

VOLUME 12 NUMBER 7

FREE

SEPTEMBER 2004

# cycling utah

***BIG RIDES,  
BIG WHEELS,  
BIG FUN!***



MOUNTAIN WEST CYCLING JOURNAL

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PAVEMENT  
ADVOCACY  
RACING  
TOURING**

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## SPEAKING OF SPOKES

## A Modest Proposal

By Dave Ward  
Publisher

On August 28, the Jeff Rogers Memorial Eureka Road Race was abruptly canceled shortly after its start. The reason? Public urination outside the local high school in plain view of several local citizens. The outrage was fast, leaving Bill Cutting, president of the Utah Premier cycling club, and Gary Bywater, the lead official, with no apparent option except to immediately cancel the race.

Were this but a single incident, we might all pass it off as a learning experience and move on. Unfortunately, only a month ago an individual urinating on the lawn of a city council member during the Utah State Road Race Championship apparently caused the loss of another popular and



challenging road course in Herriman. The resulting furor from that incident, you would think, should have altered behavior at least for the rest of the season, if not longer.

These two incidents highlight an endemic problem with bicycle racing. Frankly, it is rare to go to the start of a race and not see someone finding a spot to relieve himself shortly before the start of his race. It seems evident that a temporary public outcry, and

efforts to appease those offended, are not going to solve this behavior.

To Utah Premier's credit, immediate action was taken to address this situation. First, as stated, the race was immediately canceled. This was a bold move by Utah Premier and Bywater who would have had to face hundreds of angry cyclists who, in addition to being upset with the cancellation, would be demanding a return of their entry fees. This Utah Premier and Bywater refused to do.

In addition, Utah Premier issued a written apology to the Eureka School Board and offered to attend a meeting of the school board to present a personal apology. Hopefully, this will help those offended to understand that this is another example of the actions of a few tainting a much larger majority.

Finally, the prize money designated for the race has been donated to the Eureka School Board. While this may appear to some as an attempt to buy forgiveness, it too is a bold move on the part of Utah Premier. It certainly would have minimized racers' outrage if this money had been used to refund entry fees. It may have been easier to face a few outraged Eureka citizens rather than hundreds of outraged fellow cyclists, and especially those extremely venomous few that can make life miserable. But the refusal to refund fees was right. It was the action of racers, not the promoter, that resulted in this fiasco.

**cycling utah** applauds Utah Premier and Bywater for their swift and appropriate actions. It should, and hopefully has, sent a strong message to racers that this behavior will not be tolerated, and that those who will be most affected by such behavior will be the racers themselves. While only a few individuals brought this extreme punishment on all the racers, it makes it clear that unless the racing community as a whole solves this problem, it will be the entire racing community that suffers the consequences. This community must control and sanction its members effectively.

While some finger-pointing has occurred, thankfully it has not been very widespread or vicious. Everyone, including some of the offending individuals themselves, agree that those who engaged in this behavior are at fault. But let it be restated, they were certainly not the first to do this. They just did not have the common sense to realize where they were or to choose a better place.

Some criticism has been leveled at the promoter for not having enough portable toilets. However, since the race was established in 1989, the good citizens of Eureka have allowed access to the high school's restrooms (as well as to the high school's kitchen for a post-race pasta feed), which restrooms are less than a hundred yards from the start. This was sufficient to meet USCF requirements and, frankly, to accommodate the

numbers present. While an individual might have to wait in line a few minutes, he should realize this and not attempt to take care of business just prior to his start.

This publication is always skeptical of criticism of promoters. For some reason, too many assume promoters are lining their pockets or their club's coffers with their profits. If that were true, you can be assured there would be a plentiful supply of promoters with competing races.

The truth is, promoting a race is a thankless job. The return is extremely poor, and the events are often subsidized, if not always out of the promoter's own pocket, certainly out of his own time. And that does not even take into account the hassle and nonsense a promoter has to endure.

It is true that promoters, like anyone, can use and should be open to positive suggestions and criticism. But in this instance, the promoter bears no responsibility. There were sufficient restroom facilities, and they should have been used by everyone.

So how can this problem be dealt with in the future? **cycling utah** proposes that every promoter make it a rule that any racer relieving him- or herself anywhere except in a proper facility be immediately disqualified

with no refund of entry fee. We further propose that the Utah Cycling Association (UCA) immediately ban that racer from any UCA sanctioned races for two months, effectively immediately. The ban should be applied during the months of April through September, and not be served during October through March. While this penalty may be severe, it should drive the necessary point home, and at the local level. If the racer still wants to race, let him go elsewhere while he ponders his actions.

Public urination may be acceptable to a certain extent among racers, and we have all seen it in professional European racing. But we live and race here, in Utah, Idaho and other surrounding states, and in our communities this behavior is not tolerated. Unless it is virtually eliminated, we can only anticipate more losses of race venues in a region where it is becoming increasingly difficult to find them, get them approved, and hang on to them. Herriman and Eureka were two of the most longstanding and popular venues in our region, and now it appears they have been lost for good.

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**Cover Photo: Laura Howat on her way to winning the Widowmaker. Location: near the top of the Tram, Snowbird, Utah, August 22, 2004.**

**Photo: Dave Iltis**  
See more photos from the Widowmaker  
incyclingutah.com's photo gallery.

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TRAIL OF THE MONTH

# Fish Lake's Mytoge Mountain - A Time Honored Classic

By Gregg Bromka

Remember "back in the day" when Shimano Biopace and straight bladed rigid forks were the rage? When Johnny T was crushing the pro ranks in both cross country and downhill? And hip packs were hip for the long haul. If you still have a day-glow lycra helmet cover in your closet, U-brakes on your bike's chainstays, and a copy of my first (green) guidebook, Wasatch and Uintas, then you were probably a fan of the Fish Lake in the Fall Mountain Bike Classic—complete with its HUGE pasta feed and outrageous prize drawings—whose Mytoge Mountain loop was considered epic.

Like purple anodized Ringle components and John Tomac, the Fish Lake Fest has long since been retired, but the Mytoge Mountain loop remains a time-honored classic, and there is no better time to ride it than in the fall when aspens (the state's largest groves are here) turn entire mountainsides to sun-burst gold.

Finishing touches to the Lakeshore Trail mean you can ride this 19-mile loop on all dirt, most of which is singletrack. There are steep climbs along the way and one hair-raising descent where



Old photo, classic ride.

Photo by Gregg Bromka

even elite riders may balk. Those with lesser skills and endurance should not be deterred, though. Walk the toughest stretches and enjoy the stunning scenery.

If weather turns sour during your autumn visit, as it often did during the bike festival, then break out the rod and reel because Fish Lake is aptly named and trophy

sized Mackinaw and rainbow trout lurk in the lake's frigid, spring-fed waters. When Kit Carson visited Fish Lake in 1847, he wrote in his diary that "... fish were so plentiful that you could walk on the back of their fins to cross the creek and catch hundreds with your bare hands within minutes." Fish may not be as abundant

today, but anglers still have high hopes of landing that elusive 36-pound lunger, which stands as an all-time record catch.

**General location:** Fish Lake is between Richfield and Torrey in central Utah.

**Distance:** 19-mile loop.

**Tread:** 15.5 miles of singletrack, and 3.5 miles of doubletrack.

**Aerobic level:** Moderately strenuous. The half-mile 500-foot climb from lakeshore to mountain rim is rude. The rest is more forgiving but the many shorter climbs add up quickly.

**Technical difficulty:** Low to high. The bulk of the route is pretty tame, except for the notorious descent off Mytoge—it's wicked. Elevation gain: About 2,000 feet. Top elevation is 10,000 feet. Finding the trail: From I-70, take UT 24 toward Capitol Reef National Park. After 33 miles, go left/east on UT 25. Fish Lake Lodge is 8 miles farther.

**Notes on the trail:** The loop embarks on the graveled Lakeshore Trail behind Fish Lake Lodge—one of the great rustic resorts of the west with its stout hand-hewn logs, trestle roof, and grand ballroom. You'll pedal close to the lake's willow and timbered edge then pass the marina and go through Doctor Creek

Continued on page 14

# Ride the BIG Ones!

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The increased number of fun and challenging trails that connect the Tri-Canyon Area and Park City in the Wasatch has created new, long routes that are often overlooked due to:

- A two car, 90+ mile shuttle (coordinating nightmares, gas costs, environmental impact)
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- Many other reasons

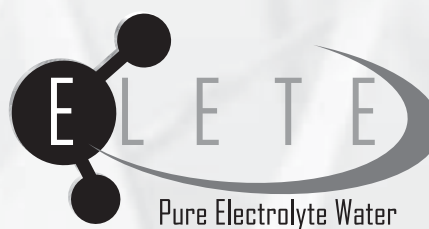
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## BIKE ADVOCACY

## Bicycling PAC's

By Charles Pekow

Fighting directly for bicycle-friendly government policies and money is a task the nation's bicycle community has learned to perform. But it's only half the battle to creating government policies more hospitable to human pedal power. And the cycling community and even the bicycle business haven't learned to play the other necessary half of the political game: organized efforts to fund the campaigns of bicycle-friendly candidates.

Most industries and countless interest groups have created political action committees (PACs) to collect funds from individuals (donations from companies are illegal) and give millions of dollars to candidates for federal office. PACs represent every interest from the health care industry to pro- and anti-abortion groups with stakes in legislation.

"I think I can say, and say with pride, that we have some legislatures that bring higher prices than any in the world," Mark Twain observed in 1875. Almost 130 years later, the bicycle community is paying the price of inadequate bicycle facilities for not paying the price of electing sympathetic representatives.

Sure, we've got everything from America Bikes to The National Center for Bicycling & Walking to the Association of Pedestrian & Bicycle Professionals to the League of American Bicyclists (LAB) to the International Mountain Bicycling Assn. to and other groups fighting in many ways for a more hospitable country for bicycling.

But when it comes to getting the right legislators to support the cause, the field is, well, going at the speed of a bicycle trying to race with a locomotive. Look at the coming elections. As of early

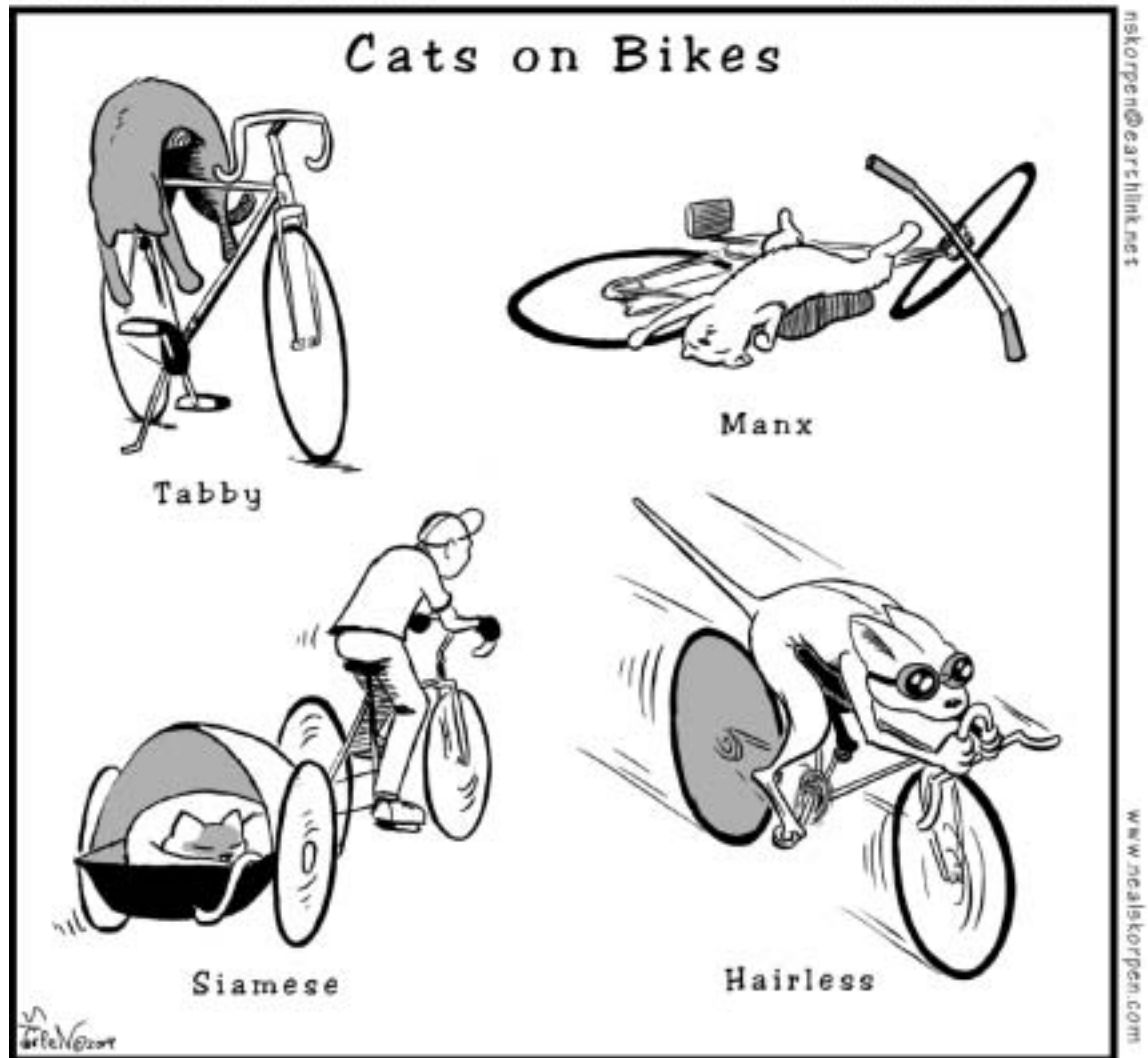
August, PACs representing the transportation industry had donated \$12,788,945 to candidates running for federal office, according to figures compiled by the Center for Responsive Politics based on data submitted to the Federal Elections Commission (FEC). The air transport industry airdropped the most: \$5,384,727. The automotive industry motored over \$3,530,975. PACs affiliated with trucking, railroad and boat industries also transported hundreds of thousands of dollars. (These figures don't include millions more given to campaigns directly by industry executives bypassing PACs.)

You can bet they didn't do it because they wanted more bicycle education funding. Notice how the airlines got billions of dollars from Congress to cover their losses? And thus far, energy & natural resource business-related PACs have donated more than \$8 million to congressional candidates while Congress is considering a major energy bill that will give between \$14 billion and \$24 billion in tax breaks and subsidies for the energy business. The \$13 million may bring a pretty good return on investment. (By contrast, the multi-billion Energy Policy Act would authorize \$5 million to promote bicycling to save energy.)

And bicycles? The Bikes Belong Coalition Ltd. Political Action Committee managed to make three contributions totaling \$2,250. Most of it (\$1,500) went to Rep. James Oberstar (D-MN), ranking minority member of the House Committee on Transportation & Infrastructure, who has long used his post to push for provisions for bicycling. Minnesota Public Radio stated that Oberstar "helped Congress quadruple spending on bike projects in the last decade." Though he's a great friend of bicycling, he might have needed the contribu-

## CYCLOTOON

BY NEAL SKORPEN



tion to buy another good bicycle rather than get him reelected. He has served longer than any representative in Minnesota history, having won election every two years since 1974. He usually gets about two-thirds of the vote. Reps. John Olver (D-MA) and Tom Petri (R-WI), got the rest of the money.

Bikes Belong founded its PAC in 2002 and has raised a measly \$12,701, mainly from eight bicycle company executives.

"We solicited our members and response was limited," acknowledges Rich Olken, Bikes Belong Coalition executive director and PAC treasurer. "Mostly we got \$25-\$35 contributions and it takes an awful lot of them to add up to big money. Soliciting to our member companies is very complicated and legally restricted. We can only solicit to home addresses and we need permission from companies to solicit employees and you can only solicit management, not hourly employees. That's a lot of steps for a \$25 contribution."

So how can the bicycling community better participate in the campaign funding game? "A PAC does not have to be a huge PAC to be effective," said Earl Jones, president of the Louisville (KY) Bicycle Club, speaking at the 2004 National Bike Summit in Washington, DC sponsored by LAB. "I know political contributions have a bad reputation these days," Jones acknowledges.

Oberstar himself addressed the summit, saying transportation-related PACs representing "everything from aviation to taxicabs" donate to campaigns of his House colleagues. (Just last year, a non-election year, Oberstar received \$82,750 from transportation unions, \$33,500 from air transporters and \$16,839 from mar-

itime transporters, so it's a good thing he likes to bike.)

"You need to have a voice at the table of transportation. Political contributions are a way of doing it. It gets people's attention," Oberstar told the bicycling advocates. He warned "contributions should be bipartisan. They don't have to be big contributions... They just have to be there and the fact is they are not there now" – not from bicycle manufacturers, retailers or riders. "I had a meeting in my office (with bicycle reps) and asked how many of

them contributed to a political campaign. Not a hand went up. It never occurred to them."

