, from ICUP regulars to 1st Timers, families and kids encouraged to attend, bike safety, bike setup, and more, benefits Kids on the Move, Sundance Resort, Contact Keith Payne 801.368.5321 or Mad Dog Cycles at (801) 222-9577, sundanceresort.com

August 23 — CANCELLED The Endurance 100/Mind Over Mountains, 100 mile, 100 km, and 50 mile individual races, Park City,

thee100.com, (435) 649-2129

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

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

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

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

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

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

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

October 13-14 — Huntsman World Senior Games. Must be 50 years

or older. three events: hill climb, downhill, and cross country, St. George, UT, 800-562-1268 or hws@infowest.com or senior-games.net

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

2008 Idaho and Regional MTB Races

July 4 — 13th Annual WYDAHO Bike Race, XC, Grand Targhee Ski and Summer Resort Alta, WY, Andy at 1-800-TARGHEE ext. 1309 or awilliams@grandtarghee.com, grandtraghee.com

July 5-6 — White Pine Downhill Race, DH/Super-D, Utah DH Series, White Pine Resort, Palmdale, Wyoming, (801) 375-3231, go-ride.com

July 11-13 — Brundage Mountain Bike Festival, Wild Rockies Series, XC and DH, trail run, McCall, ID, (208) 388-1971, wildrockies.com

July 11-13 — Blast the Mass, Mountain States Cup, Snowmass Resort, Aspen, CO, racemsc.com

July 26 — Taming the Tetons, Intermountain Cup #11, Jackson Hole, WY, (801) 942-3498, intermountaincup.com

July 26 — 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 or 208-338-1016, knobbytireseries.com

July 26 — Laramie Enduro, 111 K mountain bike race, Happy Jack, Laramie, WY, 307-745-4499, laramieenduro.com

July 27 — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 690-9896, ucjh.org

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

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

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

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

August 9 — Butte 100, Fundraiser for Mariah's Challenge, Butte, MT,

Gina Evans, eatdirtpigpen@hotmail.com or 406-498-9653 and Bob Wagoner, bwtripleringprod@hotmail.com or 406-490-5641, tripleringprod.com

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

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

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

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

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

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

September 20-21 — Wild Rockies

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Royal Street Café, located mid-mountain at the Silver Lake Lodge, is also accessible via the chairlift. The restaurant and chairlifts are open June 13th through Labor Day weekend. Chairlifts then continue to operate weekends only through September 14th, conditions permitting.

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

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



Road Racing

General Info

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

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

Utah Weekly Race Series

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

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

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

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

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

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

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

2008 Utah Road Races

June 28-29 — Gate City Grind Stage Race, UCA Series, Pocatello, ID, (208) 652-3532 or (208) 233-0951 or idahocycling.com

July 11 — Farmington Festival Days Criterium, UCA Series, Farmington, UT, Tyler Servoss velo11@gmail.com or (949) 637-0159 or bebikes.com

July 12 — Porcupine Hillclimb, UCA Series, Big Cottonwood Canyon, Salt Lake City, 801-424-9216 or porcupinecycling.com

July 18-19 — Capital Reef Classic Stage Race, UCA Series, ITT, Criterium, 120 mile road race, Torrey, Utah, tasbr crazy@hotmail.com, 435-425-3491, capitoolreef-classic.com

July 19 — Sundance Hillclimb, UCA Series, Provo, UT, (801) 223-4849 or sundanceresort.com

July 26 — Chalk Creek Road Race, UCA Series, also, juniors and masters Utah State Championship, Coalville, UT, 801-424-9216, porcupinecycling.com

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

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

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

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

August 15 — Tour of Utah, Downtown Salt Lake City Criterium for cat2/3 men, master's 3+, (801) 558-2136 or tourofutah.com

August 16 — Snowbird Hill Climb,

8 AM, registration from 6-7:30 am, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 933-2110, snowbird.com

August TBD — Tour de Gap Stage Race, in conjunction with the Iron County Fair, Parawon, UT, (435) 477-8380 or (435) 590.0196 or tourdegap.net

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

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

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

September 13 — The Climber's Trophy, UCA Series, an individual time trial up the south side of Big Mountain from MM 3 to MM 9., first rider up at 11 AM, contact Jon Gallagher jonbear68@msn.com or teamcsr.org

September 13-15 — Hoodoo 500, 500 mile ultramarathon bike race in S. Utah, St. George, Hoodoo500.com, embassy@planetultra.com, 818-889-2453

September 20 — The Red and Blue Time Trial, Sandy, UT, Contact Teresa at (801) 453-2296 or tmay@finsvcs.com, bikesforkidsutah.org

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

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

October 11 — City Creek Bike Sprint, 10 am, 5 1/2 mile climb up City Creek Canyon in Salt Lake City, road or mountain bikes, (801) 583-6281 or sports-am.com

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

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

Idaho Weekly Race Series

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

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

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

2008 Idaho and Regional Road Races

June 28-29 — Gate City Grind Stage Race, (208) 652-3532 or (208) 233-0951, idahocycling.com

July 4 — BCRD Hailey Fourth of July Criterium, Presented by Road & Dirt, Hailey, ID, (208) 481-0300, roadanddirt.org

July 13 — Grand Targhee Ski Hill

Road Time Trial, 9 a.m., Alta, WY, (208) 354-2354, peakedsports.com

July 19 — Well's Fargo Twilight Criterium, 22nd Annual, NRC race, Boise, ID, (208) 343-3782, georgescycles.com

July 22 — Idaho Cycling Enthusiasts Holt Arena Criterium Series, Pocatello, ID, 208-652-3532, idahocycling.com

July 24-27 — BYRDS Tour of Idaho Junior Stage Race, tobincocaching@earthlink.net, (208) 343-9130 or (208) 343-2607, byrdscycling.com

July 26 — Allan Butler Memorial Criterium, Idaho Falls, ID, contact Ron Bolduc at (208) 523-5347, alpinecycle@onewest.net, idahocycling.com

July 27 — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 690-9896, ucjh.org

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

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

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

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

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

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

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

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

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

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

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

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

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

October 4-5 — Nevada Senior Olympics, Must be 50 years or older, Cycling Four Events - 5K and 10K Time Trials, 20K and 40K Road Races. Plus all other sports. Call 702-242-1590 or nevadaseniorgames@earthlink.net, nevadaseniorolympics.com



2008 Utah and Regional Road Tours

July 4 — Taterville 100, BBTC Super Series Ride, self-supported century, Wellsville to Idaho and back, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

July 4 — Tour de Riverton. Part of Riverton Town Days events. Starts at 7:30 am at Riverton City Park.

25 mile loop through Riverton and Herriman. 801.523.8258. Full info at tdr.infinitecycles.com/

July 4-6 — Northwest Tandem Rally, McMinnville, OR, nwtr2008@verizon.net, nwtr.org

July 4 - September 20 — Great Western Loop, Frisco, CO to Jackson Hole, to Oregon, California, Nevada, Utah and Frisco, Adv. Cycling Association, (800) 755-2453, adventurercycling.org

July 13 — Mt. Nebo Loop, BBTC Super Series Ride, self-supported century, start in Nephi to Springville to the Mt. Nebo loop, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

July 13-18 — Idaho Relaxed, bike trails tour, Coeur d'Alene, ID, Adv. Cycling Association, (800) 755-2453, adventurercycling.org

July 18 — Antelope by Moonlight Bike Ride, 13th Annual, This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious. ride goes from marina to the historic Fielding Garr Ranch, about 22 miles round-trip. Registration fee includes park entry, t-shirt and refreshments. For more information contact Neka Roundy, Davis County Economic Development, 801-451-3286 or tour@co.davis.ut.us, daviscountyutah.gov

July 19 — Bryce Canyon 200 K, self-supported brevet ride, checkpoint will be open at 6:15 am, ride at 7:00 am., Garfield County Fairgrounds at 800 North Main St. in Panguitch Utah, (435) 586-7567 or subrevet.org

July 20 — Upland Roller 100, BBTC Super Series Ride, self-supported century, Wanship, UT, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

July 24 — Chalk Creek 100, BBTC Super Series Ride, self-supported century, Park City to Coalville to Chalk Creek and back, roadcaptain@bbtc.net or (801) 598-0294

July 24 — Pedal Away Parkinson's, 10 mile benefit ride, 8 am, Gailey Park, 200 S 300 W, Kaysville, ped-alawayparkinsons.com or redspike@comcast.net

July 26 — Pioneer Century, BBTC Super Series Ride, self-supported century, Morgan, UT, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

July 26 - July 30 — Family Fun Idaho, bike trails tour for the family, Coeur d'Alene, ID, Adv. Cycling Association, (800) 755-2453, adventurercycling.org

July 27- August 1 — Bicycle Washington, Mead, WA to Colville to Mead, (541) 385-5257 or 800-413-8432, oregonbicycleride.org

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

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

August 3 — Preride ULCER, BBTC Super Series Ride, self-supported century, Thanksgiving Point, roadcaptain@bbtc.net or (801)

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September 14-20, 2008

17th Annual "One Awesome Tour Bike Ride Across Nevada" - Fully supported multi-day tour across the Silver State on US Hwy 50 - America's Loneliest Road, from Lake Tahoe to the Great Basin National Park.



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- 598-0294, bccutah.org
- August 4 — R.A.N.A.T.A.D.** (Ride Around Nebo And Timp in A Day), Start at Sundance and ride down and around the Nebo Loop to Nephi and then back to the mouth of American Fork Canyon, over the Alpine Loop, finishing back at Sundance, 165 miles with over 12,000 feet of climbing, (801) 223-4849, sundanceresort.com
- August 9 — ULCER**, Century Tour around Utah Lake, 100, 74, 56, and 24 mile options, (801) 474-2282 or president@bbtc.net or bbtc.net
- August 10 — Blue Cruise Wheels for Wellness**, Meridian, ID, (208) 331-7409, bciadahofoundation.org
- August 10-16 — Ride Idaho**, 7 day supported bicycle tour, Pocatello, Driggs, Idaho Falls, (208) 344-5501, rideidaho.org
- August 10-16 — Oregon Bicycle Ride XXII**, Cave Junction to Etna, CA and back, (541) 385-5257 or 800-413-8432, oregonbicycleride.org
- August 16 — Tour of Utah, 300 Warriors Ride**, 98 miles, 14778 vertical feet, Park City Mountain Resort at 6:00 am, finish: Snowbird, www.tourofutah.com, Rick Bennett, rick@rickbennett.com, 801-571-3100
- August 16 — Stanley Challenge**, Boise to Stanley, unsupported, Boise, ID, (208) 867-2488, georges-cycles.com
- August 16 — Sawtooth Century Tour**, Ketchum, ID, mgillbreath@vengaventures.com, (208) 726-7285
- August 17 — Promontory Point 120**, BBTC Super Series Ride, self-supported century, 120 miles, Brigham City to Promontory, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org
- August 23 — Desperado Dual**, 200 mile double century in Southern Utah, 100 mile option, Panguitch, UT (435) 586-7567, desperadodual.com
- August 23 — Cache Valley Century Tour**, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 8 am, 12 mi north of Logan on Hwy 91, 435-752-2253, cvveloists.org
- August 23 — Bike the Bear Century**, 50, 100 mile rides, Camp Hunt, Bear Lake, Garden City, UT, (801) 475-7488, jeborn@bsamail.org
- August 23 — CASVAR 2008**, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley - Afton, WY, info@casv.org, 307-883-9779, or casv.org
- August 23 — Ride for Teens**, 2 to 50 mile rides, 8 am, Heritage Schools, Provo, www.active.com, 801.367.3599, Jesse Ellis
- August 23-24 — Bike MS Road, Sweat, and Gears**, benefits the MS Society of Idaho and multiple sclerosis research, 25-75-125 miles, McCall, ID, (208) 336-0555, bikems.org
- August 23 - September 7 — BRASU**, Bike Ride Across Scenic Utah Tour, 5 states, 5 National Monuments, 5 National Parks, 2 National Forests, and 5 Nations, (801) 677-0134 or bike2bike.org
- August 24 — Twin Counties Century**, 8, 30, 66, and 100 mile options, Huntsville Park, Huntsville, UT, (801) 556-3290, tailwinds-tours.com
- August 24 — The Big Ride**, BBTC

