

cycling utah

CLIMB HIGHER!

**DIRT
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SPEAKING OF SPOKES

An Interview with Dave Zabriskie

By David Ward
Publisher

With local cycling sensation David Zabriskie in town, I took the opportunity to sit down with him on August 31st for a relaxed interview. David invited me to his mother's home and gave me the time I desired to question him.

David is an affable young man with a sly sense of humor. I enjoyed my interview with him, but was caught off guard momentarily by his statement, as you will read in the interview, that Cycling Utah needed to print a retraction of a statement, in its article on his winning the Snowbird Hill Climb in 1998, that he punched Burke Swindlehurst. Then, seeing my momentary surprise, and with that teasing look in his eyes, he laughed.

I was in fact surprised because, as I informed him, I wrote the article, and did not remember anything about him punching Burke. I did promise to review the article, which I did. In fact, I reported only that

Burke claimed David had blocked him, twice, from coming around at the finish line.

So, no retraction is necessary. But I thank David, once again, for a fun and entertaining interview. It was an enjoyable break from the daily grind at my office, and it will be an entertaining break for you, the reader, as you read this interview. Enjoy.

DRW: You were with US Postal for a couple of year.
DZ: Yes

DRW: Describe your experience with US Postal?
DZ: When I was in the US Postal Service, in the beginning it was very hard for me to adjust to the new style of racing. It was much more difficult and there were some other things in my life that were changing. For the first year it was very hard and then the second year was much better. The third year I had a really good strong part of the season, then I got hit by



a car. In the fourth year, it was just me trying to come back.

DRW: Describe your experience with CSC.
DZ: It was completely different than US Postal Service. I feel like I have imaginary arms around me and around the team just holding us together. Everybody gets along really well and there is just a bunch of really neat guys. I feel comfortable; I feel that everyone takes an interest in people. They are very intelligent with the training and SRM, the power meters. Bjarne [Riis] was one of the first to use it in training camp. We got results at dinner. He calculates everybody's [results], you know. "You need to train with these numbers, you need to train here, you need to train here," for every single person. It is completely different. When things go bad is when they come and help the most. There are people there that do not have any kind of any cycling background

at all. They have military backgrounds, but it translates over into cycling somehow, and the whole team and how we need to be together. It is a neat experience. It is an experience that will help me even after cycling.

DRW: Describe Bjarne Riis.

DZ: He's a very strong person, very quiet, very thoughtful. He thinks a lot. He is always thinking and kind of talks a little with a delay, but that is just his style. Maybe his English style speaking. But he cares so much about this team. I know in the past he has put his own money into the team to help float it. I am happy for him that he got the sponsorship renewed and for more money and he can make a lot of people happy and himself happy. To see the way he puts the stress on himself at the races because he wants us to do so well, it is crazy that he cares that much about it. When Ivan [Basso] had the troubles in the Giro [d'Italia], he was close to crying. He's a good guy.

DRW: Speaking of Basso, how do you think he will do in the upcoming years in the Tour?

DZ: He's only 27. It's strange for me because he is only a year older than me, but he acts, he carries himself with so much class and he is so nice. Since day one, when I met him. Real nice guy, great to work for him and to be around him. He has offered me an apartment next to him in Milan to go and train. I am going to do that. We've become friends really quickly and he is a super nice guy. I think he will win the Tour eventually, I don't know when, but I think he is definitely capable of it. He seemed to be the only one attacking Lance.

DRW: How long is your contract with CSC?

DZ: It ends next year. Bjarne, being the kind of person he is, from what I have done this year, he was saying ...to forget about it and we will open it up and make something new. For sure it is going to be two more years and we will talk seriously about a third, probably this weekend. Something that I don't think US Postal would ever do to any rider. It kind of kills the incentive to do well.

DRW: Yeah. US Postal [Discovery] has had all these good support riders but they keep leaving. I did not know if that was because they were unhappy or if they just wanted to see what they could do as a team leader.

DZ: Some of that is because they want their own glory. Another part is that you're only in the sport for so long, your career ends at 35 maybe. You've got to do what you can as far as money and monetizing time.

DRW: Right.

DZ: The thing there is, any result you ever got is incomparable with what they [US Postal/Discovery] had with Lance. You say, "Hey, I got fifth in the Worlds," or "Hey, I won the national championship," and they say, "We have the Tour de France winner." That is the kind of attitude they have. They feel like people will come to the team and basically

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Cover Photo: Chad Wassmer (Cole Sport) near the top of Hidden Peak, Snowbird and on his way to winning the Widow Maker Hillclimb. The Hellgate Cliffs are in the background.

Photo: Dave Iltis
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ADVOCACY RIDE

Josie Johnson Memorial Ride

By John Weis and Jason Bultman

Cyclists in Utah watched with increasing alarm last year at the rise in injuries and fatalities to bicycle riders on the roads of the state. This concern came to a head last fall when Josie Johnson, a graduate student at the University of Utah, was hit from behind and killed while riding her bike up Big Cottonwood road. Her death was the result of an extremely negligent motorist. Following this tragedy, a group of concerned cyclists gathered together to host a memorial ride in tribute to Josie and all other cyclists in Utah injured or killed while enjoying their sport. Nearly a thousand cyclists showed up last year on a cold and blustery day in late October to take part in the Josie Johnson Memorial ride.

This year, in continued tribute to Josie and other fallen riders, the second Josie

Johnson Memorial Bike ride will start at 12 noon in Sugar House Park on Saturday, October 15th. Riders will gather at the south end terraces of the park and ride to the mouth of Big Cottonwood canyon. The organizers have designed bright-colored cycling jerseys and t-shirts specifically for the event, complete with a share-the-road message on the back. Donations for the jerseys and T-shirts will be encouraged: donation envelopes will be available. Mayor Rocky Anderson and other local bicycle advocates will speak for a few minutes about their goals to support safe bicycling in Salt Lake City and in the state of Utah.

Following these brief comments, 2005 Tour de France stage winner and Yellow Jersey holder Dave Zabriskie will lead the ride to the mouth of Big Cottonwood Canyon. This ride will not be a time trial and speeds will be held down such that young and

old, and fast and slow riders can equally participate.

At the mouth of Big Cottonwood Canyon, current bike project leaders will detail progress reports and answer questions. Three projects - bike lanes on Wasatch Blvd, a bike lane up Big Cottonwood Canyon, and the countywide bicycle route map - are in early concept phases and there will be the opportunity to provide suggestions to the organizers of these projects. There will be a moment of silence in commemoration of fallen cyclists, and then a return to Sugarhouse Park along Wasatch Blvd. The ride route and other information are available at www.slcbac.org.

Funds raised from this years ride will be used to support a new statewide bicycle advocacy group, the Utah Bicycle Coalition. Instead of direct payment for jerseys and T-shirts, the organizers are requesting donations that will be used to help establish

this group and fund future bicycle advocacy projects.

This event will serve as a media and public education opportunity. The single biggest reason motorists do not like sharing the road with bicyclists is because some bicyclists disregard the law and ride irresponsibly. Bicyclists need to respect signals and traffic law if they want any respect in return. We ask that all cyclists taking part in this ride set a positive example for responsible bicycle riding.

For Motorists:

1. Bicyclists have the same rights to the road as motorists. They are permitted to ride in the center of the lane when unsafe conditions exist, and to ride 2 abreast when not impeding traffic.
2. Leave at least 3 feet when passing a bicyclist (it's the law). If there is not enough room on the road, do not pass.
3. Look for bicyclists before

turning at all intersections. Do not pass a bicyclist and turn right in front of them.

4. Make sure a bicyclist is not approaching from behind before opening your car door.

For Bicyclists:

1. Ride in the same direction as traffic and ride as far right as practical. If unsafe conditions exist (shoulder debris, lane too narrow) you are permitted to ride in the center of the lane.
2. Make yourself visible by wearing bright clothes and using lights and reflectors at night. Signal your intentions to turn or change lanes.
3. Obey all traffic signs and signals. DO NOT run red lights or stop signs.
4. Ride no more than 2 abreast and only when not impeding traffic.

For more info visit www.slcbac.org

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TRAIL OF THE MONTH

Upper Mill Creek Canyon Loop - An Old Time Favorite That's Always Fun.

By Gregg Bromka

Today's lifestyle can be hectic: work, wife, kid, house, and a slew of other obligations. It's go-go-go, don't let up, and don't look back. For many, however, mountain biking offers a brief but welcomed respite from the daily hustle by coupling the nuances of nature with two-wheeled bliss for a deep cleansing of the body and soul. So when my wife, Tricia, and daughter, Joanna, granted me a "cleansing" break last weekend, I bolted out the door with sparks flying from my heels. "Be back in three hours . . ." I shouted through the 'hood as I screeched down the road. I had faith that my ride bag was pre-stocked for such an occasion: If I had forgotten extra Clif Bars then I'd go hungry; no water and I'd be thirsty; no bike shorts and I'd wear my civies; no shoes and I'd go bare foot. I did, however, take the extra second to make sure my front wheel was in the truck. (Yes, I forgot my front wheel once—only once. And you can't improvise that!)