Ready to get started? Laws are complicated and require regular filing of all contributions above \$200 to PACs and all donations to candidates. For a guide, see the FEC website and particularly its [Campaign Guide for Corporations & Labor Organizations](http://www.fec.gov/pdf/colagui.pdf) at [www.fec.gov/pdf/colagui.pdf](http://www.fec.gov/pdf/colagui.pdf) and [Campaign Guide for Nonconnected Committees](http://www.fec.gov/pdf/nongui.pdf) at [www.fec.gov/pdf/nongui.pdf](http://www.fec.gov/pdf/nongui.pdf).

### NEW YORK CITY DOT STUDY FINDS QUALITY BIKE LANES ENCOURAGE CYCLING AND CALM TRAFFIC

Transportation Alternatives recently reported the results of a study conducted by New York City's Department of Transportation to determine the impact of placing well-designed bike lanes on a Brooklyn road. According to Transportation Alternatives, this was the DOT's first comprehensive before-and-after bike lane analysis. It was carried out in response to community opposition to new bike lanes on Oriental Boulevard in Manhattan Beach, Brooklyn.

TA reports that, "The 'Oriental Boulevard Bike Lane Impacts' study showed that the new high-quality bike lanes (five-foot lanes with a four- to five-foot buffer) reduce speeding, increase bicycling and contribute to an overall decrease in motorized traffic on Oriental Boulevard and adjacent streets. The community had complained about drag racing, speeding and cruising on Oriental Boulevard, so the DOT removed one eastbound and one westbound motor vehicle travel lane and striped buffered bike lanes".

According to the DOT, "First, many bicyclists took advantage of the opportunity to have their own lane and more bicyclists traveled along Oriental Boulevard than ever before – during both weekdays and weekends.

Also, motor vehicle travel times along both the eastbound and westbound directions on Oriental Boulevard decreased, thus producing a traffic calming effect. Finally, there was no evidence of vehicular diversion to Shore Boulevard."

Visit [www.transalt.org](http://www.transalt.org) and [www.nyc.gov/html/dot/html/about/pr2004/pr04\\_61.html](http://www.nyc.gov/html/dot/html/about/pr2004/pr04_61.html) for more information and to view the study.

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COMMUTING

# Cruising with Lisa



By Lisa Romney

## One joy scatters a hundred griefs

In China millions of people travel each day by bicycle. To a westerner, the scene is completely foreign. Bicycle traffic is more dangerous to navigate than auto traffic. Parking lots often have no space for cars but thousands of spaces set aside for, and taken up by, bikes. The bikes are old and rusted; none of them look particularly fast or flashy. Women wear high heels and skirts, and everyone is in what they'll be wearing to work that day. On rainy days the rustle of clear plastic ponchos adds decibels to the already deafening level of urban noise. Bizarre, but wonderful!

My first attempt at bringing this little bit of China home was made on a road bike. I had witnessed that it is indeed possible to use a bicycle for transportation but, I am, after all, an American. I should own a fast and shiny new bike and I should buy special clothes to wear when I ride it. Unfortunately, it was not ever convenient to pack

clothes, shoes, and make-up each day and there was nothing glamorous or impressive about helmet hair. I commuted on my road bike for the better part of a year. I stuck with it almost all the way through the winter but then biking turned into taking the bus and the bus turned into buying a car and everything got a lot more consumptive and lazy after that.

The road bike, while great for long weekend and evening rides, did not accommodate my convenience or vanity needs. I wanted to get completely ready at home, hop on my bike, and go to work. I wanted to be able to wear high heels and skirts. I wanted to sit comfortably in the saddle, and while I was at it... I wanted a pink bike. That settled it, I needed a cruiser.

I looked for a cruiser for months and was finally promised, in sort of a magical and all-knowing way, that I would find my cruiser at Contender Bicycles. Low and behold, she was there! The Minx! Black and pink and wonderfully girly! She was truly the obnoxious and functional bike of my dreams. I bought her on-

sight, waited impatiently for baskets to be installed, and finally got to ride her home.

The first ride... I was interested in a cruiser for function; I was simply not prepared for the pure joy and sheer rapture pedaling this bike would bring! For the first time in my life I rode hands-free. I had to. I had to fulfill a great need to reach out both my arms to extend my excitement and embrace my new freedom. Anyone who knows me knows that I am not prone to flights of fancy, but curl my hair and call me Prissy, I'm on my way to fairyland!

The Little Minx, my cruiser, brings me joy. The kind of child-like joy you lose in adulthood, even if you are a perfectly happy, well-adjusted adult.

When I am on my cruiser I feel like I am part of a vibrant community where everyone is my best friend. As I cruise past, people tell me "Now, that's a bike!" or "That is the cutest bike I've ever seen!" or, my personal favorite, "That bike is SICK!" The Minx makes people smile. Some people smile over memories brought back by the classic styling; others at the pink rims, white-wall tires and hot pink leopard print paint job; some might be laughing directly at the girl pedaling a bike in high-heels. No matter. The reactions and compliments are priceless. This bike appears to bring joy to more than just the rider. Chinese proverb says that, "One joy scatters a hundred griefs." If that is true, this is a powerful bike.

To live the dream of what I witnessed in China my cruiser needed to have at least three speeds, baskets, and I had to be able to ride it comfortably in a skirt and high heels. The bit about it being pink was entirely for my own amusement. The unexpected service this bike provides is my altered and more affable state-of-mind. Outside lies magic. I am convinced we can all find it on a cruiser. I did.

-photo by Dave Iltis

JUNIOR ROAD RACING

## New Junior Development Program Takes Off

By Greg Steele

Utah is filled with avid racing cyclists, and yet many of them don't begin riding until their late teens. With so much renewed interest in the sport, and a plethora of local teams, why don't more kids enter the sport at a younger age? Primarily because there aren't a lot of options open to them. Competitive cyclists are often pushing the balance of their personal lives with a heavy training schedule, and don't have the extra time needed to develop a young group of riders. But one local team is creating an opportunity for young riders to become educated, seriously train and compete in the sport of road cycling.

Throughout the 2003 season, Michael Sherman of RMCC had been diligently working with a young local rider. Inspired by watching the growth of the young man's strength and speed, the idea was spawned to provide a comprehensive junior development program for both new and up-and-coming young cyclists.

After gaining the support of the RMCC team members and its sponsors, Michael and his business partner, Greg Steele, jumped into preparations to start the RMCC-Rhodes-Wattage Training Junior Development Program. Their coaching business, Wattage Training, would donate free coaching to all of the juniors throughout the season. TrainingPeaks offered free online training logs. RMCC/Rhodes would provide free team clothing, partial racing expenses and travel costs to key races. Contender Bicycles became especially excited about the team concept, and made special arrangements to provide support for the juniors, getting the necessary gears and equipment for them to compete in regional and national events, as well as helping offset the expense of beginning in the sport.

In just one season, the team has grown to include over 10 young racers, ages 15-17. This dedicated group of young men has attended riding and racing clinics to help them improve their skills and race

smarter, in addition to putting in a serious number of training hours each week. They have mastered the skills to ride in a pack together, learn how to time trial, and understand racing strategy and tactics.

More impressive, however, are the results they have achieved in just a few short months. They have consistently raced as a team while placing several teammates in the top ten in many of the races. While some started the season having never raced, the entire team was able to upgrade to Category 3 before the Junior National Championships in Park City in August. They attended Junior Nationals as a way to gain experience at the upper levels of competition and surprised their fans by finishing amidst a group of national contenders.

The RMCC Juniors Squad remains an open team, allowing anyone to join who simply is willing to be a dedicated member and contribute to the team's success. For more information and for sponsorship opportunities, contact Michael Sherman or Greg Steele at Wattage Training (contact@wattagetraining.com).

Current Team Members are: Carl Majors, David Blades, Jon Bowman, Nick Castillo, Paul Holdsworth, Ryan Wheeler, Robert Bennion, Sean Meiners, Adam Steinke, and Bryson Garbett.

More information is available at [www.wattagetraining.com/juniors.php](http://www.wattagetraining.com/juniors.php).

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## COMMUTER OF THE MONTH

## Price is Right

By Lou Melini

This month's bicycle commuter of the month is a proverbial wearer of many hats. Brian Price is chairperson of Salt Lake City's Mayor's Bicycle Advisory Committee, a director of the Salt Lake City Bicycle Collective, a committed 4-season bicycle commuter, and (for beer and pizza money), works as a physicist/dosimetrist at a local non-profit hospital. Brian currently rides 7 miles round trip to his work, though his last employment had him doing 25 miles a day out to the international center, putting 11,000 miles on his commuter in the 2 1/2 years he worked there.

**Cycling Utah:** Since you are a full-time downtown commuter, tell me the good, the bad and specifically the bicycle tire friendliness of downtown riding.

**Brian Price:** The best aspect of riding downtown is the dozens of other bike commuters that choose to ride to work. People of all stripes are out on their bikes increasing our visibility and making cyclists a larger part of the community. The street maintenance folks also should be included in the good, as the streets in the heart of downtown are especially clean and swept. I have only had one flat that I can recall in the past 2 years. The bad part of downtown is simply the large number of cars transporting one person.

**C.U.:** Have you been car-free and if so for how long?

**B.P.:** The longest I have gone is 7 years. I've been car-free most of my life since age 16. I have recently inherited a truck from my grandfather. Since my dad doesn't understand the car-free thing, I decided to accept the truck. My plan is to convert it to an electric vehicle to haul my stuff for recycling.

**C.U.:** When one is car-free, there are times when carrying capacity is a little interesting. What are some of the larger items you have carried?

**B.P.:** 6 two-by-fours strapped to my bike! Plenty of memorable looks on that 5-mile trip. Also when the bike collective sets up at the Farmer's Market we bring a pop-up tent, chairs, a table, a bike stand, a tool set, information brochures, etc. all on our bikes.

**C.U.:** Do the kids that are helped by the Salt Lake Bike Collective think of bikes as toys, or as vehicles? How can other cyclists help the Collective?

**B.P.:** We work with Mayor Anderson's Youth City teaching the kids classes on bicycle mechanics and riding skills. Each kid picks out a bike from those we have had donated. We then strip and powder coat the bike if needed, and then teach them how to put the bike back together. The kids also get helmets in addition to the bike. As a part of this process, they realize that the bicycle they have is their way of getting around to visit friends or other places that they need to be. The kids are just terrific and excited to learn these skills. As a non-profit, we are always in need of money. If cyclists wish to help us out with a donation or know how to write grants, they can reach us at [info@slcbikecollective.org](mailto:info@slcbikecollective.org).

**C.U.:** As chairperson of Salt Lake City's MBAC, what are some of your priorities?

**B.P.:** More bike lanes, of course, "Share the road" campaign, a safe route to North Salt Lake, as well as improving the entrance to Emigration Canyon just east of the zoo, which is a city road for a short distance. Personally I would love to see that the new Intermodal Hub had a bicycle facility (similar to the one in Chicago) that had bicycle storage, repair, rentals, showers and anything of use for a traveling cyclist.

**C.U.:** Do you have any tips for other bicycle commuters? Do you have any special safety items?

**B.P.:** Always smile! Act like any other vehicle—same rights, same roads, same rules. I do have a 120 decibel air horn, that can be pressurized with a bicycle pump. I use this to honk at other vehicles if something stupid is about to happen. Fenders, the proper clothing, and a reasonable pace can make commuting by bike very comfortable.

**C.U.:** Give me a good argument for why more people should commute by bicycle.

**B.P.:** First of all, it is fun! The economic savings are great. The average person has to work 3-4 months of the year to pay for all expenses related to their car! Globally riding lessens our dependence on foreign oil and reduces air pollution. I can get my exercise going to and from work vs. going to a gym and I can eat anything I want.

## COACH'S CORNER

## Starting Good Habits Now

By Darcie Murphy

Fall is quickly approaching and with the turning of the leaves comes the recognition that it is the end of yet another season of racing. For some cyclists it is a welcomed time to relax and enjoy other activities; for others who have become race junkies it can be a frustrating time leaving some athletes with little direction. The key during this phase is to stay active while also taking the necessary time to refresh and rebuild yourself both mentally and physically. This time of year is just as crucial as any other since it can have lasting effects for your upcoming future. Not sure why? Well, wasted time is lost time. This time of year is a great time to assess and work on weak areas and a good time to pick up some new habits.

Be sure to evaluate your past season. What went especially well, what were some shortcomings? It is crucial at some point throughout your training to reflect on both accomplishments and areas that need attention. Hopefully some specific goals were written down and can now be returned to. Identify the ones you accomplished, those that still need work, and begin setting new ones including short, mid-range and long term. If you don't know what you're working toward then how do you know how to structure your training? Your goals should be the base upon which all else is built.

Second, take some time away from the bike. The length of this period will be different for everyone. Depending on how much you traveled and raced, or if you participated in several extensive tours you may need 2-4 weeks away from the bike. All athletes should try not to get on a bike for at least a week, but, don't ignore your two-wheeled companion for more than a month. After that amount of time much of your fitness will be lost and you will be starting from scratch—depending on what you do during that month.

Need some ideas for staying

active during the time off your bike? Anything goes in this case. All types of aerobic exercise will help you maintain your aerobic adaptations. Many activities, such as skate skiing, rollerblading and even running can help improve areas and muscle groups that get neglected on the bike since cycling constantly moves in a forward plane. Trail hiking, plyometrics, jump rope, water aerobics, or frisbee golf are some other choices. Try to include at least one weight bearing exercise as this will help increase your bone density—another health aspect that cycling does not improve. Just start slowly with any new activity—your body will thank you.

Once you do begin riding again try to break up the monotony of what you did during the majority of the season. Ride with new groups or different friends—take some juniors out for a spin. Hit some single track and add a layer of dirt to the mountain bike if it has been a garage decoy for the summer. You may also want to consider buying or borrowing a tandem to cruise town with a partner, or use your bike for a practical purpose, commute! There are also some excellent cyclocross series that take place locally which can improve the depth of your handling ability immensely and give you a little bit of intermittent intensity. Most of all enjoy this time of the season.

So, you stay active and slowly begin riding again. What about weight training? When and should this be added as part of the new habits to begin? This is a deep and controversial subject. Entire books have been written arguing the pros and cons for endurance athletes utilizing this type of training. Without delving into the topic let it be said that strength training should not take away from time you have on your bike. So, if that time is limited due to other obligations, it may not be the best route for you as there are some specific drills that can be done on the bike that mimic strength training in the

gym and you will see similar results. If time isn't an issue and weight training is something you enjoy and want to try adding to your routine be sure to structure it appropriately and specifically with what is done on the bike in order to maximize the benefits and enhance your performance on the bike.

Another habit to seriously consider is adding core strengthening. This term has become somewhat generic lately, so to further define: begin now strengthening your stabilizing muscles above your pelvis and below your chest. Using a physio ball, or Swiss exercise ball as they are sometimes referred to, is a good way to go as it allows a larger range of motion than crunches or weight machines. Focusing on all abdominal areas (upper, middle and lower and obliques) as well as back muscles will directly correlate to higher power output and increased endurance on the bike. Again, this should be added constructively to a training program but it can easily be done at home. I highly recommend adding this to the list of good habits to start.

One last crucial aspect to successful training and performance is what you eat. Although a week of indulging in whatever treat you've been so disciplined to avoid all year isn't usually detrimental to athletes, keep a few things in mind. First, you are likely trying to rebuild after a long season of training and/or racing, so be sure to add a few key nutrients via healthier foods or supplements that your body will need to do that effectively. Secondly, don't let that week turn into months. The holidays are just around the corner, need more be said? After your period of indulging try to work on some problem areas in your diet just as you will on the bike. Try using more 'good' fats (omega-3 and 6 and vegetable and or nut oils) and fewer 'bad' fats (saturated, usually animal fats, and trans-fatty or hydrogenated oils). Have some fresh fruit if you are craving something sweet and be sure to get plenty of whole grain foods and like your mom always said, eat your veggies! If you don't have a problem with eating wisely then great, you are likely one step ahead of the competition, keep it up.

The guidelines above are simple. First, stay active. Secondly, identify and start working on weak areas now, whatever they may be. Hopefully your season was a success and you're anxious to see what next year holds in store. Just don't wait until the New Year to start working towards it. The time is now.

Darcie Murphy is a coach with Carmichael Training Systems along with her husband Tommy Murphy. She works with a wide variety of athletes from the beginner to the professional athlete. For more information about CTS services and coaching, email Darcie at [Dmurphy@trainright.com](mailto:Dmurphy@trainright.com) or check out [www.trainright.com](http://www.trainright.com).

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CENTURY RIDES

# Cycle For Life

## Sixth Annual Ride Raises \$2000 to Aid Injured Cyclists

By Jill Homer

Organizers of the sixth annual Cycle for Life Century moved this year's ride up one month in an effort to attract more fair-weathered cyclists. Though the ride just happened to take place on an unseasonably cold and drizzly August Saturday, participants were still able to raise approximately \$2,000.

"We've had some bad luck with weather in the past," said Grant Aagard, an organizer for the fundraiser. "We hoped it would be better this year."