- Super Series Ride, self-supported, 150 miles, Sugarhouse Park, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org
- August 24-30 — Tour of Southern Utah**, St. George, Carmel Junction (via Zion National Park), Bryce National Park, Escalante, Torrey, Panguitch, Cedar City and back to St. George, planetultra.com, 818-889-2453
- August 30 — Summit Challenge**, to benefit the National Ability Center, 15 and 50 mile ride (Preview ride for the 2009 Summit Century), checkin starts at 7 am at NAC's Bronfman Recreation Center & Ranch, rides start at 8:30 and 9 am. at the National Ability Center in Park City, Contact: Jennifer Andrs Atkin, Special Events Manager, 435-200-0985, jennifer@discovernac.org, discovernac.org
- August 31 - September 6 — North Rim Tour**, St. George, to Jacob Lake, AZ, to the North Rim of the Grand Canyon, planetultra.com, 818-889-2453

- September 1 — Hooper Horizontal 100**, BBTC Super Series Ride, self-supported century, State Agriculture Building to Hooper and Back, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org
- September 4-13, 4-6, or 7-13 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah)**, three ride options, Blanding to Cedar City, 400 miles on scenic highways and through National Parks, (801) 654-1144, lagbrau.com
- September 7 — Tour de Tahoe**, Bike Big Blue, 6th Annual, ride around Lake Tahoe on the shoreline, spectacular scenery, great food and support, 72 miles, Lake Tahoe, NV, (800) 565-2704, bikethewest.com
- September 13 — Tour de Vins 4**, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, Idaho State University, Pocatello, ID, more info: FSAlliance.org, Sarah Leeds, (208) 232-0742, contact@fsalliance.org

- September 14-20 — OATBRAN**, One Awesome Tour Bike Ride Across Nevada, 17th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704, bikethewest.com
- September 19-21 — Moab Century Tour**, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, (435) 259-2698, moabcentury.com
- September 20 — Fall Colors Ride**, BBTC Super Series Ride, self-supported century, SLC to Wanship, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org
- September 20 — I Think I CANyons benefit ride for the Fourth Street Clinic**, a nonprofit healthcare clinic in Salt Lake that provides free healthcare for the homeless, Little Cottonwood Canyon, Big Cottonwood, Millcreek, and Emigration, start and finish at the Olympus Hills Shopping Center located on Wasatch Blvd. near 3900 South. Start time 7 am; registration begins at 6:30 am., Joel Welch, Friends of Fourth Street, 801-631-7872, rjoelwelch@hotmail.com, ithinkicanyons.com

- September 27 — Heber Valley Olympic Century**, 25, 50, 62, 100 mile options. Also, Biathlon option! Enjoy scenic Heber Valley in its autumn finest during this fun and challenging ride that visits the Olympic venues, fundraiser for Huntsman Cancer Institute, Contact Bob @ 801.677.0134, bike2bike.org
- September 27 — Endurance Festival**, run, trail run, road cycling, mountain biking, duathlon and off-road duathlon events, entertainment and more, Old Town Pocatello, ID. www.EnduranceFestival.com, info@EnduranceFestival.com, (866) 8-ECO-FUN or 208-233-3798
- October 11 — Fifth Annual Josie Johnson Memorial Ride**, this memorial ride is being dedicated

in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back. josiejohnsonride.com or call Jason at (801) 485-2906 or John Weis at (801) 278-3847

- October 11 — Yellowstone Fall Old Faithful I Cycling Tour**, West Yellowstone to Old Faithful and back, MT, (406) 646-7701, cycleyellowstone.com
- October 11 — Trek WSD Breast Cancer Awareness Ride**, 10 or 20 mile rides for everyone, WSD Demo Bikes available, casual ride for women & their support network, Trek of American Fork 356 North Meadow Lane (750 West) American Fork, Utah, (801) 763-1222, trekaf.com
- October 11 — Las Vegas Century**, 25, 50, and 109 miles, Jim Little (702) 360-4751 or vegasbikeclub.org, lvrodeoman1@aol.com
- October TBA — Bikes for Kids with Dave Zabriskie**, dinner and silent auction, Contact Teresa at (801) 453-2296 or tmay@finsvcs.com, bikesforkidsutah.com

- October TBA — Challenge the Hill ~ 360° of Fun**, Fun team bike ride with a variety of challenges along course. 8:00 am start time, Hill Air Force South Gate, 801-677-0134, Bike2Bike.org
- October 18 — Tour de St. George**, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at 900E & 100S (Dixie State College), tourdest-george.com, 435-229-5443, info@tourdestgeorge.com.

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



2008 Multi-Sport Events

- June 28 — DinoLand Triathlon**, Olympic and Sprint, Vernal, UT, 435-789-7720 or www.dinotri.com
- June 28 — San Rafael Classic Sprint Triathlon**, Huntington, UT, 435-637-0207 or davecapalbo@yahoo.com
- July 12 — 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 12 — Cache Valley's Super Sprint Triathlon**, 500 M swim, 12.5 mile bike, 5K run, Logan Aquatic Center, 7:30 am, cvsst.org or triathlon@cvsst.org or (435) 764-2319
- July 19 — 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
- July 25-26 — Blanding Hillman Triathlon**, Swim .75 mile, Bike 15 miles, Run 3.2 miles. Kids' triathlon July 25. Recapture Reservoir, Blanding, UT 435-678-1314 or email sosen@sanjuanschools.org or www.hillmantriathlon.info
- July 26 — Burley Idaho Lions Spudman Triathlon**, Burley, ID, burleylions.org/spudman.html
- August 9 — Utah Half Triathlon**, 1.2 mile swim, 56 mile bike, 13.1 mile run, Provo, UT, racetri.com, (801) 465-4318
- August 9 — Nephi Biathlon**, 12.3 bike ride followed by a 3.2 mile run. A small town race with a small entry fee of \$12, nephirecreation.org, or call 435-623-2004.
- August 16 — Xterra Mountain Championship**, offroad triathlon, XTERRA: 1.5k swim / 30k mountain

bike / 10k trail run, XTERRA Sport: 750m swim / 15k mountain bike / 5k trail run, Pineview Reservoir to Snowbasin, 1-877-751-8880, xterraplanet.com

- August 23 — TriUtah Jordanelle Triathlon**, Jordanelle Reservoir, Park City/Heber City, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624
- August 24 — Wild Ride XTERRA Regional Championship Mountain Triathlon**, McCall, Idaho, (208) 388-1971, wildrockies.com
- September 6 — Bear Lake Brawl Triathlon**, Olympic and Sprint, Garden City, UT, goldmedalracing.com or (801) 492-3442
- September 6 — Alta Canyon Sports Center Triathlon**, 400m swim, 9 mile bike and 5K run., Alta Canyon Sports Center - 9565 S. Highland Dr. (801) 568-4602, sandy.utah.gov
- September 13 — Camp Yuba Triathlon**, Yuba State Park, UT, racetri.com, (801) 465-4318
- September 13 — TriUtah Ogdan Valley Triathlon**, Pineview Reservoir, Eden, UT, 1 mile swim, 15 mile bike, 4 mile run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624
- September 20 — Kokopelli Triathlon**, Sand Hollow Reservoir, St. George UT, sgtrifecta.com, race@sgtri.com, (702) 401-6044
- September 25-28 — Adventure Xstream Expedition Moab - 300 mile team race**, kayak, trek, mountain bike legs, (970) 259-7771 or www.gravityplay.com
- September 27 — Endurance Festival**, Two Duathlons: Peak Two Peak off-road duathlon, recreation division trail runs 5k, mountain bikes 10K, 1,200' vertical, Extreme division trail runs 10K, 1,200' vertical gain, mountain bikes 20K, 2,700' vertical, 1 Du duathlon — run/bike event, Recreation division - 5K run/25K road cycle; Extreme division - 10K run/50K road cycle. Old Town Pocatello, ID. www.EnduranceFestival.com, info@EnduranceFestival.com, (866) 8-ECO-FUN or 208-233-3798

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COACH'S CORNER**LOTOJA Stories told in Numbers**

By Tommy Murphy

Every race has a story and within every race, every racer has their own experience to share. The 2007 edition of the LOTOJA Classic holds many stories and here I would like to share two different stories told in numbers. The first set of race data is from Scott Mathewson, 10th place finisher in the Masters 45+ A category. The second set of power data is from 8th place category 1/2 finisher, Ira Tibbitts. Data from both CTS athletes come from Powertap SL hub systems.

These two racers are great for comparison as they both share tall frames of 6'2"-6'3" and weigh within a few pounds of each other. Below you will find an overall review of both individuals' race data. Ira Tibbitts finished in a time of 9:24:23 while Scott Mathewson finished in 9:40:24, a difference of 16 minutes. Interesting to note is the average speed for both individuals was only .3 mph different while there is a 23 watt difference in average power. A difference in official race time and time recorded on their Powertaps is also found. This is due to both Powertaps being set to collect and record data only when the hub is in motion. When the hub is motionless no data is transferred. Both have similar differences in their official times compared to their Powertap times which is easily contributed to stoppage time at the stop lights through Jackson Hole before continuing onto the finish at Teton Village (note: neither racer stopped through feed zones). Kilojoules are the measure of work done on the bike (Force x Distance) and one kilojoule is approximately equal to 1-1.1 kilocalories (or 'calorie' read on food labels) allowing us to determine one's energy expenditure. Tibbitts logged a work load of 7,020 kj for the race equating to an energy expenditure of 7,020 to 7,722 calories while Mathewson produced 6,405 kj for an expenditure of 6,405 to 7,045 calories. Both completed more work, 8% and 11% respectively, in the first half of the race (Start to KOM) compared to the second half of the race (KOM to Finish).

	Scott Mathewson	Ira Tibbitts
Weight	188lbs / 85.5kg	182lbs / 82.7kg
Place	10th Masters 45+ A	8th Category 1/2
	66th Overall	25th Overall
Official Race Time	9:40:24	9:24:23
Time from Powertap	9:37:53	9:22:13
Timing Difference	2:31 min	2:10 min
Average Watts	185 w	208 w
Max Watts	831 w	1288 w
Average Speed	21.1 mph	21.4 mph
Work / Kilojoules	6405 kj	7020 kj
Peak 60 Minutes	259 w	293 w
Peak 30 Minutes	285 w	331 w
Peak 20 Minutes	288 w	351 w
Peak 5 Minutes	323 w	371 w
Peak 1 Minute	409 w	464 w
Peak 5 Second	748 w	1245 w

Looking at the data further, very little difference is found between Tibbitts' and Mathewson's numbers in the first half of the race (Start to KOM). Looking solely at the information below it's hard to derive where the difference of 8 minutes between the two of them developed when the difference in average speed is only .1 mph but analyzing the files deeper unveils interesting findings.

	Scott Mathewson	Ira Tibbitts
Start to KOM	5:30:22	5:22:20
Average Watts	197 w	209 w
Max Watts	831 w	998 w
Average Speed	19.8 mph	19.9 mph
Work / Kilojoules	3901 kj	4050 kj
KOM to Finish	4:07:31	3:59:53
Average Watts	169 w	206 w
Max Watts	711 w	1288 w
Average Speed	23 mph	23.5 mph
Work / Kilojoules	2504 kj	2970 kj

When looking at each of the three critical climbs a much clearer picture unfolds. Mathewson lost nearly 14 minutes to Tibbitts in the three climbs but was able to gain back 6 minutes by riding faster splits on the other sections in the first 108 miles to lose only 8 minutes by the KOM. The difference between the two in the second half of the race (KOM to the Finish) is incredible. Amazingly, Tibbitts only had a 3 watt difference in average power between the first and second halves of the race while Mathewson suffered dropping 28 watts, a 14% decline in performance. Looking closer at each climb, it's easy to see the substantial drop in Mathewson's power at Salt River Pass. A build up of fatigue and inadequate fueling over the first two climbs led to a deficit by Salt River that he was never able to fully recover from for the remainder of the race.

	Scott Mathewson	Ira Tibbitts
Strawberry Canyon	1hr 12min	1hr 6min
1st Climb: 42-60 Miles		
Average Watts	257 w	293 w
Max Watts	656 w	998 w
Average Speed	15.3 mph	16.2 mph
Geneva Summit	9:10 min	8:30 min
2nd Climb: 85-87 Miles		
Average Watts	263 w	328 w
Max Watts	377 w	704 w
Average Speed	12.3 mph	14.5 mph
Salt River Pass	22:15 min	15:04 min
3rd Climb: 104.8-108 Miles		
Average Watts	197 w	302 w
Max Watts	364 w	614 w
Average Speed	8.9 mph	12.7 mph

As many are forced into survival mode to just finish after the first half of LOTOJA, Tibbitts' data for miles 165 to 185 could be mistaken for a power file from a criterium. As Mathewson found himself riding comfortably in a group averaging 22.3 mph (168 watts average), the fireworks were set to go off again in the category 1/2 lead pack. Attack after attack was imposed by the remaining teams forcing Tibbitts to respond to 20 moves calling for power surges of over 700 watts with 14 of those forcing powers of 900+ watts. Tibbitts averaged 24.2 mph for 50 minutes during this 20 mile section averaging 224 watts. As the racers took turns throwing blows at each other, Tibbitts set himself up for the final substantial dig going into Jackson at mile 184. Here Tibbitts hit the leaders with a vicious punch on the climb holding 844 watts (26.8 mph) for 18 seconds, 1079 watts for 10 seconds with a max of 1249 watts (32.6 mph). Following his blow to the field, Tibbitts held a solo effort of 285 watts (23 mph) for the next 14 minutes and 26 seconds (5.5 miles) to only lose his 1+ minute advantage at the stop lights in Jackson where he was subsequently caught by the remnants of the group.

