

VOLUME 12 NUMBER 4

FREE

JUNE 2004

WEST MOUNTAIN CYCLING JOURNAL

# cycling utah

RIDE, RIDE,  
RIDE!



TOURING  
RACING  
DIRT  
PAVEMENT  
ADVOCACY

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## SPEAKING OF SPOKES

# 20 Years of Riding Says: "Wear Your Helmet"

By Dave Ward  
Publisher

I read with interest an exchange of several e-mails on one of the cycling e-mail lists to which I am subscribed regarding the use of helmets. Helmet use always catches my attention because of three accidents in which my helmet took a serious blow.

The initial email was generated by an article in the Salt Lake Tribune entitled "Utah is 10th for Cycling Deaths". The article referred to a 10-year observational survey released by the Utah Department of Health, and then stated, "The lack of helmets



has propelled Utah to 10th in the nation in bicycle fatalities per capita, with an average of seven deaths each year."

This statement generated a reaction by Dr. Richard E. Peterson, who was concerned with "the impression from this article that cyclists without helmets are to blame for getting

killed by cars." Dr. Peterson further stated that, "The article doesn't mention at all the real issue, which is the terrible, irresponsible, hostile, uncaring and dangerous environment on Utah streets."

Dr. Peterson's e-mail prompted its own reaction from Bob Bayn who did not feel the article or the study were blaming cyclists, but rather "I sure got the message that a foam hat is the Hand of Providence." Mr. Bayn then went on to fault "the lousy level of education and understanding of our cyclists . . . about how to safely negotiate the roads and the off-road trails." Mr. Bayn proceeded to further lay fault on the Health Department which "isn't in the business of educating people about safe cycling. They limit their message to 'do whatever darn fool thing you want to on your bike but wear a helmet in case you bonk your head' and on street and highway departments who 'say 'do whatever darn fool thing you want to on your bike but don't cross that stripe.'"

This, in turn, generated a response from Gary Mower, the project coordinator for the survey. This was followed by a positive exchange of e-mails between Mr. Bayn and Mr. Mower regarding the survey, causes of cycling accidents and injuries, and the role of helmet usage.

All this was a thought-provoking exchange, and I would encourage others to read the study. (For more information or to download the complete report, visit [health.utah.gov/vipp](http://health.utah.gov/vipp). Also, see this issue's article by Mr. Mower regarding the observational study.)

For my part, this exchange caused me to reflect on my own

3 incidents referred to above. In the first accident, I was hit by a car making a left-hand turn across my lane of traffic. After doing a full somersault through the air, I landed hard on my head and back. At the time, I was wearing one of the early Bell hard shell helmets. I was fortunate, coming out of it with only a torn quadricep and, as the emergency room doctor predicted, "pain in all parts of your body, including parts you did not know existed." The only place that did not hurt was my head. Meanwhile, the helmet had a big scratch on the back where it hit the ground.

The second incident was during one of the weekly criteriums which used to be held at the International Center. A cyclist moved too quickly across my front, touching my front wheel. Predictably, I was the one to go down, and I went down hard. Again, I was fortunate. While my collarbone was injured, it was not broken. This time, I was wearing one of the early Giro soft shell helmets with a lycra cover. The helmet was shattered, but I came away with nary a headache.

The last incident occurred a couple of winters ago while riding my mountain bike on the horse path in the Jordan River

Parkway. I was suddenly surprised to hit a snow-covered ice patch. Both wheels slid out sideways, and I hit my head extremely hard on the ice. This time, I felt dazed, and had a headache until it was ameliorated after returning home by a good dose of ibuprofen.

All three accidents, highlights of my own personal 20-year observational and experiential study, are good support for the use of helmets. I cannot know for certain, but I believe that each of those helmets prevented injury and, potentially, debilitating injury or death. Based thereon, I believe anyone who rides without a helmet is a damn fool.

I agree with Dr. Peterson and Mr. Bayn that a helmet will do nothing to prevent accidents. I also agree that education of drivers and cyclists alike, which must be born in part by health, street and highway departments and in part by cycling advocates and organizations, is critical to any real effort to reduce bicycle/motor vehicle accidents.

That being said, helmet usage is a tangible, measurable factor that can reduce and prevent both minor and serious injury. Anyone with any sense will use them, require their families to use them, and encourage their use by others.



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**Cover Photo: Allan Butler (Healthy Choice/Guru's), Aaron Jordin (Porcupine/Contender), and Gardie Jackson (Healthy Choice/Guru's) in the winning break. Bear Lake Classic, May 22, 2004. Photo: Michael Gordon**

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TRAIL OF THE MONTH

# Pine Hollow Figure Eight - Singletrack Lust

By Gregg Bromka

A couple of years ago, my "Trail of the Month" went Full Monty by revealing the spider's web of singletracks anchored by American Fork Canyon's Ridge Trail 157, which the Forest Service has now officially labeled the Mineral Basin Trail System. Back then, I hinted that one could explore all the nooks and crannies between Tibble Fork Reservoir and the summit of the Alpine Loop Highway for days on end before duplicating a route. Rather than tease you with another twenty-five cent peep show, I'll expose the whole naked truth about one route that is bound to make you lust for more American Fork singletrack . . . and justify pimping a few bucks to the American Fork Canyon Recreation Fee Area project.

All this singletrack soft porn aside, the Pine Hollow Figure Eight is as sweet as Little Red Riding Hood with just enough Big Bad Wolf thrown so that it caters to a full gamut of bikers. The whole loop is rated moderately difficult because of several short steep climbs, but the smooth rolling tracks and rollicking descents in between are just rewards for all the huffing and puffing. Best of all, you'll feast your eyes on one of northern Utah's most spectacular landmarks: Mount Timpanogos. In summer, the trail-side meadows burst with wildflowers; in autumn, huge groves of aspens drape the mountains in a shawl of golden fleece.

**Details:**

From the Pine Hollow Trailhead, pedal up the paved Alpine Loop Highway/UT 92 for 1.5 miles to the Timpooneke Campground junction, and go to the day-use parking area for the Mount Timpanogos Wilderness. Head up the wilderness access trail initially, but soon cross the footbridge to follow the Great Western Trail (GWT). (No bikes in the wilderness, naturally.) The mostly smooth trail rises gradually above the creek through shadowy conifers with several quick little ups that will make you shift down and pedal hard briefly.



Lusting for American Fork Canyon's singletracks. Photo by Gregg Bromka

After crossing the Alpine Loop Highway, baby-butt-smooth tread smothered with pine needles rises steadily to a small ridge, which offers a view of Mount Timpanogos that will make your eyes bug out. A quick drop into the timber takes you to a footbridge at a four-way junction just north of Salamander Flat, signed for Timpooneke Trailhead, Summit Trailhead, and Pine Hollow/GWT. You'll return to this junction after making a loop.

Go left toward Pine Hollow and pierce the opaque forest on a strand of silky tread; the trail then exits to a small meadow at the Pine Hollow Trail junction. You'll return to this junction as well to make the final descent back to

your car, but go right for the loop and climb steeply up a dark hollow to sunny Ridge Trail 157. Directions on 157 are easy - go right/south until you reach the Summit Trailhead. The trail itself, however, is not as easy as the bearing because there are two stiff climbs along the way. Don't let the rocks under your tires and the grumbling under your breath overshadow the glorious views both near and far of delicate wildflowers, quaking aspens, and majestic mountains.

You can breathe a sigh of relief when you reach the Summit Trailhead because the remainder is nearly all downhill. There is no rest for the weary because daydreaming is not allowed even while you're coasting. Follow the sign for Salamander Flat, point your front wheel downhill, and hold on. Cross the highway again, bounce down one especially rocky drop, and return to that four-way north of Salamander Flat. Enjoy buffed track in and out of the woods again to the familiar Pine Hollow junction. This time go left. Gravity will pull you into the trees and down a wild, tight little trail chocked full of technical surprises. Complicating matters is a set of remarkably sharp, eroded switchbacks that appear right when your eyes are drawn away from your front wheel and to a mountainous backdrop that would make Julie Andrews spin and sing with delight. Exit to the Pine Hollow Trailhead and slurp your drooling tongue back into your mouth because the ride was that seductive.

Riding with a canine? Then skip the paved road segment, and start from the Timpooneke Trailhead. Ride the loop and back-track instead of descending Pine Hollow. Are you a tender muffin like Miss Little Red? Then start from the Timp Trailhead as well and simply ride out and back to Salamander Flat. It's only four miles total, but it's four miles of trail that is as sweet as grandma's fresh-baked treats.

**Just the Facts:**

- Location:** American Fork Canyon
- Length/Type:** 8.3 miles/Figure-eight loop
- Tread:** 6.5 miles singletrack, 1.8 miles paved road
- Physical Difficulty:** Moderate (easy climbs w/ short, hard hills; rough final descent)
- Technical Difficulty:** 2-4+ (smooth-flowing trails w/ rough spots; steep, rough descent)
- Elevation Gain:** 1,500 feet
- Dogs:** No, paved road; yes, if you skip the paved road (see below)
- Trailhead Access:** From I-15, take Exit 287 (Alpine, Highland) and travel east on UT 92 then up American Fork Canyon. Stay straight at the North Fork junction 2.5 miles past Timpanogos Cave National Monument, and drive 1.9 miles more on the Alpine Loop Highway/UT 92 to the Pine Hollow Trailhead.

Excerpted from *Mountain Biking Utah's Wasatch Front* by Gregg Bromka. Available at your favorite bike shop or at [cyclingutah.com](http://cyclingutah.com).

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## ADVOCACY

# Study Shows Helmet Use in Utah

By Gary Mower

Each year an average of 940 bicyclists in Utah are involved in crashes with motor vehicles and seven are killed. Two-thirds of these injured bicyclists are less than 19 years of age and over three-fourths are males. Utah had the tenth highest bicycle fatality rate in the US between 1993 and 2002. Low helmet use is one of the contributing factors for Utah's high fatality rate.

Head injuries are a frequent outcome of bicycle crashes, accounting for about one-third of emergency department visits, two-thirds of hospital admissions, and three-fourths of deaths. Bicycle helmet use is one of the most important protective factors in lowering the risk of serious injury or death from a bicycle collision. Bicycle helmets can reduce the risk of head injury by 85% and the risk of brain injury by 90%.

The Utah Department of Health (UDOH) developed an observational survey to obtain statewide data on helmet use. The survey has been conducted every year since 1994. Twenty sites throughout the state were randomly selected for the survey. Observations were conducted at schools and areas surrounding the schools at each site.

Bicycle helmet use is slowly increasing within the state of Utah. Over the study, a total of 12,610 bicyclists were observed. Helmet use increased among all age groups in the observations from 4% to 20%.

Bicyclists were classified by age with the following helmet usage rates for 2003

## Top ten states for motor vehicle/bicycle fatality rate per million population, 1993-2002

Source: National Highway Traffic Safety Administration

Rank	State	Rate
1	Florida	7.82
2	Arizona	5.52
3	Louisiana	5.48
4	South Carolina	4.58
5	Alaska	4.20
6	North Carolina	3.98
7	Nevada	3.69
8	Delaware	3.56
9	California	3.55
10	Utah	3.46

- 20% of elementary school-age bicyclists (up from 3% in 1994)
- 5% of secondary school-age bicyclists (up from 0.2% in 1994)
- 40% of adult bicyclists (up from 34% in 1994)

There are several different groups that bicyclists can work with to increase helmet use.

Children in Utah wear helmets less often and sustain more bicycle-related injuries than adults. Helmet use among children needs to increase as the majority of children ride bicycles, injury rates are high, helmet use is low, and persons who begin using helmets as children are more likely to continue to use them as adults. Since most people learn to ride

a bicycle between the ages of five and eight years that should also be the time to learn safe bicycling habits.

Parents play a key role in children's ownership and use of bicycle helmets, and should be the first line of defense for preventing injuries. Parents must be educated about the need for helmets and encouraged to require helmet use by their children. One study found that more than half of children said they would wear helmets if parents required it. Parents can also increase helmet use by their children through their example, as children are more likely to wear helmets if their parents do as well.