Aagard, a tour coordinator for Tailwinds Bicycle Tours, said that 175 cyclists participated in the ride, which offered 8-, 30-, 66- and 100-mile loops through scenic Ogden and Morgan Valleys. Aagard said the number of participants on the Aug. 21 ride compared to previous years. Cyclists Against Drunk Driving organized the ride, which annually raises funds to help cover the medical expenses of cyclists injured in auto/bicycle accidents. The group is still searching for this year's recipient.

Cyclists Against Drunk Driving formed five years ago after Utah cyclists Brook Mickelson, Maikel Wise and Brian Carlson were struck and injured by a drunk driver. Friends of the cyclists formed the fund-raising organization to help cover their mounting medical bills. They organized the first Cycle for Life ride on Sept. 18, 1999.

The event was at first intended to be a one-time enterprise, but the ride was so successful that many participants requested that it become an annual event. Organizers expressed their hope that "the reason we formed the non-profit would never happen again," so they changed their corporate charter to include cyclists injured in auto/bicycle accidents, not just those involving drunken drivers.

The sad fact is, though, drunk drivers are a growing threat to cyclists. Drunk driving fatalities are on the rise — and a large number of those are unimpaired passengers, pedestrians and cyclists. This jolting truth hit home for me last fall when I learned that a prominent cycle tourist and personal hero of mine, Ken Kifer, was hit and killed by a drunk driver only six

miles from his home in Scottsboro, Alabama. He was returning from a 6,000-mile bicycle tour of North America, one of dozens of tours he had completed in his life.

That a Utah group is raising awareness of this growing problem is heartening. Though the number of participants in the 2004 Cycle for Life ride was less than organizers had hoped for, there was nonetheless a sense of community among the 175 riders. One cyclist who was drafting me on the long return climb up Trapper's Loop, said as a large truck sped by, "I feel safer here, knowing there's all these other bicycles on the road."

I unfortunately missed meet-

ing the bulk of the pack, as I arrived at the starting point — Eden Park — an hour late. Having failed to determine exactly where the city of Eden was before I set out on I-15 that morning, I can now announce that Eden is not, in fact, an incorporated city, and is not shown on the Rand McNally highway map. Despite this setback, I began pedaling through the pastoral valley at 8 a.m., took a few wrong turns, glided by Pineview Reservoir, and was finally on my way to Morgan Valley.

Having made the aforementioned wrong turns, I decided to ride the 66-mile loop as opposed to the century. Thick clouds drifted overhead, dropping pel-

lets of cold rain as temperatures dipped below 60. The first group of riders I met chastised me for not wearing a jacket. I must admit that I had come well prepared — for heat. My argument that it was still August and I had expected the weather to behave as such was lost on this group.

After an exhilarating and partially frozen ride down Trapper's loop we proceeded to circle the Morgan Valley, rolling along the benches through rural paradise with its mud-caked pickup trucks and porch swings. At one point I came within 30 yards of sideswiping a chicken that was attempting to cross to road — brining to mind that proverbial question that lingered all the way to lunch.

The lunch stop in Morgan had something I've never seen on a bike ride before — a DJ playing some pumping tunes, and some tasty turkey sandwiches. The 66-milers then circled back through the Morgan Valley and turned

for the final climb up Trapper's Loop, where I found a group of cyclists to draft. As we slowly moved up the 7 percent grade together, they told me how excited they were to be riding their first century — even though they, like me, were only in it for 66 miles. We found time to say goodbye over Red Vines at the summit snack stop before I set out toward Ogden Valley on another hypothermia-inducing descent.

The Cycle for Life ride is one of the more beautiful loops in the state, and raises funds for an epidemic that affects all cyclists — drunk driving. Though Aagard said it is too early to determine whether or not there will be a seventh annual Cycle for Life ride, Utah cyclists should plan ahead for this worthy tour — whether it takes place in the fall, or simply a fall-like summer day.



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## ROAD RACING

## Park City Cycling Festival Continued...(from page 13)

wheel on a couple of occasions. Most of the time it was full out try and stay on the wheel in front of you riding. It continued like this until the climb up Browns. I decided early on that I was going to get on Zan's wheel up the climb. It's the best wheel in the peloton. As we started the climb I was glued there. The climb was fast but no attacks during the first half. I looked down at the speedometer again....17.9MPH Zan and I moved to about 3 wheels off the front and sat there. As the first part of the climb ended and it went into the false flat Dirk Cowley attacked. Everyone watched and let him go. He was riding into a head wind so the group wasn't too concerned; as we started the last kicker of the climb Dirk was still about 100 yards off the front. The group

made some efforts too reel him in and then headed down the other side when another rider countered. He got out about 200 yards. One of the riders in the group informed me that this guy was a good time trialist and we should be concerned.(there is about 4 miles to go) Three or four of us took short pulls up front and brought him back to about 100 yards. At this point I thought it a good idea to fade back and take inventory of who was still here. There were about 15 of us (about half of us from Utah). Just as I got to the back another riders attacked. Zan covered him immediately. Dirk jumped on as they went past and rode up to the rider who was already off the front. They were about 200 yards up the road and just seemed to stay there. No one seemed overly concerned as

they kept looking back and didn't look organized I went to the front and took a false pull. They didn't let it last long. I stayed about 4 riders back policing the group. I looked up and the break group now looked organized and they were putting distance on us. There was a team left in our group with 3 riders in it. I think everyone was wondering if they would try to bring back the break. After we turned the corner by the Maverick, they finally came to the front. As we neared the finish it was hard to see the break as there were riders littered on the road from the group that started in front of us. As they neared the finish line one of the other riders jumped up to sprint and did something to his bike. Zan and the other rider had to swerve to miss him. As Zan and the other guy sprinted...Zan took the inside line. The other rider saw him there and tried to squeeze him out. Zan bodied him up and went between him and the barriers to win the sprint by half a bike length. WOW As my group came to the line I tried to take the same line as Zan and I did get pinched in. I had to touch the break and the best I could do was 11th.

**Marc Yap**  
**Healthy Choice/Global Phone Sales**  
**Men's 30-34**

Masters Nationals this year was my first and turning over the big 30 so that I could compete was something I actually looked forward to for several years. When I first started racing in the Midwest, I remember seeing the Masters guys doubling up at the crits and hearing stories about how fast the "old guys" were, so finally getting the opportunity was a blast.

The defining moment of my weekend this year was certainly the Time Trial event. I had been building up to it all year, beginning in the off-season with a good portion of my trainer hours being spent on the TT bike. Throughout this season, the Logan Race Club weekly TT series up here in cycling-crazy Cache Valley helped me build steadily and the several UCA stage race TT events were fantastic prep for the "big one".

My previous couple State TT championship efforts at Antelope Island were very satisfying and the rolling course has graced me with some good results. Happily, I had good legs at Masters Nats this year and I took third in the TT event. Going well at Antelope Island against such fantastic competition and standing on the podium later that day with my teammate Sandy Perrins as he pulled on the stars and stripes as champion was a moment that I'll enjoy reminiscing about for a long time.

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Above: Kris Walker in the women's 40-44 road race.  
 Far Right: Rich Vroom crossing the line for the bronze in the 45-49 criterium. photo: Dave Iltis

Kudos to all the Utah riders that represented so well this year. Thanks for reading.

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

**Women's 45-49 Road Race**

Last year's announcement that Masters Nationals would be held in Park City in 2004 re-energized my cycling enthusiasm. The Park City Cycling Festival has been a great event, with excellent course control, neutral bicycle support, officiating, flavorful announcing, challenging courses, etc. I figured my best chance to do well was the road race. I had participated in a couple of the RR Wednesday evening rides and liked the challenging climbs. Last Saturday, I lined up in the biggest of the Masters women's fields to start the RR. I looked around trying to pick out the woman who had posted the fastest overall female time trial time two days prior. Lisa Magness, OR, smoked the course and produced a time that would have competed for the top five in the local men's 1 & 2 field State time trial held over the same

course. As we rolled out of town, I marveled that from behind, it looked like I was in a pack of 25 year olds with honed bodies and muscled legs. As we hit the climb, strong woman Carla Florez, CO, attacked and turned up the speed. I tried to stay close and assumed she couldn't keep that kind of pace. Half way up the climb I started to feel nauseated from the intensity but there was no relief. Towards the top when it levels out, I wanted to relax a bit but Florez decided this was a good time to try to peel anyone else off that she could and put in another attack. We couldn't see behind as the follow vehicle was close but we obviously had a gap. We had six women going over the top and we weren't waiting. We all worked. I wasn't thrilled with having to take a pull every minute and feeling so spent only 10 miles into the race. We kept up the pacemaking until just before the turn to the feed zone when Magness came across bringing a few more women. The feed was smooth. I enjoyed the cheers from the New Moonies and got an icy cold bottle from Barry. I believe I counted 12 women in our group

## MOUNTAIN BIKE ESSAY

## I Quit (Racing).

By Daniel Bride

Do you ever get the feeling that what you're doing would make a great scene in a movie? D'you ever try to justify your actions by that heroic quality?

Last year, at about two miles from the finish of a mountain bike race, Aardvark's Showdown at 5-Mile Pass, I started to feel a little strange. It could have been too much water; it could also have been too little. It might have been the -flavored energy goo I'd forced myself to consume 15 minutes earlier. Or maybe it was being at a drive-in movie 'til two the night before eating way too many Red Vines.

Whatever it was, it just looked white and lumpy as it rained down on the trail. I couldn't make a thorough examination, however, because I hadn't stopped pedaling.

Part of me realized what was happening, and screamed for me to get off the bike, put my hands on my knees, and yark for all I was worth. I didn't listen to that part. I listened instead to the part that was telling me that this could be a Nike commercial, the part that was screaming for me to "Just do it!" to "Take it to the max!" and "Give 110%"

I didn't stop pedaling, and eventually I stopped barfing. I finished the race in second place, thirty seconds off of first, and as soon as I could speak I started telling people what I'd done.

In Tim O'Brien's *The Things They Carried*, he states that moral cowardice is believing that something is right and doing the opposite. For O'Brien it was deciding to go to Vietnam and fight, rather

than cross the border to Canada. My moment of cowardice came when I chose to keep riding (or rather, didn't choose to stop), and let pride and convention ruin the fun of mountain biking.

Since that day I've had very few fun rides. Whenever I ride I focus on what I need to be training for in the next race, what's going to allow me to feel superior to more fellow human beings by finishing in a faster time than them.

Some might say I'm demonstrating dedication. Some would say I'm being courageous. Others might just say I'm a "real hard-A." But for me, every time I inflict pain on myself when I should be having fun, every time I look up the podium with bitterness and excuses, or down with poorly-hidden smugness, I'm really just painting a yellow stripe down my back and accepting my weakness.

I quit.

I'll race the season finale at Evanston, because I told my team I would, and I'll race really, really hard, because I owe them that much, but after that I'm going to do what I know is right, even if it's a year and a half late: I'm going to enjoy the sport of mountain biking, and never be so weak-stomached or weak-minded that I puke from my bike in pursuit of a ribbon.

*-Daniel finished second at Evanston in the 16-18 sport men category. He has been riding for four years.*

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ROAD RACING

Park City Cycling Festival Continued...(from page 8)

after the feed. This was the only stretch of the RR course where the pace relaxed. I tried to rest as much as possible knowing Browns Canyon would blow apart the group shortly. As soon as the grade of Browns Canyon approached, attacks started again. By half way up the climb there were five of us. Where Browns level's out I was horrified to feel my front wheel go flat as we were hammering in the big ring. All race long, neutral support was right behind but suddenly I couldn't even see the truck. I rode along the back of the group with my hand up. Elizabeth Benishin, CA, dropped back to tell me I needed to work and I responded that I had a flat. She went to the front and attacked. Thankfully the Shimano truck came up just then and I got my wheel change. It was devastating watching the group ride away. I wanted to try to fight back on and not give up. I stayed in the big chain ring even after it steepened again knowing if I got comfortable spinning I might not make it back to the group. It took what seemed like painful forever, but was probably less than 5 minutes and I caught back onto the group just as they crested the last portion of the climb to start the descent. I was hammered! Thankfully they didn't know I was there for awhile and I tried to use my stealth time to recover. The climb back into Deer Valley was just as intense as the other climbs and we were in the big chain ring way earlier than I would have liked. The flat section of course before the finish was time to be attentive and the sprint started early before the ponds. Magness jumped and was powering away. I was on fourth wheel and tried to pass on the left. Jennifer Martin, CO, was able to pin me against the fencing and she had her elbows out and flying. I had to regroup and pass on the other side but by then we were already at the final corner with the dip. I went through this section in third place and that is where I stayed for the finish. Florez won with Magness second. I was happy with the finish and that we raced so hard but I was incredibly disappointed to see first place less than two bike lengths ahead knowing that I didn't even have a chance to wind up my sprint.

Women's 45-49 Criterium

My crit started under overcast skies with a few sprinkles falling periodically. I was not excited for the Deer Valley course which I considered completely non-technical and not a crit at all. The course became a lot more technical when the skies opened up on our second lap and we had a chilling downpour. The race was aggressive and fast. I thought that with a couple of sustained attacks the field might come apart. Different women punctuated the race with attacks but none would stick. I did a few attacks over the uphill section hoping that with a counter attack a break could form. I noted that women were taking

the corners very cautiously. I hadn't felt my tires skate at all so I planned on taking the corners as aggressively as possible when the time came. With three laps to go, I tried to be ultra attentive. I tried to stay on the wheel of Florez as after watching her in the RR and now the crit, I figured she would go for it. On the bell lap, the jockeying for position started after the short descent. Mary Ann Miller, NY, last years Masters National Crit champion fought her way to the front and I lost Florez' wheel as I was swarmed a bit. At the left bend chicane as the group followed the bend to set up the final corner I sprinted to the right,

got my speed up and hit the final corner dip without any break in pedaling. I didn't dare look around to see if I had a gap instead giving everything to get to the line. It was shock when I reached the line without anyone coming around me. I was thrilled to win. Thanks to everyone who cheered and offered support, it really helped!

See hundreds more Park City Cycling Festival Photos online at [cyclingutah.com](http://cyclingutah.com) Prints may be purchased.



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ROAD RACING

# Utahns Take Titles at Park City Cycling Festival



By Dave Iltis  
Editor

Ever wonder why the racing is so fast around here? Now you know - it's because Utahns have a heap of fast wheels to follow. Utah riders came home with 4 National Titles at the recent Park City Cycling Festival held in Park City from August 12-22. Sandy Perrins (Global Phone Sales/Healthy Choice) took palmares in the 30-34 Time Trial at Antelope Island on August 12. Zan Treasure (Autoliv) gets to wear the stars and stripes for the next year for his win in the 45-49 road race on August 13. Mark Schaefer (Sportsbaseonline/Century 21) teamed with Californian Louie Amelburu to take the 70-99 tandem road race championship.

And perennial Utah wonder woman Laura Howat (New Moon Cycling) outsprinted the field to win the women's 45-49 criterium. This followed a bronze in the road race.

Other notable performances included Jamie and Bryan Williams silver in the 70+ mixed tandem road race, Ken Louder's silver in the men's 55-59 criterium and in the 55-59 time trial, Marc Yap's (Global Phone Sales/Healthy Choice) bronze in the 30-34 time trial, Rich Vroom's (9th and 9th) bronze in the 45-49 criterium and sixth in the road race, Dirk Cowley's (Sportsbaseonline/Century 21) bronze in the 45-49 road race. Jo Garuccio (Canyon Bicycles) had a good week with fourth place in the women's 50-54 road race, fifth in the time

trial, and sixth in the criterium. Utah riders didn't win, but dominated the top ten of the 30-34 criterium as Todd Hageman (Cole Sport), Skylere Bingham (Bingham's), Jody Harris (Ogden One), and race animator Trenton Higley (Ruote Veloce) took the third through sixth spots. Gardie Jackson took the number three placing in the 35-39 time trial and ninth in the road race, while Sun Valley's Richard Feldman (Durance) took home another national crown in the 35-39 time trial. Kelly Crawford and Zan Treasure took home a silver in their category in the tandem time trial. Kris Walker (Bingham's) took bronze in the women's 40-44 time trial

Continued on page 12



Left: Laura Howat take the National 45-49 Crit Title. Photo: Keri Fagan  
Above: Sandy Perrins (Global Phone Sales/Healthy Choice) won the Stars and Stripes Jersey in the 30-34 Men's time trial. Photo: Joaquim Hailer (see more time trial photos at joaquimhailer.com)

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MOUNTAIN BIKE RACING

**Evanston ICS Series Finale**



The Pro Men's Start.

Photo: RickSlagowski

By Cindi Hansen

**Jones and Sherwin Wrap Up The Season With A Win**

Although the Wolverine Ridge course is nestled high in the Uinta Mountains, cool temperatures were not to be had as over 250 racers of all ages and abilities prepared themselves for the last Intermountain Cup race of the season. For some, this race was the deciding factor in the chase for points and the overall series title. For others, the season's closer was their first taste of racing.