In the end, Tibbitts in only his second year of cycling successfully completed his second LOTOJA to take 8th place in the pack sprint after helping lead out fellow teammate Kirk Eck to 2nd place. Mathewson, a member of the LOTOJA 1,000 Mile Club, took his second consecutive top ten Masters 45+ finish. Both share vastly different stories of LOTOJA 2007. One details the onslaught of attacks found in the category 1/2 field while the other shows the fortitude of a LOTOJA veteran after a disastrous bonk to still trudge on for a top ten result. Amazingly, after 206 miles and two totally different races the end result was a difference of only .3 mph in average speed.

As many prepare to take on a century or one of this year's ultra-distant events (Tour de Park City, the Desperado Dual, LOTOJA, etc) it is critical for individuals to plan and train for the specific demands of the course. Pacing, conserving energy in a group, and proper fueling and hydration are key to a successful performance. Similarly to Mathewson, most will see their performance decline over the course of an ultra event placing significant importance on one's event strategy. Overzealous legs or improper fueling in the first part of an event like Tour de Park City could lead to an unforgiving ascent of Bald Mountain Pass at 100 miles causing devastating time losses. In short, be smart, be prepared, and enjoy the ride in these challenging events.

Tommy Murphy is a professional coach with Carmichael Training Systems and a six-time finisher of the LOTOJA Classic. For more information about CTS services and coaching email Tommy at Tmurphy@trainright.com or check out www.trainright.com



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Zabriskie Interview - Continued from page 3

think the crack-down on doping has increased the competitiveness in professional racing?

DZ: I don't know about that. It's never been easy. Even when I started, I guess [doping] was like really bad and it was really hard, hard races, but even this year it is really hard races. It has never been easy. I can't say that it has gotten any easier to compete. Even if I went to the RMR [Rocky Mountain Raceway in Salt Lake City] to race, it's a hard race. There is no such thing as an easy race.

CU: Okay. What is your reaction to the situation with Tom Boonen, where he recently tested for having cocaine in his system?

DZ: It's hard for Tom. I mean, I know he said that someone slipped it in his drink. Whatever. In Belgium, he is like Elvis was here in his prime. He can't walk down the street without being mauled and he is so popular. Sometimes people just can't take the pressure and maybe they do something stupid. But, he's a nice guy. He's not trying to harm the sport or anything like that.

CU: In fact, you know that they have made a distinction between out of competition use and what is intended to aid competition.

DZ: Yeah, I mean, I guess cocaine does help in competition, or so they say, so that if he was doing it in competition it would be a little different. If these guys want to go out and party and take dehaizing substances, why not? It's not like it is making the sport harder, it is probably just making them suffer more. He is probably out until 4:00 in the morning and then trying to race.

CU: What do you think about him being excluded from the Tour de France as a result of that, and also, what do you think about Astana being excluded?

DZ: They are just trying to protect their image, their brand. They have been hit really really hard the last few years. They are just trying to do what they think is best. They don't want to deal with anymore scandals. But there will be more. There is nothing that they can really do. For some reason they always wait until the Tour to release new scandals. There'll be more.

CU: Turning to ASO [Amaury Sports Organization, the owner and promoter of the Tour de France and other professional European bike races], what do you think of the ongoing dispute between ASO and the UCI [International Cycling Union]?

DZ: I mean the UCI says they want to be in control, but even last year they threatened the riders with sanctions at Paris-Nice. They tried to do it this year but you can't sanction the entire [peloton]. Are you going to sanction this guy but not the 190 other guys? So they are in a tough spot. It's just so messed up how it is organized. Take the NBA. If something goes wrong there, the NBA [runs the sport] and if something goes wrong, they sanction it. But cycling, you have all of these different guys who own the different races and they have their little control and UCI wants to control it. It's just a big mayhem.

CU: Do you see this primarily as a power struggle between the UCI and ASO?

DZ: Yeah, a little bit, I guess. Yeah.

CU: How do the riders deal with this ongoing dispute?

DZ: I really don't think they care. I

mean, that's just a bike rider's mentality. They'll just race no matter what. They'll race if it is snowing for some reason. I have rarely been in a race where they have protested and for some reason we have stopped. Most of the time, the protest happens at the beginning of the start line. We will sit there for five (5) minutes and nobody knows what we are doing. It is really a pointless protest. We will race no matter what.

CU: Just tell me where the race is and I will be there.

DZ: Yeah. Because they are still probably, I don't know, they are scared that maybe they will lose their jobs or maybe they just love to race.

CU: Do you love to race that much?

DZ: I can't comment on that. I do enjoy cycling.

CU: Okay. Racing is tough. It demands a lot.

DZ: It's like any job. Sometimes you really like love it and sometimes you hate it.

CU: I am curious. I know that you and Floyd Landis were good friends, probably still are. But, given where his process is right now, do you feel like he used illegal substances? And what do you think of that process?

DZ: I am still of the belief that he did not because I know him so well. Even if he did come back to the sport, he would still win races. He's a superior talent and his level of determination and true grit was amazing. The process takes entirely too long. They're forcing suspensions by just dragging it out and dragging it out. Just a couple weeks ago the arbitrators at CAS [Court of Arbitration for Sport], they called him to let him know that it was going to be another couple of months for their decision. He did not even know that they could extend that. It is just one thing after another. Either way, it just takes too long. They just need to speed up the system and get a little more efficient. It is not really fair to force a suspension. Even guys that do their time, if they do the time that's great. If you get caught you do the time, you come back. Okay. But it is kind of like they want you to get caught, and spill your guts.

CU: That is an interesting aspect that I have noticed.

DZ: If you admit to it, then they are a little more lenient on you.

CU: Do you think when Floyd's suspension is up, his plan is to be able to race? Will he be able to find a team to pick him up?

DZ: I think he wants to. I don't know why. He's in good shape again. He has been doing 100 mile mountain bike races and I think he is kind of looking around to see if there's any interest out there for him. It is an interesting case also with [Ivan] Basso being rehired so easily and I think that even Pat McQuaid [President of the UCI] came out and said that he should be a role model for young cyclists. I think he did.

CU: It seems like even after people have served their suspensions, there are those who don't want teams to hire them back on.

DZ: That is another way in which cycling is just banging its head against the wall. You take baseball for instance. They just had a huge fallout with bad reports that everyone in baseball used steroids and did all of this bad stuff. Well, you don't hear anything else about it now. They said, okay, yeah it happens, we're going to fix it, and that's that. That's a good example of how something should be run. They have taken care of it, so they say, and they are moving

on at least. Even as much as you hear the word anti-doping in cycling, the word "doping" is still in there. You are still bring up the issue in a sense. There are so many other examples. In cycling, they want to go back in time to try to hurt the sport, like "Let's make Bjorne Riis confess!"; even though everyone already knew. They just want to like burn the fires. Whatever. It's weird. They definitely do things in a way that harms the sport's image.

CU: So I take from what you have said that you are of the opinion that once these guys have served their suspensions, they ought to be welcomed back and as long as they stay clean, be allowed back in the sport.

DZ: Just on the premise that those are the rules.

CU: Rock Racing has gotten a lot of publicity because they took on Tyler Hamilton, Oscar Sevilla and Santiago Botero

DZ: Yea. I mean, hey, Slipstream [Zabriskie's team] has taken Dave Millar, but what is the difference? I don't know. I mean, he served his time, Tyler served his time. I mean, the difference there is, you know, Millar admitted to all these things. But he didn't have to. He still could have come back. I mean the rules are laid out. You serve your time and you can come back. That is what laws and rules are in place for, right?

CU: Yes.

DZ: A two (2) year suspension is, that is a pretty hefty suspension. I mean, considering NFL players and others, they can test positive for steroids and just miss a couple of games. Two (2) years is a significant amount of time.

CU: Particularly with professional cyclists.

DZ: Yes.

CU: Shifting gears, there was this recent flap in the Tour de Suisse, over comments made by Robbie McEwen. I don't know if you heard about this. He won a sprint and then he was giving an interview on the telephone while holding up the awards ceremony. So the guy in charge of the awards ceremony came to him and told him he needed to get off the phone so they could do the awards ceremony. Supposedly McEwen lashed out at him about "f*ing this", "f*ing that, and "f*ing country". Later, Fabian Cancellara made the comment that McEwen was an unpopular rider anyway, nobody liked him and if he was going to make comments like that, they ought to send him home. I was just kind of curious if you know McEwen, and what you think of him?

DZ: I didn't hear about that case.

CU: It was just a couple of days ago and it blew over quickly. The next day, McEwen apologized and said that he loved Switzerland.

DZ: That is just a sprinter's mentality. Those guys are a different breed.

CU: Is that right?

DZ: And Fabian, he can't help but scream things.

CU: Is that right?

DZ: He just has a big mouth, and he's Swiss.

CU: I read in the paper too that the CPA [Associated Professional Cyclists], the professional riders association, was pressing the Tour because the Tour has not made payments of winnings to riders from last year. What do you know about that?

DZ: I am not sure if I have gotten mine yet or not.

CU: Is that right?

DZ: I don't think I have but it's, I don't know, it's not like I, I mean it would be nice to have, but the prize money really is so insignificant anyway.

CU: Is that right? Is that why there is not a real big outcry about it?

DZ: Yeah, probably. By the time it gets to the riders, especially races in France, it has already been taxed by like fifty percent (50%) and its not much anyway. And then you have to split it nine (9) ways for the riders and then the staff takes its little cut. For the guys that are on the minimum, they get a couple thousand dollars. I mean, it could be nice.

CU: I am not going to ask what you make, but what is the range that riders earn, say the average rider?

DZ: In America I don't think it is very good, maybe \$20,000.00 - \$40,000.00. Some of the top riders, maybe \$80,000.00. In Europe, the average is a little higher than that. I would say the average rider in the Tour is making like 150,000 € [Euros] or 200,000.00 € as an average. Then you have the top guys on the teams making more.

CU: Not quite like professional baseball or basketball.

DZ: And that is why those guys have such an interest to protect their sport. They are making real money. And in cycling, if one (1) guy disappears there will be ten (10) other guys jump at his place for a pair of shorts and a jersey.

CU: Okay. Who do you see as being the current leaders, and then who are the up and coming riders that we are going to see a lot of?

DZ: The current guys, [Alberto] Contador and Levi [Leipheimer], [Alejandro] Valverde. The Schleck. Andy Schleck, he's super good. And the kid that just won the Dauphiné, Chris Anker Sorensen, his is super talented. He is like 22. He is good. But American guys, there might be quite a few younger guys. I'm not sure I've seen like a Tour winner out of those.

CU: Tell me how old you are and how long you think you will be racing.

DZ: I am twenty-nine (29) this year. Probably a couple more years.

CU: Just a couple more?

DZ: I don't know, for sure I will be

racing next year. I am under contract and I just take it as it comes. As that contract ends, if I get another one, something decent, I will continue. If not, I will just sell dznuts.

CU: What nuts?

DZ: My [chamois] cream. [Laughter]

CU: Oh, that's right. Okay.

CU: How are your wife and baby doing?

DZ: They are good. [My wife] is taking night shifts so I can sleep and train.

CU: Are you enjoying fatherhood?

DZ: Yeah. I like the little guy.

CU: What is his name?

DZ: Waylon.

CU: Is that a family name or just one that you liked?

DZ: Just liked it.

CU: Not after Waylon Jennings?

DZ: I like that guy too.

CU: It seems that if a person wins, even one stage in the Tour, it almost makes a career for him. Do you think that is fairly accurate?

DZ: Yeah. I think winning a stage helps, but winning a stage and getting a jersey helps even more.

CU: What was the impact on you after you won that opening time trial and had the yellow jersey?

DZ: It didn't necessarily change me. It just makes your name more well known.