Increasing helmet use in neighborhoods, rural areas, and lower socioeconomic status areas should be a focus. These areas all have lower helmet use rates. Bicyclists are always at risk for falling and thus for head injury, regardless of where they ride. In fact, the typical motor vehicle/bicycle crash occurs within one mile of the bicyclist's home. Affordable helmets are available from a variety of sources.

Another important aspect of helmet use is proper use. The UDOH study observed whether bicyclists wore their helmets properly. One-third of elementary school-age bicyclists wore their helmet improperly. Helmets must be fitted and securely fastened to the bicyclist's head to provide maximum protection, as poor fit of helmets substantially lessens

their protective effect. Poor helmet fit exposes the frontal region of the head, the most common site of impact in bicycle head injuries. Injuries to this part of the brain can cause problems with motor function, problem-solving, spontaneity, memory, language, judgment, and social behavior. A helmet should sit low on the forehead and parallel to the ground when the head is held upright; the helmet should fit snug; the straps should form a "V" around the ears; and the chin strap should be adjusted so it is comfortably snug.

The state of Utah has no legislation requiring bicyclists to wear helmets. Helmet laws in other states (e.g., Florida; Georgia; Maryland; Oregon) have been shown to substantially increase the likelihood of their use.

If every Utah bicyclist used a helmet, every year:

- 3 lives would be saved
- 59 hospitalizations would be avoided
- 920 emergency department visits would be avoided
- \$19 million in health care costs would be saved

For more information on helmets and bicycle safety, or for a copy of the Bicycle Helmet Use in Utah, 10-Year Observational Survey, 1994-2003 report, please call Gary Mower at 801-538-9145 in the Violence and Injury Prevention Program at the Utah Department of Health. You may also visit UDOH's web site at [www.health.utah.gov/vipp](http://www.health.utah.gov/vipp).

## Parents Overestimate Kids' Helmet Use

MAY 26, 2004 -- ANN ARBOR, MI (BRAIN)--Parents think their children wear bicycle helmets more frequently than the kids actually do, according to a new study by the University of Michigan.

Researchers questioned 731 children from elementary schools in West Virginia and 329 of their parents. They found that 70 percent of parents believed their children always wore helmets when they rode, but only 51 percent of the children reported wearing a helmet.

What's more, 20 percent of children said they never wore a helmet, while only 4 percent of parents believed that to be the case. Children gave several reasons for refusing to wear helmets. Many children said that they were too skilled to wear one. Others said helmets were uncomfortable or uncool.

-Bicycle Retailer

## IMBA has new State Rep

Ryan Miller has been appointed the volunteer Utah IMBA (International Mountain Bike Association) State Representative. His duties include acting as a go-between for Utah mountain bikers and IMBA by staying apprised of trail access issues at the local, state and federal level on Forest Service, BLM and State Trust lands. Miller also plans to actively participate in and promote trail building and maintenance and land use planning processes as well as to disseminate information to local mountain bike communities regarding trail issues including new trails, closures and openings. He is currently the president of the Utah chapter of Missing Link Racing and can be reached at (801) 661-1947 or by email at [rmiller@azteca.com](mailto:rmiller@azteca.com). IMBA is online at [imba.com](http://imba.com).

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MOUNTAIN BIKE RACING

# Wright and Sherwin Rip It at The Joyride



Top: Dick Newson took second in the 50+. Right: Longtime racer Cyndi Schwandt. Photos: Sherise Crosby By Cindi Hansen

The torrential down pour and the threat of snow didn't stop the 150 or so racers who decided to brave the elements for the Joyride, the fifth race of the Intermountain Cup Series at Sherwood Hills. Many racers dusted off their cold weather gear in preparation for chilly temperatures that dropped into the forties with wind chill. The considerable amount of moisture, made many fear that they and their bikes would be covered with mud and the course would be slow and slippery. Fortunately, the rain and cool weather

made racing conditions nearly perfect. "The course was awesome...it was fast, fun and tacky," commented Jen Hanks, Team Sugar.

Ali Goulet, Stein Eriksen Sport, leapt off the front of the pro men's pack early on and opened a substantial lead on the rest of the field for the first two laps. However, Kyle Wright, AOS/DJ Ortho, and Blake Zumbrunnen, Revolution Mountain Sports, weren't going to let him win that easily. Wright bridged the gap to Goulet, past him at the start of the third lap and never looked back. Wright's acceleration gave him the fastest finishing time of the day for

the pro men, and a three and a half minute lead on his nearest competitors. Zumbrunnen too closed in on Goulet and pasted him on the last lap, however, Todd "T2" Tanner, Cannondale Mtn Bike Team/Guthrie, threw the hammer down and attacked Zumbrunnen in the final minutes of the race. "I caught Blake before the double track and sat on his wheel until we went through the trees. He seemed like he still had some energy and was riding a good pace. I didn't know that Kyle was in the lead, or I would have attacked sooner. I hated to attack Blake, but that's racing," stated Tanner.

The pro women's race wasn't nearly as exciting, as Kathy Sherwin, Cannondale Mtn Bike Team, was the only pro woman to race. "Not a big turn out, but the course was great. This is really good practice for the upcoming NORBA's back east."

Pro Men: 1. Kyle Wright, AOS/DJ Ortho, 1:54:23. 2. Todd Tanner, Cannondale Mtn Bike Team/Guthrie, 1:57:47. 3. Blake Zumbrunnen, Revolution Mountain Sports, 1:57:48  
Pro Women: 1. Kathy Sherwin, Cannondale Mtn Bike Team, 1:49:24

Cache Valley's Joyride was the fifth of twelve races in the Intermountain Cup Series.

See results on page 16 and find more mountain bike races in the calendar on page 14.



# WOLVERINE RIDGE MOUNTAIN BIKE RACE

**All West communications**

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## 2004 Bicycle Club Guide - Part III

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**Sponsors** - Century 21 Elite Real Estate, Sportsbaseonline.com  
**Contact** - Marek Shon, 801.944.5042, spin4win@hotmail.com  
**Website** - www.sportsbaseonline.com  
**Type of Cycling** - Road Racing  
**Base location** - Salt Lake City  
**Club Statement** - C/21-SBO "The Big Red Unit" is a Regional race team comprised of Cat 1/2's and Masters. History...Original RLA Members (Ryan Littlefield's Army)...Then RMCC Elite Team...Now C/21-SBO Primary focus... the UCA point series, the weekday crit series...and making fun of Kelly Ryan's love life.

## Road Pixies

**Sponsors**- Magelby's Restaurant, Taylor's Bike Shop, Pharmanex  
**Contact** - Dayna Boshard, daynamite77@earthlink.net, 801-367-9392  
**Type of Cycling** - Women's road biking club. Recreational and racing  
**Location**- Provo, Ut  
**Club Statement** - The Road Pixies is a Women's road biking club with over 40 members. Our club was organized in the spring of 2003. Our riders cover the spectrum of experience and ability, while all sharing the love of cycling. The Road Pixies have fun, train hard, and push each other to accomplish individual and team goals. We have clinics to help educate riders on safety, bike maintenance, and training.

## Canyon Sports Cycling Club

**Major Sponsor:** Canyon Sports  
**Contact person:** Quincy or Alan, 801-942-3100, Quincy: Qman423@yahoo.com, Alan: Kwyjibo04@aol.com  
**Website:** Canyonsports.com  
**Type of Cycling:** Road, Mountain, Cross, BMX, Recreational and Racing  
**Base Location:** 1844 E 7000 S, SLC, UT  
**Club Statement:** Our club's focus is to provide a relaxed and fun atmosphere for anyone interested in being part of the cycling community. Club rides, professional staff, and product discounts are only some of the benefits of joining! Also, if you wish to race road, mountain, cross, or BMX, we have additional benefits that are the most aggressive in the valley! We are looking for people who want to join the new Canyon Sports Cycling Club!

**Editor's Note:** If you missed getting your club listed, you have a third chance. We will publish part IV of the club guide soon. If you would like your club listed, please email dave@cyclingutah.com for details.

Find many other clubs in our April and May issues at [cyclingutah.com](http://cyclingutah.com).

## CYCLOTOON

BY NEAL SKORPEN



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Route 211

# Guthrie Bicycle has a 100+ Year History



By Greg Overton

"In the late 1880's, Salt Lake City was a vibrant and growing community with its wide streets filled with a few automobiles, many horse teams, pedestrians and bicycles. For those residents wanting to have the affordable and efficient mobility of the bicycle, there was a busy shop downtown called Meredith Brothers, where one could purchase a bike or perhaps, even have one manufactured on the premises.

Alfred A. Meredith and his brother manufactured bicycles at their store located at 333 South Main. The store can be traced as far back as 1883, making it one of the earliest bike shops in the U.S. The Merediths sold and repaired bicycles, from high-wheeled Penny Farthings to the latest "safety bicycles" at this store as well, serving the area's cyclists with a well stocked and popular shop.

In 1904, James W. Guthrie joined the Meredith Brothers, and provided his name to a Salt Lake City

cycling legacy that is still alive today. Three years later, the shop was relocated to 228 East 200 South. It would remain as Meredith and Guthrie, selling bicycles, tricycles, roller skates, and coaster wagons. The shop also was expert in key duplications and re-tiring baby carriages, gluing new rubber tires onto the steel wheels.

A name change, or simple name shortening, to Guthrie Bicycle Co. came in 1914 when J.W. Guthrie became the sole proprietor of the business. He continued to offer bikes from Clipper and Brooks. A Brooks Drop Seat with a coaster brake would set you back \$37.50. Choosing it without the coaster brake (no brakes?) would save you \$2.50. You could replace your handlebar with a "motorbike" swept back style bar, without grips and stem of course, for \$1.75. A Clipper nickel plated racing bike, with 24 x 8 gearing could be yours for \$67.50 – if you opted for the extra charge of the coaster brake.

On December 15, 1925, Lorus Manwaring purchased Guthrie Bicycle Co. from J.W. Guthrie with

a \$9000 check, but chose to keep the name of the business in tact. Manwaring made a career switch from employment with the Hancock Brothers Fruit Co. to bike shop owner. He expanded the product line to include Iver Johnson, a very popular brand, as well as Westfield, and added children's bikes and kiddie cars. He continued to offer sales and service as Guthrie had done.

Nearly ten years later, in 1935, Manwaring purchased the Granite Hotel building located at 156 East 200 South. The building had been home to several businesses, including grocery, offices and boarding house, since being constructed in the early 1880's. It's earliest description originates from 1891, as part of the Fritsch Block of downtown Salt Lake City. Manwaring located his bike shop in the ground floor and leased the upstairs as hotel space initially, later remodeling the upstairs into an apartment for his family. They occupied the apartment until 1945.

Lorus Manwaring nurtured Guthrie Bicycle Co., and continued to have a successful shop. An ad from 1960 proudly states "500 bicycles on display and in stock, from \$35.95 to \$110" from famous brands Schwinn, Monarch and Raleigh. Lorus Manwaring passed away after



Left: JW Guthrie.

Above: Guthrie Bike Club.

leaving the business to his son, Lorus Manwaring Jr. in 1966. It had remained in business as a bike shop for at least 83 years, with the Guthrie name on the building for 62 of those years, and still going strong.

Lorus Manwaring Jr. maintained control of the shop for only four years before himself retiring in 1970. He left the shop, now nearing its ninetieth year in business, to family member Harold W. Goddard. Mr. Goddard maintained the same loca-

tion and business model for the store, while reopening the upper floor of the building as office and studio space. Otherwise, the historic building remained largely unchanged aside from normal updating and maintenance.