The Pro Men's class was 10 deep at the start line. From the gun three men set the pace, Eric Jones (Biogen-Idec), Ali Goulet (Stein Erikson Sports), and Blake Zumbrunnen, (Revolution Mountain Sports). Jones led the group over the bridge and settled into his pace. Goulet wasn't going to give up Jones' wheel that easy, and fought to stay on. Behind, the chase group was forming and gaining momentum. Thomas Spannring (Team Euclid) moved himself into third place before the first downhill section and Zumbrunnen was close behind. The two of them passed Goulet on the short single-track climb before

the dirt road. Jones was riding about 25 seconds in front of the chasers as they dumped onto the road, but as the race went on, so did Jones, and his gap increased to nearly three and a half minutes over the 28-mile course. After Spannring and Zumbrunnen rode through the burnt double track, Zumbrunnen flattened on the rocky downhill. Spannring was able to hold off all the other competitors and finish in second place. Todd Tanner, Cannondale, came on strong on the second lap to secure third place on the podium.

Three Pro Women lined up at the start line, Kathy Sherwin (Cannondale), Cindi Hansen (mtbchick.com/Cannondale), and D.J. Morisette (Ellsworth/Copper Chase Condos). This season, three seemed to be the magic number as the category saw fewer numbers as a result of its split with the Expert Women's class. Sherwin

set the pace from the start, leaving Morisette and Hansen to chase. Hansen dangled about 30 seconds behind Sherwin up the fire road climb, but lost sight of her after the steep single-track ascent. Sherwin's lead was never challenged as she finish eight minutes ahead of Hansen while Morisette rode to a strong third place.

**Pro Men:**

- 1. Eric Jones, Biogen-Idec, 1:58:11
- 2. Thomas Spannring, Euclid, 2:01:21
- Todd Tanner, Cannondale, 2:03:56

**Pro Women:**

- 1. Kathy Sherwin, Cannondale, 2:29:53
- 2. Cindi Hansen, mtbchick.com/Cannondale, 2:38:01
- 3. D.J. Morisette, Ellsworth/Copper Chase Condos, 2:40:18

See Results on page 18.

**Hansen and Tanner Take Overall ICS Titles**

By Ed Chauner

Todd Tanner (Sobe/Cannondale) and Cindi Hansen (mtbchick.com/Cannondale) concluded the Intermountain Cup Series as champions in the Pro Men and Pro Women categories, while Merrick Taylor and Rhet Povey won the 10-12 and 9 & Under categories. Racers of all abilities and ages raced from early March in St. George, Utah to August 14 in Evanston, Wyoming.

In the Pro Men category, Tanner scored points in every one of the 12 events and his persistence kept him in the lead down the stretch. Tanner ended the season with 1,162 points. Kyle Wright (AOS/DJ Ortho) had a strong showing finishing 2nd with 903 points. Wright finished in the top 5 in 7 of 12 events. Rounding out the top 3 was Ty Hansen (New Moon Media/Spin Cycle). Hansen turned Pro after the 4th race of the season and was able to maintain consistent finishes and climb into the 3 spot. Fourth and fifth went to Blake Zumbrunnen (Revolution Sports) and Thomas Spannring (Team Euclid) respectively.

Kathy Sherwin (Cannondale) won the first 5 out of 6 Pro Women's races but the persistence of Cindi Hansen (mtbchick.com/Cannondale) moved Hansen into the lead late in the season and she held the lead through the final event. Hansen ended the season with 1,201 points. Kathy Sherwin (Cannondale) ended the season in 2nd with 983 points and 3rd place went to D.J. Morisette (Ellsworth/Copperchase) with 788 points.

Merrick Taylor topped the junior 10-12 category with 639 points by finishing in the top 5 in 11 out of 12 races. A close second went to Stuart Povey with 623 points and 3rd was clinched by Brandon Perez (Guthries Race Team) with 400 points. Perez competed in every event and finished in the top 9 in every race. The top female racer in the 10-12 category was Camila Esposito (AOS/DJ Ortho) with 303 points.

Rhet Povey dominated the 9 & Under category for the second year in a row. Povey ended the season with 10 victories and 768 points. Povey's closest challengers were Justin Griffin

Continued on page 14



**Congratulations!**

2004 Intermountain Cup Pro Overall Champions  
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Todd "T2" Tanner (Cannondale) & Cindi Hansen (mtbchick.com)

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**Park City Cycling Festival - Continued from page 10**

while Idaho's Sima Trapp (Tamarack/Goldy's) won the 30-34 time trial. Karen Dodge (Jan's) made the podium in the 35-39 time trial with her fourth place finish. Crystal Yap (9th and 9th) took fifth in the 30-34 crit.

In the Junior Nationals, fast kid Tanner Putt (X-Men) took home seventh place in the 10-12 junior time trial, eighth in the criterium, and fifth in the road race. Bruce Hoffman (New Moon Cycling) was sixth in the 13-14 time trial and seventh in the criterium. Juel Iverson (X-Men) was sixth in the 13-14 women's road race and sixth in the criterium. Michael Schmidt (9th and 9th) was fourth in the 17-18 criterium.

Since there were close to 100 races over the 10 days of racing and over 1500 entries, the logistics of time and space don't allow us to cover each event, so we asked several riders to give us an account of their personal

experience at the festival. These reports follow.

(If we overlooked your accomplishments, we apologize in advance).

**Race Reports**

**Kris Walker Bingham's Women's 40-44**

I raced the women's 40-44 category road race. It looked like a pretty tough field--but I was hoping the terrain and the altitude might affect some of the women. I guess other parts of the country have mountainous terrain and high altitude also. At least it did not seem to bother too many of the women.

The first hill came early and the pace was really hard. I stayed up front until towards the top, when I eased up a bit and faded to the back of the pack. To my surprise, there were still 13 women there.

We crested the hill and it went pretty easy through Kamas. I kept expecting the rest of the pack to latch back on, and then I

heard my teammate's unmistakable voice, (if you've been in a pack with Kelly Crawford, you know what I mean). "Kris," she squawked. I acknowledged that she was back on and we rode on through the rollers to Brown's. Nobody wanted to do much work, I guess everyone had the same idea--save it for the hill.

On Brown's, the pace started out bearable, but then there were surges and a couple of attacks. Still, there were 10 women still together on the flat section. A few more caught back on that section.

Then there was a serious attack and 2 women got up the road. Don't ask me who, I have very bad eyesight, but one was Carolyn Donnelly. Some others bridged, including Rydeen Stevens, and I was 20 yards back. Then I caught back on with 3 other women and a couple other women, including Kelly caught back.

By this time, I was toast. I thought I might as well do something to possibly help Rydeen, who seemed to be riding really strong. I made a couple of attacks and was caught. On the last one, they caught and then surged and I popped. I rode in about 20 seconds behind the lead group for 11th place, but Utah rider Rydeen Stevens, got 4th in the sprint. I hear Carolyn Donnelly took first and Anne Trombley took second. Kelly Crawford ended up 14th and local rider Kathy Robinson ended up 16th, I think. That is my version of how the race went up and down and around.

**Kelly Crawford Bingham's Women's 40-44**

My age is 43 and I am a Cat 1 Woman, I ride for Bingham's. The first was the TT on the tandem with Zan Treasure. We rode in the 90+ mixed tandem category. We won 2nd place in our category and 3rd in the Elite. Our time was 48:27. We gave it everything we had. We got beat by 1 minute, which is substantial. We said to each other we would rather be beat by 1 minute than lose by 10 seconds. You can't make up a minute. They were clearly stronger.

I rode the Women's RR 40+. We rolled out pretty hard doing 25-30 out of Park City. Then every one sat up a little before the hill. We climbed the first hill at about 16 mph, I came off 3/4 of the way up. I was with



**Left: Skylere Bingham, Todd Hageman, and Trenton Higley punch it on the last lap of the 30-34 criterium. Photo: Dave Iltis - See more road race and criterium photos online at cyclingutah.com.**

**Top: Zan Treasure (Autoliv) winning the sprint in the 45-49 road race. photo: Kristy Scrymgeour.**

**Middle: Richard Feldman (right) and Aaron Jordin in the 35-39 road race. Photo: Dave Iltis**

**Below: Utah riders animated the 35-39 criterium. Thomas Cooke, Todd Tanner, and an Ogden One rider all at the front. Photo: Dave Iltis**

Kathy Robinson at the top and we worked together, another woman caught us in Kamas. We caught back on just after Kamas. We turned and on the extra loops through Oakley there were numerous attacks, nothing got away. Going up Brown's Canyon I came of 1/3 of the way up. I caught some other girl and we worked together and caught back on on the highway

to Park City. No one was off the front. We rode into Park City and that's where the attacks happened. I survived all the attacks until about 1/2 mile from Dear Valley, I was cooked. The overall pace of the race was not brutally fast but I was always work-

**Park City Cycling Festival - Continued next page.**

**Park City Cycling Festival - Continued from page 12**

ing to get back on. It was one of the hardest races I had done all year. I just said to myself this is nationals never give up, and I didn't. Considering I was off on the first then with the lead group to the end shows I gave it my all. I placed 14th. The criterium. The criterium averaged 23 mph, which is a slow criterium. There were many attacks but everybody chased everything down. I really wanted to medal and new I had the ability to place top 5. I was positioned good on the final lap but there was a crash in the sprint finish. I had to go around that. Then I got bumped by a girl trying to go around me. I'm just glad I did not crash. I placed 7th

**Dave Hunt  
Ogden One  
Men's 35-39 National  
Championship Road Race**

It was announced at the start that the field was right about 100 riders, so it was certainly the biggest, best field I've ever raced with since I'm usually just a lowly cat 3. Our O2C2 plan at the start was to wait and see during the first 1/2 then do what we could the 2nd half. The neutral start on the descent into Park City was one of the most sketchy parts of the race--brakes squealing, cork pads burning, rubber melting--until we got down to Kearns Blvd. It was a good 10 miles before I could really even see anything other than rear tires and rear ends. I stayed mid pack until the big climb up to Kamas started, then things finally started stringing out a bit.

Before I knew it we were in Kamas, turning North for Oakley. I didn't have a person in the feed zone for me, so I stayed to the left. Talk about chaos and pandemonium. It was a pretty fast pace and a very short feed zone so there were many curses and gripes and dropped bottles and bags. The pack stayed together for the most part through Oakley down to the start of the climb back to the start of the 2nd loop. Things got really spread out on the next climb to Kamas-I was at the tail of the pack of about 45 or 50, got passed by the end of the caravan, then chased back on with 4 other riders to rejoin the field just before Kamas.

There was a group of 6 or 8 off the front and the pack began to yo-yo with multiple episodes of chasing and sitting up. I went to the front in Oakley and worked with 2 other riders to keep the pace steady for my teammates until the final climb of the loop. About 1 km into the climb there was a surge, and as I stood to react my left inner thigh seized up and I couldn't put any pressure on it. In no time I was out of the rolling enclosure. I one legged it for about 2 minutes and began to get power back then proceeded to reel in stragglers on the climb.

I passed about 6 riders and

most latched on until the climb to Deer Valley started. At the roundabout there was just me and a Haulnass rider, and I led until just before the finish chute. He started sprinting so I responded, but he went straight past the turn to the finish so I took 35th uncontested. My goal was for top 40, so that was met, but I was disappointed to have had a 2 minute crisis that could have easily cost me 5 to 10 places, but no matter, it was still a lot of fun and a great experience.

Final impressions: Gardie Jackson is a REALLY popular rider with TONS of fan support and Summit county is a whole lot cooler in summer than Washington county. I can't wait for next year's event.

**Cindy Yorgason  
Race Official**

The PCCF was more than an opportunity to work an event as an official. I was the Time Trial Venue Manager and helping to coordinate the motor marshals and motor officials. But my biggest fear during the entire festival, was the herd of Bison deciding they wanted to take over the road to the Ranch on August 12th and 19th. When we were setting up the course on the 11th, there was about 100 Bison watching us and heading over the ridge. I was glad they heard me asking them to spend the day on the other side of the island. When I was taking Mike Murray, the Masters CR to see the course before the first rider, we did see a couple antelope, a baby coyote, a couple bison and a jackrabbit but both days turned out to be mostly free of the herd, although the last tandem did have an antelope jump out and cross the road just in front of them with about 1.5 Km to go, besides that, there was lots of great racing and great volunteers.

The rest of the festival, I had a great time seeing lots of friends from around the country and sharing the experience with our newer officials working a National event for their first time. There was lots of great racing and it was also a great opportunity to show the rest of the country what Utah has to offer.

I'm already looking forward to 2005 and hope even more people will decide they need to come vacation in Utah next summer.

**Ellen Guthrie  
New Moon Cycling  
Women's 45-49**

Unlike Laura Howat, I wasn't so sure I had any business even being in Nationals. It was our season's finale MTB race that same day but how often do you get to race in a National event at home? Plus, I thought it would be great training for our MTB Nationals in Sept. So I sent husband Rob and son Ryan to MTB race in WY and went to Deer Valley for my first Nationals road race.

The women at the start of the road race looked so muscular

and strong, and had the appearance of experienced racers... I felt scrawny and naive! Teammate Laura H. gave me much welcomed encouragement though.

On the first real hill by Jordanelle the big gals at the front (including Laura H.) pushed the pace, leaving the back of the group struggling. I decided to keep a steady pace and not blow up trying to hang on, hoping to catch them on the downhill into Kamas. Good idea, too bad it didn't work- even though we had a chase group of 3 and later 5, between the lead group's pace, traffic stuck behind the support vehicles, and the rumble strips we couldn't get back to them. It was hard work trying and it was soo great to hear cheers and see friendly faces at the feed (thank you Laurie and everyone else)!

So we pushed on through, working hard until Brown's when Belinda Heerwagen, CA and I took off. We worked together all the way to town (had to wait at the light!) until I decided to give it a push in order to try for top ten. It paid off- I was tenth.

**Jo Garuccio  
Women's 50-54**

For the first time in about twelve years, USA Cycling rolled into Park City for a series of national class races. The Park City Cycling Festival was a whirlwind of events stretching over some twenty-plus age groups. I competed in the national RR as a 50-54 female, and got a first class, wind-sucking tour of the "C" course or Solomere Loop, a 4.7-mile circuit through a residential area just north of Deer Valley's base facilities.

The course started benignly enough for the first mile, and then headed north up Solomere. We rode a short power hill before ascending a longer three-tenths of a mile climb with a 6-8% grade. That was followed by an easy descent with a set of really fun "S" turns that deposited us at the base of the next climb - about seven-tenths of a mile with an 8-11% grade. Then we cruised through two downhill left hand turns into primarily flat terrain to the start-finish area.

The first lap was fast. We lost ten riders from the eighteen that started. The second wasn't much easier. We finished it with six riders, three out front with three chasing! Attrition was the name of the game.

For half of the third lap, I was in the three-person chase group. Since five make the podium, I figured that one of us had to go, and hopefully not me! We continued to chase hard, not willing to relinquish the idea that we might be able to bridge successfully. Number three fell off on the second climb.

Two of us continued together for the next couple laps. I managed to ride away on the last climb and cruised in for 4th. Margaret Thompson followed me in for 5th. Linda Sheft nipped the amazing Betty Tyrell

at the line in a sprint for first and Cynthia Swain rounded out the top three. It was a fun race, now that it's over. I might even do it again.

And, many thanks to the race organizers and the Park City police for doing a wonderful job with traffic control on the Solomere course. It wasn't an easy task.