As I headed up 3300 South to I-215, I had only minutes to decide where I'd pursue my singletrack bliss. The likely candidates were Park City, Big Cottonwood Canyon, or Mill Creek Canyon. With driving prowess that would have landed me a commercial gig as a "professional driver on a closed course," i.e., a last-second three-lane head fake before the on-ramp, I swerved south on route to Mill Creek. And as I rallied up the canyon, squirming into bike clothes and fumbling for Clif Bars, I paged through volumes of mental notes to formulate a ride plan that would maxi-



Fun times on the upper Mill Creek loop.

Photo by Gregg Bromka

mize my singletrack pleasure, and get me home on time. (Tricia has long-since adjusted my ride itinerary for "Bromka time," a simple multiplication factor of 50 percent.)

I calculated trail mileages and estimated ride times. Big Water Trail: 6.5 miles round trip, 50 minutes. Much too short. Great Western Trail to the Mill Creek Canyon divide: 9.2 miles round trip, 1 hour 30 minutes. Time to

spare. Big Water-Desolation Trail-Wasatch Crest-Mill Creek loop: 13 miles (I think), 2 hours (maybe). Bingo.

Helmet, gloves, water, Clif Bars, keys—check. I charged up Big Water, and within minutes I became fixated on the beads of sweat splattering off my top tube and the seconds ticking away on my cyclometer. In my periphery,

a blur of trail-side pastel blended with the woods' ever green, and I sensed alternating warmth and cool as I rode through mottled shadows. For 1.5 miles to the Great Western Trail junction, I agonized over which direction to ride the upcoming loop; then my front wheel decided for me by pointing straight ahead up Big Water.

By the time the dogs at Dog Lake cocked an ear to my approach, I was skittering down the steep, gravelly, rut-of-a-trail to the Mill D North junction, where I dismounted without hesitancy or humility to hoof it up the steep, gravelly, rut-of-a-trail toward Lake Desolation. Back in the saddle, the Desolation Trail beckoned my granny gear for a slow, tedious, delightfully painful climb through flickering aspens and past sun-kissed meadows to the trail's namesake lake. The backbone of the Wasatch Range rose above me, and one more "character-building" low-gear pump brought me to the loop's highpoint on the Crest Trail.

I scrolled through my cyclometer's data on the fly while choking down a Clif Bar. I was half way around the loop, but three-quarters of my allotted time was spent., I summoned my race skills from a decade ago, but my withered legs and rusty reflexes didn't respond like they used to, and I got spanked like a newborn while wobbling over the choppy rocks. But gravity is a powerful force and it was on my side along the loop's "back nine." In short order, I was free-wheeling confidently past the overlooks of the Canyons Resort to the Mill Creek Canyon divide, stopping twice to give ascending

bikers the right of way, naturally.

Time was ticking as I angled down upper Mill Creek Canyon in haste and with a plum of dust trailing me. My accompanying shadow stretched to three times my height, and it danced playfully across the basin's grassy fields while the sun longed to rest its head on the horizon. I was flying, and my wheels seemed to hydroplane across the two creek crossings.

The Great Western Trail dipped and dodged through the dark timber on a rolling but gradually descending course. I felt the knobs on my tires grip the firm dirt, and my bike's full suspension, although not needed for the smooth trail conditions, gave a magic carpet-like ride. With stealth, I passed, and probably embarrassed, a lady biker just as she was giggling with glee, but farther down the trail, I too found myself chuckling with uncontrolled joy.

The return flight down the Big Water Trail was icing on the cake, for no other trail in the Wasatch is as smooth and forgiving. I let off the throttle but didn't lollygag and only feathered the brakes to keep my speed in check. My bike gently pitched and rolled through the conifers and I felt punch-drunk with content. The "cleansing" was complete, and a week's worth of life's toxins vanished into the mountain air.

Back at the trailhead, I couldn't care less about how long the ride took because it was time well spent. Still, I peaked: 13.5 miles, 1 hour 55 minutes. Sweet! As I jumped into my truck, I overheard a biker reveling amidst her groupies about the Big Water Trail, "that was so much fun." Yes, despite my Charlie-Hustle approach to the day's ride, it was fun, and although I ride a fraction of what I used to, I cherish every ride because mountain biking is always just that—fun. And I made it home with 30 seconds to spare!

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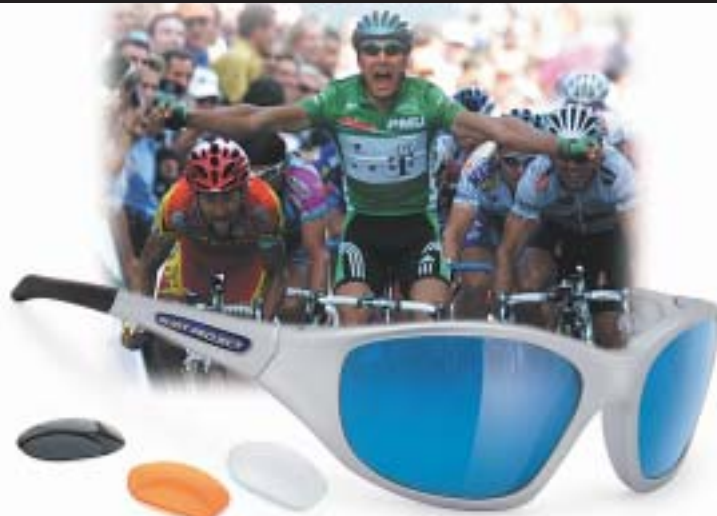
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ROUTE 211

Riding the Middle East

By Greg Overton

Doha, Qatar, is not on anyone's list of favorite places to ride, it's hotter than Phoenix, flatter than Florida and there is constantly more sand blowing around than in

minded folks who want to ride, there is no ride that day. There is more safety in numbers.

Relative to the rest of the region, Doha is a safe haven for Americans, but there is still the very real threat to life if one does



Elvis in Qatar.

Las Vegas. None of these are top choices for riding a bike. No one would want to ride each day there, unless perhaps you're living in Doha. The terrain and weather conditions are tough enough, but mix in a bit of political uncertainty and danger, and then cycling for fun or fitness becomes sort of an anomaly in a place like Qatar. But just about every morning, that very anomaly occurs in and around Doha, in the form of a small peloton of cyclists, a microcosm of riders from all over the world who have at least one thing in common. And that's a love of the bike and the need to ride.

My pal Dave Morris, known as Elvis to many in this cycling community and the bike industry as a whole, is part of this group. Dave is living and working in Doha for a company that is serving support for the military action in the region. It's a long way from home in the literal sense, and a long way from the bike industry where Elvis has worked as a sales rep and in shops since leaving the Air Force several years ago. But thanks to online markets like ebay, Dave and his riding buddies can feed their habit for bike stuff and keep on the road, even in this tiny desert nation on the edge of the virtual powder keg that exists in the region.

That road is tenuous, though, and his stories serve as a reminder to his friends back here that our occasional brush with a pickup truck mirror or expertly timed car horn might be pretty small beans in the scope of on-bike dangers. We're pretty free to take any road that looks interesting, or that circumvents a nasty hill or congested intersection. In Doha, there is really only one safe route, and if there isn't a group of ten or so like-

not adhere to the weekly military notices outlining off-limit locations, travel routes and activities based on intelligence information gathered. The café or market where you ate dinner or shopped last week may be a no visit zone this week, and failure to pay attention or adhere to the information could be disastrous. That kind of volatility can cut into your miles on the bike as well. As we ride here in the states, we hear certain types of vehicles approaching from behind and brace for a yelled comment from the window or the afore-mentioned horn blowing as the vehicle passes. In Qatar, these riders, whether American, Japanese, French, Irish, Saudi, Australian, Philippine or German wonder if the approaching vehicle will pass without gunfire or other loud and deadly action.

To date, there have been no such attempts. Dave attributes this to the inclusion of the Qatari national cycling team (yes, there is one) as part of the group, and to a specific time of day and very rigid route taken. The same flat, hot, windy and out of the way route every single day. Dave says that a major part of the reason for the out of the way route is not only safety from bad guys with guns and bombs, but safety from Qatari, and Middle Eastern in general, drivers who flail their Mercedes' and American SUV's through the streets like bumper cars at a carnival. The roads are smooth as glass, unless you happen to be out during the mid day heat, when your tires stick to the melting asphalt. He says the biggest hill on the entire route is the extra thick paint on the road at a particular intersection. He jokes with me that it's the

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CYCLOTOON

BY NEAL SKORPEN



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COMMUTER OF THE MONTH

Car Free! It Was Meant To Be

By Lou Melini

Marissa and Russ have been car-free for most of their time together, including the past 16 months. Marissa who answered the questions is also the youngest profile for this column. There is a book currently being written about car-free and "car-lite" people which may have quotes from several people from Salt Lake including Marissa.

Cycling Utah: Given your age, you grew up during a time when car use per capita greatly expanded. In the book *Asphalt Nation*, (Jane Holtz Kay, 1997, University of California Press) women quadrupled their driving from 1983-1993. So why don't you have a car and do you miss running around town and doing things that your friends do?