Harold W. Goddard saw the store through its first century and retired a year later, in 1994. Current owner Richard Goddard, Harold's son, maintains ownership of the Guthrie

Continued on page 12

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## COACH'S CORNER

# Successful Training for Your First Century

By Darcie Murphy

Cyclists by nature are odd. Many of us may have been the kid without a 'crowd' in middle school. Unfortunately, now that you've found a faction even amongst cyclists there seems to be grouping. There are those who find endless pleasure in the 'watts' discussion, faithful followers of anything relating to racing, gear heads, and, don't forget the elite members of the 'century club'. Whether a century is a venture you've wanted to tackle for a while, or you are new to the sport and secretly want to attempt one, an event like this can appear daunting to anyone, but completing a century is not as difficult a task as you may have assumed. With the proper preparation and training a century can be a very fun and enjoyable event leaving you with a sense of prideful accomplishment.

Determining to undertake the task is the first step. Write down your goal; even go so far as to register if planning to ride the 100 miles as an organized event. Having documentation of your goal is both a good stepping off point and a commitment to lean on if you encounter some challenges along the path. A training partner, friend or coach, can also be an advantage when mapping out the plan. This person can refresh your initial ambition to complete the goal when necessary and can also verify the accomplishment once the journey is complete.

## Get Yourself Together

Once your goal or task has been targeted, a general plan should be developed. A comfortable bike fit is essential to your success. Any pain, numbness or other uncomfortable sensations should be directly addressed, since increasing mileage and training time tends to exacerbate such problems. Having a professional fit is a wise first step; many local bike shops and some coaches offer this service. Be sure to address shoe size and cleat placement, seat height, and saddle comfort as well as the reach to the handlebars and proper handlebar width. Plan to train for the century using the same equipment and fit that you will use on the event day. Don't have a road bike? A century is possible even on a mountain bike, it will just take a little bit longer. Be sure to invest in some slick tires for the road however.

Once your bike is well-fitted to your personal physiology how much riding is necessary? Every day? Are weekends enough? What about the distance? A good place to start is to assess your past riding experience. If you are beginning from ground zero, establishing a well-developed aerobic base will be necessary to ensure an injury-free experience, minimize the fatigue that develops after several hours on the bike and create the endurance ability to reach your 100-mile mark. Initially, this would mean riding only a few hours a week, maybe 4-8

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See the Road Tours  
 Calendar on page 17 for  
 details

maximum. For a cyclist who has a fairly strong aerobic base already, improving strength and speed by integrating both resistance drills on the bike and higher intensity drills into the training plan should be addressed.

## Familiarize Yourself With the Course

Knowing the planned course is also essential. Compute the speed of a 2-3 hour ride that simulates the actual century course in terrain and difficulty level and from that calculate an approximate time for completing one hundred miles at that pace. Your speed may improve before your event, but the distance will also be more than you are accustomed to riding at one time. All things considered, this should turn out to be a fairly accurate estimate for planning your longer training rides. You should plan to spend at least 4 days a week on the bike, using two of those days for longer rides. Slowly increase your weekly volume by approximately ten percent. Using these figures, map out a plan to calculate when your last long ride will be - preferably no less than two weeks before the event. On this ride, you should strive to be on the road for 80-90% of your planned total time to complete 100 miles.

If you possess a well-developed aerobic capacity prior to training for a century, you should incorporate a couple of workouts per week to stress your other systems and muscles which should lead to a faster century. To improve strength and power, integrate the following: intervals performed at the upper end of the aerobic level; intervals near, at, and (a few drills) above lactate threshold; climbing drills if there will be some hills on the course; and muscular resistance training on the bike. Slowly increase the duration of the intervals as your fitness level progresses. And don't forget

about recovery. A recovery week should be incorporated every 3-5 weeks of training depending on the intensity and volume of the training phase. This week should entail a similar frequency of riding but a reduction in training volume and intensity.

## Proper Fueling with Tapering

On all of your rides, especially those of longer training duration, begin practicing proper hydration and fueling. This is especially important in Utah's dry climate. Plan to consume at least 20 oz. of fluid per hour while on the bike, even more for warm conditions. Try using both an energy drink and water in combination to combat possible electrolyte imbalances and dehydration, and as a way to consume calories if it is difficult for you to eat. Once even slight dehydration sets in, it is nearly impossible to remedy on the bike and can seriously impede your performance and progress. Keeping your liquid and electrolyte levels high cannot be overstressed.

Sources of fuel will also be crucial. Try a variety of foods at varying times throughout your rides to learn what will work best for you, both in terms of finding an energy source and avoiding GI distress. Put notes in your training log to remember what worked best and what to avoid. Keep in mind that what tastes good in everyday eating may not seem edible after four hours in the saddle. Be creative and open to new ideas. Eat and

drink before you feel the need to: before the hour mark and about every 30 minutes thereafter is a general rule of thumb.

Be sure to taper weekly training volume as your big ride approaches. Decrease volume significantly, by at least 25% each week for the two weeks leading into the event. Keep your intensity high if your training involved higher intensity drills, although these should also decrease for the taper in both duration and frequency. Make sure that your everyday diet continues to include high-quality, nutrient-dense foods. Focus on being well rested for your event, since few if any benefits can be made this close to the race via training. The purpose of a taper is to take you into the goal event fresh yet still sharp.

## Final Preps

Make final preparations several days prior to the event. Complete basic mechanical measures such as cleaning the drivetrain and adjusting cables. Have a plan for dealing with mechanicals that may occur; keep tools and tubes that you plan to carry set aside with your food the night prior to the ride. The morning of your ride check tire pressures before heading off.

## The Big Day

Be sure to arrive with plenty of time to check in if participating in an organized event. Your investment will be time and ded-

Continued on page 12



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ROAD RACING

# Osguthorpe and Murphy take Thanksgiving Point

By Tommy Murphy

This year Utah cycling saw the addition of a new stage race, the Thanksgiving Point Stage Race, based in Utah Valley hosted by the Fazoli's Cycling Club. Here in Utah there are only a handful of stage races, so the addition of another 5-stage stage race is very exciting. What sets this race apart from the others are the mountain top finishes. The race was comprised of an opening prologue Friday evening, followed by the Suncrest Road Race and Jamba Juice Criterium on Saturday, the Marriott Hotel Mt. Nebo Road Race on Sunday, with the Thanksgiving Point Time Trial wrapping things up Monday morning.

With rain in the forecast and dropping temperatures, Memorial weekend didn't appear very promising for camping let alone racing. Rain, wind and cold temperatures welcomed racers to the Prologue which eventually led many fields including the Pro,1,2 men's field and master's men to bow out of competition on Friday night putting them on equal ground beginning with the Suncrest Road Race. For the remaining competitors willing to take on a few sprinkles, they lined up for the short fast technical Prologue at Thanksgiving Point. With times in the low 3 and 4 minutes, categories saw very little gapping in the fields leaving nobody with a secure lead.

Saturday began cold and drizzly for the Suncrest Road Race. This was a great course, lending racers of all strengths to show their guns. After a few short circuits through Lehi racers made the journey around the Point of the Mountain for a mountain top finish in the new Suncrest development near the top of Corner Canyon. With grades of 10% for most of the 5 mile climb, racers saw the first breaks form in their categories. In the men's Pro,1,2

field, John Osguthorpe took top honors with Darcie Murphy winning in the Pro,1,2,3 women's field.

As the afternoon approached the skies began to clear leaving a beautiful weekend for the remainder of racing. Saturday afternoon hosted the Jamba Juice Criterium at Thanksgiving Point. This was a tight, fast technical course with the start/finish in Electric Park. With shortened times, categories were set for some fierce racing. Fields were very tentative at the front, not allowing much to go. Karen Dodge rode strong in the women's Pro,1,2,3 field winning the crit. The only big break of the afternoon came in the Pro,1,2 men's field with a one-two punch from Kirk Eck and Marc Yap of Logan Race Club taking first and second respectively with a gap of about 45 seconds on the field. With very little damage to the overall GC another big day of racing was set for Sunday.

The Mt. Nebo Road Race was the second of the two road races which saw another mountain top finish. Racing began in the city of Payson making a familiar circuit around West Mountain with a finish near the top of the Mt. Nebo Loop. As seen with many of the races this weekend, the Mt. Nebo Road Race was also cut short with a finish only 12 miles into the 20 mile climb. After two circuits around West Mountain, a small break of 8 riders in the Pro,1,2 men's field had a lead upwards to 2 minutes when they hit the climb. Johnny Osguthorpe of Ogden One quickly making time on the break blew the pack to pieces while setting pace up the 7% climb. In the end, John finished second 4 seconds behind the remaining rider in the break. In the women's Pro,1,2,3 field Darcie Murphy made another solo effort to the top taking first place with Karen Dodge finishing second.

After 3 days of racing, a so-called "climbers race" was still up for grabs in many categories with

the Individual Time Trial finishing up the weekend on Monday morning. In the men's Pro,1,2 field Johnny Osguthorpe held a lead of a minute and half over ex-teammate Sandy Perrins of Logan Race Club going into the time trial. With the advantage now in the hands of time trial specialist Sandy Perrins, John would have to ride a strong time trial in order to retain his lead in the overall GC. With Sandy setting out 30 seconds in front of John the short 16k time trial would prove to be the do or die moment for the two. Sandy road an incredible time trial swallowing up riders more than a minute and half ahead of him while Johnny was doing everything he could to maintain his lead. In an exciting finish, John finished over a minute behind Sandy, but still retained a lead of 12 seconds for 1st place overall. In the women's Pro,1,2,3 field Darcie Murphy took her 3rd stage win over Karen Dodge for 1st place overall.

This was an incredible race with great sponsors and promoters which has the potential of becoming one of the best races in the state. With its mountain top finishes, epic climbs and opportunity for growth, the cycling community has a lot to look forward to with the Thanksgiving Point Stage Race.

Results will be in the July Issue.



Top: Kirk Eck and Marc Yap claimed the criterium. Bottom: Action in the women's criterium. Photos: Joaquim Hailer. See more at JoaquimHailer.com



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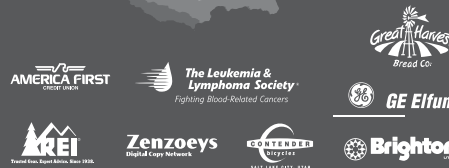
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MOUNTAIN BIKE RACING

**Soldier Hollow Hammerfest!**

A Race Report from Kevin Day

Hammer fest at the Hollow! To say the least. The 2004 Intermountain Cup made a stop on May 15th at Soldier Hollow, the site for the 2002 Olympic cross country skiing events, located in the Heber Valley. For the second year in a row Soldier Hollow proved to be a great venue for the Intermountain Cup mountain bike race series, and by the looks on many of the riders' faces it wasn't just a ride in the park.

The men's Pro race got under way at 10:00 that morning. We set out on a four lap, plus one shorter loop on the twelve-and-under course. Most of us expected to be racing for over 2 hours, so who knew what exactly could happen. Ed counted down 3,2,1, and we were off. Immediately Blake Zumbrunnen led the field up the first climb and set the pace. After the race Blake told me he went hard and to the front in hopes of stringing things out. Trever Simper was the first to react and soon the two had about 15 seconds on the rest of the field. Kyle Wright and Todd Tanner soon made their move to catch the leaders and spread the field out just a bit more. During the previous week Todd had been sick, and at this point in the race he wasn't feeling much better. Toning it down a bit, he began to lose time on the leaders while setting into a more comfortable pace to get him through



the race. Kyle soon caught the leaders Blake and Trever, and the pace only picked up from there. Around the 3rd lap Blake dropped back and tried settling in with Todd, but as many of us know the T2 (Todd Tanner) train gets faster and faster as the race progresses. Todd started the fourth lap and began to pick up the pace even more. He eliminat-

ed the two minute gap that had separated himself and Trever and Kyle. By the time he caught them, they both were spent. Todd hammered hard on the final twelve-and under mini-lap and after 2 hours and 37 grueling minutes he crossed the line

Continued on page 12



Left: D.J. Morissette leads Pam Hanlon in the Pro Women's race. Above: Todd Tanner on his way to victory. Photos: Joaquim Hailer

See more photos at JoaquimHailer.com

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ROAD RACING

**SOAKED CYCLISTS SHIVER AROUND BEAR LAKE**

*Heavy rains and near-freezing temperatures welcomed cyclists in a memorable race around beautiful Bear Lake.*

By Mason Niederhauser and Ryan Barrett

May 22, 2004- – Garden City, Utah – It has been said that the easy races are difficult to remember as the years pass. If the opposite is also true, few of the roughly 300 cyclists that participated in Saturday's race around Bear Lake will forget the pouring rain and 40-degree temperatures they endured on the 54-mile loop. "We were told to expect between 150 to 200 racers for a first-year race," said Kevin Rohwer, race director. "By the time the starting gun went off, there were 330 registered. As a race committee, we couldn't be happier, especially with the weather conditions." Waking up to black skies and rain-soaked streets, the Saturday-morning weather did deter a handful of the pre-registered riders from participating in the Inaugural Aquafina Bear Lake Classic. Perhaps driving through snow in Logan Canyon to get to the race was more than some cyclists wanted to experience.