CU: Did you feel like it opened opportunities for you?

DZ: Possibly, I guess so. It has some value.

CU: Something like that would help with people offering you endorsement contracts.

DZ: Yeah, things like that. It is good to have on your resume. Some peoples' resumes are full of different colleges they went to. Mine is race results. It wouldn't really, it's probably not going to carry over to the real job market.

CU: Thank you for your time and insights, and good luck with your recovery and the new baby.



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HEALTH

Hydration 101: Strategies for Endurance Bicycling

By Erik Moen PT, CSCS

What's up with water?

We've all heard the story that we are mostly water. We've all heard that we should drink a lot of water per day. Who really drinks that much anyway? We've all seen the "gear-heads" toting around their water bottles. Why should I care about hydration when I ride my bike? Isn't it good enough to just drink when I get thirsty? Most sports are loaded with "experts" who can tell you what they think about a certain topic. Bicycling is no exception. You will most likely find many opinions about how much water you drink before, during and after bicycling. The funny thing about bicycling and water is that there are fewer variations with regards to hydration than there are to things such as training methods. Most issues of training should be individualized for best results, but below are a few guidelines to keep you functioning and happy on and off the bicycle.

Why water is important

Water is most definitely related to performance. The more dehydrated you become, the less you are able to produce power. This may be the

difference in your ability to make it in a breakaway versus suffering in the peloton. A loss of 2% of your body weight from water can result in a 10-15% loss of power and a loss of 5% of water weight can result in up to 30% loss of power. Knowing this fact puts some mystique to Lance Armstrong's time trial of dehydration notoriety. And to think he lost only one and a half minutes to Jan Ullrich.

Not all bike rides are about performance thus concerns about power production may be limited. In this case you should understand that dehydration can have a huge effect on how you feel. Being dehydrating has been known to adversely affect mood. Great, all we need are more grumpy bicyclists. We should all enjoy our sport.

Signs of dehydration

Recognizing the onset of dehydration is important. Prolonged and progressive dehydration can be dangerous to your health.

Elevated heart rate: Losing water from your blood increases the viscosity of your blood. Thicker blood means that your heart has to work overtime to move blood around your body.

Muscle cramping: Also associ-

ated with electrolyte imbalance.

Sensation of thirst: Too late! Sensation of thirst tends to be a little slow on the scene. You should make it your goal to limit the onset of the thirst sensation.

Heat illness: Heat illness is a serious condition. Medical attention should be sought if your skin becomes hot and dry, the cessation of sweating, a fast/weak pulse, disorientation, and nausea.

Where did it all go?

Your body uses water in many ways. Water leaves our body primarily through evaporation. Water evaporates from your body during respiration. Heavy, frequent breathing increases water loss.

Water evaporates from your body during the process of perspiration. Perspiration helps keep your body at a reasonable temperature. Limited ability to perspire will most likely send your body temperature skyrocketing. Elevations of core temperature will definitely lessen your ability to produce power.

Environmental factors will change your rates of water loss. These factors include; temperature, humidity, altitude, and exercising indoors.

Foods will affect your require-

ments for water. Foods that are high in sodium and protein require more water. So in the case of a former roommate who would put salt on his pepperoni pizza, this is an example where an increased level of water intake would be appropriate.

How much?

Good question. The best way is to discover your typical water loss during certain rides. This is estimated by weighing yourself before and after exercise. Changes in body weight will most likely be water. One pound of weight loss is equivalent to 16oz of water. Knowing this information will better allow you to estimate water intake for your rides.

In general, water consumption is suggested to have you drink 70-100 ounces a day and up to 140 ounces if you are exercising. If you are not into calculating your typical water loss, you may consider another guideline that suggests you consume approximately 24 ounces of water every hour of exercise. You should make it your goal is not to lose more than 2% of body weight during any bout of exercise.

Are sports drinks important?

A good sports drink will allow quicker water absorption to the body, replace electrolytes and delay the onset of fatigue. It also helps if your chosen beverage has a good taste. Some sport drink manufacturers exclusively add sodium as the electrolyte. Sodium is known for driving the urge to drink. Talk about sneaky marketing. Look for a drink that creates a 6-8% carbohydrate solution and has a diverse electrolyte representation. This concentration of carbohydrate in your sports drink will allow for quick absorption of water. More concentrated

drinks may require you to pull fluid from your body to the stomach to accomplish a normalization of fluid osmolality (concentration) before it can move on. A properly mixed sport drink will actually move water faster to the body than consuming water alone. A diversity of your carbohydrate sources is advocated. Fructose-only drinks can lead to gastrointestinal problems. These typical problems will disappear with a diversification of carbohydrates. A good plan for sport drink use with endurance riding should allow for 50-60% of fluid taken on to be sport drink.

Can you drink too much water?

Yes! Drinking too much water is called hyponatremia and is also known as water intoxication. Hyponatremia occurs when you have prolonged sweating, depletion of sodium and then over-compensating with plain water. Hyponatremia is known for creating a loss of muscle control and disorientation.

Informed and planned hydration strategies will help ensure satisfying endurance performance.

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

Erik Moen PT, CSCS owns Corpore Sano LLC. He is a physical therapist who specializes in bicycling biomechanics and bicycle-related injury treatment. www.bikept.com.

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MOUNTAIN BIKING

The 2008 IMBA World Summit Comes to Park City

By Lynn Ware Peek

When Governor Jon Huntsman Jr. addressed some 350 people during the opening ceremony of the IMBA (International Mountain Bike Association) World Summit in Park City on June 18, he said there were two things he didn't like about speaking to this group. One was that he was wearing a coat and tie while his audience looked so comfortable. The other was that this time slot was his typically mountain biking time and that he would otherwise be on the Shoreline Trail, riding in the last of the evening sun. He went on to express his support for trail advocacy and his commitment to preserving and building trails for mountain biking in Utah. "We want to make this state the best mountain biking destination in the country," he said. And in stating his political support, he also voiced his personal interest, "I can bet this is the only governor's mansion in the country that has four bikes sitting in its garage." The crowd ate it up and the locals in the crowd just smiled proudly.

The IMBA World Summit attendees came from 30 different nations and all over this country. They were able to see Park City as the model trail system it has become over the last ten years. Summit County commissioner, Sally Elliot, a founding member of the Mountain Trails Foundation in Park City (the local

trail advocate group), addressed the crowd along with numerous others who have created almost 400 miles of trail in the Park City area. "In 1986, Park City had one mile of trail – now we have almost 400," Elliot said. It's true, and it's an astounding feat performed by a dedicated and focused group who, in addition to this accomplishment, had a lot of fun along the way.

The executive director of IMBA, Mike Van Abel, commented that Park City is an inspiring place to be, "Trails are more than an amenity, they are a necessity" and Park City certainly provided a great model for the IMBA interests.

When Carol Potter of the Mountains Trails Foundation in Park City learned she would be instrumental in helping bring IMBA to Park City, her goal became for every attendee to have no doubt they were in Utah. As if the sweetest trail system in the nation weren't enough, Mountain Trails Foundation and IMBA organized the opening ceremony at the Utah Olympic Park with the Flying Aces flipping and twisting through the air, they brought in Mayor Dana Williams' band, Motherlode, and they had Wasatch Brewery create a special edition "IMBA Ale" to celebrate 20 years of IMBA. Not to mention that they enlisted the help of every experienced local guide to lead the IMBA attendees around by bike let them taste the smooth, ripping feel

of our trail system.

What is IMBA, you may ask yourself? It is a group that is dedicated to the planning, building, preservation, and advocacy of sustainable trails for mountain biking. IMBA seeks to create model trails and promote awareness of the trail user as well as policy makers on a global scale.

The World Summit brought together an enthusiastic and passionate group of professionals who put on over 30 seminars that addressed everything from trail design to trail funding, from building trails to mountain biking destination tourism. How a country like Scotland created a whole network of trails to bolster tourism. Or how dangerous inner-city urban parks in cities like New York were reclaimed, revamped, and redesigned to create a safe place and a healthy outlet for youth at risk.

Each seminar hosted local, national, and international experts to present a relevant topic. One such seminar explored IMBA's approach to both designated and new wilderness proposals. IMBA seeks to expand the dialogue for greater understanding of appropriate trail access for the interests of all groups involved in conservation of open land. IMBA also endeavors to foster shared values of land conservation and promote the idea that organizers of recreation and conservation do go hand in hand.

The IMBA World Summit

was also a forum for determining IMBA's vision for the future – sort of a round table discussion. Kids and women. How do we bring these two groups into having relevant experience in mountain biking world? If the facilities are there, children will use them. Creating kid-friendly things like bike parks and promoting youth mountain bike clubs will create the desire and ability for kids to get out and embrace the sport. Likewise, if the sport is inclusive and appealing to women, they too will embrace it. IMBA strives to reach out to these groups and will dedicate its effort to do so.

It made Park City look like a model of perfection with its front-and-back-country trails, but also gave Park City hope for learning how to connect city trails to front-country trails. It gave the opportunity to dialogue on how to be the best stewards of open land while enjoying the recreational and health benefits that trails provide.

One of the keynote speakers of the four-day event was John Burke, President of Trek Bicycles. He has a mega-vision for getting people on bikes. Mega, but realistic. He stated four pretty sizable problems facing our nation today – and I'll keep it simple: Obesity, traffic, environment, and the cost of gas. In his vision, there is one solution for those four problems: THE BICYCLE. So he has put a bold plan into place for his company

and encourages all other mountain bike-related companies to do the same. \$10 of every mountain bike sale goes to IMBA. IMBA loves it. But Trek loves it too, because with more funding, IMBA can build more trails. And when trails are in place the "if you build it, they will come" philosophy rules and people buy more bikes. And so on.

Park City put on an inspiring, fun, and informational four-days. This local was lucky enough to proudly show some IMBA folk around the trails. I realized the message these visitors took home from Park City was this: while we are blessed with mountains and open space, we aren't blessed with public lands. Most of the open space surrounding Park City and almost all existing trails are on private land. So our effort and indeed, our continued hope for sustainable trails, lies in the success of dialogue with developers and property owners. When developers and legislators understand the importance of trails for health, recreation, and even improved property value, you envelope them in the vision. Then everyone is healthy, happy, and riding their bikes around the mountains with a big smile on their faces, just like the smiles I saw on the IMBA attendees faces as we rode along on the sweet Park City trail system.

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ROAD RACING

Perry and Pezzulo Tops at High Uintas



Above: The lead foursome in the Men's Cat Pro/1/2 line up in the closing laps of the High Uintas Classic Downtown Courthouse Criterium. The foursome include (front to back): Sam Krieg, Bryson Perry, Cameron Hoffman and Bradley Gehrig. Bryson pulled away from the group on the final uphill part of the course to claim the Crit victory and the overall High Uintas Classic crown. Photo: Steve Kodad

By Steve Kodad
 Uinta County Herald, Evanston, WY

EVANSTON, Wyo. – The trademark of the High Uintas Classic Bike Stage Race almost didn't happen this year.

The "Over The Top" Road Race, the opening stage of the High Uintas event, is a strong selling point for cyclists looking for a challenging event. The 80-mile course from Kamas, Utah, to Evanston, Wyo., through the Uinta Mountains, features a 4,300-foot climb to Bald Mountain Pass 30 miles into the race.

Mirror Lake Scenic Highway, running from Kamas to Evanston, was still closed in early June due to a heavy blanket of snow. But crews from the Utah Department of Transportation's Kamas headquarters worked hard, using snowplows, augers and other equipment, to finally open the highway on June 10.

The High Uintas Classic celebrated its 20th anniversary during this year's three-stage event held Saturday and Sunday, June 21-22. In addition to the "Over The Top" feature, the HUC licensed racers also competed in the 10-mile Charles Scrivner Memorial Time Trial Sunday morning, and the Downtown Criterium Sunday afternoon. The Criterium was contested on a 1.3-mile closed course on the streets in the downtown Evanston area.

The High Uintas stage race is a Utah Cycling Association points

series event.

Race director Paul Knopf said this year's edition attracted about 360 entries. Knopf was pleased with the number of entries for the 20th anniversary event, despite having about 60 less competitors than the record 420 set last year.

One factor that may have contributed to those numbers, Knopf said, was the fact that the road was opened just a few weeks before race day. Knopf also felt that rising gasoline prices may have derailed travel plans for some prospective entrants.