**Gary Porter  
Autoliv  
Men's 45-49 Road Race**

Our race started in the heat of the day...2:10PM to be exact. I hung around the porta-potties until the last minute...I was nervous. I went to the starting line about 5 minutes before the gun. The group had already started to accumulate there....I think there were approximately 90 in the field. I heard Zan call my name....he saved me a place near the front. We discussed some last minute strategy and also wished each other a good race. Bang....we are off. We are supposed to be neutral for the first 500 meters or so...figure the odds. It was like the start of the gumball rally. A full out sprint to the first corner. We descend out of Deer Valley at break neck speed. In all of our training rides we didn't do this part of the course. The speed limit was 40mph. I looked down briefly and saw 45. Going out of town there are several cor-

ners....the big pack negotiates these with ease. This is an awesome group of riders with great technical skills. We hit the road heading out of town in full stride on our way to the first climb. The peloton descends the hill prior to the climb easily, carrying great speed in to the climb. I see Zan in front of me....about 15 riders from the front. The group hits the hill in tempo pace. Zan and I both move forward....staying near the front. We crest the climb and I went to the front. I don't like fast descents in the middle of a big pack so I decided to be on the front. It worked. As we made the sharp right-hander at the bottom of the decent it was total "GAME ON". We were turning into a cross wind and the group was echeloned all the way across the road. We continued down the road and went full blast into gutter riding. I tried to stay near the front. During the next 20 miles the pace was fast and in the gutter when it could be. While going through Kamas single file in the gutter I looked at the speedometer again, I saw 32.7. Mind you....this was in to a nasty crossing head wind coming out of our left side. Zan and I worked together when we could....giving each other a

**Park City Cycling Festival - Continued on page 8.**



*Time for the real racing to begin...*

**Schedule** (Venues TBA)

- Sun. Oct. 3rd - Wheeler Farm 10:00 am Start for
- Sun. Oct. 10th - Wheeler Farm C Men, B Women
- Sat. Oct. 23rd - TBA & Juniors
- Sun. Oct. 24th - Wheeler Farm
- Sat. Oct. 30th - Wheeler Farm 11:00 am Start for
- Sun. Nov. 7th - Wheeler Farm A Women & B Men
- Sat. Nov. 13th - TBA
- Sun. Nov. 14th - Wheeler Farm 12:00 pm Start for
- Sat. Nov. 20th - Wheeler Farm A+ & A Men
- Sat. Nov. 27th - Wheeler Farm
- Sat. Dec. 4th - Wheeler Farm

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- Men B (SlowSport, SlowCat 4, Cat 5, Beginner)
- Men C (First Timers, entry level racers)
- Women A (Pro, Expert, Sport, Cat 1, Cat 2, Cat3)
- Women B (Beginner, Cat 4, Cat 5)

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event to slide into first by a mere 25 points. Wassmer finished the season with 1,104 points, which placed him ahead of Jon Finnoff (AOS/DJ Ortho) who had 1,079 points. Third place went to Brad Pilling (Revolution Sports) with 829 points. Pilling made a quick recovery from multiple injuries sustained at the Snowbird race just 3 weeks earlier, to finish 10th in the final event. Marc Wimmer (Wimmer's Ultimate Bitler/LRC) and Ian Harvey (Jans) rounded out the top 5.

Tom Noaker (Young Riders) took the Expert Men 40+ category by placing no worse than 4th in every event of the series. Robert Westermann (New Moon/Spin

### ICS Wrapup - Continued from page 11

(UtahMountainBiking.com) with 618 points and Ryan Westerman (New Moon/Spin Cycle) with 555 points. The top two female racers in the 9 & Under category were Sierra Perez (Guthrie Race Team) with 441 points and Sara Denton with 291 points.

The Expert Men 16-18 category was won by Dustin Wynne (Young Riders). Wynne accumulated 1,121 points through the season and was victorious at four events. Wynne was followed by Taylor Foss (Bingham Cyclery) with 1,045 points and Tyler Scott (Young Riders) with 960 points.

There was a close 3-way battle in the Expert Men 19-29 category.



Top: ICS Series Pro Winner Todd Tanner at Snowbird.

Middle: Jean Carlan, Sport Women's overall winner.

Below: Men's 50+ season champion Dennis McCormick.

Photos: Dave Iltis

See more ICS photos at [cyclingutah.com](http://cyclingutah.com)

Quin Bingham (AOS/DJ Ortho), Nate Stowers (AOS/DJ Ortho) and Marcelo Torre (Canyon Bicycles) fought it out for the entire summer. Bingham ended up victorious with 1,233 points followed by Torre with 1,115 points and Stowers with 1,060 points. Forth

and fifth places went to Jake Pantone (Biker's Edge) and Chris Holley (Mad Dog Cycles).

A come-from-behind victory was realized by "The" Chad Wassmer (Cole Sport) in the Expert Men 30-39 category. Wassmer finished 2nd in the final

Cycle) was second followed by Bruce Allen (Jans/Trek).

Roxanne Toly (Jans) dominated the Expert Women category by winning every race that she entered except for one second. Second went to Jennifer Hanks (Team Sugar) who recently moved up from the Sport category. Paula Seeley (Jans) moved into 3rd after placing well in the final race in Evanston. Susan Fleck (Team Sugar) ended the season in a very respectable 4th place after scoring points in 11 out of 12 events.

There are many stories of great sacrifice and dedication this season and I wish we had the time and the room to tell each one, but at least we can list each of the category winners.

Other series winners follow: Sport Women – Jean Carlan (Team Sugar/White Pine Touring), Women 35+ - Priya Norona (Peak Fasteners), Sport Men 40+ - Bob Dawson (9th & 9th), Sport Men 30-39 – Troy Nye (Bikeman.com), Sport Men 19-29 – Troy Child (Ogden One), Sport Men 16-18 – Rick Washburn (Mad Dog Cycles), Sport/Expert Men 13-15 – Mike Voth (Young Riders), Clydesdale – Derryl Spencer (Guthrie Bicycle), Men 50+ - Dennis McCormick (Wild Rose Flower Children) and last but not least Single Speed – Jon Gallagher (Cole Sport).

Congratulations to all the racers of the Intermountain Cup and we will see you all next Spring for the 2005 season.

-For additional results, see page 18 or visit [intermountain-cup.com](http://intermountain-cup.com).

### Mytoge Mountain - from page 3

Campground. After circling around Mallard Bay, the trail has nowhere to go but up, so gear down, take a hike, and just grin and bear it.

Perseverance is a virtue in this sport, and if you persevere you will be rewarded with the first of several stunning viewpoints to come. Soak up the sights of lake and mountains, catch your breath, and then struggle up several more climbs that take you along the plateau's 10,000-foot rim. In about a mile, you'll reach the second viewpoint directly across from Fish Lake Lodge far below and Hightop Plateau rising another 1,500 feet above you.

If fall colors are at their peak, you will spot the "Aspen Heart" above the lodge on the plateau's forested flank. According to Indian legend, this grove of blood red aspens marks the site where a Paiute princess died of a broken heart when her lover, a warrior brave, did not return from battle. After her death, the badly wounded brave did return to claim his princess. But when he learned of her death, he too climbed the hillside and died beside her grave. The shape and color of the grove symbolize their love and devotion for each other.

Roll across the top of Mytoge past two more overlooks and connect with Forest Road 045 (doubletrack). Looking across the lake here, it's easy to see where a small glacier plowed down Pelican Canyon and settled at Pelican Point, nearly pinching off Widgeon Bay from the lake. Lakeshore Trail dives off the mountain's rim here, but in year's past it was a nasty descent fraught with menacing boulders that left you in a tangle of brush at the lake's edge (inquire for current trail conditions). Instead, take FR 045 around Crater Lakes, up through the aspens again, and to a wire fence. This "less unrideable" path drops off the mountain to a clearing in Porcupine Draw. It's what made the Mytoge Mountain loop legendary.

Go left to connect with Lake Creek Trail, and exit to a parking area on the lake's paved scenic drive. From here, you can either pound the pavement back to the trailhead or cross the road and climb over Pelican Point on the Lakeshore Trail. Close the loop with a mile of easy trail along the lake's edge and with long views of Mytoge Mountain's lofty rim.

For other Utah trails, get a copy of Mountain Biking Utah by Gregg Bromka. Available at your favorite bike shop or at [cyclingutah.com](http://cyclingutah.com).

### Mad Dog Cycles 3-Peats in ICS Team Competition

Mad Dog Cycles once again clinched the overall title of the Intermountain Cup Mountain Bike Racing Series for the third year in a row. This is the first time in history that any team has won the title 3 years in a row.

The team title came down to the final race in Evanston, Wyoming. Entering the race Mad Dog was ahead of the Young Riders by a slim margin of 98 points. The Young Riders dominate the youth categories and as the points were being calculated it looked like the Young Riders were going to upset the Mad Dog machine, but as all the categories were tallied up Mad Dog came out on top by a mere 2 points. This put Mad Dog into first for the overall series by a slim 100 points, 1,993 to 1,893.

The competition was fierce during this 12-event, 6-month series with Young Riders, New Moon Media/Spin Cycle and Revolution Mountain Sports always nipping at Mad Dog's heels. The Young Riders won 4 races in the last half of the season, which put them within striking distance of Mad Dog. Mad Dog was able to hold off the Young Riders by having good results many different categories.

Team Sugar, an all women's team, finished in 7th place.

-For the rest of the team results, see page 18.

### Feldman Repeats as World Time Trial Champion

Colorado Springs, Colo. (September 7, 2004)--American masters riders brought home a couple of world titles and a total of six medals from the UCI Masters World Road Championships in St. Johann, Austria August 22-29.

Leading the way for the U.S. contingent was Sun Valley, Idaho's Richard Feldman, who successfully defended his world title from 2003 in the men's 1965-74 time trial with a winning time of 25:05.50 over the 20km course. Feldman bested German Alberto Kunz by over 28 seconds to claim the win. Feldman also won the 35-39 National TT Championship at the Park City Cycling Festival.

For a complete wrap-up of the world championships, visit [www.masterswm.org](http://www.masterswm.org).

-USA Cycling

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# BICYCLE SHOP DIRECTORY

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(435) 753-7175  
www.joyridebikes.com

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(435) 753-3294  
www.sunrisecyclery.net

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#### **Christy Sports**

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Silver Lake Village  
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(435) 649-2909  
www.christysports.com

#### **Cole Sport**

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(435) 647-9174  
www.steineriksen.com

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(435) 658-0680  
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#### **The Biker's Edge**

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(801) 294-4433  
thebikersedge@yahoo.com

### Kaysville

#### **The Bike Rack**

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

### Sunset

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### East Salt Lake/

### Sugarhouse

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(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**

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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**

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#### **Bingham Cyclery**

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(801) 399-4981  
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705 W. Riverdale Road  
Riverdale, UT 84405  
(801) 621-4662  
www.canyonsports.com

## cycling utah

## CALENDAR OF EVENTS

**Calendar Guidelines:**

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

Submit your event to: [dave@cyclingutah.com](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

**Mondays** — BMX race practice with Laurie at Rad Canyon (Old Bingham Highway/Welby Pit) \$2.00 at track. 942-3100

**Thursdays** — BMX Race with Laurie at Rad Canyon, 942-3100

**Fridays** — BMX Racing at the new Ogden Track. Meet at Canyon Sports at 5:15 p.m., 621-4662

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

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

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

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

**Thursdays** — Free bike maintenance clinic at Canyon Sports, 1844 East Ft. Union Blvd. at 6:00 p.m. Bring lots of questions! Learn Basic Mechanics. Any questions, Canyon Sports @ 942-3100.

**November 4-5** — Utah Trails and

**Calendar of Events sponsored by**

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

**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), USA Cycling (719) 866-4581

**Utah MTB Races**

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

**September 11-12** — 24 Hours of Soldier Hollow, Midway, UT, 435-615-8220

**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

**September 25** — Bear Lake Adventure Race, mountain bike, kayak, trail run, Bear Lake Resort, [bearlake.com](http://bearlake.com) or 800-756-0795.

**October 9** — Utah State Singlespeed Championship, 10

am start, Sundance Resort, [Sundanceresort.com](http://Sundanceresort.com) or 801-223-4121

**October 28-31** — Red Bull Rampage Free Ride Contest, 3rd Annual, Virgin, UT (435) 772-BIKE

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

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

**Regional Mountain Bike Races**

**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

**October 24** — GO FAST Mountain Bike Marathon, 100km race, 3 laps 2500' climbing per lap, Las Vegas, NV, [tmr-unlimited.com](http://tmr-unlimited.com),

**Road Racing**

(702) 277-6536

**General Info**

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

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

**Utah Weekly Series Races**

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

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

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

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

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

For dates, see below.

**Utah Road Races**

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

**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

**September 25** — UTA Downtown Ogden Criterium, downtown in

the Municipal Park between 25th & 26th Streets, Ogden, UT, (801) 589-3675

**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 [hwsg@infowest.com](mailto:hwsg@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**

**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

**Weekly Rides**

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

**Mondays** — Show and go road ride from Canyon Sports, 1844 East Ft. Union Blvd. at 6:00 p.m. Faster pace ride with emphasis on pacelining and sprinting. No drop format but come ready to fly! Any questions, Canyon Sports @ 942-3100.

**Wednesdays** — Show and go mountain ride from Canyon Sports, 1844 East Ft. Union Blvd. at 5:30 p.m. 10-15 mile off road, intermediate pace. Any questions, Canyon Sports @ 942-3100.

**Thursdays** — Show and go road ride from Canyon Sports, 1844 East Ft. Union Blvd. at 5:30 p.m. Intermediate ride for those looking to put some miles on. Any questions, Canyon Sports @ 942-3100.

**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

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

There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site ([www.cyclingutah.com](http://www.cyclingutah.com)) or call the Mayor's office at 535-7939 or Brian at 328-2453.

**Road Tours**

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

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

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

**September 25** — Heber Valley Olympic Century. 50 & 70 mile options. Enjoy scenic Heber Valley during its autumn finest during this fun and challenging ride that visits the Olympic venues. Contact Bob @ 801.677.0134, [bike2bike.biz](http://bike2bike.biz)

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

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

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

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

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

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

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

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**Utah Cyclocross Series** —  
 October 3 (Wheeler Farm),  
 October 10 (Wheeler Farm),  
 October 23 (TBA),  
 October 24 (Wheeler Farm),  
 October 30 (Wheeler Farm),  
 November 7 (Wheeler Farm),  
 November 13 (TBA),  
 November 14 (Wheeler Farm),  
 November 20 (Wheeler Farm),  
 November 27 (Wheeler Farm),  
 December 4 (Wheeler Farm).  
 For more information visit [utahcyclocross.com](http://utahcyclocross.com) or call 801-322-3788

**Fall** — Jackson Hole Cyclocross, Saturdays at 11 am, Teton Village, WY, [ucjh.org](http://ucjh.org)

**September 26** — Iron Cross, Boise, ID, (208) 343-3782

**October 23** — Idaho State Cyclocross Championships, Sun Valley, ID, 208-788-9184

**Correction** from August's issue: Team Sugar's calendar can be found at [www.teamsugarutah.com](http://www.teamsugarutah.com).

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[www.adventurecycling.org](http://www.adventurecycling.org)

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**Tips on Preventing Injuries Due to Poor Bike Fit**

For weekend bicycle enthusiasts and Tour racers alike, the risk of a bicycle-related injury may increase with an ill-fitting bicycle, says the American Physical Therapy Association (APTA). "Good bike fit promotes good posture with muscles and joints working in harmony. If this doesn't exist, riders will likely experience pain and be predisposed to injury." APTA says the most common bike fit errors include excessive saddle height, excessive handlebar reach, and misalignments of the pedal and shoe.

If you suffer from some of the common bicycling pains, you may be able to fix your problem, says APTA:

**Anterior (Front) Knee Pain.** Possible causes are having a saddle that is too low, too low of a cadence, using your quadriceps muscles too much in pedaling, misaligned bicycle cleat for those who use clipless pedals, and muscle imbalance in your legs (strong quadriceps and weak hamstrings).

**Neck Pain.** Possible causes include poor handlebar or saddle position. A poorly placed handlebar might be too low, at too great a reach, or at too short a reach. A saddle with excessive downward tilt can be a source of neck pain.

**Lower Back Pain.** Possible causes include inflexible hamstrings, low cadence, using your quadriceps muscles too much in pedaling, poor back strength, and too-long or too-low handlebars.

**Hand Numbness or Pain.** Possible causes are short-reach handlebars, poorly placed brake levers, and a downward tilt of the saddle.

More pains and more solutions can be found at [www.apta.org](http://www.apta.org).

-League of American Bicyclists

**Help Save Recreation and Park Funding**

Americans for Our Heritage and Recreation (AHR) is seeking support for full-reliable funding for the Land and Water Conservation Fund (LWCF) through an online petition campaign. The LWCF uses offshore oil leasing revenues to support the creation of state and local park and recreation areas. LWCF grant funds may be used for state planning and for the acquisition and development of state and local facilities that provide active and/or passive recreation opportunities. Recreation enhancement may be accomplished through the preservation of open space, estuaries, forests, wildlife and natural resource areas. For bicycling, the fund has provided millions of dollars for the creation of multi-use trails.

The Senate Interior Appropriations LWCF funding level for 2005 is approximately one-third of the program's \$900 million authorization level. The House Interior Appropriations bill zeroes funding for federal LWCF and appropriates only \$92 million for state-side LWCF. For more information and to participate in the AHR online petition campaign, please visit [www.asap2004.org](http://www.asap2004.org).

-League of American Bicyclists

**Cool Fall Fun in Brian Head**

**September**

- 4th Cool Summertime Concert
- 5th 3rd Annual Fly'n Brian II Super-D Mountain Bike Race
- 5th Cool Summertime Concert
- 6th 3rd Annual Fly'n Brian II Downhill Mountain Bike Race
- 6th Cool Summertime Concert
- 10-12th Utah College Bike Free Days
- 18th Fall Colors Fat Tire Festival
- 18th 12th Annual Oktoberfest Bavarian Bash
- 18th Arts & Crafts Fair
- 24-26th Utah College Bike Free Days

**Bike FREE**  
 College students and staff bring your current UT college ID and receive a free lift ticket valid Sept 10th-12th and Sept 24th-26th.

**Disc Golf**  
 Now Open: 18 Hole PDGA Installed Course. Single Round \$12

For more information on these events contact:

**Brian Head Resort**  
 at 435-677-3101  
[brianhead.com](http://brianhead.com)



**ROAD RACING**

**Osguthorpe and Kunz take Snowbird Hillclimb Honors**



Top: In the women's race, Darcy Murphy (Ogden One) and Silvia Kunz (First Endurance) duked it out for top honors with Kunz (pictured here) taking the win.