However, once the race started at the Blue Water Resort entrance, the Logan Race Club Elite Team, sponsored by Global Phone Sales/Healthy Choice, quickly shifted the competition's attention from the weather to chasing down repeated attacks. As the gun fired, Logan's Ryan Barrett and Bryson Perry shot off the front, igniting a panic in the peloton as riders tried to respond. Once they were caught, LRC racers attacked one at a time until a small group finally got away.

The day's breakaway consisted of Allan Butler and Gardie Jackson, both Global Phone Sales/Healthy Choice racers and Aaron Jordin of the Porcupine Grill-Contender Bicycles Team of Salt Lake City. The break never managed to open more than a two minute gap on the chasing field, but the three riders continued to pound the gears for over fifty miles in the driving rain, allowing the remaining Global Phone Sales/Healthy Choice team members to rest.

The heavy winds that ensued wrecked havoc on the field in the waning miles, and just as the breakaway was about to be caught by the first chase group, Butler took advantage of the lull in the action to jump away and take the victory. Jesse Westergard ( Global Phone Sales/Healthy Choice) made it across to the lead group and won the uphill sprint in front of teammates Jackson and Sandy Perrins. Chris Humbert of New Moon Media/ Utah Premier Cycling Club came across the line in fifth.

In the woman's race, several futile attacks followed before Kris



Walker, (Bingham's) and Kirsten Kotval (9th & 9th) were able to get away from the group. This would prove to be the move of the day as the other teams were unable to bring back the duo. Kotval eventually rode to victory as Walker suffered a flat tire resulting in a second-place finish. Crystal Yap (9th & 9th) and Kelly Crawford (Bingham's) eventually broke away from the field to finish third and fourth respectively.

Other winners include Scott Preston in Category 3, John Rech in Category 4, and David Hatch in Category 5. In the Master's 35+ Dirk Cowley beat out rival Gary Porter while Dale Maughan won the 45+ division and Gary Powers won the 55+ division. In the Category 4 Women's race Ellen

Guthire took the top spot. The Juniors were led by Ryan Wheeler and John Kelly beat out the field of Citizen riders.

See Results on page 16.

Top: The Pro/1/2 field  
Right: The Pro/1/2 field.

Right: Springtime in Belgium?

Photos: Michael Gordon



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### Guthrie is a landmark - Continued from page 7

Bicycle Co. The shop is still located in the old Granite Hotel building at 156 South 200 East. The building is largely unchanged in its appearance compared to old photographs and accounts. Although the content has changed drastically as the fifty pound Monarchs and Iver Johnsons of the past have given way to the sub 15 pound bikes of recent years. The interior of the storefront has been updated and remodeled to look like a modern store, but the creak of the wooden floors and the solid brick construction remain as an echo

of the history included.

Store manager Dave Saenz, who has been with Guthrie's - as it is affectionately known locally - for nearly fifteen years, speaks fondly of the historic nature of the building, and the history of the bike shop. The upper floor is now entirely filled with artists' studios, tracing its heritage back to Denis R. Phillips, the first artist to use the former apartment and hotel rooms as a studio.

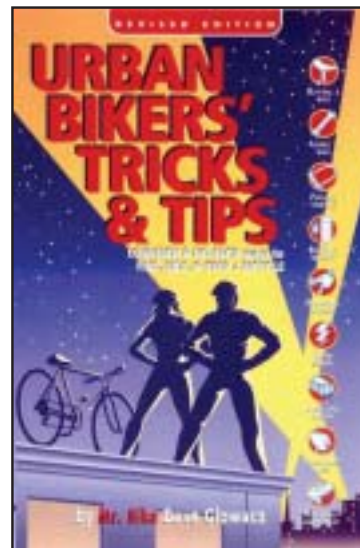
The Granite Hotel building was placed on the National Register of Historic Places in 1976. It has been home to countless bikes, employees and customers for 69 years of its long life. Guthrie Bicycle Company has been an anchor for Salt Lake

City's rich cycling history for over 120 years, and remains a landmark in the community.

In the quest to find the nation's oldest bike shop, there is only one other contender to possibly lay claim to the title. Kopp's Cycle in Princeton, New Jersey, which is documented as beginning in 1891, remains as the only bike shop with a history as long as Guthrie's. Kopp's has had several relocations and changes of hand in its history, and has not occupied a building with the history or provenance as Guthrie Bicycle Co., but it has been in the Kuhn family for several decades. Perhaps more documentation will be found to date the Meredith Brothers' shop even earlier. Nonetheless, Guthrie's 120 years and counting is a great legacy, and a cornerstone for bicycle shops in the United States.

## BOOK REVIEW

# Urban Bikers' Tips and Tricks



By Jesse Ratzkin

You might have some cyclist friends who would like to commute to work on their bikes, but also don't like riding in traffic. Or maybe these people just don't know how to mesh cycling with public transit. Maybe you're even one of those cyclists; one of those cyclists who could use an urban guide to biking. "Urban Bikers' Tips and Tricks" by Dave Glowacz is such a book. It's by no means the only urban cycling reference, but it is one of the more comprehensive and user-friendly urban cycling books available. It explains most everything you'd want to know about the basics of urban biking (and then some) and it does so using plenty of colorful and amusing pictures.

Don't come to this book expecting a standard narrative, or large blocks of text; you'll be sorely disappointed if you do. Instead, Glowacz explains riding tech-

niques and everything else with clever, cartoonish pictures. These pictures and the accompanying text provide clear and easy to understand explanations of the author's points. The illustrations make this an excellent book for middle-school age children who are just starting to venture forth on their bikes. Glowacz also includes many valuable chestnuts of cycle-related information, so that anyone will likely learn at least one new thing from thumbing through his book. For instance, any woven cable locks you buy should have a cable at least 3/8" thick, with at least 500 strands. The book is littered with these interesting and useful tidbits on where to best lock your bike, how to confront motorists, how to dress best for inclement weather, how to box your bike for a plane trip, and a myriad of other topics. One quirk of the book is that it endorses specific brand-name products. I found this practice somewhat grating, and it probably dates the book (somewhat). Ultimately, is this book worth your \$15? That depends on what kind of cyclist you are. If you have a dedicated commuter bike and are comfortable riding in traffic, then you probably already know most of the contents of the book. If you are a beginning cyclist or you are uncomfortable riding in traffic, then this is great book for you.

Title: Urban Bikers' Tips and Tricks  
 Author: Dave Glowacz  
 Publisher: Worldspace Press  
 Retail: \$14.95



Action at the Derek Leyde Downtown Criterium shows Terry McGinnis' (Canyon) last lap attack with race winner Ryan Littlefield accelerating to cover and 3rd place finisher Dave Harward (Canyon) on Littlefield's wheel. Photo: Dave Iltis

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Coffee Garden

### Soldier Hollow - Continued from page 10

for the win. Not far behind Trevor Simper finished with a time of 2:38 while Kyle finished three minutes later at 2:41.

The Pro women's field was dominated Pamela Hanlon with a time of 2 hours and 26 minutes. This was Pam's first time racing this course and she enjoyed it the entire time. "The difficulty of the race was deceiving, the climbs were not extremely long and the descents were far from technical. It turned out to be a lot harder than I anticipated". As I talked to some of the competitors after the race that seemed to be the general opinion but also really enjoyed the race and especially the venue. I think I could speak for most of us by saying that we hope to see this one stay on the calendar for the years to come. Thank you to Ed Chauner and his army of volunteers that helped make this race successful and to all the sponsors that help make the Intermountain Cup series what it is.

See results on page 16.

### Training for a Century Continued from page 8

ication, but remember that few things that are truly worthwhile come easily. At the starting line, your security in knowing that a sound preparation has been made is priceless.

Once on the road, be sure to pace wisely, though don't preset any minimum limits; you may surprise yourself with a faster-than-planned overall pace. Take the chance to ride with other groups, even if they seem a little fast. Drafting, provided you are comfortable riding fairly close to others, can save a lot of time and energy.

Lastly, have fun--all of the

hard work and preparation is about to pay off! Enjoy. Once finished you may still not be up to speed with how many watts Lance can maintain climbing L'Alpe d'Huez, but you'll have the gratification of knowing that you completed a century.

Darcie Murphy coaches with Carmichael Training Systems along with her husband Tommy Murphy. Combined they have over ten years of road and mountain bike racing experience. For more information about CTS services and coaching email Darcie at Dmurfphy@trainright.com or check out www.trainright.com.

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(435) 677-3101  
brianhead.com

### Cedar City

**Cedar Cycle**  
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www.cedarcycle.com

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(800) 559-1978  
www.moabcyclery.com

### Poison Spider Bicycles

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(435) 259-7882  
(800) 635-1792  
www.poisonspiderbicycles.com

### Rim Cyclery

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(100 S. and Bluff)  
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Springdale, UT 84767  
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springdalecycles.com

### Zion Cycles

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

## NORTHERN UTAH

### Logan

**Al's Cyclery and Fitness**  
1617 N. Main  
Logan, UT 84341  
(435) 752-5131  
www.alssports.com

### Joyride Bikes

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

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

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

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1615 Park Avenue  
Park City, UT 84060  
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## WASATCH FRONT

### DAVIS COUNTY

#### Bountiful

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

#### The Biker's Edge

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

#### Kaysville

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

#### Layton

**Bingham Cyclery**  
110 N. Main  
Layton, UT 84041  
(801) 546-3159  
www.binghamcyclery.com

#### Sunset

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

### SALT LAKE COUNTY

#### Holladay

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

#### Golsan Cycles

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

#### Spin Cycle

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#### Murray/Cottonwood Canyon Sports Ltd.

1844 E. Ft. Union Blvd.  
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www.canyonsports.com

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#### Downtown Salt Lake

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Salt Lake City, UT 84111  
(801) 363-3727  
guthriebicycle.com

### Downtown Salt Lake

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

### Wild Rose Mountain Sports

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

### East Salt Lake/

#### Sugarhouse

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

#### Bingham Cyclery

1370 South 2100 East  
Salt Lake City, UT 84108  
(801) 583-1940  
www.binghamcyclery.com

#### Contender Bicycles

878 S. 900 E.  
Salt Lake City, UT 84105  
(801) 364-0344  
contenderbicycles.com

#### Fishers Cyclery

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

#### Go-Ride Mountain Bikes

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

#### Guthrie Bicycle

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

#### REI

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

### Sandy/Draper

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

#### Canyon Bicycles

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

#### REI

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230 W. 10600 S.  
Sandy, UT 84070  
(801) 501-0850  
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### Sandy/Draper

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8714 S. 700 E.  
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(801) 233-1400  
revolutionutah.com

### South Jordan

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maddogcycles.com

#### Payson

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downhillcyclery.com

#### Provo

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www.aardvarkcycles.com

#### Bingham Cyclery

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

#### Springville

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290 S. Main Street  
Springville, UT 84663  
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biknut@sisna.com

### WEBER COUNTY

#### Eden/Huntsville

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

#### Ogden

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

#### Bingham Cyclery

3259 Washington Blvd.  
Ogden, UT 84403  
(801) 399-4981  
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**Canyon Sports Outlet**  
705 W. Riverdale Road  
Riverdale, UT 84405  
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cycling utah

# CALENDAR OF EVENTS

## Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!