RADD team leads Men's Pro/1/2

Team American RADD (Racers Against Drugs and Doping)/Agel dominated the Men's Cat. Pro/1/2 standings. Bryson Perry, 29, of Sandy, Utah, used a strong uphill run on the final lap of Sunday's Criterium to help claim the overall title. Teammate Gardie Jackson of Park City, Utah, finished second overall, just six seconds behind Perry. Jackson crossed the finish line first in the Pro/1/2 category "Over The Top" trek.

American RADD/Agel teammates Bill Demong and Cameron

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Hoffman also finished sixth and seventh overall, respectively, 50 seconds behind Perry.

Sam Krieg of Pocatello, Idaho, riding for Park City Jeep-Goble Knee Clinic, placed third, 22 seconds behind Perry.

Perry finished fourth overall in Pro/1/2 in last year's High Uintas Classic. He said the Evanston event is his favorite stage race in the Utah series.

"There's a big race this same weekend in Lake Tahoe," Perry said. "We were thinking about going there. But I didn't want to give up doing High Uintas to go do that. This is such a great race.

"We were lucky this year to have the road clear. That was a big deciding factor for us, actually. Once we heard the road was open, we're coming here. If it had been closed, we probably would have gone to Lake Tahoe."

Perry and Krieg broke away from the pack early in the 16-lap Men's Pro/1/2 Crit Sunday afternoon. American RADD teammate Hoffman and Bradley Gehrig of Canyon Bicycles later joined Perry and Krieg way ahead of the peloton.

"They bridged up to us, then we stayed away the rest of the race," Perry said.

The Downtown Courthouse Criterium course in Evanston features a sharp climb about six city blocks long, following a right-hand turn a block from the start/finish line. Perry entered the Crit trailing leader Jackson by 30 seconds in the Pro/1/2 overall standings. Bryson pounded up the hill on the final lap to take control.

"I just went as hard as I could going up the last climb, right when we started the climb," Perry said. "I went all the way up the climb in the biggest gear. Got to the top, and I was like, 'Oh man, I am tired now.' I sat up, I knew it was close between my teammate, Gardie, and I. He's riding really awesome.

"He's incredible. I really wanted him to win, so I didn't want to overtake the lead. So on the descent, I kind of coasted down. About three-quarters of the way down, I was like, 'I don't want to get caught, I better make sure I keep going.'

"The time bonus at the end gave me the overall. I got a big gap on the climb."

Perry won the Crit, with an official time of 46 minutes and 47 seconds – four seconds ahead of Hoffman and Krieg.

Gardie first in road race

Jackson, 40, is a 17-year bike race veteran. He won the Men's Pro/1/2 "Over The Top" test Saturday, using a strong sprint in the final few miles entering Evanston.

"Time trial's probably my strength, and that's kind of how I won the road race," Gardie said. "I just took off with 5K to go. My teammate, Billy Demong, kind of brought me up to speed. I'm an absolute horrendous attacker. I'm not a good sprinter. But we got up to speed as we went by what was left of the main group, which was down to about 12 guys.

"There was a bunch of attacks. It was just that lull that allowed us to put one out there. Billy and I came from behind. He got me up to speed,

and then I took off and held it for 5K. I heard the guys yelling at me, 'Go, go, go! You got it, you got it!' It looked good."

Jackson's official time in the 80-mile road race was 3 hours, 23 minutes, 49 seconds. Demong was second and Hoffman third to lead the American RADD sweep at the finish line. Bryson Perry placed sixth in the road race.

Perry said the 4,300-foot elevation climb in the "Over The Top" race is a tough test.

"The first 20 miles of it or so, they're just kind of gradual rollers," Perry said. "But then when you hit the climb, it's a real climb. It's at elevation, you really feel it, more than at other races. All the races in Utah, usually you're climbing at 6,000 feet, maybe. Here you're at 8,000, 9,000 feet when you start that climb. That has a big role in how this race plays out. I think there's a lot of people that can't handle the elevation."

Bryner wins Time Trial

In Sunday morning's time trial, Norm Bryner of Team Canyon Cycles of Salt Lake City won with a time of 20 minutes and 50 seconds over the 10-mile course on Yellow Creek Road, a relatively flat two-lane highway southwest of Evanston. Jackson was six seconds back, and Perry third about 20 seconds behind Bryner.

"Norm had a great ride in the time trial," Perry said of Bryner. "That was really good for him. He's going strong."



A group of ladies pedal down Highway 150 south of Evanston, about 10 miles from the finish line, with the Uinta Mountain in the background during the "Over The Top" Road Race. Photo: Steve Kodak

Women's Pro/1/2/3

Tiffany Pezzulo (Park City Iron Man) of Salt Lake City won the Women's Cat Pro/1/2/3 overall title. Pezzulo's official total time was 4 hours, 49 minutes, 9 seconds. Kris Walker of Pocatello, Idaho (Team Bountiful Mazda) was 4 minutes, 2 seconds back to finish second. Laura Howat of Salt Lake City and Team Ski Utah Cycling was third overall, nearly seven minutes behind Pezzulo.

Pezzulo basically won the overall title in the "Over The Top" Road Race. Tiffany beat Walker and Howat by more than five minutes. Walker won Sunday's Time Trial, a minute ahead of Pezzulo and two minutes in front of Howat. The trio all received the same time in the Criterium.

Pezzulo won the High Uintas Crit in 2007, while finishing seventh in the road race for a sixth-place overall finish.

Pezzulo said climbing in the road race is not her strong suit.

"I'm not really a climber," Tiffany said. "Me and my (PCIM) teammate, we're kind of known as the sprinters. Laura Howat and Kris Walker, they are the climbers and the time trialists. So whenever it's a road race, we're usually off the back. We're the girls that kind of clean up in the Criteriums around here.

"So when the climb got going, I was expecting to get spun off the back, like I am every year. This year, I've been racing a lot more

Continued on page 14

Larry H. Miller
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High Uintas - Continued from page 13

and training a lot more.

"When we started heading up Bald Mountain, the cool thing was, when the separation kind of happened, me and my teammate were still with the lead climbers. I remember thinking like, 'Oh my gosh, I can't believe that I'm still here. I have no business being with these little climbers.' I'm a sprinter, my race is (Sunday) in the Criterium."

Pezzulo said she got a boost from PCIM teammate Nisie Antacle.

"She is actually a pretty decent climber," Pezzulo said of Antacle. "As we were getting closer to the pass, she grabbed my arm, like, for encouragement, to say, 'You can do this. Here we are, we're in the lead group.' It was just so awesome."

Pezzulo and Kathy Sherwin (SoBe/Cannondale MT) broke from the pack on the descent from Bald Mountain. The former Biogen/IDEC teammates stretched the lead and finished with the same time (3:49:14) in the road race.

"When we got to the final 30 miles on the flats into Evanston, we just hammered like we used to be teammates," Pezzulo said. "It was just really neat. It was just an awesome race, definitely a high point of the season for me."

Praise for High Uintas Classic

Pezzulo thanked the High Uintas Classic supporters in Evanston for their help.

"The volunteers that (Evanston) has are so phenomenal, they are so great," she said. "The volunteers really helped motivate me in the Crit and out on the road race. They cheer for everyone. It just validates your effort."

Gardie Jackson said the Evanston race is a special event.

"I hope High Uintas stays around for a long time," Gardie said. "People are in love with this race. There's something special that goes on here. There's magic that (Evanston's race officials and volunteer workers) put into it."

See results in our next issue.



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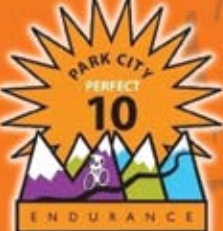
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SAN JUAN CAPISTRANO, Calif. - June 26, 2008 - After two years of collecting potential host city data and retailer, manufacturer and industry partner feedback, Interbike management today announced the trade show will remain in Las Vegas, and that they are currently finalizing an agreement with the Sands Expo and Convention Center to host the industry's show for a minimum of three more years, beginning with the 2010 show.



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BIKE CULTURE

According to Paulie, It's All About Preservation



The Man and his Masi.

Photo: Lukas Brinkerhoff

It's difficult to get certain information out of Paul. He will let you know that he uses a nationwide network to locate bicycles and then send them to those who know how to preserve them. He won't tell you who is in the network, how they communicate or how exactly to go about finding an 1882 Pope Penny Farthing or even a Masi Gran Criterium. However, if you're in the market for such a bike, he is always willing to see what he can do.

The list of bikes that Paulie has restored or sent off to be restored reads like an all-inclusive almanac of bicycle history. You can talk Penny Farthing, Boneshaker, Mead, Legnano, Masi and another dozen names that most of us haven't heard of with Paul. He can take you back to the beginning. These are the names that made bicycles and bicycling great.

When asked what his favorite bike is Paulie's eyes get wondrous and you can see the cranks of memory turning in his head. He starts to name off years and frames but ends with the first bike he was able to save, a 56 Cinelli that won the Panama race. He said that was the bike that got him going and that has stayed with him ever since.

According to Paulie, the network doesn't go looking for bikes. The majority of the time the bikes tend to find their way into their hands. Most of the bikes are donated with

the only requirement being they must be restored. Once the bike enters the network it is sent to whoever has the most expertise with that particular bike.

Besides spending his time finding and restoring old pieces of bicycle art, Paulie also gathers bikes that he finds at local bike shops and through police stations to fix up and put back into use. These bikes are given to children in need. He feels that it is important to get the next generations stoked about bikes. So he does his part by helping them get their first one. He hopes that after the first one, they won't be able to drop the habit.

For Paulie it all comes back to the bicycle being the most affordable, efficient form of transportation. As he put it, "It is the best dollar for dollar spent for transportation."

Paul Ashcroft's bikes are on display all over the country. Part of his vision is to get the bikes back out into the public so they can be enjoyed by all. One of the requirements for Paulie's club of bicycle restorers is to never horde.

After a long talk with Paul Ashcroft it is hard not to find the beauty in every bicycle. You can see the way it came to life and the long line of heritage that has come along with it. Whether you like the old steel frames or the new carbon wonders, it isn't hard for Paulie to let you in on the secrets of how it came to be.

Subscribe for only \$15/year! See page 2.

By Lukas Brinkerhoff

To sit and listen to Paul Ashcroft is to understand and see preservation in motion. You cannot have a conversation with Paulie, as he is known, without knowing that you are speaking with a man whose vision extends much further than today.

Paulie is a master woodworker who ended up in Logan, Utah. A Bostonian by birth, he learned to work wood on the East coast where he also learned to love and obsess about bicycles. He has spent the

majority of his life working wood and fiddling with bikes.

According to Paulie, it's all about preservation. He says for us to understand why he does what he does we must first understand why we should preserve the past. For Paulie, restoring old bicycles is a way for us to remember where we have come from. "It's important for us to know how we got to this," he said as he pointed to a carbon bicycle leaning up in the shop.

Preservation is keeping the bikes around that gave birth to the technological marvels we all ride today.

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MULTI-SPORT

XTERRA Returns to Ogden in August

Off-road triathlon's biggest event of the year in Utah - the XTERRA Mountain Championship - returns to Ogden and Snowbasin this August 15-16.

Several hundred athletes representing more than 30 states and a dozen countries are anticipated to race in the third annual event in Utah. The off-road triathlon is comprised of three disciplines including a 1.5-kilometer (0.93-mile) swim in Pineview Reservoir, a 30km (18.6-miles) mountain bike in the Wasatch Mountains, and a 10km

(6.2 miles) trail run. There's also a half-distance XTERRA Sport race and relay team competitions.

XTERRA is the consummate individual challenge for outdoor adventure athletes - pulling competitors from triathlon, trail running, mountain biking and adventure racing. The challenge lures professional athletes from around the world and amateurs from across the nation to Northern Utah, and the accompanying two-day XTERRA Sports Festival provides local athletes and outdoor enthusiasts an opportunity to join in the fun.

The XTERRA Mountain Championship is the last of four regionals in the XTERRA America Tour. The finale of which is the XTERRA USA Championship in Nevada, Oct. 5. For the top 15 pro men and women, a \$20,000 prize purse and points towards the overall series title will be awarded. Amateur athletes compete for the Mountain Champs age group title, one of 34 qualifying spots into the XTERRA World Championship in Maui, and points in the XTERRA America Tour Series.

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COMMUTER COLUMN

Lessons learned from the Bicycle Commuter Column

By Lou Melini

The July issue of Cycling Utah will be 4 years since the Commuter Profile column made its debut. During that time bike commuters profiled in the column have ranged from the fair-weather, 1-2 times a week commuter, to the commuter that hasn't missed a day of riding in years despite the worst that Utah weather throws at us. Some of those dedicated commuters do not have a car and may supplement their bike commute with the bus or commuter rail. A few race, but most commuters are recreational riders. For many of the commuters the bicycle is the primary vehicle for most daily needs. Distances for commuting varied upward of 30 miles each way, though most were in the 5-10 mile range. I would like to take time to reflect on what has been learned in the past 4 years.