Marissa B: I don't have a car because they are expensive, perhaps up to \$500/month. The last car I had was on lease and when the lease ended that was it-no car. Russ kind-of influenced me. He hasn't had a car in a long time and always biked everywhere. I don't miss running around town like my friends because I still do them. I meet my friends on my bike, go shopping or have lunch with them.

C.U.: What is the biggest hassle; what is the greatest benefit to being car-free?

M.B.: Sometimes it is a hassle to bring home a large item, like a vacuum cleaner. Most shopping is easily done on my bike with a backpack. If I plan on buying a large item, I can ask one of my family members for assistance. The main reason we would use a car would be to go camping in the mountains. The biggest benefit is being outdoors and getting a little exercise throughout the day and knowing I am not contributing to the air pollution.

C.U.: How far do you ride during a typical day doing all that you need to do? Have you moved or changed jobs to accommodate being car-free? Have you changed who you socialize with?

M.B.: I ride from 7-20 miles daily. I live in Sugarhouse section of Salt Lake City. Work and almost everything I need is within a 20 minute ride from my house, so my I haven't had to make any changes in my life such as work, where I live, or who I socialize with.

C.U.: How do people react when you tell them you do not have a car? Do they act annoyed or do they act like you should be pitied and offer you rides even though you are content to ride your bike? Perhaps a bit of both?

M.B.: People generally say that is great that I bike to work and errands, though in a manner that suggests it is not for them. People treat Russ like a poor transient! I haven't had any people act annoyed though many do feel sorry for me and offer rides. I politely tell them I have a ride already!

C.U.: Do you have more or less free time being car-free?

M.B.: By biking or walking, it is almost like having free time. As I said before, most everything I need is less than a 20 minute bike ride, so having a car won't give me more time, and possibly a car would give me less time in the long run, given the responsibility of having a car.

C.U.: What do your parents think?

M.B.: My parents think that it is good that I am saving money. They are willing to give me rides when we go out together. They have been supportive.

C.U.: Given our car culture, what do you see for the environment 20,30 or 50 years from now?

M.B.: People will use the car more and more until the environment, costs, hassles, etc. get really bad for the majority of people. I would hope that in 20 years that the population would wake up and think of alternative commuting resources, rather than thinking they HAVE to have a car! Some of my family can't imagine not having a car. Maybe it is easy to think that, until you don't have a car and realize how unnecessary it can be. The environment is really suffering from this way of thinking. People want to have clean air, less noise, and less congestion, but they aren't willing to DO something to have clean air, etc. Each one of us must do something to help the environment instead of just talking about it. I hope we don't have to wait 50 years.

BIKE ADVOCACY

SAFETEA Signed into Law

By Charles Pekow

It took almost two years longer in transit than it should have. But a massive national transportation bill that can advance bicycling in many ways finally arrived at the station.

Congress approved and President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Now it's up to Congress to supply the money for it and for states, communities and bicyclists take advantage of the opportunities that run through 2009 - when Congress will have to undergo the same process all over again.

While current programs, such as Transportation Enhancements and Recreational Trails will continue, it may take a year before Congress can actually appropriate money for new programs and even longer for the money to get down to the state and local level and the street.

But at any rate, we will see the following changes.

Recreational Trails Program

As for the Recreational Trails Program, its authorization will be increased from the previous maximum of \$60 million to \$70 million in FY 06, \$75 million in FY 07, \$80 million in FY 08 and \$85 million in FY 09. The legislation also adds several changes to the program. On the one hand, it allows "assessment of trail conditions" and safety and environmental education (either in documents or classes) as allowable activities for grant funds. Grants can also support "non-law enforcement trails safety" patrols. But the law also says that any new trails on federal lands must first be put in a "statewide comprehensive outdoor recreation plan."

The law already allowed projects to use other federal money as part of the required matching funds - and now it will allow states to cite recreational trails funds as matches for other federal projects. And grantees can now count the costs of planning and environmental compliance spent before the grant arrived as

part of the match. (The law requires that Western states put up 10 percent of project costs with non-federal money; most projects exceed that.)

The U.S. Department of Transportation (DoT) will "encourage" states to use youth conservation or service corps to build and maintain trails. Previous drafts of the bill included a controversial provision that would have required their use when possible.

Safe Routes to School

Many communities have already developed Safe Routes to School programs. But for the first time, a specific federal funding stream can devolve to communities through states specifically for projects to encourage children to ride bikes and walk to elementary and middle school. The program can get \$100 million in FY 06, \$125 million in FY 07, \$150 million in FY 08 and \$183 million in FY 09.

Each state must get at least \$1 million a year. States can use the money themselves or send it to local governments and non-profits via grant competitions.

States will have to appoint a coordinator for the program and DoT will monitor the program and spread information.

Other Benefits for Cyclists

The bill also makes the following changes in law:

- States can use federal Highway Safety Improvement Projects money to pay for bicycle safety improvements, including signs at bike-road crossings, specifically (but not exclusively) in school zones.

- State transportation departments will have to identify hazards to bicyclists in their strategic highway safety plans. The hazards can include railway crossings, unmarked or poorly marked roads, and specific dangerous locations (intersections, hills). States will also have to try to figure out how to remedy the problems they find. States must develop the plans by October 2007.

- The Highways Safety Research & Outreach Program will get about \$142 million a year to develop traffic safety measures, including bike safety.

- A new Alternative Transportation in Parks & Public Lands program, operated jointly by DoT and the Interior Department, would get \$25 million a year. Grantees would develop ways to reduce traffic in national parks, national wildlife refuges, federal recreational areas, national forests and other federal land. Projects could build bicycle facilities.

- And while it may not seem to make much sense, the legislation will allow bicyclists to ride in lanes reserved for high occupancy vehicles on highways - but states can also keep bicycles out if they determine and DoT agrees they "would create a safety hazard."

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**Dave Z Interview -
Continued from page 2**

ride for free. Some people do go there and take pay cuts.

DRW: You won the Prologue and wore the yellow jersey for a couple of days. Have you had other teams asking you to sign contracts with them?

DZ: Yeah, for sure. There's interest. It comes. But if I went to any other team, it would be a step backwards even though it may be for a little more here or there. I would just come back. I think that this team, for sure there is a lot more inside of me and they know it and they see it. There is this man that they want me to go see in October or November, some time this off-season. No bikes, just me and him, two weeks. Just let him, he called it, go inside of you and brings the real you out and things like that. That's the kind of stuff they do. I know there is more inside of me and I feel that with this team it has a better chance of coming out. It might not, but I think if there is a team that can bring it out, it is this team.

DRW: Certainly with Bobby Julich they really revitalized his career.

DZ: Like I said, if I went to Telecom, that would be it. Maybe I would get a lot of money but what would I be doing? I would be miserable and it wouldn't be worth it.

DRW: As to your Stage 1 win in the Tour, everyone knew you were a good time trialist. Through unexpected, it was not a real surprise that you were able to win the stage. I know that Armstrong had ideas on leading

from start to finish, but you put a hole into that plan. [Zabriskie smiles]. There was some talk that the wind conditions may have favored you over Armstrong. Do you think that was a factor?

DZ: I don't think it was that big of a factor. The army person that we have has some really accurate meteorologist in Denmark in the military and they said that wind would be favorable from the back in the early part and then turn a little bit. I don't think it made that much difference. I mean [Laszlo] Bodrogi went before me and he is a good time trialist also and I took a minute out of him. He and I went at almost at the same time and I took a minute out of him so I was obviously going fast.

DRW: What did it feel like, wearing the yellow jersey?

DZ: It feels good. I never planned on it. It feels good.

DRW: The photo we had of you on the July issue of Cycling Utah was from the team time trial during which your fall occurred. Did you ever figure out what happened? You have probably been asked that a million times.

DZ: Yeah. I don't know. When I stood up the tire was off the outside of the rim so maybe that is what it happened, it flipped off. I'll never know.

DRW: You did not touch a wheel?

DZ: No. There was a large gap in front of me.

DRW: My heart sunk when that happened.

DZ: Yeah.

DRW: You stayed in the Tour for about another week. I

never did really hear why you withdrew. Did you have injuries from that fall?

DZ: I did the first crash, and then the next day I was pretty sore and beat up. The day after, I fell down on some railroad tracks again. The next day, I started out on the climbs and I could not go up hill. Both my arms were bad, and my breathing hurt that day. I finally got over those climbs and I wanted to stop there. Somehow I finished that day within two minutes of the time cut. The next day, I went to the race early and did a warm up. I tried to do everything I could but it was impossible. I had no power in my legs and I had to stop.

DRW: In terms of the future, I have people ask me if you can win the Tour someday. How do you see yourself as a potential contender in future stage races?

DZ: It is possible. It's not something I am putting a lot of pressure on myself, but more of the media pumping it up than myself. I know that I am at least capable of stage wins, a good stage here and there, doing a lot of work, being a real team player. If it turns out in the future, you know, if someone wants to push me in that direction, such as Bjarne, I will try to. Right now I know what I am capable of, I don't want to be weighed down right now by thinking about all of that. I will do what I have done and have fun with it. That seems to be when I do the best. [The Tour] seems like the longest shot possible. I can climb, I can time trial.

DRW: Obviously you are a good time trialist.