### Bicycle Motocross

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



### Cycling Events

## Advocacy Groups

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

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

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

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

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

## Events

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

**June 5** — National Trails Day, call Eric Spreng at REI, (801) 486-2100 for info.

**June 25** — The Collective, a freeriding film, will show at Brewvies, 7pm, [feedthehabit.com](http://feedthehabit.com), (801) 390-0179

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

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

## Calendar of Events sponsored by



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### Mountain Bike

## Tours and Festivals

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

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

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

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

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

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



### Mountain Bike Racing

## General Info

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

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

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

## Weekly MTB Series

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

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

## Utah MTB Races

**June 5** — Pedalfest XC, Intermountain Cup #6, Deer Valley, UT - Ed Chauner, 801-942-3498

**June 6** — Bountiful Bomber Downhill Race, Bountiful, UT, (801) 375-3231

**June 12** — Utah Summer Games, Intermountain Cup #7, Three Peaks Recreation Area, Cedar City, (435) 865-8421, (800) FOR-UTAH, (435) 586-2770

**June 19** — Pedal Powder, Intermountain Cup #8, Powder Mountain, Ed Dilbeck, (801) 479-5015

**June 26** — Chris Allaire Memorial, Utah State Open Championship, Intermountain Cup #9, Solitude, UT, XC - Ed Chauner, 801-942-3498

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

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

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

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

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

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

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

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

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

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

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

**August 22** — Widowmaker Hill Climb 10 AM, Snowbird Resort, (801) 583-6281

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

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

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

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

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

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

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

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

## Regional Mountain Bike Races

**June 9-30** — Wednesday Night MTB Series/Wood River Cup #1-4, ID, (208) 481-0300

**June 12** — Revenge of the Singletrack, Wild Rockies Series #4, Twin Falls, ID, (208) 587-9530

**June 16** — Teton Village Short Track XC #1, 6 pm, Teton Village, WY, (307) 733-5228

**June 16** — Kelly Canyon Knobby Challenge XC, Knobby Tire Series, Kelly Canyon Ski Resort, (Rhine), Idaho Falls, ID (208) 338-1016

**June 20** — Idaho City Excellent Adventure, Wild Rockies Series #5, Idaho City, ID, (208) 587-9530

**June 23** — Cache to Game XC Race, Mike Yokel Park, Jackson, WY, 12 mile MTB XC, Call (307) 739-9025

**July 3** — Wood River Cup Finals, State Short-Track XC, ID, (208) 481-0300

**July 4** — 9th Annual WYDAHO Bike Race, Grand Targhee Ski and Summer Resort Alta, WY, Cara Woelk at 1-800-TARGHEE ext. 1313

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thursday, 5:30 p.m., 900' elevation gain, (435) 901-8872

For dates, see below.

**Utah Road Races**

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

**June 1,8,15,22,29** — RMR Crit Series, Salt Lake, (801) 944-8488

**June 2,9,16,23,30** — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

**June 10,24** — Salt Air TT Series, Every other Thurs, (801) 944-8488

**June 8-12** — 5 Crits in a Row, E-Center, Gateway, Rocky Mountain Raceways, Deer Valley (Master's/Junior Nationals course), Sugarhouse Park, (801) 944-5042

**June 17-19** — Utah Summer Games, Righthand Canyon, Lund Hwy, Desert Mound, Checkshani Cliffs, Cedar City, (435) 865-8421, (800) FOR-UTAH

**June 19-20** — High Uintas Classic Stage Race, 16th Annual, Kamas, UT to Evanston, WY, contact Paul Knopf or Amanda Wanner at planning@allwest.net or (307) 783-6470 or (866) 783-6300

**June 26** — Porcupine Hillclimb, Big Cottonwood Canyon, Fundraiser for Help to Heal, Salt Lake City, (801) 442-5800

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

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

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

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

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

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

**July 25** — Deer Valley Criterium, State Championships, (801) 944-5042

**July 31** — Herriman Road Race, Utah State Championships, LAJORS, (801) 944-5042

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Regional Road Races**

**June 4-6** — Tour of Eagle, Eagle, ID, (208) 884-1925

**June 8** — Summer Night at the Track #2, Road/Track, Boise, ID, (208) 343-3782

**June 12** — Sam Boyd Circuit Race and Criterium, Las Vegas, NV, 702-228-9460

**June 12** — Grand Targhee Ski Hill Road Time Trial, 9 a.m., Alta, WY, (307) 353-2252

**June 15** — Tuesday Nighter #9, Bogus Hillclimb, Boise, ID

**June 15** — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

**June 20** — 50/50 Team Time Trial, Lost River Cycling, Boise, ID, contact Kurt Holzer (208) 890-3118

**June 22-24** — Lyle Pearson Classic Stage Race, evenings, Boise, ID, (208) 343-3782

**June 25-27** — Elkhorn Classic Stage Race, Baker City, OR, (503) 652-3763

**June 26-27** — Dead Dog Classic Stage Race, round two of the High Uintas-Dead Dog Stage Race Series, Wyoming State

Championships, Laramie, WY, (307) 745-4499

**June 26** — Idaho State Time Trial Championships, Bellevue, ID, 7am, (208) 726-7693

**June 26-27** — Ketchum Circuit Race and Criterium, Ketchum/Sun Valley, Idaho, Greg Stock (208) 726-0707

**June 29** — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

**June 29** — Summer Night at the Track #3, Road/Track, Boise, ID, (208) 343-3782

**July 3** — North Las Vegas Criterium, Las Vegas, NV, 702-228-9460

**July 4** — CANCELLED - Elko Jaietan Criterium, Part of the Elko Basque Festival, Elko, NV, (775) 738-5245

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate.

There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site

(www.cyclingutah.com) or call the Mayor's office at 535-7939 or Brian at 328-2453.



**Road Tours**

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

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

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

**Weekly Rides**

**June 5** — Little Red Riding Hood, women's only century ride, 35, 63, and 100 mile options, Wellsville, Cache Valley, (801) 943-2117

**June 5-6** — Idaho MS 150 Bike Tour, Meridian, Boise, ID, (208) 388-1998 ext. 2 or (208) 342-2881

**June 5-11** — Cycle Utah Tour, Southern Utah, Adv. Cycling Association, (800) 755-2453

**June 6** — America's Most Beautiful Bike Ride, 35, 72, 100 miles, benefit for the Leukemia Society, Lake Tahoe, NV, (800) 565-2704

**June 12-13** — Tour de Cure, Golden Spike Century, 40, 60 and 100-mile routes, raise money for the American Diabetes Association, Box Elder High School, Brigham City, UT, Nikki Whye at (888) 342-2383 x7075

**June 12** — Bob LeBow Bike Tour - "Health Care for All", routes from 3-100 miles, Nampa, Idaho, asandven@trhs.org or 208-467-4431

**June 19** — 2nd Annual Tri County Tour, Boise, ID, Linda Laky, (208) 336-1070 x 106 (linda@united-waytv.org)

Continued on Page 17



**Road Racing**

**General Info**

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

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

**Utah Weekly Series Races**

**Rocky Mountain Raceways Criterium** — Tuesdays, 6 pm, 6555 W. 2100 S., West Valley City, UT, (801) 944-8488

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

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

**Royal Street Hillclimb TT** — May 20 - September 23, Every other

cycling utah

# RACE RESULTS



**Mountain  
Bike  
Racing**

**Soldier Hollow Hammerfest, May  
15, 2004, Heber, Utah, ICS #4**

**12 & Under**

1. Tanner J. Putt 12:28:51; X-Men
2. Stuart C. Povey 12:30:40
3. Ethan Murrell 12:30:55
4. August Simmons 12:34:39; Atrua Technologies
5. Merrick Taylor 12:37:34
6. Brandon(6) Perez 12:42:56; Guthrie's Race Te;
7. Camila Esposito 12:49:11; AOS/DJ Ortho

**9 & Under**

1. Rhet C. Povey 12:05:16
2. Riley Peek 12:05:19; Young Riders
3. Justin Griffin 12:05:30; UtahMountainBiking.com
4. Ben Sumsion 12:05:37; Dad
5. Daniel Brown 12:07:06; Ruote Veloce
6. Rawson Simmons 12:07:26; Atrua Technologies
7. Garrett Bullough 12:07:56
8. Jesse Mott 12:08:18
9. Jonas Peek 12:08:30; Young Riders
10. Tyler Wall 12:08:41; Guthrie's Race Team

**Beg Men 13-15**

1. Logan Jones 12:46:07; X-Men
2. Charlie Reynolds 12:47:13; X-Men
3. Mike H. Voth 12:49:58; Young Riders
4. Andrew Putt 12:50:27; X-Men
5. Corey J. Denton 12:52:27
6. Jacob LaRocque 12:53:03
7. Alex Scott 12:56:37; Young Riders
8. Douglas Hamilton 12:58:26; Young Riders
9. Casey J. Nye 12:59:49; Bikeman.com
10. Tyler Wall 1:02:00; Team Evanston

**Beg Men 16-18**

1. Brandon Cross 12:46:45
  2. Matt Bell 12:47:25; Downhill Cyclery
  3. Collin H. Lewis 12:48:02
  4. Derek J. Goeckeritz 12:50:08
  5. Dustin Nordman 12:52:38; Young Riders
  6. Sean Hoggan 12:56:59; Peak Fasteners
  7. Skyler Holder 12:58:46; Peak Fasteners
- Beg Men 19-29**
1. Mike Rifling 12:43:43
  2. Nicholas Hundley 12:45:03
  3. Tyler Barclay 12:45:17
  4. Aaron Hagge 12:45:50
  5. Dan Shruyer 12:46:13
  6. Rory Burkhart 12:48:18
  7. Stephen Brown 12:48:41
  8. Joseph B. Hutchings 12:48:42; UtahMountainBiking.com
  9. Nate M. Mabom 12:49:51
  10. Jeff Larsen 12:50:37; Sports Den/Lovesack

**Beg Men 30-39**

1. David W. Leik; 12:42:54; bikeman.com/Bikeman.com
2. Andrew Neilson 12:43:11; Logan Race Club
3. Kevin D. Talbot 12:43:18

Race Results are  
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Salt Lake City  
(801) 466-3971  
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Salt Lake's  
Road Bike  
Specialists!