Bottom: In the men's race, cat 4 rider David Hatch (Global Phone Sales/Healthy Choice) led John Osguthorpe (Ogden One), Burke Swindlehurst (Navigator's), and Eric Jones (Biogen-Idec) (not shown). Jones was eventually dropped at Seven Sisters and went on to finish fourth. Osguthorpe took the sprint from Hatch with Swindlehurst finishing third ten seconds back.

See results on page 16.

Photos: Pat Adams

cycling utah

# RACE RESULTS



**Mountain  
Bike  
Racing**

## 11th Annual Wolverine Ridge XC

### Mountain Bike Race

Presented by the Evanston Cycling Club,  
August 14th, 2004  
Intermountain Cup Mountain Bike Racing  
Series - Race #12  
Grand Finale Event

#### 9 & Under

- 0.5 Miles  
1. Rhet Povey 12:12:30  
2. Justin Griffin UtahMountainBiking.com 12:12:31  
3. Ethan Fedor; Young Riders 12:14:25  
4. Sierra Perez; Guthrie's Race Team 12:14:48  
5. Ryan Westermann; New Moon Media/Spin Cycle 12:15:32

#### 10 to 12

- 14 Miles  
1. Dylan Klautt; Young Riders 12:32:47  
2. Stuart Povey 12:33:11  
3. Hans Wiener; Young Riders 12:36:26  
4. Merrick Taylor 12:36:27  
5. Maxwell Staples; Young Riders 12:37:41

#### Single Speed

- 21 Miles  
1. Derek Newton 2:03:47  
2. Brook Shinsky; Team Sugar 3:02:38

#### BEGINNER MEN 13-15

- 14 Miles  
1. Hunter Giese; New Moon Media/Spin Cycle 2:00:29  
2. Corey Denton 2:00:48  
3. Jacob LaRoque 2:08:42

4. Tyler Wall; Team Evanston 2:18:09  
5. Keaton Hong; Young Riders 2:20:35

#### SX 13-15

- 21 Miles  
1. Mike Voth; Young Riders 2:27:18  
2. Alex Thomas; Young Riders 2:32:22  
3. Zack Mills; PM Auto Glass 3:09:38  
4. Doug Johnson; Mad Dog Cycles 3:51:30

#### BEGINNER MEN 16-18

- 14 Miles  
1. Collin Lewis 1:54:59 AM  
2. Casey Curtis; Mad Dog Cycles 1:58:10 AM

#### SPORT MEN 16-18

- 21 Miles  
1. Connor Dougherty; Young Riders 2:07:41  
2. Daniel Bride; Mad Dog Cycles 2:09:01  
3. Rick Washburn; Mad Dog Cycles 2:11:13  
4. Brandon Johnson; Mad Dog Cycles 2:13:58  
5. Ryan Washburn; Mad Dog Cycles 2:19:36

#### EXPERT MEN 16-18

- 28 Miles  
1. Mitchell Peterson; Devo/Balance Bar 2:15:14  
2. Tyler Scott; Young Riders 2:16:56  
3. Ryan Harrison; Revolution 2:17:15  
4. Andrew Juliano; Galena Lodge/Gravity Dropper 2:20:50

5. Dustin Wynne; Young Riders 2:21:29

#### BEGINNER WOMEN

- 14 Miles  
1. Jill Adams 2:20:40  
2. Kelly Williams; UtahMountainBiking.com 2:25:44  
3. Tina Laroque 2:37:10  
4. Jackie Peterson 2:53:48  
5. Karie Eggleston 3:20:09

#### SPORT WOMEN

- 21 Miles  
1. Jean Carlan; Team Sugar 2:23:36  
2. Stacy Newton; Team Sugar 2:23:51  
3. Janet Munro; Wild Mountain Honey/Kona 2:25:43  
4. Lisa White; Canyon Sports 2:27:41  
5. Liz Zumbrunnen; Revolution Mountain Sports 2:35:05

#### EXPERT WOMEN

- 21 Miles  
1. Roxanne Toly; Jans 2:07:23  
2. Sue Abbene 2:07:53  
3. Jenifer Hanks; Team Sugar 2:11:54  
4. Paula Seeley; Jans 2:19:33  
5. Kary Thompson; Team Sugar 2:20:46

#### BEGINNER MEN 19-29

- 14 Miles  
1. Tomasz Wisniewski 1:47:58  
2. Trevor Lee 1:52:09  
3. Shaun Ziegler 1:52:23  
4. Nick Rico 1:56:46  
5. Elliott Stone 2:02:15

#### SPORT MEN 19-29

- 21 Miles  
1. Patrick Fasse 1:52:23  
2. Mike Vonlunen; Single Track Trading 1:57:02  
3. Troy Child; Ogden One 1:57:52  
4. Adam Lisonbee; Mad Dog Cycles 2:00:33  
5. Rich Patterson; Mom & Apple Pie 2:00:48

#### EXPERT MEN 19-29

- 28 Miles  
1. Alex Grant 2:11:05  
2. Quin Bingham; AOS/DJ Ortho 2:13:21  
3. Marcello Torre; Canyon Cycles 2:15:19  
4. Nate Stowers; AOS/DJ Ortho 2:16:40  
5. Jake Pantone; Bikers Edge 2:18:03

#### BEGINNER MEN 30-39

- 14 Miles  
1. Kevin Talbot; Wildrose 1:53:46  
2. Carl Goodfellow; Bountiful Bicycle 1:55:19  
3. Stephen Burgess; Pedros 1:55:52  
4. Josh Gunter 1:57:16  
5. Noah Syroid; Missing Link 2:00:18

#### SPORT MEN 30-39

- 21 Miles  
1. Ed Warr; New Moon Media/Spin Cycle 1:52:07  
2. Mike Muir; Mad Dog Cycles 1:54:29  
3. Thomas Thorne 1:54:45  
4. John Derby 1:56:38  
5. Troy Nye; Bikeman.com 1:57:28

#### EXPERT MEN 30-39

- 28 Miles  
1. Thane Hall; Uinta Coffee/Young Riders 2:10:03

Race Results are  
sponsored by



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Salt Lake City  
(801) 466-3971  
fisherscyclery.com

Salt Lake's  
Road Bike  
Specialists!

2. Chad Wassport mener; Cole Sports 2:12:22  
3. Bob Saffell; Revolution 2:15:10  
4. Marc Wimmer; Wimmers Ultimate Cycle 2:17:11  
5. Samuel Moore; Big Shark Racing 2:18:50

#### BEGINNER MEN 40+

- 12 Miles  
1. Howard Hong; Young Riders 1:56:31  
2. David Barrus 2:01:06  
3. Mark Crosby; Taylor's Bike Shop 2:02:43  
4. Jeffery Giese; New Moon 2:04:09  
5. Les Wiehe; Young Riders 2:07:48

#### SPORT MEN 40+

- 21 Miles  
1. Jeff Butler; Mad Dog Cycles 1:57:42  
2. Petr Jakl; Young Riders 1:58:19  
3. Mark Enders; Autoliv 2:00:03  
4. Bob Dawson; 9th & 9th 2:02:30  
5. Paul Houser 2:04:21

#### EXPERT MEN 40+

- 28 Miles  
1. Robert Westermann; New Moon Media/Spin Cycle 2:16:16  
2. John Olden; Rocky Mountain Bicycles 2:20:29  
3. Tom Noaker; Young Riders 2:21:27  
4. Bruce Allen; Jans/Trek 2:22:03  
5. Dana Harrison; Revolution Sports 2:23:32

#### Men 50+

- 21 Miles  
1. Brad Mullen; Sports Den/Love Sac 2:04:54  
2. Steve Wimmer; Wimmers Ultimate Bikes 2:06:20  
3. Bill Dark; Mad Dog Cycles 2:09:50  
4. Dick Newson; New Moon/Spin Cycle 2:10:52  
5. Jim Westenskow; Ogden One 2:12:26

#### Women 35+

- 14 Miles  
1. Claudia Brown; Mad Dog Cycles 2:06:56  
2. Priya Noronha; Peak Fasteners 2:12:16  
3. Gina Riggs; Peak Fasteners 2:39:21  
4. Jana Lee Koyle; New Moon Media 2:47:17  
5. Neva Lewis 3:13:51

#### Clydesdale

- 21 Miles  
1. Derryl Spencer; Guthrie's Bicycles 2:05:35  
2. Bryon Wright; Missing Link Racing 2:08:12  
3. Jon Kolon; Stein Eriksen 2:16:36  
4. Les Vierra 2:23:30  
5. Aaron Mullins; Canyon's Bike Shop 2:33:40

#### Pro Women

- 28 Miles  
1. Kathy Sherwin; Cannondale Mtn. Bike Team 2:34:53  
2. Cindi Hansen; mtbchic.com/Cannondale 2:43:01  
3. DJ Morissette; Ellsworth/Copper Chas Condos 2:45:18

#### Pro Men

- 28 Miles  
1. Eric Jones; Biogen-Idec 1:58:11  
2. Thomas Spanning; Team Euclid 2:01:21  
3. Todd Tanner; Cannondale Mtn. Bike Team 2:03:56  
4. Anthony Johnson; SBO/C21/Titus 2:04:06  
5. Ali Goulet; Stein Erikson Sports 2:05:40

#### 2004 Intermountain Cup Series

##### Final Individual Points

- Pro Men**  
1. Todd Tanner - Sobe Cannondale/Guthrie 1162  
2. Kyle Wright - AOS/DJ Ortho 903  
3. Ty Hansen - New Moon/Spin Cycle 811  
4. Blake Zumbrunnen - Revolution Sports 766  
5. Thomas Spanning - Team Euclid 712  
6. Trevor Simper - Guthrie's 674  
7. Lance Runyan - Stein Erikson Sport 538  
8. Shannon Boffeli - Revolution Mtn. Sports 513  
9. Eric Jones - Biogen-idec 491  
10. Bart Gillespie - Biogenidec 458  
11. Ali Goulet - Stein Erikson Sport 348  
12. Chuck Gibson - Racers Cycle Service 345  
13. Kevin Day - Stein Erikson Sports 305  
14. Todd Johnson - JHMR/Marmot 205  
15. Anthony Johnson 176

##### Pro Women

1. Cindi Hansen - mtbchic.com/Cannondale 1201  
2. Kathy Sherwin - Cannondale Mtn. Bike 983  
3. D. J. Morissette - Ellsworth/Copperchase 788  
4. Pam Hanlon 737  
5. Jennifer Agger - Hoback Sports 192  
6. Lynda Wallenfelds 124  
7. Robin McGee - Jackson Hole Mtn. Resort 73

##### Expert Men 19-29

1. Quin Bingham - AOS/DJ Ortho 1233  
2. Marcelo Torre - Canyon Bicycles 1115  
3. Nate Stowers - AOS/DJ Ortho 1060  
4. Jake Pantone - Biker's Edge 730

7. Clint Carter - Sports Den/Love Sac 280  
8. Phillip Wood - Sports Den/Love Sac(moved up) 251  
9. Chris Holley - Mad Dog Cycles(moved up) 244  
10. Jerry Bowers - Team Red Rock(moved up) 232

#### Sport Men 30-39

1. Troy Nye - Bikeman.com 697  
2. Brad Newby - Red Rock 616  
3. Mike Muir - Mad Dog Cycles 567  
4. Ed Warr 565  
5. Mark Esplin 562  
6. Craig Pierson 503  
7. Quintin Morissette - Copperchase Condos(moved) 485  
8. Tom Warr 440  
9. Eric T. Johnson - Mad Dog Cycles 383  
10. Tom Thorne 377

#### Sport Men 40+

1. Bob Dawson - 9th & 9th 638  
2. Jeff Butler - Mad Dog Cycles 565  
3. Curt Bates 525  
4. Thomas L. Henning - Mad Dog Cycles 506  
5. Scott Toly-New Moon/Spin Cycle 503  
6. David Knoop - Sports Den/Love Sac 374  
7. Fabian Esposito - AOS/DJ Ortho 302  
8. Doug Davis 262  
9. Kevin Nelson - Mad Dog 239  
10. Petr Jakl - Young Riders 212

#### Men 50+

1. Dennis McCormick - Wild Rose Flower Child 613  
2. Brad Mullen - Sports Den/Love Sac 569  
3. Bill Dark - Mad Dog Cycles 538  
4. Jim Westenskow-Ogden One 511  
5. Dick Newson - New Moon Media/Spin Cycle 486

#### Gary Kartchner - Golsan Cycle 424

7. Dwight Hibdon - Mad Dog Cycles 382  
8. Bruce Argyle - UtahMountainBiking.com 355  
9. Jim Pitkin - New Moon Media/Spin Cycle 322  
10. Roger Gillespie - Biogenidec 223

#### Clydesdale

1. Derryl Spencer - Guthrie Bicycle 727  
2. Aaron Mullins - Taylor's Bike Shop 532  
3. Bryon Wright - Missing Link Racing 353  
4. Johathan Kolon - Stein Eriksen Sport 218  
5. Ron Klepzig 202  
6. Les Vierra - Diamond Peak 192  
7. Bryce Perkins 139  
8. Andy Adams - Bigfoot Cycling 132  
9. Craig Povey 131  
10. Travis Skinner - Revolution Mtn. Sports 94

#### Sport Women

1. Jean Carlan - Team Sugar 634  
2. Stacy L. Newton - Team Sugar/White Pine Touring 625  
3. Liz Zumbrunnen - Revolution Sports 503  
4. Ellen Guthrie - New Moon/Spin Cycle 422  
5. Lisa White 353  
6. Linda Kopp 271  
7. Kara Holley - Mad Dog Cycles 236  
8. Lori Frandsen - Revolution Mtn. Sports 225  
9. Hannah Steele - Wild Mtn. Honey 213  
10. Carie Hines 213

#### Women 35+

1. Priya Noronha - Peak Fasteners 609  
2. Gina Riggs - Peak Fasteners 583  
3. Claudia Brown - Mad Dog Cycles 384  
4. Leslie Finnoff 356  
5. Karen Hoggan - Peak Fasteners 329  
6. Jana Koyle - New Moon Media/Spin Cycle 304  
7. Ranae Poelman - Bingham 150  
8. Lori Frandsen 134  
9. Patricia Garcia - Mad Dog 131  
10. Kathleen Wismer - Pedros/Canyon Bicycle 110

#### 9 & Under

1. Rhet Povey 768  
2. Justin Griffin - UtahMountainBiking.com 618  
3. Ryan Westerman - New Moon/Spin Cycle 555  
4. Sierra Perez - Guthrie's Race Team 441  
5. Sara Denton 291  
6. Ben Sumsion 178  
7. Cale Pilling - New Moon Media/Spin Cycle 158  
8. Daniel Brown - Route Veloce 151  
9. Monique Esplin 141  
10. Zach Nielson 128

#### 10-12

1. Merrick Taylor 639  
2. Stuart Povey 623  
3. Brandon Perez - Guthrie's Race Team 400  
4. Blake Wiehe - Young Riders 375  
5. Camila Esposito - AOS/DJ Ortho 303  
6. Dylan Klautt - Young Riders 203  
7. Mayan Perkins - Young Riders 139  
8. Tanner Putt - X-Men 135  
9. Max Staples - Ind. Fabrication 126  
10. Dante Winward 122

#### 2004 Intermountain Cup Team

##### Final Point Standings

1. Mad Dog Cycles - Orem, UT - Am Bank, Tobler Dentistry, Powerbar, Jamba Juice, Kimball Crofts MD, Summit Graphics; 1993

2. Young Riders - Park City, UT; 1893  
3. New Moon Cycling - SLC, UT - Spin Cycle; 1312  
4. Revolution Mountain Sports - Sandy, UT - Revolution Mtn.Sports; 1203  
5. AOS/DJ ORTHO - Logan, UT - Alpine Orthopedic Spec., Dan Joy Orthopedics; 847  
6. Peak Fasteners - Kearns, UT - Peak Fasteners; 697  
7. Team Sugar - Park City, UT - White Pine Touring; 683  
8. Sports Den/Love Sac - SLC, UT - Sports Den; 492  
9. UtahMountainBiking.com - Alpine, UT - UtahMountainBiking.com; 419  
10. Bikeman.com - WVC, UT - Boeing; 409  
11. Racer's Cycle - Provo, UT - Racer's Cycle, Bontrager; 348  
12. Team Flower Children/Wild Rose - Park City, UT - Wild Rose; 259  
13. Missing Link Racing - SLC, UT - Cancun Café, Uinta Brewing, Total Body Pilates; 254  
14. Wild Mountain Honey - Jackson, Wyoming; 198