Most of us ride to work for a multitude of reasons: for economic savings of at least several thousand of dollars annually (for each car reduced), to decrease air pollution and lessen one's carbon footprint, to reduce weight and blood pressure, to help regulate blood sugar or to "improve one's health", and some use bike commuting to supplement or replace time spent "training" for either racing or recreation. In one case, poverty was a prime reason. A few fortunate riders work for a company in which the culture is extremely favorable to alternative transportation lifestyles which certainly is a plus. All have stated that there is enjoyment in riding, perhaps not every day, but the overall enjoyment of riding is a basic reason for riding a bike to work.

BIKE SELECTION:

Bike selection for commuting is about as diverse as the political, religious and socioeconomic profiles of the column. Mountain bikes from the '80's, titanium "cross bikes, carbon wheeled road bikes, single speeds and one recumbent, and soon to be profiled, a battery assist drive bike have appeared on the pages. Most of the riders simply like what they ride. The great majority chose the widest tires that gave a sense of comfort, stability, and flat-resistance though few seem to use the wide 26X2.1 that I use in the winter. Except for some of the riders with a racing slant, 28C tires on road bikes and 1.5" tires on 26" wheels were minimally acceptable. Nearly all changed to a wider tire in the winter including 'cross tires and studded tires. Most felt that keeping their bike in good working condition, including tire inspections, was a priority so that commuting

problems were minimized. Some did routine preventive maintenance, others took the ride it 'til it breaks attitude. Cables, housing and brake pads were the most frequent parts changed annually. Only one person had an off-the-floor "commuter" specific bike (Breezer).

ACCESSORIES:

Tips on what accessories should be on the bike were favorable to 2 items in particular. Most recommended fenders for staying clean and dry. Lights are a must, front and rear, though which lights are acceptable to each rider varies in choice almost as much as the selection now available to us. Those who use lights a lot throughout the year recommend front lights that enable one to be seen well by cars and to light up the road. Rechargeable batteries for whatever front lighting system used is a nearly unanimous recommendation. Blinking lights both front and rear are popular. To throw in my personal bias, most riders I see are using inadequate lighting for safety and may barely meet legal standards. In the 29 years I have been in the Salt Lake Valley, I have upgraded my light system perhaps 4 times from 1979 lights using "ordinary" bulbs and C or D-sized batteries to my new (this year) high intensity LED system retailing for \$400. I also have 3 lights in the rear for a little redundancy and in case one light is losing battery power. I also care a spare front light as I have experienced breakage in the wiring, blown bulbs and failed switches. I seem to increase my lighting with age. Other tips for on the bike accessories by commuters include reflective tape and a bell.

There seems to be a split regarding racks and panniers vs. backpacks/messenger bags. Some choices seem to be a matter of style; some choices due to lack of frame mounts for racks and some involve how much shopping one does on a bike. Bags on the back create warmth in the winter but a lot of back sweat in the summer. There is also some shifting of weight depending on the amount of weight in the pack. I've been "old-school" in using racks and panniers since 1975 when I toured across the U.S. Occasionally I will use a messenger-style bag on one of my bikes without racks for reasons of convenience. One rider uses an "Xtracycle" for shopping, (not commuting), which is an extension for a bike to carry very large items.

CLOTHING:

Clothing selection is obviously dependent on the weather, how far one commutes, economics, fashion, and in my case, using old clothes

that I'm too cheap to throw out. I have my layers figured out given the 100° temperature range that I ride in throughout the year. Visibility was high among many riders who use yellow, orange and red in their selection of outerwear including "safety" vests. Bike specific clothing seemed to be recommended by those commuting longer distances, but looking like a "normal" person was also mentioned by a number of commuters. Cold weather choices of clothing include using multiple layers with a wind/water proof shell on the outside. In addition, helmet liners, shoe covers of various models, and wind/water proof gloves of varying thickness and style (mittens, "lobster" mitts or full finger) are very helpful. Mittens are warm but suffer in the dexterity category. What to do when the thermometer dips below 25° is highly individualized as it seems some people tolerate cold better than others. Helmet liners, shoe booties, and balaclavas, are highly recommended when the temperature drops well below freezing. One person grows a beard. Ski helmets are warm, too warm for cycling from one report. Some type of eyewear is worn by most, including ski goggles in the snow. Having a rain jacket for those "just in case moments" was mentioned by a few.

THE COMMUTE:

How one rides to work was touched upon in many columns. Riding to work should be a pleasurable ride. Route selection is an important key to that pleasure. The primary consideration of route selection is living within a reasonable biking distance from your work, stated several commuters. Adjusting the route by a few blocks or the time one leaves for work by 10-15 minutes may enhance the commute quality. Riding within the rules of the road benefits one's safety as well as improving ride quality. Speaking of safety, most riders did not express excessive fear of personal safety. Some mentioned that there was a small part of their ride that involved an unpleasant riding environment, but overall the ride to and from work did not involve a high level of fear for one's safety. Bike handling skills and confidence were aided by the daily commute. Many mentioned having a "Plan B" in case of unexpected rain or snowstorms, such as a significant other with a car or more specifically, public transportation. Adjustments to one's commute were mentioned by some of the very long-time commuters with regards to how the valley has changed in the past 25 years.

All the commuters agree using your bike is the right thing to do. Have fun!!

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

Bicycle Friendly State Program Launched

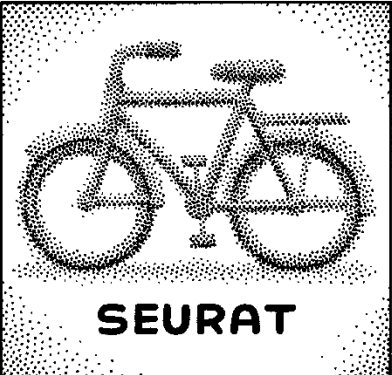

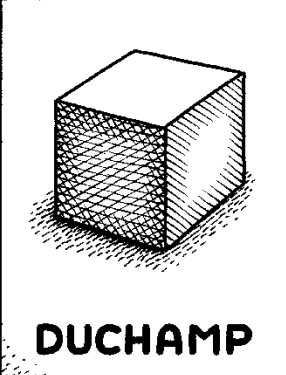
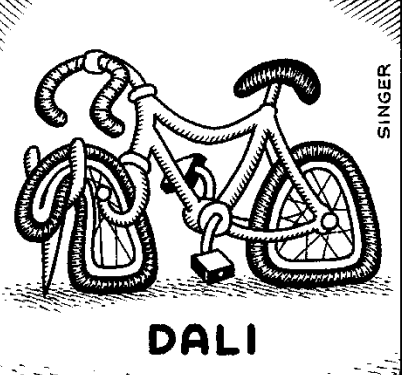
The League of American Bicyclists announced the first major expansion of the successful Bicycle Friendly Community program to cover States. The Bicycle Friendly State program will initially rank all 50 states against more than 50 criteria ranging from state laws to advocacy and education programs the first listing will be published in September; seven states have already completed the data collection phase. According to Sharon Briggs, the UDOT Bicycle and Pedestrian Coordinator, Utah will be submitting their survey in July.

Happy Valley TT Utah State Time Trial Championships

The weather certainly cooperated on May 31st; though it hadn't earlier in the week with showers and cooler temperatures. Roughly 150 riders participated in the Utah Time Trial championships held in Elberta, sponsored by Team Inertia (Golsan Cycles), with a good number of Juniors as well. The top time was Jesse Gordan of Contender Bicycles, taking both the Men's 1-2 and the overall winning time; winning himself Two Nike watches and gift certificates from Golsan Cycles, \$50.00 in cash for each title, Oakley Sun glasses and two trophies in addition to his gold medal for first place. The top women's rider was an Idaho rider, Kris Walker. The first place Utah rider was Alison Littlefield. Kris gained a trophy and \$50.00 cash. See results on page 20.

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BOOK REVIEW**What a Long, Strange Trip It's Been:
A Review of *Bicycle, The History***

By Lou Melini

In 1696, French mathematician Jacques Ozanam, included a challenge to the world to create a human-powered carriage "in which one can drive oneself wherever one pleases, without horses" in his book "Recreations Mathematiques et Physiques". This was the 23rd of 50 "useful and entertaining" problems he identified. He included a theoretical 4-wheeled carriage in which the "gentleman" sat in front and the servant alternately pushed on 2 planks to drive the rear wheels. Fortunately for the servants, it was a theoretical drawing.

It took over a century for the 1st velocipedes to be displayed in 1817. These were simply 2 wheels connected by a seat and propelled by the rider in a running manner. This is the beginning of Bicycle, The History. It is a pleasant and wonderfully interesting book detailing, as the title simply states, the history of the bicycle.

I read the chapter on 20th century utilitarian cycling in August of 2007, put it away and resumed reading the introduction and the first couple of chapters in January of 2008. I again read it for a couple of weeks in March. I then managed to finish the book with a regular regimen of reading from mid-April to the 29th of May. The book has 413 pages of well-researched history. It takes 29 pages to list the references. Much of the book is broken up with historical pictures that complement the text. The book primarily focuses on the development of the bicycle in the 19th century. The book doesn't get to the 20th century until page 309.

After the velocipede came the hobby-horse one year later. Rather than being a replacement for the horse, these "running" machines were categorized as "amusement and the promotion of health by the peculiar exercise they afford" according to a Cincinnati editor. Even then, velocipedes seemed to be an irritant to the American public. "So great was their heedlessness and impetuosity, they annoyed all those who had not, like themselves, the good fortune to be mounted on wooden horses" according to a New Haven newspaper. "The velocipedes had as fair a trial as invention ever had; and yet they were universally abandoned simply because it was found there was nothing to be gained by them" quipped the editor of Mechanics Magazine, as interest in the velocipedes withered.

It took 40 years before pedals were added to the front wheel "a mechanism so simple that everybody wonders why it had not been thought of before" quipped the editor of the New York Clipper. Some attribute the long time to see mechanical improvement due to the velocipede being "ridiculed in the press, harassed on the road, and legislated off the smooth sidewalks" a sentiment not unlike today.

The book continues in an orderly chronological style for the rest of the 19th century. Every aspect of "bike culture" was touched upon. Inventions of parts we take for granted such as ball bearings, tires with tubes, and hollow frame tubes made vast technical improvements. Clothing such as "bloomers" for women created "scandals". The

2-wheeled vehicles made equals and friends of all people. Women, men, African-American, Caucasian, rich, and the working class socialized together as a result of the bicycle. By 1871, 3 riders accomplished a hundred miles in a single day, a feat known as a "century", about the time that "high-wheelers were to dominate the market for bikes. An 8½-hour century ride was deemed so fast, that some questioned the accuracy of the claim.

Chain driven "safety bicycles" came to the marketplace in the 1880's with tricycles acquiring a formidable market share due to the riders of high-wheelers to spill over the handlebars. Technical advances continued so that by 1893, the record for 6-day racers was 1400 miles and the 24-hour record was 426 miles.

The business aspect of the bicycle trade is covered extensively in the book, including a long-standing patent war. I enjoyed how the bicycle fit into society throughout the time period covered in the book. I also thought some of the bike tours that people undertook as simply incredible given the bikes and the lack of equipment that I find "necessary".

There is just too much detail to cover in this review. Let me just say that whatever your interest is in bicycling (racing, advocacy, mechanic, touring, etc) you will find something of interest in the sections of the book covering the 19th century.

By 1897, bicycle sales plummeted. There were several reasons, but one was the new motor being mounted on bicycles. The industry and culture of bicycling had a few short rejuvenations during the two World Wars and during the Great Depression, but for the most part, bicycles became less an American vehicle and more a European mainstay. The use of the bicycle on both sides of the Atlantic is addressed in the book.

The 20th century does not contain as much detail as the 19th, but that is a good thing. Mr. Herlihy devotes 100 pages to the 20th century dividing it into "Utilitarian, Recreational, and Competitive Cycling". He covers each of these topics by going back to the early 1900's for each, a writing style that makes sense, given the lack of technical advancements compared to the 19th century. Organizing it in this fashion makes this section of the book more readable. Overall the style of organizing the book sections for the 19th and 20th centuries shows that Mr. Herlihy put a lot of thought into this book.