DZ: There are things

that are in me, but like I said, there are things that are not in me. One of the things is the fighting that happens in the peloton. It's almost like you can't care about your life at times. If you lose your concentration, you are at the back. That is the hardest part, focusing for six (6) hours straight. It is the most intense focus. All these things happening. It is really crazy. There are some times when you are sitting and its like, "This is not worth it."

DRW: You referred to the fighting in the peloton. Are you referring to jostling for position and staying in front?

DZ: We are going like 60 kilometers an hour. It's like this, you know. [Zabriskie positions himself next me, crouched in a riding position, and starts leaning and hitting hard into me.] If you're tense, they'll hit you and you will fall. When you are going that fast, you have to stay relaxed. It is a challenge because everyone is thinking, "I have to be at the front." Everybody is trying to stay relaxed but everybody is going as fast as they can. It is the worst in the Tour, by far. Every day is like Liege-Bastogne-Liege, shoulder to shoulder and boom boom. Other races are not so bad, you can go to the front. There, it is insane. The guy I need to see, he does these things on you that try to help relax you that are really good. It is just, if you can just relax and put yourself somewhere else and not think about how fast you are going or how many people there are. Sometimes you lose it, and when you lose it, -. For people that have never experienced that, ---. And that's what separates, you know, that intensity and energy. But they're really crazy.

DRW: I didn't get into

bike racing until I was 35, so I have never experienced that intensity. At my age, we all agree we are too old to being doing that kind of stuff.

DZ: Think of the fastest you have ever gone before and then think of 40 guys in front of you, 40 guys in back, on the sides, and try to stay as relaxed as you can through the turns, the radio's in your ear, and with the cars and helicopters, you can't hear, and try to stay relaxed. And all you hear is, "Go to the front, go to the front!"

DRW: How old were you when you started racing around here? I remember you winning the Snowbird Hill Climb one year. Burke Swindlehurst was in that race. Maybe you won more than once, but that is the one I remember.

DZ: No. Just once. We should print a retraction in this article that I never punched Burke Swindlehurst after the finish line. [Zabriskie laughs.]

DRW: I don't even remember anything about you doing that.

DZ: I didn't. It was a tight finish and somewhere in the article in Cycling Utah it was like, "After the finish line Zabriskie punched Swindlehurst."

DRW: I'll have to look at that. I actually have the article. In fact, I wrote the article. I can't imagine me writing that.

DZ: If it's in there -

DRW: I'll withdraw it. Yeah!

DRW: Who, locally

Continued on page 9



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PHOTO GALLERY

Snowbird Hillclimb and the Widow Maker Hillclimb



Above: David Hatch (Healthy Choice/Global Phone Sales) leads winner John Osguthorpe (Ogden One) in the Snowbird Hillclimb. Far Right: Laura Howat won both hillclimbs. Middle: This guy wasn't even racing... Below Left: Norm Bryner (Healthy Choice/Global Phone Sales) see-sawed his way into third place. Below right: Only 3000 feet to go, straight up. Photos: Dave Ittis See more photos at cyclingutah.com. See results on page 14.



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**Zabriskie Interview -
from page 7.**

here in Salt Lake, would you say, were the biggest influences with you?

DZ: When I started, around here it was the whole Rocky Mountain Cycling Club. My first ride, I remember the names. It was Rob Macleod, Shaun Dalby, and Mike Newberry. Brent Farr was almost like a dad to me. He's awesome, a super nice guy. Always there. Funny and good to be around. Then, Ryan Littlefield, as far as the racing. He started taking me around the country. My first trip with him was Super Week in Wisconsin. They took me back there so I could do the junior nationals in Wisconsin. And then, of course, Steve Johnson, he gave me my first VO2 max test at the U [University of Utah]. Bill Harris started to do the training. Quite a few people.

DRW: This was your first Tour de France and I presume, although you don't know for sure, that you will you be racing it again next year.

DZ: Yeah.

DRW: Will the Tour be your focus during the coming year, or will it be other races as well?

DZ: Of course there are other races. I think I could win a couple of smaller small stage races.

DRW: What do you think about Basso's intent to race both the Giro d'Italia and the Tour?

DZ: He wanted to win the Giro because he is Italian and because he knew Lance was going to do the Tour and that makes the Tour unwinnable. He really wanted to win the Giro before his mom passed away. He had a lot on his shoulders. He told the media, "I'm going to win the Giro for my mom." He probably should not have voiced these things so early in the race. I think maybe they were a little too overconfident. To come

right out and say, "I'm going to win, I'm going to win", it was like he never saw Lance. For seven (7) years in a row, [Lance] always pointed at someone else. "You should watch Ullrich. You should watch him or him. Don't look at me. I'm just an older guy from Texas."

DRW: Speaking of that, Jan Ullrich always seemed to be the only guy capable of defeating Armstrong. Do you think Ullrich had the ability to beat Armstrong and just did not rise to his potential? What about next year?

DZ: I think [Alexander] Vinokourov and Ullrich can win. I think Levi [Leipheimer] can do well, too. I think [Alejandro] Valverde. He's good, and he's young, too.

DRW: It used to be that people did really focus on more than just the Tour. What about the riders and about Europeans in general?

DZ: Europeans, they pay attention to a lot more. For Americans, it's the Tour. Maybe they would pay more attention if there was more media, but the Tour is what gets the media. Some people think that it is the only race of the year.

DRW: OLN broadcast the Giro and the Vuelta a Espana a couple years ago. Now you don't get anything except maybe an hour summary when it is all over.

DZ: They only show the end of the race. The most exciting part is the first hour to see how it all forms up and then you can really see the tactics. "That team has a guy up there but we don't, we've got to chase," and you can see it form. It helps people understand.

DRW: Armstrong has made the statement that he loves riding his bike. I have often wondered if bicycle racers on the professional level enjoy riding, or do they race because it is a sport they can excel at? When you are done

racing will you still ride your bike?

DZ: Yeah, for sure. I love it. It is driving me crazy that I cannot ride with this thing [a cast on his hand from a glass cut] and for me it is the part I love. I love going out and riding my bike, probably more than racing. But the racing helps. It gives you some motivation. There comes a time in the season when you hate the bike. You don't want to look at it. You don't look at it for a week, then you want to ride.

DRW: In the Pro Tour, they have the individual classification, but they also have the team class. Is CSC leading that?

DZ: The last time I checked they were.

DRW: How important are team placings versus individual placings?

DZ: For our team, to be at the top of that classification is important. Bjarne gets really excited about that. People don't call our team "CSC", they call it "Team CSC". It is a team and that is how [Bjarne] explains it and that is how we are portraying it and that is what we are. It is the truth and I know that he is really excited. I know that he is probably pushing people to stay up there so we can get on top of that. I think that probably means more to him than individual things. He likes it, he loves it. If we stay up there and win, that probably is going to mean more to him than what it would mean to any other director.

DRW: I remember Riis saying before the team time trial in the Tour that he really believed CSC could win and nobody took that very seriously. But for your crash, do you think you would have won the team time trial?

DZ: It is hard to say, it was real close. Chances are going to go up if things don't go wrong.

DRW: How important is equipment in racing, or do you simply take whatever the sponsors give you and is the equipment all

pretty equal?

DZ: Last year it seems that we just took what the sponsors gave us. Obviously, we still take what the sponsors give us on this team but I see Bjarne taking a lot more interest in the equipment. He picks it out himself and he really is very finicky about everything. He wants us to have the best equipment because we are the best team in the world.

DRW: As a rider, do you notice differences between the equipment from year to year?

DZ: I did. I noticed it a lot this year. I like it a lot more. It feels more responsive to me.

DRW: In the Tour, how do you keep your energy level up day after day after day?

DZ: Years and years of building up for something like that. That's what it takes now. This was my first Tour and that was after years of building my base. It takes it out of you, definitely. By the end of the Tour your eyes are sunken in and black. It is not easy. If you believe that you can adapt to it, that helps.

DRW: I am sure you get plenty to eat and the right kind of food.

DZ: Yeah, all of that and staff is so important because you can't be afraid to ask for anything. Every time you stand up to go get something, it takes energy. A real nice staff will get you anything. Being around people you like is important. I don't think you can do it when you don't get along with people. Everybody just has to help.

DRW: You are engaged to be married now.

DZ: Right.

DRW: Is your fiancée from around here?

DZ: Yeah, she grew up here. She went to Highland.

DRW: Is Salt Lake going to be your home, your home base?

DZ: Yeah. It will be where most of my belongings will be.

DRW: Will she be living in Europe with you while you are racing?

DZ: Yeah.

DRW: Are you going to learn to speak Italian, or maybe you do already?

DZ: I do a little. I am sure I will pick up more.

DRW: Tell me again how you hurt your hand.

DZ: It was a glass door in a restaurant in Denmark. It was closing on me, and I put my hand up to stop it and open it for myself and it just shattered. There may have been a crack in it somewhere already.

DRW: How long will you have the cast on?

DZ: I can take the cast off to do little moves and some therapy, but before I put a load on it, it has to be ten to twelve weeks. I will take the full amount of time because I want it to heal strong.

DRW: You are heading off tomorrow to go to San Francisco?

DZ: Yeah.