## 2004 Sports Am Widomaker, Snowbird, UT, August 22, 2004, Plaza to the Top of the Hidden Peak.

Place, Overall Place, Name

MALE BY AGE GROUPS

#### Age 15 To 18

- 1 39 KYLE WEHMANEN 25:15.2

#### Age 19 To 29

- 1 1 2-ERIC JONES 49:26.7

- 2 2 ALEX GRANT 53:20.6

- 3 12 2-AARON OLSEN 07:11.3

- 4 16 PHIL WOOD 08:26.8

- 5 19 2-NATE PACK 08:56.0

#### Age 30 To 39

- 1 4 2-CHAD WASSMER 59:55.9

- 2 6 2-JONATHAN BAKER 02:42.0

- 3 7 BOB SAFFELL 03:00.2

- 4 8 SAM MOORE 03:42.3

- 5 10 2-TODD WINNER 04:13.6

- 6 11 2-CORY PETERSEN 06:33.9

- 7 13 MARTIN CUMA 07:32.0

- 8 15 MITTS STEWART 08:05.3

- 9 23 2-KELLY GLENN 11:52.3

- 10 24 RICH KENDALL 12:12.9

- 11 25 RON MASON 12:51.9

- 12 27 GLADE TIDWELL 15:06.4

- 13 28 2-ROBERT STEPHEN 15:10.3

- 14 30 BRETT WHITESIDES 16:14.5

- 15 32 JAY GROVE 16:58.8

- 16 34 JONATHAN AITKEN 20:43.1

- 17 38 DEREK FORSBERG 24:51.8

- 18 44 ROB STAFFORD 31:07.8

- 19 46 LANCE SWEDISH 33:06.8

- 20 50 2-ROSHEN KOCHY 41:32.2

- 21 51 2-CHRIS TAYLOR 44:58.6

- 22 53 JEFFREY GOOCH 53:32.3

#### Age 40 To 49

- 1 3 ROB WESTERMAN 59:19.2

- 2 5 2-CHRIS POND 01:29.8

- 3 9 2-MATT CLEVENGER 03:57.9

- 4 17 SEAN WALTON 08:35.9

- 5 18 STRIKA CHORD 08:46.3

- 6 21 2-MATT BELMAN 11:07.7

- 7 26 2-ROBERT HITCHCOCK 14:41.1

- 8 36 JAMES HARPER 22:31.8

- 9 40 PATRICK MCKNIGHT 25:47.5

- 10 41 COHY MARLER 27:42.3

- 11 42 JOHN HANSHAW 28:32.5

- 12 43 TIM MORRIS 30:23.8

- 13 45 DAVID SHEA 32:55.3

#### Age 50 To 59

- 1 35 GREG NELSON 21:28.1

- 2 37 SHANNON STORKUR 23:59.6

#### FEMALE BY AGE GROUPS

#### Age 19 To 29

- 1 47 TAMMY DOMINICK 34:10.6

- 2 52 2-CHANTEL THACKERAY 45:14.5

#### Age 30 To 39

- 1 20 2-MICHELE HOLLINGSDE 10:11.7

- 2 31 2-JEANNIE ROLLO 16:45.2

- 3 49 2-PRIYA NORONHA 39:21.4

#### Age 40 To 49

- 1 14 2-LAURA HOWAT 07:46.1

- 2 22 2-STACY WILLIAMS 11:44.8

- 3 29 2-ELLEN GUTHRIE 16:00.2

#### Age 50 To 59

- 1 48 PAULA LOBOSCHEFSKY 37:55.2

## 2004 COMBINED TIMES Snowbird

**Keep America  
Strong,  
Wear your  
helmet!**

## Cyclingutah.com

Visit Our new photo  
gallery!

recent events posted:

- Widomaker Hillclimb  
Park City Cycling Festival  
Snowbird Mountain Bout 7/17/04  
Big Cottonwood Hillclimb 6/26/04  
Solitude ICS 6/26/04  
DMV Criterium

**Hillclimb and  
Widowmaker  
September 21-22,  
Snowbird, UT.**

- Men**  
1 ERIC JONES 1:36:23.02  
2 ROB WESTERMAN 1:51:58.93  
3 CHAD WASSMER 1:53:52.15  
4 MATT CLEVINGER 1:58:42.69  
5 CHRIS POND 1:58:52.26  
6 JOHATHAN BAKER 2:00:27.84  
7 TODD WINNER 2:02:38.98  
8 AARON OLSEN 2:03:11.95  
9 CORY PETERSEN 2:03:15.34  
10 NATE PACK 2:06:40.80  
11 STRIKA CHORD 2:10:13.41  
12 MATT BELMAN 2:11:10.40  
13 KELLY GLENN 2:11:27.50  
14 ROBERT HITCHCOCK 2:19:18.87  
15 JOHATHAN AITKEN 2:22:35.07  
16 STACY WILLIAMS 2:22:41.97  
17 ROBERT STEPHEN 2:25:13.39  
18 ROSHEN KOSHY 2:57:31.17  
19 CHIRS TAYLOR 3:13:45.84

- Women**  
1 LAURA HOWAT 2:04:19.05  
2 MICHELLE HOLLINGSIED  
2:07:17.53  
3 ELLEN GUTHRIE 2:16:02.24  
4 JEANNIE ROLLO 2:24:30.02  
5 PRIYA NORONHA 2:56:20.67  
6 CHANTEL THACKERAY  
3:08:56.62

**Flyin Brian 2 Downhill,  
Sept 4-6, 2004, Brian  
Head, UT**

- Place Team Time**  
**Pro Women**  
1 Faith Bradley Go Ride 5:08.23  
**Pro Men**  
1 Matt Johnston Go Ride 3:37.86  
2 Chris O Connor Go Ride 3:44.54  
3 Mark Christensen Guthries 3:44.77  
4 Scott Crabill Go Ride 3:51.15  
**Expert 19-29 Men**  
1 Von Williams Go Ride/ Ellsworth  
3:49.62  
2 Chad Bryce Ellsworth Marzocchi  
Maxxis SunRingle 661 Ogio  
4:04.90  
3 Chance Wright Z-Team 4:04.94  
4 Byron Foster 4:30.45  
**Expert Men 30-39**  
1 Dave Beeson 50/50 Sky Electric  
3:56.23  
2 Ben Craner BTC Illustration  
50/50 4:02.34  
3 Justin Alvey Go Ride 4:08.03  
4 Emmanuel Pons 4:15.37  
5 Dave Mosher Mtn West Off  
Road 4:24.84  
**Expert Men 13-18**  
1 Andrew Pierce Go Ride 3:53.22  
2 Logan Bingelli 4:02.70  
3 Riley Barlow DOD Racing  
4:11.41  
4 Chris Hadley Go Ride 4:17.22  
5 Mitch Andrus Hank Hill 4:31.60  
6 Kyle Foster 4:35.11  
**Expert Men 40+**  
1 Steve Waldron Team Waldron  
4:27.22  
2 Rod Evans 4:36.13  
**Expert Women**  
1 Connie Miskit 4:49.52  
2 Addie Lepper 5:55.03  
**Sport Men 19-29**  
1 Phillip Barker 4:21.58  
2 Joshua Wright 4:25.54  
3 Chris Bradley 4:28.75  
4 Joshua Parris Choose to Ride  
4:29.82  
5 Brody Greer Z-Team 4:31.52  
6 Edwin Zamboni 4:51.19  
7 Jeremy Draper Z team 5:14.18  
8 Chris Lyman 6:03.97  
9 Jody Jones DNF  
**Sport Men 30-39**  
1 Timmy Pendergrass SOL Foods  
4:17.78  
2 Brent Mitchell All Star  
Construction 4:19.82  
3 Eddie Buckley 4:30.53  
4 William Bergeron Z Team  
4:52.68  
**Sport Men 40+**  
1 John Casey CPC Azonic Kenda  
5:33.30  
2 Peter Strazdins 7:25.51  
**Sport Men 13-18**  
1 Jake Bamgartner 4:15.10  
2 Brock Swenson Biker's Edge  
4:27.38  
3 RJ Harting 4:31.09  
4 Sean Richins Strykland Propane  
4:34.79  
5 Casey Swenson Strykland  
Propane 4:41.08  
6 Nic Hadley Go Ride 4:46.21  
**Beginner Men 19-39**  
1 Mike Mosher 4:50.38  
**Beginner Men 13-18**  
1 Brock Despain 5:17.39  
2 Alex Casey 5:47.14  
**12 & Under**  
1 Patrick Waldron Go Ride 5:31.52  
2 Bodhi Barney 6:14.65

**Road  
Racing**

**2004 Idaho Cycling  
Enthusiasts Criterium  
Series, Pocatello, ID**

- CLASS A**  
1. Craig Kidd 85 pts  
2. Justin Kline 71 pts  
3. Rob McGovern 59 pts  
4. Rob Van Kirk 59 pts  
5. Ryan McKnab 42 pts  
**CLASS B**  
1. Terry Huntley 110 pts  
2. Adam Steinke 66 pts  
3. Martin Horejsi 50 pts  
4. Karl DeJesus 33 pts  
5. Brian Williams 25 pts  
**CLASS C**  
1. Cary Krusoff 130 pts  
2. Steve Pew 77 pts  
3. Christine Satterwhite 69 pts  
4. Peter Joyce 42 pts  
5. Russ Speirn 21 pts

**Snowbird Hillclimb,  
August 21, 2004, 10.2  
Miles, Snowbird, UT.**

**Place, Overall Place, Name, Time**

**MALE BY AGE GROUPS**

- Cat 1 - 3**  
11 JOHN OSGUTHORPE 0:45:57  
23 BURKE SWINDELHURST  
0:46:08  
3 4 2-ERIC JONES 0:46:56  
4 6 BRYSON PERRY 0:48:05  
5 7 NATHAN THOMAS 0:48:06  
6 8 MARC YAP 0:48:14  
7 10 ALLEN BUTLER 0:48:28  
8 12 ALEX ROCK 0:48:51  
9 14 JON GALLAGHER 0:49:12  
10 15 JESSE GORDON 0:49:43  
11 16 ROBERT LOFRAN 0:49:48  
12 23 JOHN MCDANIEL 0:50:58  
13 25 SCOTT ALLEN 0:51:01  
14 26 NORMAN BRYNER 0:51:48  
15 27 JAKE PANTONE 0:51:49  
16 28 JASON TRAVIS 0:51:50  
17 36 TYLER WOODS 0:52:55  
18 42 VANCE CHECKETTS  
0:53:45  
19 63 SEAN YOUNG 0:55:00  
20 68 CHARLES HEATON 0:55:13  
21 75 SANDY PERRINS 0:55:37  
22 78 EVAN HEPNER 0:55:50  
23 92 JAMIE LONGE 0:56:42  
24 104 DOUGLAS NEFF 0:57:14  
25 151 KEVIN DAY 1:00:44  
26 177 AARON PACKARD  
1:02:38  
27 370 DAVID ALLEN 1:30:02

**Cat 4 - 5**

- 1 2 DAVID HATCH 0:45:58  
2 21 BENJAMIN DHULST 0:50:29  
3 24 STEVE HADLEY 0:51:00  
4 30 TRENT DUNCAN 0:52:18  
5 31 MIKE SOHM 0:52:19  
6 33 SEAN HOOVER 0:52:28  
7 34 2-ROB WESTERMANN 0:52:40  
8 45 KYRK WRIGHT 0:53:57  
9 46 JASON HENDRICKSON 0:54:01  
10 50 ERIC BONDER 0:54:14  
11 52 STEWART GOODWIN 0:54:30  
12 60 AARON PHILLIPS 0:54:55  
13 62 ERIC JOHNSON 0:55:00  
14 64 TONY PARKINSON 0:55:01  
15 65 WESTON HYMAS 0:55:02  
16 66 ROBERT KUNZ 0:55:10  
17 70 GUY PERRY 0:55:16  
18 72 ALEX ARCHIBALD 0:55:18  
19 74 GREGORY FLORE 0:55:35  
20 80 BRUCE BILODEAU 0:56:04  
21 81 DENNY KALAR 0:56:15  
22 94 DAVE GONTRUM 0:56:47  
23 96 DWAIN ALLGIER 0:56:52  
24 97 TROY CHILD 0:56:55  
25 99 J.D. DAVIS 0:57:02  
26 103 MATT MECHAM 0:57:13  
27 106 RYAN JONES 0:57:25  
28 107 WALTER BLANCO 0:57:31  
29 108 2-NATE PACK 0:57:44  
30 114 ZACK BUTTERFIELD 0:57:54  
31 115 JOSEY APOSTOL 0:57:55  
32 118 KEVIN SHEPARD 0:58:18  
33 121 JASON ASLESON 0:58:28  
34 123 NATHAN RAFFERTY 0:58:40  
35 150 RICK MILLER 1:00:42  
36 154 BRYAN JEPSON 1:00:54  
37 156 TY LOYOLA 1:01:00  
38 171 DOUG OVARD 1:02:17  
39 203 JAMES DUMAS 1:04:47  
40 311 WILLIAM MARCHAND  
1:17:10  
41 329 MARVIN MELVILLE 1:19:10  
42 349 2-NATE PACK 1:23:31

**Juniors**

- 1 38 RYAN HARRISON 0:53:18  
2 39 CHRIS PETERSON 0:53:19  
3 181 CHARLIE REYNOLD 1:03:10  
4 186 PHILLIP HOVEY 1:03:29  
5 292 HUNTER GIESE 1:14:37

**Masters**

- 1 5 DAN MINERT 0:47:49  
2 9 ROBERT HATCH 0:48:25  
3 17 MARK SCHAEFER 0:49:57  
4 18 BARRY MAKAREVICZ 0:49:59  
5 19 ED CHAUNER 0:50:03  
6 20 MIKE HANSEEN 0:50:20  
7 22 DALE MAUGHAN 0:50:53  
8 32 JOHN GRIFFINS 0:52:23  
9 40 KEN JONES 0:53:34  
10 48 KEN LOUDER 0:54:11  
11 51 PRESTON GAYLORD 0:54:18  
12 53 GREG FREEBAIRN 0:54:32  
13 54 SAM WOLFE 0:54:34  
14 56 RICK BLACK 0:54:38  
15 57 DANIEL MOSER 0:54:42  
16 84 CHRIS PETERSON 0:56:28  
17 87 DANA HARRISON 0:56:34  
18 88 JON GARDNER 0:56:39

- 19 102 JEFF HANDWERK 0:57:12  
20 124 WAYNE COTTRELL 0:58:41  
21 126 STEVEN WOLF 0:58:59  
22 143 CHUCK COLLINS 1:00:15  
23 191 JK SCOTT 1:03:49  
24 195 RICK MARSTON 1:04:01  
25 251 LYLE ARCHIDAL 1:09:52

**Age 10 To 18**

- 1 35 CHARLES SMART 0:52:46  
2 110 BRECK OLSON 0:57:48  
3 111 CHARLY LIGETY 0:57:49  
4 117 SAMUEL DEARDEN 0:58:11  
5 176 ADAM PASCABE 1:02:33  
6 189 BENJAMIN KIME 1:03:44  
7 194 BRANDON JOHNSON 1:03:59  
8 204 PAUL HOLDSWORTH 1:04:54  
9 215 CODY WIGNALL 1:05:51  
10 236 SAM GARBETT 1:08:01  
11 255 TANER ANDRESEN 1:10:07  
12 319 SCOTT HENNEY 1:18:12  
13 323 MARCUS DIDDENS 1:18:34

**Age 19 To 29**

- 1 11 CHUCK GIBSON 0:48:44  
2 29 NATHAN CISNEY 0:51:56  
3 37 ALVIN STEWART 0:53:10  
4 43 MICHAEL AMBRE 0:53:51  
5 61 TAU STREIT 0:54:59  
6 77 RYAN KIER 0:55:46  
7 79 AARON OLSEN 0:56:01  
8 85 JERAMIA JOHNSON 0:56:32  
9 101 JOSH HENDERSON 0:57:10  
10 132 MARK THUNELL 0:59:40  
11 133 NATE DIPALMA 0:59:47  
12 142 GREG WOODS 1:00:14  
13 163 JACOB ANDERSEN 1:01:50  
14 168 JUSTIN RICHARDS 1:02:10  
15 178 DAREK EGGLESTON  
1:02:55  
16 185 ERIC KNECHT 1:03:26  
17 197 RICHARD URENA 1:04:32  
18 208 RYAN SAGERS 1:05:16  
19 245 JASON WHETMAN 1:09:05  
20 284 DAVID BOYD 1:13:26  
21 285 ROB BRYANT 1:13:37  
22 306 EDSON LEITE 1:16:50  
23 333 ELENITIBA OLAOTAN  
1:19:40  
24 336 DANTLEY YOUNG  
1:20:06  
25 377 TREVOR WOOD 1:36:13