If you are only interested in the history of the technical and mechanical aspects of a bicycle you may want to read "Bicycles and Tricycles, an Elementary Treatise on their Design and Construction written in 1896 by Archibald Sharp, reprinted in 1977 by David Gordon Wilson (MIT press). However if you want an enjoyable book that gives you a comprehensive history of the bicycle, Bicycle, The History is the book for you. It will take some time to read, but is well worth it.

Bicycle; The History
By: David V. Herlihy
2004- Yale University Press

TRAIL OF THE MONTH**The Great Western Trail (Parley's Section)**

By Gregg Bromka

Get away from the contrived trails that pass through Park City's ritzy neighborhoods, slip away into the wilds, and explore a part of the 3,000-mile-long Great Western Trail (GWT), which passes right through our own backyard. Although the mileage falls shy of true epic proportions, the elevation you'll gain, the variety of trails you'll ride, and the canyons and mountains you'll conquer will suggest otherwise. You'll embark with a pleasant climb on the Little Emigration Canyon Trail, a.k.a. the Mormon Trail, and then continue on the more arduous and adventurous Great Western Trail, which follows the crest of the Wasatch Range from Big Mountain Pass to Parley's Summit. The hardships endured and rewards reaped along the GWT flip-flop like the moods of Jekyll and Hyde. The loop concludes with a generous descent across the hillsides of Jeremy Ranch and with rolling miles on East Canyon Road.

Details:

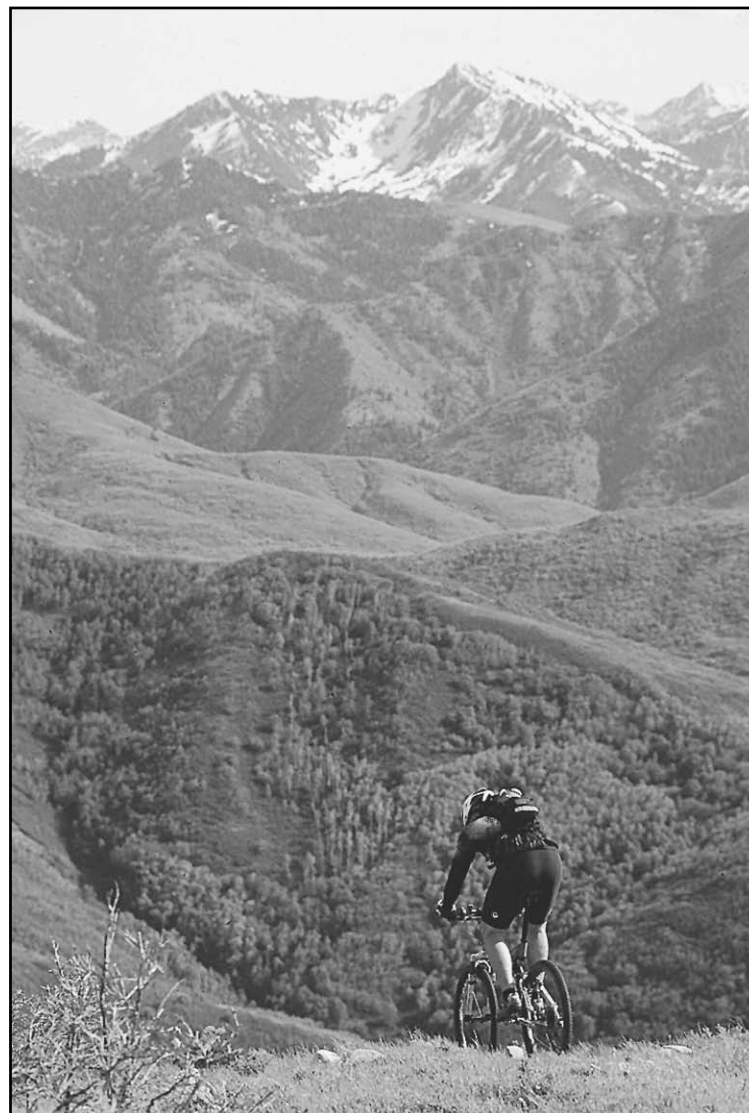
Begin from the Mormon Flat trailhead on East Canyon Road, cross the footbridge over the road's namesake stream, and duck into the thickets. Hop over the wire fence, and be on your way. Your way follows the singletrack alongside the creek while transporting you back in time nearly 150 years when Mormon Pioneers, California-bound gold seekers, and the Pony Express traveled this same route.

For the most part, the trail is smooth-rolling when it's high and dry on the stream's bank; however, it's like riding over wet, slick, bowling balls where it crosses the creek. About a mile and a half up the trail, you'll come to makeshift wooden ramps covering downed trees and to a rickety boardwalk bridging the stream. Falter on the ramp of wooden slats and you'll land head first in the drink. Beyond, the mel-low trail ventures from woods to meadows and back and then angles uphill rather abruptly before popping out at the parking lot atop Big Mountain Pass.

Read the interpretive plaque about the Mormon Pioneers in the parking area, and enjoy the combined view of towering peaks, of deep canyons, and of a distant saline valley that Brigham Young declared to be the right place. You can even spot Kennecott's Bingham Copper Mine, the world's largest open pit mine, on the faraway Oquirrh Mountains.

Feeling fresh? You had better because the upcoming Great Western Trail packs a wallop, starting out with a set of stinging climbs that will make you question whether a return flight down to Mormon Flat might be a wiser choice. Perseverance is a virtue, and if you do continue, you'll soon rocket down a series of exciting descents to the head of Dry Hollow where plump, yellow, mule ear wildflowers bedeck a broad meadow in early summer.

Don't bother trying to ride the upcoming hill. It's so steep and the tread is so hammered that it's wiser to save your energy, and you'll need all you can muster for the short, rugged climb to the top of Bald Mountain. Take a well deserved break atop Bald, elevation



The 3,000-mile-long Great Western Trail traces the Wasatch Crest.
Photo: Gregg Bromka

7,869 feet, and admire the sights of the Mill Creek ridge to the south, the Salt Lake Valley and Oquirrh Mountains to the west, Mountain Dell Reservoir far below, and Parley's Park backed by the distant Uinta Mountains to the east.

Still feeling fresh? If not, then you might be in trouble because the remainder of the GWT takes a less than direct course to Parley's Summit, and there is still a lot of elevation to gain. Sections of the trail are nasty, like the ensuing drop off of Bald Mountain, but some are so sweet they will replace any grimace with a mile-wide grin. About a mile and a half from Bald, the trail drops precariously again over chunky rocks. The path clips the top of the subtle Wasatch Crest then curves around the ridge on a drawn-out mile-long climb. With weary legs and dizzy head, you'll relish some choice, flat, smooth, silky tread as the route swings east and then arrives at the Qwest relay towers on the north side of Parley's Summit.

Head down the dirt service road for 0.3 miles to where it bends right, and fork left onto a trail at a rickety steel gate. Moose Trail is an old doubletrack that has healed over to a wickedly fast singletrack. Whoa! Fork right on Switchback Trail while descending, and exit to a wide doubletrack. Go left to pick up Moose Trail again, descent past the private Moose Hollow community, and curve across the sagebrush hillsides past custom homes lining the Jeremy Ranch Golf Course to the paved Jeremy Ranch Road. Four miles of easy cruising on the gravelled East Canyon Road return you to Mormon Flat.

Just the Facts:

Location: 4 miles north of Jeremy Ranch

Length: 19.4-mile loop

Tread: 0.1 miles paved road, 4.3 miles dirt road, 15 miles singletrack
Physical difficulty: Strenuous (steady climb up Little Emigration Canyon plus many stiff climbs on Great Western Trail)

Technical difficulty: Moderate to moderately high (a blend of smooth and rugged trails)

Gain: 3,000 feet

Trailhead Access:

From I-80, take exit 143 for Jeremy Ranch, which is 2.4 miles west of Kimball Junction and 14 miles east of Salt Lake City. Go left on Rasmussen Road then right on Jeremy Ranch Road. Pass the clubhouse and go down to the intersection with Daybreaker Drive. Fork left on the gravelled East Canyon Road (suitable for passenger cars), and continue 4.1 miles to the signed trailhead for "Mormon Flat, Little Emigration Canyon."

Excerpted from Mountain Biking Park City & Beyond.

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

TOURING

Grant and Park Dominate Deer Valley



1:33:10. Mona Vie racer Mitchell Peterson finished second at 1:35:13 while teammate Bart Gillespie came in at 1:36:48 after suffering a mechanical for third. Gillespie lamented that "Even after all that rain and snow we can't get any real mud that makes things slick and technical". The course turned out to be almost perfect. For the most part, the course was tacky and only had a couple of sloshy mud sections due to melting snow banks. Traction galore!

For the pro women, it was Kenda/Titus/Hayes racer Krista Park who rode to victory with a time of 1:21:42. She was followed closely by K.C. Holley (Mad Dog/Subaru/Gary Fisher) at 1:22:43 with Revolution/Peak Fastener racer Jen Hanks placing 3rd at 1:26:35. Regarding the unseasonably cool weather, Park said "Once the race started and my fingers warmed... it was fun." When commenting on the course, she said, "it was different from all the desert racing we have been doing lately. Because of the trees and the mud it was similar to a southeast course, although there was a snowdrift and only one root". Second place Holley said "If it was winter we would have said it was a light flurry but in June, snow is snow." She raced hard and felt the course was "great fun" and it "seemed fast".

As the final racers came up the long paved finish which zigzagged the parking area, the sun was trying to poke through but it wasn't any warmer. An added spirit of craziness was added to this year's race thanks to Mother Nature.

See results on page 20.



Above: Alex Grant took the Men's Pro win. Right: Krista Park won the Women's Pro. Photos: Mark Turner Find your photo at Zazoosh.com.

By Brad Pilling

With the sporadic spring weather continuing to haunt and torment cyclists with cool temperatures and unwelcome moisture, the 17th Annual Deer Valley Pedalfest went off June 7th with...not surprisingly cool temps and even a skiff of snow at higher elevations. A race warm-up temperature of 35 degrees led many racers to waffle on their race commitment. Initial reports of "snow up high" made their way through the various team tents and groups of huddled cyclists. It wasn't until the first pre riders declared the course to be in great shape that the excitement really started to mount.

A pre-race kiosk selling arm warmers followed by the post race sale of hot chocolate would have done really well. Many racers were digging through their gear bags for cold weather gear we've all been trying to forget about. But because of the snow and recent cold (and mostly for the benefit of the volunteers), race director Ed Chauner reduced the laps for every race group except the single speeders. Many groups dropped a lap which made it an extra challenge warming up in the cool morning air for a shorter, more intense race.

The Pro Men had the largest field of the day! 21 racers lined up with Rocky Mountain Bicycles' racer Alex Grant taking the win at

Utah Lake Epic Century Preview

The Utah Lake Century Epic Ride 2008 Event- better known as ULCER- is August 9th and once again, returns to the original 'around Utah Lake' course. There are three distance options for riders of all abilities or the challenging 111-mile team race. For riding fun, the Easy 35 mile course winds along the flat northeast shore of the lake while the 65 mile Half Lake Distance is a little more difficult by going out to Springville City before returning to Thanksgiving Park. The epic century option- a gut wrenching 111 miles all the way around Utah Lake - is the centerpiece of the ULCER event - and can be done either as an individual cyclist at your own pace or as a Team Time Trial group that races the full distance.

The Bonneville Cycling Club is the organizer for this 'epic century' ride now in its 24th year and BCC event director Jerry Bergosh says more great riding and racing are in store for this year's event. The start/finish line is once again at the Thanksgiving Point Electric Park- a world class venue with lots of shade, lush green grass and a post ride party from noon to 6 pm. Citizen Cyclists depart at 7:30 am while the Team Time Trial participants leave starting at 7 am. Teams must consist of 3 to 6 racers per team and ride the entire Epic Century course together. At least three racers must finish and the fastest time in each category wins prizes along with the Bragging Rights to the Lake Award.

Last year the ULCER event raised \$10,000 for the national Kidney Foundation of Utah and Idaho and this year's beneficiaries include 'Share the Road' bicycle advocacy in Utah and safety and education programs sponsored by BCC.

This year, registration this year is on-line only at www.bccutah.org and registration closes at 11 pm on August 3rd or when the 2500 rider capacity is reached, whichever occurs first so sign up early. There is no 'day-of' registration. Early packet pick-up and jersey sales occur on Tuesday, August 5th at the REI store on 33rd South from 4 to 8 pm, Friday, August 8th at the Electric Park in Thanksgiving Point or on ride day from 6 to 7 am under the pavilion near the start line.

Visit the Bonneville Cycling Club website at bccutah.org for more details or to register. The ULCER 08 hotline number is 801-474-2282.