4. Chester Lao 12:44:27; New Moon Media
5. Brad Johnson 12:44:36
6. Michael S. Macfarlane 12:45:31; Mad Dog Cycles
7. Gavin Cook 12:46:26
8. Greg Larson 12:46:36; Revolution
9. Carl Goodfellow 12:47:03; Bountiful Bicycle
10. Andrew Rymor 12:47:17

**Beg Men 40+**

1. Steve Murrell 12:43:53
2. Kelly Lassiter 12:46:14; Team Visenka
3. Vincent Jones 12:46:34; bikeman.com
4. David Oka 12:49:04
5. Charles Reynolds 12:49:58
6. Shawn McPherron 12:51:29
7. Greg Longson 12:51:46; Mad Dog Cycles
8. David Grant 12:53:21
9. Brent Jarvis 12:53:57
10. Donald P. Schooley 12:56:44

**Beginner Women**

1. Beth Neilson 12:50:52; Logan Race Club
2. Ashley Bates 12:52:57
3. Gigi Austria 12:56:27
4. Emily Jarvie 12:59:51; Mad Dog Cycles
5. Liesa Burdett 1:00:00
6. Jill Pelletier 1:00:36
7. Michelle Mechem 1:11:36; Team Joyride Bikes
8. Erin Miller 1:22:50

**Clydesdale**

1. Ron Klepzig 1:35:50; Team Love
2. Aaron Mullins 1:36:14; Taylors Bike Shop
3. Travis Skinner 1:39:27; Revolution Mtn. Sports

4. Andy Adams 1:42:16; Bigfoot Cycling

**Exp Men 16-18**

1. Ryan Harrison 2:22:39; Revolution

**Exp Men 19-29**

1. Quin G. Bingham 2:01:56; AOS/DJ Ortho
2. Marcelo Torre 2:03:47; Canyon Cycles
3. Jake M. Pantone 2:05:44; Biker's Edge
4. Nate L. Stowers 2:07:13; AOS/DJ Ortho
5. Aaron Sittes 2:09:33; Racer's Cycle Service
6. Karl Jarvis 2:11:24; Racers Cycle Service
7. Rob Hopkins 2:13:22; Guthrie Race Club Bicycle
8. Josey Apostle 2:15:52; Euclid Timber Frames
9. Jared VanOrman 2:16:12
10. Reed Wycoff 2:30:32

**Exp Men 30-39**

1. Art O'Connor 1:59:32; Guthrie Race Clubs
2. Jonathan T. Finhoff 2:04:34; AOS/DJ Ortho
3. Ian Harvey 2:05:37; Jans/Trek
4. Cole Baldwin 2:06:26; Aardvark Cycles
5. Fred D. Porter 2:06:44; Porcupine
6. Todd Henneman 2:08:13; Jans/Trek
7. Bob Saffell 2:08:21; Revolution Mtn. Sports
8. Thane Hall 2:08:34; Young Riders
9. Marc Wimmer 2:09:25; Wimmer's Ultimate Bitter/LRC
10. Brad W. Pilling 2:09:36; Revolution Mtn. Sports

**Exp Men 40+**

1. Darrell Davis 2:03:05; Porcupine Pub/Contender
2. Robert Westermann 2:04:28; New Moon Media/Spin Cycle
3. Tom Noaker 2:09:40; Young Riders
4. Kenny Jones 2:14:30; Racers Cycle Service
5. Daren Cottle 2:18:53; Porcupine Pub/Contender
6. Bruce Lyman 2:19:28; Mad Dog Cycles
7. Jeff Sumsion 2:29:14; PC Orthodontists
8. Dana Harrison 2:38:22; Revolution

**Expert Women**

1. Roxanne Toly 2:10:12; Jans
2. Lynn Ware-Peek 2:17:58; Young Riders
3. Laura Howat 2:23:23; New Moon Media/Spin Cycle
4. Paula M. Seeley 2:25:38; Jan's
5. Misti L. Timpson 2:25:47; Sugar/White Pine Touring
6. Cyndi Schwandt 2:26:18; Team Flower Children
7. Kajsa Krieger 2:38:18; Wild Mountain Honey
8. Karon Dodge 2:40:48
9. Susan Fleck 2:42:17; Sugar/White Pine Touring

**Men 50+**

1. Dennis McCormick 1:23:52; Wild Rose Flower Child
2. Brad Mullen 1:27:39; Sports Den/Love Sac
3. Jim Westenskow 1:28:24; Ogden One
4. Bill Dark 1:29:24; Mad Dog Cycles
5. Gary Kartchner 1:30:15; Golsans Cycles
6. Dick Newson 1:30:33; New Moon Media/Spin Cycle
7. Steve Moss 1:33:16; Mas O Menos
8. Jim Pitkin 1:35:04; New Moon Media/Spin Cycle
9. Bruce R.(14)Argyle 1:38:40; UtahMountainBiking.com
10. Dean Huber 1:43:20; Team Flower Children

**Pro Men**

1. Todd Tanner 2:37:48; Cannondale/Guthries
2. Trevor Simper 2:38:59
3. Kyle P. Wright 2:41:26; AOS/DJ Ortho
4. Blake Zumbrunnen 2:45:59; Revolution Mountain Sports
5. Racer Gibson 2:48:37; Racer's Cycle Service
6. Todd Johnson 2:49:25; JHM/Marmot
7. Kevin Day 2:50:50; Stein Erikson Sports
8. Rob Fomataro 2:57:00; Guthrie Race Club Bike
9. Charlie Gibson 3:03:50; Racer's Cycle Service

**Pro Women**

1. Pamela Hanlon 2:26:23
  2. D.J. Morissette 2:34:14; Elsworth/Copperchase Condos
- Single-Speed**
1. Chris S. Holland 1:14:40; Pedros/Canyon Bicycles
  2. Jon(11) Gallagher 1:17:21; Cole Sport
  3. Doug Kast 1:23:53; Pedros/Canyon Bicycles
  4. Derek Newton 1:28:07
  5. Deven Alvarez 1:30:59; Team Alvarez
  6. Jimmy Tart 1:32:12; Cole Sport

**Sport Women**

1. Michelle Passage 1:31:05; Revolution
2. Ellen Guthrie 1:33:24; New Moon Media/Spin Cycle
3. Dana Gerchenoff 1:34:05
4. Carolyn Frankenburg 1:34:47; Young Riders
5. Liz Zumbrunnen 1:37:20; Revolution Mountain Sports
6. Jennifer Powers 1:37:27
7. Stacy L. Newton 1:38:38; Team Sugar/White Pine Touring
8. Linda Kopp 1:39:00; Cache Valley 24-hr. racing
9. Hanna Steele 1:39:42; Wilson Backcountry/kona/Wild Mountain Honey
10. Tanya Swenson 1:40:05; Vintage Whine

**Spt Men 16-18**

1. Taylor Foss 1:24:17; Bingham Cyclery
2. Rick Washburn 1:25:10; Mad Dog Cycles
3. Ryan Washburn 1:26:51; Mad Dog Cycles
4. Tres Wilson 1:27:02; Young Riders
5. Dutch Wiehe 1:29:24; Young Riders
6. Ryan Wyble 1:31:05; Young Riders
7. Brock Olson 1:31:44; Bingham
8. Andrew Christian 1:33:21; Lovesac/SportsDen
9. Matthew With; 1:33:27
10. Connor Dougherty 1:41:52; Young Riders

**Spt Men 19-29**

1. Troy Child 1:30:40; Ogden One
2. Tim G. Hodnett 1:31:35; Mad Dog Cycles
3. Seth Higginson 1:33:52
4. Ben Aufderheide 1:35:20
5. Adam Lisonbee 1:35:53; Mad Dog Cycles
6. Tyler Wilhelmens 1:36:00; Guthrie Race Club
7. Jonathan Cracroft 1:36:15; Love Sac/Sports Den
8. Jery Bowers 1:36:30; Team Red Rock
9. Michael VonLumen 1:37:39; Single Track Trading
10. Clint Carter 1:38:07; SportsDen/Love Sac

**Spt Men 30-39**

1. Mike T. Muir 1:29:21; Mad Dog Cycles
2. Bo Pitkin 1:29:59; Mad Dog Cycling
3. Ed Warr 1:30:26; New Moon Media/Spin Cycle
4. Quentin J. Morissette 1:31:20; Copper Chase Condos
5. Tom L. Thome 1:32:55
6. Kent Carlsen 1:33:21; Logan Racing Club
7. Derrick K. Batley 1:34:12; Mad Dog Cycles
8. Eric T. Johnson 1:35:45; Mad Dog Cycles
9. Troy J. Nye 1:37:05; Bikeman.com
10. Bret Johnson 1:37:14; Cole Sport

**Spt Men 40+**

1. Jeff Butler 1:20:42; Mad Dog
2. Curt Bates 1:22:07
3. Riley Frazier 1:22:20; Euclid Outdoors
4. Lewis Winward 1:22:33
5. Scott Toly 1:24:15; Park City Cycling Club
6. Bob Dawson 1:24:57; 9th and 9th
7. Dave Knoop 1:25:10; Sportsden
8. Kevin Nelson 1:25:57; Mad Dog Cycles
9. Doug Davis 1:26:18
10. Greg Fleming 1:27:02

**Spt/Exp Men 13-15**

1. Christopher Dancy 1:51:14; Young Riders
2. Doug W. Johnson 2:18:42; Mad Dog Cycles

**Women 35+**

1. Claudia Brown 12:50:13; Mad Dog
2. Priya M.(18) Noronha 12:52:32; Peak Fasteners
3. Kit Howard 12:56:17
4. Gina R. Riggs 12:57:48; Peak Fasteners
5. Holly Kelley 12:58:07
6. Ranae Poelman 12:58:20; Bingham
7. Barbara Clark 1:01:38; Team Sugar/White Pine Touring
8. Karen Hoggan 1:03:03; Peak Fasteners
9. Jana Koyle 1:04:14; New Moon Media

**Cache Valley's Joy Ride, May 29th,  
2004, Logan, UT, ICS race #5**

**12 & Under**

1. Ethan Murrell 12:15:20
2. Stuart C. Povey 12:15:54
3. Dante Winward 12:17:07
4. Merrick Taylor 12:17:08
5. Carson K. Lijonquist 12:18:11

**9 & Under**

1. Rhet C. Povey 12:08:48
2. Justin Griffin 12:09:53; UtahMountainBiking.com
3. Sean B. Lyne 12:10:40; Logan Race Club
4. Ryan Westermann 12:13:19; New Moon Media/Spin Cycle
5. Sierra Perez 12:15:50; Guthrie's Race Team

**Beg Men 13-15**

1. Peter Millson 12:43:22

**Beg Men 16-18**

1. Kasey R. Curtis 1:17:42; Mad Dog Cycles
2. Derek J. Goeckeritz 1:20:32
3. Tyler M. Beyeler 1:25:52

**Beg Men 19-29**

1. David H. Moss 1:06:21
  2. Robby Summers 1:11:24
  3. Rustin R. Jones 1:13:55
  4. Jeffrey D. Heal 1:13:56
  5. Nate M. Mabom 1:24:23
- Beg Men 30-39**
1. David W. Leikam 1:05:51; bikeman.com
  2. Kent Darley 1:09:15; Logan Race Club
  3. Carl Goodfellow 1:09:23; Bountiful Bicycle
  4. Rick Nelson 1:10:08
  5. Van Hardy 1:11:47

**Beg Men 40+**

1. Steve Murrell 1:03:40
2. Vincent Jones 1:13:55; bikeman.com
3. Bart Anderson 1:14:23; Little Valley Cyclery
4. Brent A. Jarrett 1:16:34; Team - Theta
5. Mark K. Crosby 1:18:34; Taylor's Bike Shop

**Beginner Women**

1. Diane Morris 12:48:56
2. Peggy O. Basdekas 12:49:43

**Clydesdale**

1. Deryl R. Spencer 1:33:47; Guthrie Bicycle
2. Andrew R. Neilson 1:36:52; Logan Race Club
3. Michael J. VanHook 1:39:02
4. Les Vierra 1:43:18; Diamond Peak
5. Bryce Perkins 1:44:36; Team Putz

**Exp Men 16-18**

1. Tyler Scott 1:45:43; Young Riders
2. Taylor Foss 1:48:10; Bingham Cyclery
3. Dustin Wynne 1:49:17; Young Riders
4. Alan Madorin 2:06:29

**Exp Men 19-29**

1. Marcelo Torre 1:38:54; Canyon Cycles
2. Nate L. Stowers 1:38:55; AOS/DJ Ortho

3. Jake M. Pantone 1:39:44; Biker's Edge
4. Geoffrey Montague 1:39:51; Yeti/Desert Cycle
5. Quin G. Bingham 1:43:15; AOS/DJ Ortho

**Exp Men 30-39**

1. Marc Wimmer 1:38:48; Wimmer's Ultimate Bitter/LRC
2. Jonathan T. Finhoff 1:39:07; AOS/DJ Ortho
3. Cole Baldwin 1:39:30; Aardvark Cycles
4. Chad B. Wassmer 1:41:47; Cole Sport
5. Ian Harvey 1:41:55; Jans/Trek

**Exp Men 40+**

1. Robert Westermann 1:45:25; New Moon Media/Spin Cycle
2. Tom Noaker 1:47:55; Young Riders
3. Bruce Lyman 1:50:56; Mad Dog Cycles
4. Kenny Jones 1:51:52; Racers Cycle Service

**Expert Women**

1. Roxanne Toly 1:29:11; Jans
2. Jennifer Hanks 1:35:18; Team Sugar/White Pine Touring
3. Kajsa Krieger 1:38:11; Wild Mountain Honey
4. Cyndi Schwandt 1:39:33; Team Flower Children
5. Susan Fleck 1:43:02; Sugar/White Pine Touring