DRW: Are you going to race in the Grand Prix?

DZ: I am just going to start and ride a lap. They can't start, the minimum they need to start, is five guys.

DRW: That is the reason why you have to go. All right. Thank you for your time and for the interview. Good luck, and we will be hoping for great success for you.

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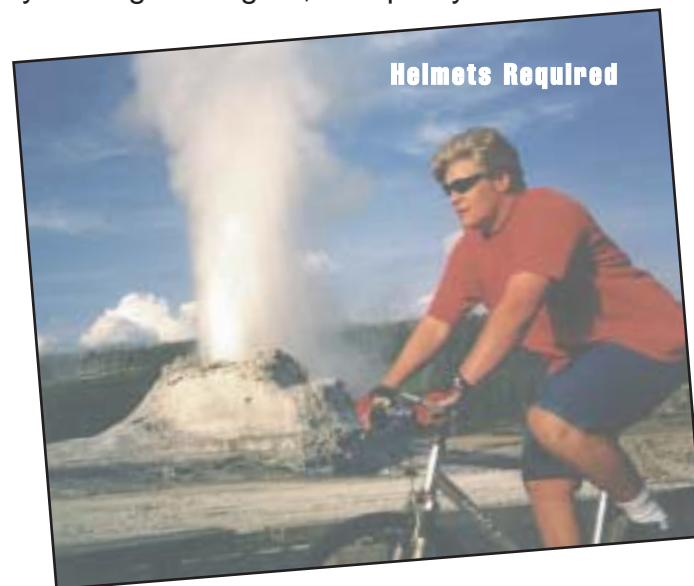
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BIKE ADVOCACY

UDOT Responds: Transportation Enhancement Funds - The Rest of the Story

We believe the August 2005 article in Cycling Utah regarding Transportation Enhancement (TE) Funds was misleading. However, since the TE program is essentially citizen driven, we are pleased that Cycling Utah is interested in educating its readers about this important resource.

The article presented the Utah Department of Transportation as being unsupportive of trails projects, and uncooperative and inefficient in the utilization of the enhancement funding available. Nothing could be further from the truth. The data reported in the August publication that was obtained from the information service, may or may not be accurate; but it is more important to understand what those numbers mean rather than judge a program by the obligation rate

or to put some significance to the number of projects programmed by a state.

The unobligated balance in the enhancement fund for Utah simply indicates that the money made available through the enhancement program has not yet been spent. Utah has a very active enhancement program with a primary focus on bicycle and pedestrian projects. Since the inception of the program 100% of the funds available have been awarded to project sponsors. This means that the project sponsors, typically a local government agency and/or bicycle advocacy group, has been unable to complete work on the design and construction of the project in a timely manner. The reasons for this lack of performance and thus the large unobligated balance of funds are varied and may include such

things as the inexperience of a project sponsor; difficulty adhering to the federal-aid funding requirements; or securing the necessary matching funds or property.

If our goal was to expend the enhancement funds as quickly as possible and thus look good in regard to the obligation balance, the Utah Department of Transportation could program all of these funds on projects that the state would select, design, and construct, thereby completing virtually 100% of the projects each year. Instead we have chosen to use an advisory com-

mittee to screen and select project applications submitted by local government and citizen groups, who then are responsible for the completion of their proposed projects. We are in the process of implementing changes that will assist these agencies and community groups in completing their projects in a timelier manner.

Utah has programmed 80 projects for over \$28 million during the past 5 years. Bicycle-related projects account for 60% of those projects, even though they are only one of the twelve activities eligible to receive funding. We believe keeping the public and local government agencies involved as partners in these projects is the right thing to do and results in a more effective program. The results have been dramatic and have provided funding for more than 250 enhancement

projects in areas throughout the state of Utah.

-John Quick, P.E. and Brett Hadley, P.E. Chairman,

Local Government Programs Enhancement Advisory Committee, 801 965 4366

Cycle For Life Raises Money For Injured Cyclists

It was a beautifully cool morning that dawned for the Cycle for Life Century in Huntsville this year. With 122 riders taking on the varied routes offered, the majority took on the challenge of climbing Trapper's Loop from both sides. The Cycle for Life Century is one of the toughest centuries in the State with over 1 mile of climbing, and two awesome descents that allow each cyclist to try for their personal fastest speed if they choose or a more modest descent if they are a little more cautious.

Event coordinator Grant Aagard, of Tailwind Tours, was quick to offer his gratitude to all the riders and volunteers that made the ride a success, raising almost \$2,400 to benefit cyclist's injured by motorists. One of most commented upon aspects of the ride, aside from the beauty, was the fact that it was scheduled on Sunday this year which resulted in significantly less traffic on the roads. Aagard was heard to say; "It won't be long, with the growth along the Wasatch Front, that most all rides will be forced to be held on Sundays for safety". Although one of the smaller centuries around it is one of the most challenging and scenic.

-Bob Kinney




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Route 211 - Continued from page 5

Qatari Alpe d' Huez, its own little Route 211. Hill training is substituted with wind training, as there is always a reliable wind, and according to Dave, it's always in your face. So

true.

Dave and his pals have no trouble acquiring gear in Qatar, mostly from ebay or European sources. For the Americans, shipping is quick and reliable through the military APO mail system. Others wait longer for their new bike trinkets to arrive and pass through customs, but they usually are delivered safely. The group is generally full of top level, newer bikes with the best components. He laughs that all the Americans are riding European bikes, and all the "Euros" are riding American bikes. Our ho-hum see-them-every-day brands are their hard to find and expensive status bikes, and vice versa. And the same old, time honored argument exists regarding Japanese versus Italian components, the cyclist's Ford/Chevy debate. And Dave is doing his part to spread the gospel of Tullio. Some products that are available only from Europe, and not available here in the States are gobbled up by the Americans, and hard to find or "classic" mountain bikes and parts from the U.S. are likewise gobbled up and sent home by the Europeans. There is no need for a mountain bike in Qatar. If it isn't paved, you need a camel or Hummer to get anywhere in the desert sand.

Tour de France time is, predictably, an exciting time for the group, but Dave was interested to find that the Spring Classics hold almost the same interest and excitement for the Europeans. It's almost like a weekly Super Bowl for them, and a hot topic during the weekly rides. Several of them take small breaks and travel to Europe to watch the Classics in person, something Dave has done and plans to do more of. He says that at Tour time, it's mostly the Americans talking, thanks to bragging rights for the past seven years. But he also tells me that our Tour champion is regarded as just that by every nationality represented. There's no talk of doping or cheating, just respect for a great Tour rider. And a bit of sour grapes that he squashes all at the Tour.

Cycling is a great escape from the daily news of the region for all the riders in Dave's group. There's hardly talk of the conflict that brought them all there and employs them there. They talk about their daily jobs as we all do, if they can. And they share information that may save their lives as they venture out in public. But they mostly talk about bikes, debate brands of gear and joke in that sometimes morbid way that only humor allows one to get past danger, or illness or strife. Once again, as we all see on our group rides here at home, and for Elvis's group in Doha, the bike shows its virtue by bringing folks together, making them healthier, and providing enjoyment. Here's a tip of the hat, and a wish for a safe and stiff tailwind.

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 (435) 575-0355
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White Pine Touring
 1790 Bonanza Drive
 P.O. Box 280
 Park City, UT 84060
 (435) 649-8710
 whitepinetouring.com

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

WASATCH FRONT DAVIS COUNTY

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

The Biker's Edge
 390 N. 500 W. Suite 1
 Bountiful, UT 84010
 (801) 294-4433
 bebikes.com

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

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

SALT LAKE COUNTY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

UTAH COUNTY Orem

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

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

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

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

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

Racer's Cycle Service
 163 N. University Ave.
 Provo, UT 84601
 (801) 375-5873
 racerscycle.net

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

WEBER COUNTY Eden/Huntsville

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

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

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

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

cycling utah

CALENDAR OF EVENTS

Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!



**Bicycle
Motocross**

Battle Bay BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0095

For more BMX track info, visit 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.

Calendar of Events sponsored by



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Salt Lake City
(801) 942-3100

705 W. Riverdale Rd.
Riverdale
(801) 621-4662
canyonsports.com

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

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

Weber County Pathways — Weber County's Advocacy Group, (801) 393-2304 or www.weberpathways.org

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

Volunteer to help build the Bonneville Shoreline Trail (801) 485-6975 or visit 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

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



**Mountain
Bike**

Tours and Festivals

September 17 — Brian Head Fall Colors Fat Tire Festival, Group Rides and more, (435) 677-3101

Sep 22 - Sep 25 — IMBA Trail School, Friends of Pathways, Jackson, WY, David Vandenberg, fop@wyoming.com

Sep 29 - Oct 2 — IMBA Trail School, Bureau of Land Management, Vernal, UT, Daniel Gilfillan, daniel_gilfillan@blm.gov

Oct 6 - Oct 9 — IMBA Trail School, Moab Trails Alliance, Moab, UT, Kim Schappert, kschappe@hotmail.com

Oct 13 - Oct 16 — IMBA Trail School, Dixie National Forest, Cedar City, UT, Nick Glidden, nglidden@fs.fed.us

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

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



**Mountain
Bike
Racing**

General Info

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

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

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

Weekly Series Races

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

Utah MTB Races

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

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

September 18 - Snowbird & Alta Silver Spur Fall Classic. 7.5 mile Mountain Bike Race, registration at 7:30am race starts at 9am. Bike race starts on the Creek Road to Snowbird/Alta bypass road continue to Alta via the Westward Ho road to base of Alta's Collins lift. Follow the transfer tow to the low Albion Basin road and on to Sugarloaf Pass. Keep biking into Mineral Basin following the service road to the intersection of the uphill route to the top of Gorilla Pass ending the race at the top of Hidden Peak, Snowbird Resort 801-933-2147.