**Age 30 To 39**

- 1 44 NATHAN DURTSCHI 0:53:55  
2 47 DAN NOORDA 0:54:05  
3 58 CHAD WASSMER 0:54:44  
4 69 TIM WHITE 0:55:14  
5 76 AARON OGDEN 0:55:43  
6 82 ERICH SAGERS 0:56:20  
7 83 J.J. MERRILL 0:56:27  
8 89 STEVE MOORE 0:56:40  
9 90 CORY PETERSEN 0:56:41  
10 91 BRANDON JUDD 0:56:42  
11 109 JONATHAN BAKER 0:57:46  
12 119 2-TODD WINNER 0:58:25  
13 131 2-KELLY GLENN 0:59:35  
14 148 RICK SUNDERLAGE  
1:00:28  
15 152 BRIAN ROELOFS 1:00:47  
16 160 CHAD MORRIS 1:01:28  
17 161 CHRIS AUSTIN 1:01:28  
18 164 JONATHAN AITKEN  
1:01:52  
19 165 BRIAN PARNHAM 1:01:57  
20 174 MARK ESPLIN 1:02:29  
21 179 TROY NYE 1:03:02  
22 202 ALLAN JOHNSON 1:04:46  
23 205 CHRIS BOYACK 1:05:00  
24 213 JIM WEBB 1:05:40  
25 223 JON VANCE 1:07:00  
26 224 SHANE WISSLER 1:07:01  
27 226 SCOTT SCHMIDT 1:07:05  
28 229 PERI ERMIDIS 1:07:16  
29 230 CHRIS TERRY 1:07:19  
30 234 KEVIN VIGOR 1:07:44  
31 237 PAUL HIRST 1:08:05  
32 238 RICK FREDETTE  
1:08:19  
33 240 JOHN LISH 1:08:28  
34 242 FLOYD FAIRBANK  
1:08:33  
35 249 KEVIN CRONK  
1:09:29  
36 252 JOHN ANDERSON  
1:09:59  
37 253 PYNES RON 1:09:59  
38 254 ROBERT STEPHEN  
1:10:03  
39 258 CORY MCNEELY  
1:10:10  
40 261 MARK PYPYER 1:10:35  
41 263 BOB EBERT 1:10:57  
42 276 MATTHEW HARDY  
1:12:10  
43 281 BRYAN ANDERSON  
1:12:48  
44 283 MARK JEFFREY  
1:13:15  
45 287 JOHN VEST 1:13:51  
46 288 BRETT HULLINGER  
1:13:54  
47 290 TOM QUITASOL  
1:14:15  
48 296 CLARK LIVSEY  
1:15:20  
49 303 2-ROSHEN KOSHY  
1:15:59  
50 304 SCOTT FERGUSON  
1:16:07  
51 328 JOSEPH CORDERY  
1:19:05  
52 330 MICHAEL MARKELY  
1:19:12  
53 337 BRUCE RITTER  
1:20:14  
54 345 SCOTT FINLINSON  
1:22:28  
55 354 RICHARD BOBOWSKI  
1:25:09  
56 364 CHRIS GOODMAN  
1:28:29  
57 366 CHRIS TAYLOR  
1:28:47  
58 367 RON DELAND 1:29:02  
59 386 JOSEPH LOWRY  
1:55:20  
**Age 40 To 49**

- 1 59 MATT CLERENGER 0:54:45  
2 71 RON CUSHING 0:55:16  
3 93 THOMAS BANKS 0:56:43  
4 98 TIM GRUBB 0:56:58  
5 105 CHRIS POND 0:57:22  
6 113 SCOTT KAFESJAM 0:57:53  
7 125 MICHAEL JOHNSON 0:58:50  
8 127 PETER CHAPA 0:59:02  
9 128 KENNY JONES 0:59:04  
10 129 THOMAS PERRY 0:59:14  
11 130 NORMAN FRYE 0:59:17  
12 134 CURT MCNEELY 0:59:50  
13 136 SCOTT TOLY 0:59:54  
14 138 2-MATT BELMAN 1:00:03  
15 139 MIKE CERAMI 1:00:05  
16 140 ELROY VOGLER 1:00:09  
17 141 GENE SMITH 1:00:12  
18 146 DAVE ERICKSON 1:00:21  
19 149 JEFFREY JOHNSON 1:00:29  
20 153 BRENT HALLIDAY 1:00:53  
21 155 MATT NELSON 1:00:55  
22 157 WAYNE NIEDERHAUSER  
1:01:09  
23 159 STRIKA CHORD 1:01:27  
24 162 DOUG DAVIS 1:01:43  
25 167 KEITH STUCK 1:02:09  
26 170 JERRY BENSON 1:02:16  
27 173 MARK TWIGHT 1:02:24  
28 180 SCOT SAFFORD 1:03:03  
29 183 DOUG DUBOIS 1:03:15  
30 187 JEROME PANUS 1:03:33  
31 188 CARY KRUSOFF 1:03:40  
32 190 KHOSROW SHOTOR-  
BANI 1:03:47  
33 196 CLARK JENSEN 1:04:02  
34 199 FRANK SUTERA 1:04:36  
35 200 RICHARD HITCHCOCK  
1:04:38  
36 201 BILL PEDERSON 1:04:45  
37 207 ROBERT AUSTIN 1:05:08  
38 211 DAVID GAFFNEY 1:05:36  
39 214 PAUL MOOTE 1:05:47  
40 218 TOM ECKSTEIN 1:06:17  
41 219 DAVE CHASSE 1:06:30  
42 220 J. STEVEN M 1:06:39  
43 221 TOM MRAZ 1:06:55  
44 225 JOHN HULTQUIST 1:07:02  
45 228 JAMIE ZENDOR 1:07:15  
46 232 SCOTT SMALLLEY 1:07:27  
47 241 SHAUN SORENSON 1:08:32  
48 264 2-STACY WILLIAMS  
1:10:57  
49 265 TOM ECKSTEIN 1:10:58  
50 266 CHARLES REYNOLDS  
1:10:58  
51 269 JIM KEARNS 1:11:19  
52 273 KEN GIBSON 1:11:59  
53 278 DAVID NABITY 1:12:20  
54 286 JOE KAMMERER 1:13:41  
55 297 MARK BALK 1:15:20  
56 298 MARK LENTZ 1:15:32  
57 300 DAVE YNGSDAL 1:15:50  
58 302 CRAIG FOLEY 1:15:58  
59 305 JEFF VOSBURGH  
1:16:31  
60 307 DANIEL GARCIA 1:16:51  
61 313 RON BROWN 1:17:29  
62 314 KEVIN FAY 1:17:41  
63 316 KELVIN FEIK 1:17:59  
64 320 TIM HENNEY 1:18:15  
65 322 DAN BUDZYNSKI 1:18:29  
66 326 MARK POPE 1:18:40  
67 340 JEFF VICHICK 1:20:18  
68 341 STEVE CARLTON 1:20:36  
69 355 DAVE BAHLER 1:25:09  
70 360 BRUCE WIGNALL 1:27:03  
71 361 TOM SKOWYRA 1:27:04  
72 363 TOM MCCANDLESS  
1:28:28  
73 368 LARRY GIBBONEY  
1:29:03  
74 371 DREW CHERRINGTON  
1:30:26  
75 378 GARY JENNINGS 1:37:11

**Age 50 To 59**

- 1 67 VAN EDGETTE 0:55:11  
2 95 JIM WESTENSKOW 0:56:49  
3 120 DON HALL 0:58:26  
4 135 RAY BIERMAN 0:59:51  
5 137 BRAD MULLEN 0:59:56  
6 144 KERRY ROBBINS 1:00:17  
7 147 JEFF GRANT 1:00:25  
8 166 TOM GREEN 1:02:02  
9 169 MIKE MCHUGH 1:02:15  
10 172 RICH HARWARD 1:02:19  
11 182 BOB WRIGHT 1:03:13  
12 192 MICHAEL LONG 1:03:55  
13 206 KENT EGGLESTON 1:05:06  
14 209 HERMAN FRANKS 1:05:22  
15 212 DAVID HILLYARD 1:05:38  
16 216 TOM CALAME 1:05:54  
17 217 VAL LUDLOW 1:06:10  
18 222 DENNIS MONAHAN 1:06:58  
19 239 ROBERT ROLFS 1:08:25  
20 243 DAVID DOUGLASS 1:08:55  
21 246 CLARK HARPER 1:09:14  
22 268 STEWART WILSON 1:11:18  
23 270 JEFFREY GIESE 1:11:25  
24 274 ALAN CUNNINGHAM 1:12:05  
25 275 LARRY WITKOWSKI 1:12:06  
26 277 KENNY BARFIELD 1:12:14  
27 291 DEE BENSON 1:14:36  
28 293 DOUGLAS AUSTIN 1:14:49  
29 309 JOHN STRATTON 1:17:02  
30 325 MIKE MCCANDLESS 1:18:37  
31 331 NORMAN ALLEN 1:19:23  
32 342 PAT TOM 1:21:01  
33 358 DREW DOLL 1:26:50  
34 369 CHARLIE WHITING 1:29:56  
35 376 STEVE WILLS 1:35:56

**Age 60 To 90**

- 1 158 ALAN STOCKLAND 1:01:26  
2 317 DICK ARNER 1:18:06  
3 334 CARL KJELDSBERG 1:19:52  
4 343 FORREST DAY 1:21:33  
5 356 FREDERICK MILAD  
1:26:02  
6 357 ALAN MILLER 1:26:46  
7 365 BOB STEFFEY 1:28:35  
8 372 KEN HIGBEE 1:31:35  
9 375 JAMES PIANI 1:35:08  
10 382 RED OELERICH 1:44:05  
11 384 DAVID TAYLOR 1:46:14  
12 385 STANLEY CARPER  
1:50:18

**Age 60 To 90**

- 1 158 ALAN STOCKLAND 1:01:26  
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9 375 JAMES PIANI 1:35:08  
10 382 RED OELERICH 1:44:05  
11 384 DAVID TAYLOR 1:46:14  
12 385 STANLEY CARPER  
1:50:18

**CLYDESDALE**

- 1 318 KEVIN PERRENOUD  
1:18:08  
2 352 MICHAEL WOLFE 1:24:14

**FEMALE BY AGE GROUPS**

**Cat 1 - 3**

- 1 73 DARCIER MURPHY 0:55:22  
2 86 2-LAURA HOWAT 0:56:33  
3 122 KRISTI MCILMOIL 0:58:29  
**Cat 4**  
1 55 SYLVIA KUNZ 0:54:36  
2 100 MICHELLE HOLLINGSIED  
0:57:06  
3 112 INGE TRAVIS 0:57:51  
4 145 DARCIER STRONG 1:00:19  
5 198 MEGAN MCCOWN 1:04:36  
6 233 RUTHIE SHAPIRO 1:07:36  
7 262 KARILYN MOORE 1:10:52  
8 312 MICHELLE DICKSON  
1:17:24  
9 338 LIZ LOCKETTE 1:20:15  
**MASTERS**  
1 13 2-ELLEN GUTHRIE 1:02:32  
2 175 JO GARUCIO 1:04:15  
3 335 KRIS JOHNSON 1:20:04  
**Age 19 To 29**  
1 210 MICHELLE HATCH 1:05:26  
2 257 ANDREA NEWTON 1:10:10  
3 332 SARAH HARWARD 1:19:37

- 1 67 VAN EDGETTE 0:55:11  
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3 120 DON HALL 0:58:26  
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8 166 TOM GREEN 1:02:02  
9 169 MIKE MCHUGH 1:02:15  
10 172 RICH HARWARD 1:02:19  
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**Age 60 To 90**

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**Age 60 To 90**

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1:26:02  
6 357 ALAN MILLER 1:26:46  
7

## ROAD TOURING

# Desperado Dual Double Century



Riders near the beginning of a long day in the saddle.  
Photo by: Peter Wolf. See more photos at PhotoCrazy.com.

By Lonnie Wolff

On Saturday August 28th, desperados once again rode the Wild West at the Desperado Dual held in Panguitch, Utah. Over 200 riders from 10 states participated in Utah's only fully supported 200 mile, 1 day cycling adventure. This event, co-sponsored by Garfield County Tourism, the Town of Panguitch, Brian Head Resort, the Color Country Cycling Club, Clif Bar and many others followed a spectacular course through the heart of Utah's Color Country.

In the tradition of the old west, riders departed at dawn to the sound of a single gunshot from the six shooter of the Mayor of Panguitch. 200 desperado riders were led by a police escort to the outskirts of town and began the Outlaw Loop, the

first of 2 consecutive 100 mile loops, each of which begin and end in Panguitch. Riding up the Red Canyon bike path, local and non-local riders alike were struck by the awesome beauty of the first light of day as it hit the canyon walls.

Once atop the Pausaugunt Plateau riders enjoyed the first of 6 well stocked rest stops; this one in John's Valley was nestled among the Ponderosa Pines just below towering Powell Point. After refilling water bottles and grabbing a bite to eat, riders continued on, following the East Fork of the Sevier River, dashing down Black Canyon and past its historic grist mill at Osiris before arriving in Antimony at the second rest stop. Friendly volunteers once again fed and watered riders in the shade at Antimony Mercantile before sending them on their way.

Riders then cruised the gentle rolling valley past Otter Creek Reservoir where flocks of Pelicans fed, surprising some riders by their great numbers.

The pace quickened in the scenic canyon of the Sevier River where the sound of the passing bikes matched that of the rushing waters alongside. Swifter than the river or the birds, the desperados arrived at the Circleville rest stop where watermelon and strawberries proved to be the snacks of choice. It was hard for riders to tear themselves away from this buffet/rest stop but the ride had to go on. The lead group of 4 riders smoked the last 28 mile stretch back to Panguitch like the Sheriff was after them, covering the 106 miles to lunch in just 4 hrs 20 min. St. George Utah riders Marty Sheeran and Scott Smith, along with Craig Long from Arizona, and Furnace Creek 508 veteran Eric Wilson from California were in that lead

group.

For the 100 milers the lunch stop was the end of the trail, but for the other Dualers this was just the halfway point and where the real climbing began. Starting the Big Fish Loop riders climbed towards the high country past Panguitch Lake, into the Aspens and Ponderosa Pines reaching the high point of the event route at 8600 ft. After a welcome descent to Mammoth Creek, the next rest stop tempted many riders to linger in the cool shadow of tall pines, but the day was far from over. The Desperado Posse got the riders on the road again and headed up the short climb out of Mammoth Creek. Fatigue was starting to set in for many, but the next 30 miles over rolling terrain to the Town of Alton went pretty fast. Arriving in Alton with the shadows getting longer and reserves of

strength growing shorter, this was the last chance for riders to get fed, watered and have a well deserved rest before hitting the home stretch. Although the Desperado Dual is not a race, once riders were back on their bikes the race was on - the race to finish before the setting sun. Craig Long was the first in at 10 hours 25 minutes followed by John Olden of Park City at 10:27, Eric Wilson of California at 10:28 and Brian Jeppson of Cedar City at 10:49. Most other riders came in before sunset with 4 riders finishing after dark with their headlights.

Congratulations to all of those who participated in the inaugural event. Complete results will be posted soon at the Desperado Dual website at [www.desperadodual.com](http://www.desperadodual.com).

## Old Faithful Fall Cycle Tour 2004

Old Faithful Ride  
West Yellowstone to  
Old Faithful  
30 Miles Each Way  
Shuttles Available.



Enjoy Fall Cycling in Yellowstone Country!  
Call Today to Reserve Your Cycling Adventure!

Join us for a fun-filled weekend October 9-10 in West Yellowstone, MT. Saturday October 9, 2004 is the Old Faithful Ride. There will be prizes, snacks, Old Faithful Ranger Tours, a cyclist's banquet, and entertainment. Ride roundtrip or one-way and shuttle back. We're offering a fantastic cycling package. Call for more information or visit our websites!



[www.ThreeBearLodge.com](http://www.ThreeBearLodge.com)  
\$35/per person, incl. lodging & breakfast. Based on double occ.

800-646-7353



[www.DoYellowstone.com](http://www.DoYellowstone.com)  
\$45/per person, incl. lodging & breakfast. Based on double occ.

800-646-7365

## YELLOWSTONE/OLD FAITHFUL "Fall Cycle Tour '04"

October 9, 2004

• **OCTOBER 9** Ride from West Yellowstone to Old Faithful starting at 9:00 AM. Enjoy the fall colors of Yellowstone National Park as the 60 mile round trip takes you past geysers, thermal features, bison and bugling elk. If you are looking for a shorter ride, we will shuttle you and your bike back from Old Faithful or we will shuttle you in and you can ride back. Spaghetti dinner starts at 6:00 PM.

• **PRE OR POST STAYS:** Why not take another day, ride on your own. Short & easy or longer & higher, it's up to you. Great fall room rates available.

*West Yellowstone, Montana!*  
*Chamber of Commerce*

For Registration forms go to:

[www.wyyellowstone.com/bicycle](http://www.wyyellowstone.com/bicycle) or call (406) 646-7701

Registration fees: \$45 for adults and \$35 for kids.

Registration includes snacks, shuttles, spaghetti dinner, door prizes and t-shirts.

Options: Park Entrance Fee can be purchased at the Chamber office - \$10 or \$20 per family.

**Limited to 300 Riders! Register Early!**

**\*MARK YOUR CALENDAR**

YELLOWSTONE SPRING CYCLE TOUR: MAY 7, 2005