**Men 50+**

1. Dennis McCormick 1:02:11; WildRose Flower Child
2. Dick Newson 1:03:56; New Moon Media/Spin Cycle
3. Gary Kartchner 1:05:54; Golsans Cycles
4. Jim Westenskow 1:06:33; OgdenOne
5. Jim Pitkin 1:06:39; New Moon Media/Spin Cycle

**Pro Men**

1. Kyle P. Wright 1:54:23; AOS/DJ Ortho
2. Todd Tanner 1:57:47; Cannondale/Guthries
3. Blake Zumbrunnen 1:57:48; Revolution Mountain Sports
4. Ali Goulet 1:58:42; Stein Erikson Sport
5. Trevor Simper 2:01:59
6. Troy Barry 2:02:11; Jackson Hole Mt Resort/Marmot
7. Charlie Gibson 2:02:25; Racer's Cycle Service
8. Ty Hansen 2:02:34; New Moon Media/Spin Cycle
9. Shannon Boffel 2:02:46; Revolution Mountain Sports
10. Lance R. Runyan 2:23:34; Stein Erikson Sport
11. Brandon Firth 2:10:45; Stein Sport/Sirius
12. Kevin Day 2:14:33; Stein Erikson Sports

**Pro Women**

1. Kathy Sherwin 1:49:24; Cannondale Mtn. Bike Team

**Single-Speed**

1. Jon Gallagher 1:16:19; Cole Sport

**Sport Women**

1. Lori A. Frandsen 1:05:48; Revolution Mtn. Sports
2. Linda Kopp 1:05:49; Cache Valley 24-hr. racing
3. Jean Carlan 1:10:28; Sugar/White Pine Touring
4. Katie Keane 1:10:48; Wild Mountain Honey
5. Lisa R. White 1:11:03

**Spt Men 16-18**

1. Rick Washburn 12:59:41; Mad Dog Cycles
2. Ryan Washburn 12:59:52; Mad Dog Cycles
3. Tres Wilson 1:01:03; Young Riders
4. Dutch Wiehe 1:03:50; Young Riders
5. Brock Olson 1:05:38; Bingham

**Spt Men 19-29**

1. Chris A. Holley 1:22:13; Mad Dog Cycles
2. Troy Child 1:25:53; OgdenWSU
3. Jonathan Cracroft 1:27:30; Love Sac/Sports Den
4. Adam D. Lisonbee 1:28:02; Mad Dog Cycles??/Moved Cat.
5. Clint Carter 1:28:49; New Moon Media/Spin Cycle

**Spt Men 30-39**

1. Ed Warr 1:21:41; New Moon Media/Spin Cycle
2. Kent Carlsen 1:23:30; Logan Racing Club
3. Troy J. Nye 1:25:31; Bikeman.com
4. Craig L. Pierson 1:28:10
5. Mark W. Espin 1:29:03

**Spt Men 40+**

1. Lewis Winward 1:24:15; Logan Race Club
2. Dave Knoop 1:28:57; Sportsden
3. Scott Toly 1:29:21; New Moon Media/Spin Cycle
4. Robert S. Lohner 1:30:11
5. Bob Dawson 1:31:28; 9th and 9th

**Spt/Exp Men 13-15**

1. Nicholas Castle 1:15:58
2. Doug W. Johnson 1:43:33; Mad Dog Cycles

**Women 35+**

1. Claudia Brown 12:43:48; Mad Dog
2. Priya M.(18) Noronha 12:44:45; Peak Fasteners
3. Gina R. Riggs 12:46:12; Peak Fasteners
4. Tamara Roe 12:49:44; Teez Sportswear
5. Ranae Poelman 12:51:13; Bingham



**Road  
Racing**

**Derek Leyde Downtown Criterium,  
May 8, 2004, Salt Lake City**

**Cat 1-2**

1. Ryan Littlefield
2. Jeff Louder
3. David Harward
4. Terry McGinnis
5. John Osguthorpe
6. Christopher Hull
7. Thomas Cooke
8. Sean Young
9. Todd Hageman
10. Aaron Jordin



**Masters 45+**

1. Dirk Cowley
2. Clyde Done
3. Bob Walker
4. Dana Harrison
5. Bill Cutting
6. William Corliss
7. Jeff Clawson
8. Charles Palmer
9. Peter Barquin
10. Rick Black

**Masters 55+**

1. Ken Louder
2. Gary Powers

**Junior Men**

1. Kaleb LeGore
2. Cameron Anderson
3. Chris Peterson
4. Ryan Harrison
5. Adam Steinke

**Women Cat 1-2-3**

1. Laura Howat
2. Darcie Murphy
3. Daphne Perry
4. Kris Walker
5. Margaret Douglas
6. Kelly Crawford
7. Cynthia Martin

**Women Cat 4**

1. Courtney McBeth
2. Chris Ferrerio
3. Kathy Robinson
4. Kelly Dailey
5. Darcie Strong

**Women Masters 35+**

3. Cynthia Martin

**Women Junior**

1. Ashlee Bradbury

Sparky Van Valkenb 00:18:22

8. Strika Chord 00:18:30
- Mark Wangsgaard 00:19:17
- Brian Mazzola 00:19:45
- James Dumas 00:20:00
- Pat Putt 00:20:05
- Charles Reynolds 00:20:06
- Mark Brooks 00:22:42

**Women B - Category 3, 4**

- Meg Horrocks 0:19:55
- Kris Dumas 0:21:11
- Jenny Holden 0:23:29

**Juniors**

- Tyler Scott 00:16:29
- Tanner Putt 00:19:19
- Andrew Putt 00:20:14
- Charlie Reynolds 00:22:38

**Bear Lake Road Race, May 22, 2004, Garden City, Utah**

**Junior Men**

1. Ryan Wheeler 02:21:58:29
2. David Clyde 02:29:43:36
3. Rayn Avila 02:29:54:23
4. Carl Majors 02:30:44:52
5. Adam Steinke 02:30:47:44
6. Juel Iverson 02:51:34:56
7. Kevin Blac 03:00:25:14
8. Grodo Wood 03:14:34:37

**CAT 1-2 Men**

1. Allan Butler 02:02:55:49
2. Jessie Westergaard
3. Gardie Jackson 02:02:55:49
4. Sandy Perrins 02:02:57:52
5. Chris Humbert 02:02:59:35
6. Aaron Jordin 02:03:01:68
7. Art O'Conner 02:03:03:33
8. Jason Travis 02:03:08:09
9. David Harward 02:03:18:72
10. Terry McGinnis 02:03:21:21
11. Ryan Barrett 02:03:27:91

**CAT 1-2-3 WOMEN**

1. Kirsten Kotval 02:37:26:68
2. Kris Walker 02:39:09:03
3. Crystal Yap 02:41:07:71
4. Kelly Crawford 02:41:12:70
5. Margaret Douglas 02:41:59:76
6. Cynthia Martin 02:45:02:10

**CAT 3 Men**

1. Scott Preston 02:12:43:29
2. Scott Patten 02:12:43:29
3. Lance Christiansen 02:12:43:29
4. Jon Milner 02:12:43:29
5. Dan Hoopes 02:12:43:29
6. Robert Lofgran 02:12:43:29

7. Tom Horrocks 02:12:43:29

8. Clark Mower 02:12:43:29
9. Don Pollari 02:12:43:29
10. Robert McGovern 02:12:45:55

**CAT 4 WOMEN**

1. Ellen Guthrie 02:38:43:17
2. Laura Patten 02:38:45:17
3. Denise Van de Kamp 02:40:01:36
4. Ruth Shapiro 02:40:01:36
5. JO Garuccio 02:40:01:36
6. BriAnn Hoopes 02:40:01:36
7. Karen Ursick 02:40:01:36
8. Barbara Sherwood 02:40:01:36
9. Deborah Erenstone 03:07:13:73
10. Pamela Smith 03:15:15:65

**CAT 4**

1. John Rech 01:24:59:03
2. Douglas Slighting 01:25:02:44
3. David Pitkin 01:25:11:50
4. Keith Anderson 01:25:22:23
5. Matt Walden 01:26:56:02
6. Steve Conlin 01:27:04:41
7. Carmen Espinoza 01:27:22:36
8. Michael Lemon 01:27:24:42
9. Chris Perkins 01:27:29:48
10. Mike Brown 01:27:33:26

**CAT 5**

1. David Hatch 02:14:53:10
2. Darrick Riggs 02:14:53:10
3. Jared Kirby 02:14:53:10
4. Michael Burnside 02:14:53:10
5. Jon King 02:14:53:10
6. Gregory Florez 02:14:53:10
7. Darin Wilson 02:14:53:10
8. David Blades 02:14:53:10
9. Shawn Lupcho 02:14:53:10
10. Forest Dramis 02:14:53:10

**MASTERS 35+**

1. Dirk Cowley 02:15:50:34
2. Gary Porter 02:15:50:96
3. James Nelson 02:19:01:00
4. Dan Minert 02:19:50:53
5. Mark Schaefer 02:20:05:37
6. Marek Shon 02:20:09:39
7. Zan Treasure 02:20:17:18
8. Stewart Richards 02:20:25:89
9. James Ferguson 02:20:28:36
10. Andrew Lock 02:20:30:22

**MASTERS 45+**

1. Dale Maughan 02:15:37:57
2. Terry Buccambuso 02:17:07:31
3. Bruce McWhorter 02:20:00:37
4. Jeff Herran 02:20:10:16
5. Bill McDorman 02:20:24:85
6. Richard Gibson 02:25:59:53
7. Brian Smith 02:35:02:44
8. Bob Walker 02:35:11:50
9. Gordan Wood 02:35:22:25

**MASTERS 55+**

1. Gary Powers 02:25:59:53
2. Roger Hansen 02:35:22:25

**CITIZEN**

1. John Kelly 02:25:09:35
2. Jeff Monson 02:25:20:57
3. Tracy Mikesell 02:25:25:51
4. David Wakefield 02:25:27:03
5. Craig Prather 02:25:29:44
6. John Hernandez 02:25:30:57
7. Anthony Larson 02:25:33:10
8. Charles Schuster 02:25:35:18
9. Lawrence Allen 02:25:36:56
10. Dave Mathson 02:25:43:71

**CITIZEN WOMEN**

1. Bethany Slagowski 00:00:00:00
2. Darica Berger 02:34:46:36
3. Betsy Hintze 02:34:46:36
4. Barbra Howard 02:34:46:36
5. Abby Olson 02:34:46:36
6. Allison Barlow 02:34:46:36
7. Shannon Wootton 02:34:46:36
8. Annie Waltman 02:34:46:36
9. Lori Wood 02:34:46:36
10. Karen Corder 02:34:46:36

**JUNIOR WOMEN**

1. Juel Iverson

**Road Tours - Continued from Page 15.**

**June 19** — Up and Over 100, bottom of Emigration Canyon to Park City, Coalville, and back, (801) 943-2117

**June 20-26** — Utah Border to Border Tour, (801) 556-3290

**June 26-27** — MS 150 Bike Tour, Benefits MS Society and multiple sclerosis research, Cache Valley Fairgrounds (400 South 500 West, Logan, Utah), (801) 493-0113

**June 26** — Comstock Silver Century Historical Tour, Genoa / Carson Valley, NV, (800) 565-2704

**June 26** — Killer Loop, a 66 or 100 mile loop from Cedar City through Brianhead and Back to Cedar. This brevet style ride features 8500+ feet of climbing at altitudes up to 10,400 feet. (435) 586-7567

**June 26** — Tour of Marsh Creek Valley, fully supported ride presented in conjunction with the Pocatello Riverfest! Options of 25, 62, or 100 miles on the lonely roads that traverse the lovely country between Pocatello and Malad Pass, then enjoy food, fun, and music at the Riverfest. Mitch White at 208-241-5322 or jmwwhite@nicoh.com

**July 2** — Antelope by Moonlight Bike Ride, 11th Annual, 10:00 P.M. start, check-in begins at 8:30 p.m., at the Antelope Island State Park entrance This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious. Ride along the Great Salt Lake on the Davis County causeway and on to Antelope Island State Park. Registration fee includes park entry, t-shirt and refreshments, about 20 miles round trip, contact Neka Roundy, Davis County Tourism, (801) 451-3286

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**September 6-11** — WYCYC XV, ride across Wyoming, Jackson Hole to the Bighorns, Cyclevents, 1-888-733-9615.