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

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

Idaho and Regional Mountain Bike Races

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

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

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



**Road
Racing**

General Info

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

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

Utah Weekly Series Races

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

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

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

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

Wednesdays — Thanksgiving Point

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

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

For dates, see below.

Utah Road Races

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

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

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

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

September 10 — LOTOJA, 206 miles from Logan, UT to Jackson, WY, (801) 546-0090

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

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

October 8 — City Creek Bike Sprint, 10 am, 5 1/2 mile climb up City Creek Canyon in Salt Lake City, road or mountain bikes, UCA Points Series Event, (801) 583-6281

Regional Road Races

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

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

September 17 — Lamoille Canyon Hillclimb, road and mountain categories, Elko, NV, elkoveho.com or mtblaura@gmail.com

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



**Weekly
Rides**

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

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

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

Las Vegas Century Ride and Bike Expo

is back for another great year!

Saturday, October 15, 2005

Rio All-Suite Hotel and Casino

The Las Vegas Century Ride features four great rides to choose from, a commemorative t-shirt, complimentary raffle ticket and lunch at the finish.

The Bike Expo is open to the general public and includes live entertainment, information booths, food and giveaways for all to enjoy.

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Road Tours

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

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

September 17 — Sawtooth Century, Ketchum, ID, www.sawtoothvelo.org

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

September 18-24 — OATBRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

September 17 - Tour de Vins 4, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, Idaho State University, Pocatello, ID, more info: FSAlliance.org, Tina 208-282-2854 or mladtina@isu.edu

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

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

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

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

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


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

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

October 15 — Second Annual Josie Johnson Memorial Ride, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 12 noon, will travel to mouth of Big Cottonwood Canyon and back. www.slcbac.org or call Jason at (801) 485-2906 eve. or (801) 565-6163 day

October 22 — Tour de St. George. 8:00 AM at the North end of Dixie State College. Ride with us through three of the most beautiful state parks in the western portion of the country. There is a century (100 Mi), a metric century (65 Mi), and a citizens ride (30 Mi). This is a non-profit ride in which all proceeds will go to the local Care and Share, timboSPACE@msn.com,

century.moosknuckleralliance.org



Multi-Sport Races

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



Cyclocross

Utah Cyclocross

October 1 — Utah Cyclocross Series race #1, Wheeler Farm, SLC, utahcyclocross@msn.com

October 9 — Utah Cyclocross Series race #2, Ft. Buenaventura, Ogden, utahcyclocross@msn.com

October 15 — Utah Cyclocross Series race #3, venue TBA, utahcyclocross@msn.com

October 16 — Utah Cyclocross Series race #4, venue TBA, utahcyclocross@msn.com

October 22 — Utah Cyclocross Series race #5, Olympic Park, Park City, utahcyclocross@msn.com

October 23 — Utah Cyclocross Series race #6, Wheeler Farm, SLC, utahcyclocross@msn.com

November 5 — Utah Cyclocross Series race #7, Wheeler Farm, SLC, utahcyclocross@msn.com

November 12 — Utah Cyclocross Series race #8, State Championships, Wheeler Farm, SLC, utahcyclocross@msn.com

November 19 — Utah Cyclocross Series race #9, Ft. Buenaventura, Ogden, utahcyclocross@msn.com

November 26 — Utah Cyclocross Series race #10, Wheeler Farm, SLC, utahcyclocross@msn.com

December 3 — Utah Cyclocross Series race #11, Ft. Buenaventura, Ogden, Double points, utahcyclocross@msn.com

Regional Cyclocross

October 1, October 22, November

5, November 19 -- Idaho Cyclocross Series, Eagle Island State Park, Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs, Brad Streeter at (208) 866-3384

October 1, October 15 -- Jackson Hole Cyclocross, Saturdays at 11 am, Teton Village, WY, UCJH.org

October 29-30 — Crosstofest, Sun Valley, ID, 208-788-9184

Letter to the Editor:

Psychological Meaning of 'Left!'

It's a beautiful weekend day, you're riding along, on a lonely blacktop, near the shoulder, and you are startled by blast of a horn from a motorist as he passes you. You think to yourself, 'what a Neanderthal'.

It's a beautiful weekend day, you're riding along, on a lonely blacktop, near the shoulder, the line of sight is over a mile, their is not a car in sight, there are no turnouts, there is over twenty feet of available pavement, you are not zigzagging to avoid enemy torpedoes and you hear a startling 'LEFT!' as a lean mean road cyclist passes you by on a very expensive bicycle. You think to yourself, 'what a Neanderthal'.

I realize at times this is proper protocol like on a bike path with young families, rollerbladers, inliners, etc. but, I've never felt it necessary when I pass an obvious skilled bike rider on a open road, or for that matter any of SLC's canyon roads to yell to another rider I'm passing. I feel this produces the opposite effect of a smooth steady ride now being interrupted by someone yelling behind you.

Of course, I might not be the enlightened one. I ride on a five year old Schwinn with a cotton T-shirt and tennis shoes and usually calmly say 'hello' when I pass someone.

Is this what Lance meant when he said 'It Not About the Bike'?
Alan Grant
Stansbury Park, Utah

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Wolverine Ridge - from page 16.

JJ Clark (Stein Eriksen Sport), made a strong push on the last lap to narrow Jones' lead down to just over a minute.

The pro women's field was as large as it had been all season with five racers. Lining up with the expert men made the start fast and more interesting. Kathy Sherwin (Biogen-Idex) situated herself comfortably in the pack off the start line and pulled away from the other women in the first few minutes of the race and never looked back. Her lead grew to nearly ten minutes over second place finisher, Sue Abbene (Biogen-Idex). Abbene, who upgraded to pro, locally and nationally, midway through the season, also raced very strongly.

Being the last race of the season, and double points for the individual standings, this race proved to be crucial for some that were chasing the overall title as well as the team title. Some of the classes overall titles came down to single points separating the top three, and even a tie that was decided from past race results in the season. There was a big battle for the coveted team title as a number of teams shared the top spot numerous times throughout the year. 50 extra points were up for grabs for teams that volunteered to do trail maintenance, which several of them took advantage of. This offer not only benefited the clubs, but also the many

of the trails we all enjoy. At the end of the day it was Team Revolution that came out on top, edging out Mad Dog Cycles by only 50 points.

Again, the city of Evanston, WY, along with Ed Chauner, Paul Knopf, and all of the volunteers made this an incredible event. The City held the annual pizza, beer and awards ceremony after the race. As always, the best legs competitions and the \$50 prize money drew a crowd. Many great prizes were raffled off from local shops around the Salt Lake Valley as well as a winter gear from local ski shops. This event is always a great way to end a season.

I think I speak for everyone who participates in the IMC Series when I say thank you for another great year. The race promoters really do an amazing job, and I can't imagine what the series would be like without you guys.

Pro Men:

1. Eric Jones, Biogen-Idex, 2:03:1
2. JJ Clark, Stein Eriksen Sports, 2:04:21
3. Kevin Day, Stein Eriksen Sports, 2:07:03

Pro Women:

1. Kathy Sherwin, Biogen-Idex, 2:20:14
2. Sue Abbene, Biogen-Idex, 2:30:19
3. Cindi Hansen, MTBChick/Cannondale, 2:39:09

For more results, see page 14.