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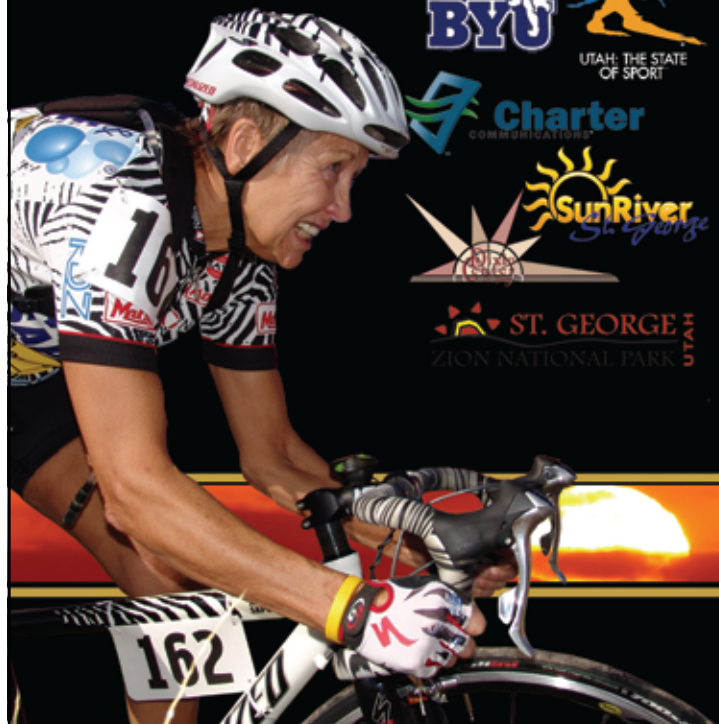


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ROAD RIDING

Sharing our Rural Canyons

By Dan Fazzini Jr.

Similar to riding in urban canyons, riding in rural and destination canyons (those without an outlet) have their own unique rewards. Some are close to where riders live, some are a bit further. Usually they are more scenic have less traffic, but with higher speeds.

With everything in life there are trade-offs. Most rural canyons offer grand experiences for cyclists and all canyon users. Cyclists are sharing the canyon with other recreational users including motorists, motorcyclists, wildlife and a few commercial drivers and campers. Unlike riding in an urban canyon, most of the users we are sharing the roadway with are also there for recreational purposes. Although they may not be in a hurry as they can be when heading home from work; motorists can still be distracted by the scenery and other occupants in their vehicle.

Advantages to cyclists include lower traffic, minimal intersections and driveways, and in general a fun and challenging place to ride. However, these types of canyons typically have faster and more infrequent traffic, and sometimes limited shoulders and tight corners hard to see around. As motor vehicles may be spaced beyond sight of the next vehicle, cyclists lose the visibility advantage of a second vehicle seeing a vehicle in front of them moving out of the way of cyclists. At the higher speeds, the motor vehicle has less time to react and make a decision to slow or cross the usual double yellow line to pass with only limited sight of on-coming traffic.

Regardless of a cyclist's "right" to ride in the center of a lane, cyclists should use due care and consideration when sharing a canyon with other users, the canyon does not just belong to cyclists. When it is safe to do so, proper etiquette would dictate cyclists should move over or stop to let multiple delayed vehicles pass safely.

Riding single file is also important. We all know that cycling can be a social activity; however, your safety (and obeying traffic ordinances) should take precedent. It is okay to exchange positions and pleasantries as you pass. Cyclists are reminded though that there are other users of the roadway and some vehicles can take a very long time to accelerate to pass if having to slow to 8 mph, thus increasing the time in the on-coming lane and in a position of danger to cyclists.

When motorists get impatient, they have a tendency to pass in an un-safe manner, either to closely to cyclists and/or crossing a double yellow line without proper distance for seeing on-coming traffic, causing the motorist to swerve unexpectedly into the path of the cyclists.

When travelling down hill at higher speeds, you are moving closer to the speed limit, but still usually 10-15mph slower that what other vehicles are travelling. A close pass at these speeds is much more dangerous. As with riding in a city environment, you should ride in a position which would not allow a vehicle to make an un-safe pass (generally the danger zone is riding 8-12 feet from the next lane to the left). When you can, scan for traffic approaching from the rear and move towards the center of the lane when going around corners to increase the

time you are visible to vehicles to the rear, to discourage passing, and to avoid rocks.

Again, when you can, you should slow down to make it easier and safer for delayed vehicles to pass, ride single file, spaced out enough for vehicles to pass multiple cyclists one at a time if necessary (a long line of cyclists are very hard to pass safely in the mountains) and feather your brakes to keep your rims from heating up to much which may lead to a flat.

We must all remember inattentive actions by a motor vehicle driver have far greater consequences than that of a cyclist and have a greater duty to operate that vehicle in a safe manner; however, it still does not excuse poor driving/riding habits of either group. Always ride in a safe and predictable manner and ride as if you were a "bicycle ambassador" which will make riding safer for everyone.

Utah and Salt Lake County bicycle related laws can be found at www.safe-route.org/laws for information on taking a "Cyclist ED/ Vehicular Cycling" course, please visit www.slcbikecollective.org.

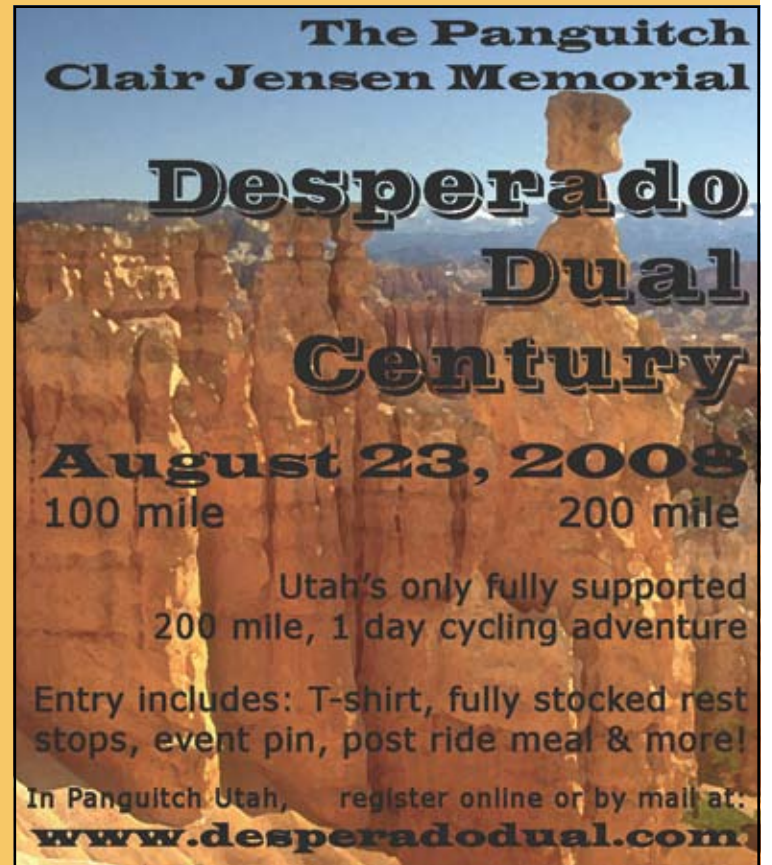
Dan Fazzini is a longtime bicycle commuter, a League Cycling Instructor, chair of the Salt Lake County Bicycle Advisory Committee, founder of Safe-Route Connection, Inc. and sits on various cycling and planning boards. www.slcbac.org, www.safe-route.org, dan@safe-route.org

Tour de Park City to Raise Charity Funds

Joining the cycling schedule this year is the Tour de Park City. The event, in its second year, has added a 170 mile USAC sanctioned race along with an additional casual tour Super Century option on the same 170 mile course. Other Tour de Park City casual tour options feature a 52 mile half century and a 108 mile century. The 170 mile race distance looks to give racing cyclists a longer distance race option during the summer race season.

The Tour de Park City is also donating to two charitable funds. Share the Road through the Mountain Trails Foundation and David Zabriskie's Yield To Life organization will be the beneficiaries of the event's charity funds which will be raised through a bike wash and lube along with raffling \$20,000 of sponsor products gathered for the event.

The 2008 Tour de Park City will offer courses for cyclists of all skill and fitness levels. If you are looking for a summer cycling race or casual tour the Tour de Park City may be the ride for you. Information can be found at www.tourdeparkcity.com.



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ROAD RACING

Kotval and Hageman Crowned New State Champions at Little Mountain

By Brandi Hope Gorden

June 14th, 2008 – The 2008 Utah State Road Race Championship was held 100 miles north of Salt Lake City in the quaint town of Clarkston. The 16-mile loop course boasted a 1-mile, 4% grade climb early in the race as a warm up for the 7-10% monstrosity looming only 10 miles away. After summiting this giant, the riders were blessed with a 5 mile descent to the finish line, an ideal finish for any sprinter.

Pro 1/2 Men

Over 30 Pro 1/2 men representing 12 teams came to Clarkston to vie for the title of "Utah State Road Race Champion." They lined up at Clarkston City Park and prepared to tackle 5 laps totaling 80 miles. The men wasted no time and began the aggression on the first lap result-

ing in a 6 man breakaway of Billy Allen (FFKR/Sportsbaseonline), Jesse Gordon (Contender Bicycles), Robert Sorenson (Canyon Bicycles of Salt Lake), Marc Yap (Park City Jeep – Goble Knee Clinic), Ben Nichols (Porcupine/Specialized) and Andrew Kulmatiski (Logan Race Club). The breakaway established a gap of up to 2 minutes but the main field chased hard and reeled them in after ~40K before they reached the big climb for the 3rd time. At this point, Todd Hageman (Binghams/Northshore) attacked on the steep part of the climb and severed the field into 3 parts. Dave Harward (Porcupine/Specialized), Nate Page (Contender Bicycles) and John McDaniel were the only riders who could answer Hageman's attack. A group of about 8 riders quickly formed the first chase group.

The breakaway held off the others for 10K before the chase group



Above: Kirsten Kotval winning the sprint for 2nd and taking the Utah State Championship.

Left: The Pro/1/2 field strung out.

joined them at the start of the small climb on the 4th lap. Hageman leapt on the front and drilled it attempting to pulverize his companions' legs. Page launched an attack when the four men reached the big climb and Hageman followed. The pair successfully broke away but the first chase group held them in their sights for 25K. When Hageman saw the chasers rapidly closing the 15-30" gap, he pushed harder and dropped Page on the small climb. The chase group sucked in Page and Hageman prepared himself for a 15K time-trial. He maintained a 20" gap the last time up the big climb where Sam Krieg (Park City Jeep – Goble Knee Clinic) rocketed away from the others leaving them

scattered to tackle the energy-sapping gradient on their own. Krieg caught Hageman 5K from the finish. At 200m to go, cramps erupted in Hageman's legs so he hopped onto Krieg's wheel to save what little energy he had left. The maneuver worked and he was able to recover enough to nip Krieg at the finish line. Harward and Bryson Perry (American R.A.D.D.) flew in behind them and took 3rd and 4th respectively.

Cat 1/2/3 Women

Ten 1/2/3 women representing 5 teams lined up in Clarkston ready to battle for 4 laps totaling 64 miles. Two riders unfortunately missed the start and were forced to chase for

the entire race. The ladies waited until they hit the big climb the first time to begin putting the hurt on one another. At this point, Laura Howat (Ski Utah) and Kirsten Kotval (PCIM) moved to the front and set a blistering pace. Kris Walker (Bountiful Mazda) was not fazed by their aggression and held onto their wheels. The other women fell off momentarily before rejoining the leaders. Howat, Kotval and Walker repeated their maneuver on the second lap and once again the rest of the women were able to chase back on.

The third time up the big climb a powerful gale had developed. Howat drove the bunch up single file as they took shelter from the wind. Walker launched an attack at the top and Howat immediately leapt onto her wheel. A determined Walker attacked once more and successfully broke away. Howat and Laura Patten (Ski Utah) tried repeatedly to bridge the gap but Kotval covered every one of their moves and would not let them get away. Walker established a sizeable gap and powered solo to the finish to take the win.

The last time up the big climb, Howat launched an attack but Kotval stayed glued to her wheel. Patten dropped off for a bit but was able to rejoin the pair. The ladies flew down to the finish together. Kotval outsprinted all of them and crossed the line first taking the Utah State Championship title because Walker is an Idaho resident. Howat, Patten and Jamie Bennion (Bountiful Mazda) took 3rd, 4th and 5th respectively.

See results on page 20.

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