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

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

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

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

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

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

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

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

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

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

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

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

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VAN'S TRIPLE CROWN

# High Flying Freestyle comes to Salt Lake



Salt Lake City, UT (May 16, 2004) - Ryan Nyquist (Greenville, NC) capped off a great weekend of BMX action at the Right Guard BMX Championships with wins in both the Dirt and Street competitions. With his win in the Dirt comp, Nyquist has now won 10 straight Vans Triple Crown Dirt titles over the last three years, starting with the inaugural VTCS Dirt competition at Salt Lake City back in June 2001. Earlier on Sunday, Nyquist took the Dirt title, besting Chris Doyle (Pittsburgh, PA) and Stephen Murray (Newcastle, ENG). Later in the afternoon, it was Nyquist again coming out on top, beating out perennial Street challengers Steven McCann (Melbourne, AUS) and Tom Haugen (Minneapolis, MN).

In winning both titles on Sunday, it marked the fourth time that Nyquist has won both the Street and Dirt titles at a Vans Triple Crown Series event (Charlotte '02, Denver '03, Cleveland '03).

Notable Utah riders faring well included Salt Lake City natives Mike Aitken who came in 4th in Dirt and Tim "Fuzzy" Hall who placed 15th. Aitken also came in an uncharacteristically low 24th in

Street, the highest finish by a Utah rider.

On Saturday, Lance Mosley (Nashville, TN) claimed the Dirt "Best Trick" title as he nailed his first ever double back flip in competition.

Dirt Finals (Sunday, May 16)

Name	Score	Purse
1. Ryan Nyquist (Greenville, NC)	92.67	\$7,500
2. Chris Doyle (Pittsburgh, PA)	89.50	\$4,500
3. Stephen Murray (Newcastle, ENG)	88.67	\$3,000
4. Mike Aitken (Salt Lake City)		

Street Finals (Sunday, May 16)

Name	Score	Purse
1. Ryan Nyquist (Greenville, NC)	94.67	\$7,500
2. Steven McCann (Melbourne, AUS)	92.67	\$4,500
3. Tom Haugen (Minneapolis, MN)	90.33	\$3,000

The Right Guard BMX Championships air on NBC Sports July 31 at 2:00 p.m. EDT



Left: Ryan Nyquist, 900 Degree Transfer. Above: Mike Aitken, X-Up 360. Photos: James Naus

**Singlespeeding - Continued from page 20**

dropouts, you don't have to have a tensioner, but the chainstay length will severely limit your gear options due to the length of each link in the chain. Without the tensioner, I could run on my Bianchi 34 x 18 (too easy for most races) or 34 x 15 (way too hard). Next you'll need a bunch of spacers to run on your cassette body. A kit runs about \$10, but you should be able to find a bunch of these lying around any shop. If you're running XTR or XT, the simplest way to set up your chain ring is to remove the granny gear and keep the big

ring on to run as a chain guard. Check the size of your middle ring, it should be 32t or 34t. Select your gear based on that size. Shimano (and probably lots of other companies) make non-ramped cogs in sizes 15-20 that will cost about \$5 each. I'd recommend you get 3 or 4 of them to cover all your ride options. A 3/32" chain (about \$15) and a bucket of bagels for the guys at the shop doing your conversion should complete your kit. Both derailleurs and shifter pods with all the cabling and housing will be coming off your bike, along with the granny ring and 8 gears. The weight savings is significant, not to mention the simplicity of cleaning and

repairs.

Riding around Park City, the first thing that I learned was that riding easy on a singlespeed is hard to do in the mountains. You'll want to choose your gear carefully - 32 x 16 is the standard, but I'd recommend 32 x 17 or even 18 for fun riding in the Wasatch. Climbing is all about momentum on a singlespeed - rev it up when you see a climb coming and keep it going as long as you can. As soon as you slow down, your legs will fill up and then you're walking. Descending, I found, is a whole different ball game, too. You'll get spun out pretty quickly in any gear on pretty much any descent. The secret there is that

you have to accept less speed but search for cleaner lines to go fast. I'm still working on this one. Lots of people ask me why I singlespeed when clearly it's so hard. Well, it's really just a different kind of hard - slightly harder going uphill and slightly easier going downhill. For me, with a cheaper, lighter, easy to fix bike, I still feel like I'm coming out ahead.

Other than the cool bikes, the best part of singlespeeding is the strange respect that comes along with it. Ed added the Singlespeed Category for the Intermountain Cup which has definitely brought the wackos out and increased interest. What's fun about the racing is

that we're all checking out each others' bikes and set ups - mistakes made here are paid for in blood and sweat and we all know it. But at the end of the day, we've all cheered for each other and been cheered on by lots of people just for the effort. Make the switch today - you'll never go back to derailleurs!



Eddy the Dog takes Jon riding on occasion. Photo: Jon Gallagher

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HEALTH

# The Sun, Cycling, and Your Skin

By Christopher Hull, M.D.

When it's sunny outside no one wants to stay indoors. Sunshine is the perfect companion for a long climb up one of the canyons or a desert mountain bike ride, but heading outdoors without adequate sun protection can lead to sunburn, wrinkles, freckles, and most importantly, skin cancer. Cyclists are at high risk for these damaging effects of ultraviolet (UV) radiation because of their cumulative time spent outdoors. A recent study looked at UV exposure in professional cyclists during the Tour de Suisse. (1) The personal exposure levels determined during 8 stages were 30X higher than recommended levels. In fact, these UV doses were the highest personal levels reported to date among any sport. However, with a few simple changes, the risks of UV light can be limited.

Soaking up the sun's rays used to be considered "healthy"...before we learned the dangers of UV radiation. Overexposure to the sun can be deadly as sunburns and chronic sun exposure are known to have a cumulative effect on the skin and lead to future skin cancers. Skin cancer has become an epidemic in this country, largely a result of increased outdoor recreation (like cycling) and a failure to use sunscreens and protective clothing. Skin cancer is the most prevalent of all cancers in the United States (more common than breast, colon, lung etc.). It is estimated that half of ALL new cancers are skin cancers. This year, more than 1 million new cases of skin cancer will be diagnosed. Most of these will be basal cell and squamous cell cancers which have a better than 95% cure rate if detected early. Unfortunately, an estimated 10,250 people will die of skin cancer this year, many of these from melanoma, a cancer which is rising at a faster rate than any other cancer. At current rates, 1 in 37 Americans have a lifetime risk of developing melanoma.

A few simple lifestyle changes may lower skin cancer risks and limit the other effects of chronic sun exposure (wrinkles and freckles). Sun protection should always start with avoiding peak sun hours (between 10 AM and 4 PM) and dressing sensibly. Most clothing absorbs or reflects UV rays but white fabric, including loose-knit cotton, does not offer much protection. In fact, a white cotton shirt offers only the equivalent of SPF 5. When possible, people should wear a wide-brimmed hat, sunglasses, protective clothing, and avoid sunbathing. If you are going to be in the sun, and especially during cycling, sunscreen should be used, even on cloudy days. Sunscreens work by absorbing, reflecting, or scattering the sun's rays. A higher SPF provides greater protection from developing a sunburn. For daily activities (like work) an SPF of 15 is generally adequate but during cycling or other outdoor activities, an SPF of 30 or greater should be used. Sunscreens should be labeled "broad spectrum" and contain the ingredients avobenzene (Parsol 1789), titanium, or zinc. Sunscreens should be applied about 20 minutes before going outdoors and reapplied every 2 hours during exercise or swimming.

One myth is that a tan is a sign of "good health." A suntan is actually the result of skin injury and a response by the skin to protect itself. Indoor tanning is just as bad for your skin as natural sunlight. Several studies have shown that indoor tanning contributes to premature wrinkling and skin cancer and should not be considered a safe alternative to outdoor sun exposure. Therefore, getting that "base tan" (from natural or artificial light) before outdoor activities is not considered safe.

The 3 most common types of skin cancer are basal cell and squamous cell carcinoma, and melanoma. More than 90% of all skin cancers occur on sun-exposed skin including the face,

neck, ears, forearms, and hands. Basal cell carcinoma usually develops in sun-exposed areas of the face in fair-skinned individuals. It can start as a red patch or shiny bump that is pink, red, or white. It may be crusty or have an open sore that does not heal. Squamous cell carcinoma usually appears as a scaly patch or raised warty growth. Melanoma is the most dangerous form of skin cancer. It usually looks like a dark brown or black mole-like patch with irregular edges. Sometimes it is multicolored with red, blue, or white shades. Melanoma usually develops on sun-exposed skin but can be found anywhere including the retina of the eye, mouth, and feet. Early detection is the surest way to a cure. Develop a regular routine to inspect your body for any skin changes. If any growth, mole, sore, or skin discoloration appears suddenly, or begins to change see your regular physician or a dermatologist. If you have a history of significant sun exposure, skin cancer, or a family history of skin cancer, a baseline and regular skin examination by a dermatologist is recommended. The American Academy of Dermatology has excellent resources and can be found online at [www.aad.org](http://www.aad.org) for additional information.

Everyone should be able to enjoy Utah's sunny weather. By using some common sense as well as following these guidelines, you can safely work, recreate, and ride your bike outdoors without worrying too much about skin cancer or wrinkles.

1. Moehrle M, Heinrich L, Schmid A, Garbe C., Extreme UV exposure of professional cyclists., *Dermatology*. 2000;201(1):44-5.

Christopher Hull is a Category 1 cyclist riddinf for Porcupine/Contender, and a dermatologist at the University of Utah.



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## SINGLESPEED WORLD

## Free Your Derailleurs and Free Your mind



Jonny G. singlespeeding at the Joyride ICS.

Photo: Sherise Crosby

By Jon Gallagher

It all started innocently enough for me on one of Moab's easiest rides in April of 2003. My wife and I were camping down in the desert with our dog, Eddy, enjoying the warm weather and long rides. We had decided to take it easy around mid-week and drive up towards Canyonlands NP to approach Gemini Bridges on the long downhill jeep road. I was riding a \$4000 Bianchi mountain bike that I had custom built 2 years before – boron frame, Sid XC fork, Crossmax tubeless wheelset, full XTR. The bike hadn't made me a better mountain biker, but at least I knew the equipment wasn't holding me back.



Shifters? We don't need no stinkin' shifters!

Photo: Jon Gallagher

Anyway, as we were rolling downhill, I shifted into the big ring and started cranking it just as I got a flat (I was running with slime which seemed like a good idea at the time). A long skid accompanied by unusual grinding and breaking of metal left me thinking that this was not going to be a simple flat repair. As I got off the bike my fears were realized – I had suffered "chain suck" which had bent my non-replaceable derailleur hanger and pulled my rear derailleur into my rear wheel, breaking 4 spokes. On the long walk back

well give my non-bike friends something to really talk about. I had just freed my heels the previous winter by taking up telemark, and it felt like a natural jump to free my derailleurs. I did some internet research, dug through the parts box at the shop and began pulling things off my Bianchi. Short money and a week later, I had a singlespeed set up, that tipped the scales at a scary 19 lbs.

I decided to jump right back into racing, even with the handicap of only one gear. Results were mixed in the Expert 30-39,

with 10th at Logan being the high point, and about 40 minutes behind the winner at Pedalfest a week later being the low point, but I was definitely onto something. Spectators and fellow participants were cheering for me no matter what, and I had Ed

considering adding a singlespeed category. People began asking me why I did it, how I did it, and if it was fun, and that's where this article came from.

Converting a regular mountain bike is simple and cheap. Any bike can be converted over

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See Singlespeeding -  
on page 18



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**PROCEEDS TO BENEFIT THE**

**HUNTSMAN CANCER INSTITUTE**

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