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RACE RESULTS



**All West Communications
Wolverine Ridge XC Race,
Intermountain Cup Race
#11, Series Finals, August
13, 2005, Evanston,
Wyoming**

Pro Men

1. Eric Jones, Biogen-Idec 2:03:17
2. JJ Clark, Stein Erikson Sports 2:04:21
3. Kevin Day, Stein Erikson Sports 2:07:03
4. Thomas Spanning, Jans/1 800 Contacts 2:07:19
5. Alexander Grant, Oakley/Skull Candy 2:09:31
6. Shannon Boffeli, Revolution 2:11:34
7. Ty Hansen, Cannondale 2:18:25
8. Blake Zumburnen, Revolution 2:19:22
9. Christopher Pietrzak 2:22:15

Pro Women

1. Kathy Sherwin, Biogen-Idec 2:22:14
2. Sue Abbene, Biogen-Idec 2:32:19
3. Cindi Hansen, Revolution 2:41:09
4. Teresa Eggertsen, X-Men 2:44:43
5. Tiffany Pezzullo, Biogen-Idec 2:51:36

Beginner Men 13-15

1. Dylan Klautt, Young Riders 2:05:10
2. Mason West, Young Riders 2:05:20
3. Blake Wiehe, Young Riders 2:22:33
4. Marty Povey, The Bike Shoppe 2:36:43
5. Jordan Cyrus, Young Riders 3:17:59

Sport/Expert Men 13-15

1. Nic Castle 2:03:10
2. Alex Thomas, Young Riders 2:07:01
3. Tyler Wall, Team Evanston 2:15:14
4. Gabriel Campbell, Young Riders 2:18:15
5. Alex Scott, Young Riders 2:30:19
6. Stuart Povey, The Bike Shoppe 2:33:56
7. Doug Johnson, Mad Dog Cycles 3:10:31

Beginner Men 16-18

1. Eric Wilder, Young Riders 2:07:18
2. Jacob LaRocque, DOD Racing 2:09:24

Sport Men 16-18

1. Alex Gordon, Young Riders 2:07:02
2. Logan Jones, X-Men 2:08:42
3. Brent Randall 2:12:09
4. Charlie Forbes, Londonheads 2:23:43
5. Brandon Johnson, Mad Dog Cycles 2:27:53
6. Christian Maynes, Young Riders 2:31:17

Expert Men 16-18

1. Ryan Harrison, Revolution 2:17:47
2. Tyler Scott, Young Riders 2:21:30
3. Andrew Juliano, Gravity Drop 2:22:53
4. Tres Wilson, Young Riders 2:22:54
5. Cameron Andersen, Revolution 2:33:41

Beginning Men 19-29

1. Joe Lundin 1:53:48
2. Jonathan Pena 1:55:27
3. Justin Cagle, Team Evanston 1:56:44
4. Kevin Eddy 2:02:29
5. Sam Mullins, Taylor's Bike Shop 2:14:24

Sport Men 19-29

1. David Welsh 1:54:26
2. Darryl Spencer, Cutthroat 1:57:03
3. Jonathan Clark 1:58:39
4. Jonathan Kough 2:00:59
5. Rick Washburn, Mad Dog Cycles 2:02:31
6. Darny Christiansen, Team Red Rock 2:02:33
7. Stephen Brown, Cutthroat/Spin Cycle 2:03:41
8. Brandon Wilde 2:03:44
9. Ryan Washburn, Mad Dog Cycles 2:11:21
10. Dan Weller, Bingham 2:14:14

Expert Men 19-29

1. Jake Pantone, Bikers Edge/DJ Ortho 2:13:50
2. Geoffrey Montague, Desert Cycle/Yeti 2:14:25
3. Nate Stower, Bikers Edge/DJ Ortho 2:14:26
4. Taylor Foss, Bingham 2:17:18
5. Reed Wycoff 2:19:21
6. Scott Allen, X-Men 2:22:28
7. Britt Hawke, Bike Peddler 2:23:30
8. Tim Hodnett, Mad Dog Cycles 2:25:18
9. Matt Sutton 2:34:56

Beginner Men 30-39

1. Valdimir Capka 1:51:21
2. Terry Robinson 2:11:46
3. Rich Cowell, Bluemaxracing.com 2:18:08

Sport Men 30-39

1. Andrew Neilson, Logan Race Club 1:51:35
2. Jeff VanBarcom, Bikers Edge 1:52:44
3. Mark Esplin, Bountiful Cycle 1:55:05
4. Clark Mower, Contender Bicycles 1:56:33
5. Derrick Batley, Mad Dog Cycles 1:57:14
6. Craig Pierson 1:57:41
7. Carson Chynoweth, Mad Dog Cycles 2:01:29
8. Alex Lizarazo, Ogden One 2:01:33
9. Keith Payne, Mad Dog Cycles 2:03:33
10. Carl Goodfellow, Bountiful Cycle 2:04:29

Expert Men 30-39

1. Chad Wassmer, Cole Sports 2:10:08
2. Mark Santurbane, Rhodes 2:13:34
3. Thane Hall, Uinta Coffee/Young Riders 2:16:17
4. Richard Abbott, Revolution 2:16:46
5. Brad Pilling, Revolution 2:18:20
6. Chris Holley, Mad Dog Cycles 2:20:20
7. Chris Sherwin, Revolution 2:22:22
8. Samuel Moore, Big Shark 2:22:41
9. Scott Allen, Revolution 2:23:34
10. Clemens Muller-Landau, Cutthroat 2:27:22

Beginner Men 40+

1. Brian Dunton, Revolution 1:58:53
2. Mark Crosby, Taylor's Bike Shop 1:59:45
3. Marc Schaefer, First Endurance/Optygen 2:04:35
4. Peter Ruben 2:11:21
5. Scott Hunsaker, Bingham 2:13:33
6. Greg Longson, Mad Dog Cycles 2:17:38
7. John Lyne, Logan Race Club 2:29:12

Sport Men 40+

1. Paul Houser, Wild Rose 1:55:19
2. Marc Anderson, No Doz 1:59:02
3. Scott Toly, New Moon/Spin Cycle 1:59:44
4. Jim Harper, Peak Fastner 2:02:14
5. Doug Davis, New Moon/Spin Cycle 2:02:30
6. David Carter 2:04:30
7. Tim Ambrey, Autoliv 2:06:49
8. Fabian Esposito, Logan Race Club 2:08:46
9. Thomas Henning 2:12:04
10. Stephen Washburn, Mad Dog Cycles 2:15:24

Expert Men 40+

1. Darrell Davis, Porcupine/Contender 2:19:08
2. Curt Bates, X-Men 2:29:11
3. Jeff Butler, Mad Dog Cycles 2:31:48
4. Kevin Nelson, X-Men/Canyon 2:32:20
5. Michael Dropkin, New Moon/Spin Cycle 2:34:40
6. John O'Connell, Cutthroat 2:37:03
7. Bruce Lyman, Mad Dog Cycles 2:43:38

Men 50+

1. Brad Mullin, X-Men/Canton Bicycles 2:18:08
2. Steve Wimmer, Logan Race Club 2:06:38
3. Dick Newson, New Moon/Spin Cycle 2:07:20
4. Dwight Hibdon, Mad Dog Cycles 2:08:39
5. Gary Kartchner, Golsan's Cycles 2:09:23
6. Paul Moote, Mad Dog Cycles 2:09:39
7. Bill Dark, Mad Dog Cycles 2:13:44
8. Harold Aune 2:19:19
9. Bruce Argyle, Utahmountainbiking.com 2:19:20
10. Dean Huber, Team Flower Children 2:21:58

Clydesdale

1. Bryon Wright, Cutthroat/Spin Cycle 2:09:52
2. Bryce Perkins, Team Putz 2:12:36
3. Michael VanHook 2:15:01
4. Mark Ney, Highland Cyclery 2:19:55
5. Greg Johnson 2:22:40
6. Christopher Williams, Utahmountainbiking.com 2:40:52
7. Leonard Sooaemalagali 2:41:31
8. Karl Heinz 2:43:50

Single Speed

1. Jon Gallagher, Cole Sports 1:46:21
2. Tom Noaker 1:48:37
3. Jeramia Johnson, Legal Messenger, Inc. 1:49:14

4. Tom Warr, Canyon

1. Sports 1:57:23
5. Ryan Miller, Cutthroat 2:03:16
6. Stephen Hales, Revolution 2:04:43
7. Jonathan Kolon, Stein Erikson Sports 2:08:12
8. JJ Merrill 2:18:52
9. Chad Hunter, Utahmountainbiking.com 2:37:56

Beginning Women

1. Michiko Lizarazo, Ogden One 2:11:53
2. Kellie Williams, Utahmountainbiking.com 2:28:59
3. Erin Cowell, Bluemaxracing.com 2:29:18

Sport Women

1. Janet Munro, Wild Mountain Honey 2:14:15
2. Linda Kopp, Ellsworth 2:15:25
3. Beth Neilson, Logan Race Club 2:15:38
4. Kari Gillette, Sugar/White Pine Touring 2:24:10
5. Hannah Steele, Wild Mountain Honey 2:30:52
6. Lisa Watson, Wild Mountain Honey 2:38:08
7. Carey Clark, Wild Mountain Honey 2:38:43
9. Whitney Thompson, Sugar/White Pine Touring 2:52:07
10. Priya Noroha, Peak Fastners 3:01:40

Expert Women

1. Roxanne Toly, Jans 2:06:02
2. Jennifer Hanks, Revolution/mtbchick.com 2:08:16
3. Kara Holley, Mad Dog Cycles 2:12:35
4. Amy Klepetar, Sugar/White Pine Touring 2:19:34
5. Cyndi Schwandt, Sugar/White Pine Touring 2:19:50
6. Stacy Newton, Sugar/White Pine Touring 2:21:14
7. Jean Carlan, Sugar/White Pine Touring 2:23:40
8. Hilary Wright, Balance Bar/Devo 2:30:53

Women 35+

1. Tina LaRocque 2:15:38
2. Peggy Basdekas 2:16:16
3. Amy Finch, No Doz 2:17:06
4. Ranae Poelman, Autoliv 2:22:52
5. Dorothy Parkinson, Racer's Cycle Service 2:28:11

9 & Under

1. Justin Griffin, Utahmountainbiking.com 11:42
2. Sean Lyne, Logan Race Club 2:58
3. Carleen Hunsaker, Bingham Cyclery 3:09
4. Sabrina Esposito, Logan Race Club 3:10
5. Alexander Birkner 3:13
6. Gray Larsen 4:05
7. Tealia Palmer-Ruben 4:35
8. Samuel Allen, Revolution 5:28
9. Megan Steadman 6:34
10. Jessica Castle 7:35

10 thru 12

1. Merrick Taylor 7:42:00
2. Rhet Povey, The Bike Shoppe 9:13:00
3. Hunter Tolbert, Big Trace Racing & Mules 10:31:00

4. Camila Esposito, Logan Race Club 11:07:00
5. Conor Lyne, Logan Race Club 9:26:00
6. Joe Johnson, Mad Dog Cycles 8:07:00

2005 Intermountain Cup Mtn. Bike Racing Series Final Team Point Standings

1. Revolution Mountain Sports - Sandy, Utah; 1744
2. Mad Dog Cycles - Orem, Utah; 1694
3. Young Riders - Park City, Utah; 1134
4. New Moon Cycling/Spin Cycle - Salt Lake City, Utah; 981
5. Logan Race Club - Logan, Utah; 915
6. UtahahMountainBiking.com - Alpine, Utah; 748
7. Biker's Edge/DJ ORTHO - Logan, Utah; 702
8. Racer's Cycle - Provo, Utah; 630
9. CUtahtthroat Racing/Spin Cycle - Salt Lake City, Utah; 492
10. Team Sugar/White Pine Touring - Park City, Utah; 466
11. X-Men/Canyon Bicycles - Salt Lake City, Utah; 353
12. Wild Mountain Honey - Jackson, Wyoming; 211
13. Team Red Rock - St. George, Utah; 160
14. Peak Fasteners - Kearns, Utah; 132
15. Dukes of Despair; 123
16. Bikeman.com - Salt Lake City, Utah; 117

Intermountain Cup Final Individual Points Standings

Pro Men

1. Todd Tanner - Scott USA 905
2. Eric Jones - Biogen-Idec 649
3. Kevin Day - Stein Erikson Sports 648
4. Shannon Boffeli - Revolution Mtn. Sports 634
5. Ty Hansen - Revolution/Cannondale 579
6. Quin Bingham - Biker's Edge/DJ Ortho 519
7. Bart Gillespie - Biogen 512
8. Kyle Wright - Bikers Edge/DJ Ortho 511
9. Mitchell Peterson - Balance Bar/Devo 395
10. Thomas Spanning 345

Pro Women

1. Cyndi Hansen - mtbchick.com/Cannondale 780
2. Sue Abbene - Biogen-Idec 619
3. Kathy Sherwin - Biogen 496
4. Teresa Eggertsen - Micro Supreme/Xmen 371
5. Pam Hanlon - Jan's 341
6. D.J. Morissette - Ellsworth/Copperchase 325
7. Tiffany Pezzola 226
8. Georgia Gould - Tamarack 122
9. Maren Gibson - Racer's Cycle Service 95
10. Jennifer Agger - Teton Cycle Works 82

Expert Men 19-29

1. Taylor Foss - Bingham Cyclery 1121

2. Jake Pantone - Bikers Edge/DJ Ortho 1113
3. Nate Stowers - Biker's Edge/DJ Ortho 703
4. Matthew Sutton 702
5. Britt Hawke 629
6. Timothy Hodnett - Mad Dog 582
7. Reed Abbott - Mad Dog Cycles 569
8. Paul Clark - Young Riders/Jans 376
9. Will Wood - Biker's Edge/DJ Ortho 363
10. Reed Wycoff 257

Expert Men 30-39

1. Richard Abbott - Revolution Mtn. Sports 1134
2. Chad Wassmer - Cole Sport 1062
3. Chris Holley - Mad Dog Cycles 784
4. Chad Harris - Racers Cycle Service 739
5. Brad Pilling - Revolution Mtn. Sports 622
6. Bob Saffell - Revolution Mtn. Sports 522
7. Thane Hall - Young Riders/Uinta Coffee 507
8. Jack Dainton - Steve's Ed Sauce 487
9. Benjamin Allen - Bikers Edge 387
10. Brian Jeppson - Cedar Cycle/Color Country 371

Expert Men 16-18

1. Brock Olson - Bingham 853
2. Ryan Harrison - Revolution 797
3. Chris Peterson - Balance Bar/Devo 689
4. Tres Wilson - Young Riders 498
5. Mike Voth - Young Riders 468
6. Tyler Scott - Young Riders 451
7. Dutch Wiehe - Young Riders 397
8. Andrew Juliano - Galena Lodge/Gravity Dropper 322
9. Cameron Anderson 152
10. Mitchell Peterson - Balance Bar/Devo-moved 124

Expert Men 40+

1. Curt Bates - X-Men 966
2. Kenny Jones - Racers Cycle Service 840
3. Robert Westerman - New Moon/Spin Cycle 779
4. Bruce Lyman - Mad Dog Cycles 739
5. Kevin Nelson - X-Men/Canyon Bicycles 616
6. Jeff Butler - Mad Dog 485
7. Dana Harrison - Revolution 479
8. Darrell Davis - Porcupine Pub/Contender 373
9. Michael Dropkin 293
10. Darren Cottle - Porcupine/Contender 254

Expert Women

1. Roxanne Toly - Jans 1124
2. Jennifer Hanks - mtbchick.com/Cannondale 1114
3. Kara Holley - Mad Dog Cycles 1020
4. Amy Klepetar - Team Sugar/White Pine 624
5. Cyndi Schwandt - Team Sugar/WPT 492
6. Stacy Newton - Sugar/WPT 461
7. Julie Minahan 356
8. Chanda Jeppson - Cedar Cycle 336
9. Amy Campbell - Revolution 320
10. Sue Abbene - Team Biogen-Idec-moved 305

Single Speed

1. Jon Gallagher - Cole Sport 576

2. Tom Noaker - Young Riders 447
3. Ryan Miller - Cutthroat Racing/Spin Cycle 401
4. Tom Warr - Canyon Sports 322
5. Stephen Hales - Revolution 254
6. Brad Keyes - Racer's Cycle Service 228
7. Chad Hunter - UtahMountainBiking.com 216
8. Stephen Rescigno - Ind. Fabrication 197
9. Forrest Gladding - ForrestGladding.com 178
10. Tony Pereira - Pereira Racing 171

Sport/Expert Men 13-15

1. Tyler Wall - Team Evanston 524
2. Nic Castle 478
3. Alex Gordon - Young Riders 248
4. Doug Johnson - Mad Dog Cycles 237
5. Alex Thomas - Young Riders 234
6. Alex Scott - Young Riders 234
7. Carson Ware - Bicycles Unlimited 163
8. Gabriel Campbell - Young Riders 137
9. Taylor Jones 91
10. Stewart Povey 72

Sport Men 16-18

1. Brandon Johnson - Mad Dog Cycles 337
2. Todd Graham - Desert Cyclery 262
3. Alex Gordon - Young Riders 194
4. Brent Randall 193
5. Mike Voth - Young Riders - Moved Up 191
6. Logan Jones - X-Men 184
7. Tyler Beyeler - Bikers Edge 173
8. Tres Wilson - Young Riders - Moved Up 119
9. Cameron Anderson - Revolution 112
10. Dave Larsen 107

Sport Men 19-29

1. David Welsh 620
2. Stephen Brown - Cutthroat/Spin Cycle 485
3. Derryl Spencer - Cutthroat Racing/Spin Cycle 402
4. Brandon Wilde - Dukes of Despair 401
5. Rick Washburn - Mad Dog 393
6. Bruce Lyman - Mad Dog Cycles 307
7. Ryan Zimmerman - Ogden One - Moved Up 197
9. Reed Abbott - Mad Dog Cycles-moved up 187
10. Zachary Ramras 177

Sport Men 30-39

1. Drew Nielson - Logan Race Club 813
2. Mark Esplin 728
3. Chad Harris - Racers Cycle Service-Moved Up 537
4. Craig Pierson 423
5. Eric T. Johnson - Mad Dog Cycles 365
6. Derrick Batley - Mad Dog 357
7. Carson Chynoweth - Mad Dog Cycles 351
8. Keith Payne - Mad Dog 334
9. Jeffrey VanBlarcon 282
10. Chris Thompson - Logan Race Club 269

Sport Men 40+

1. Scott Toly - New Moon/Spin Cycle 689
2. Jim Harper - Peak Fastener 482
3. Doug Davis - New Moon/Spin Cycle 422
4. Thomas Henning 396

one less car

Last Friday of EVERY Month.

CRITICAL MASS

slcriticalmass.org

5:30pm @ Gallivan Center

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- Kevin Nelson - X-Men-Moved Up 368
- Stephen Washburn - Mad Dog Cycles 325
- Bart Anderson - Little Valley Cyclery 301
- Paul Houser 289
- Marc Anderson - No Doz 244
- Fabian Esposito - Logan Race Club 222

- Men 50+**
- Steve Wimmer - Wimmers Ultimate 631
 - Dick Newson - New Moon Media/Spin Cycle 535
 - Gary Karchner - Golsan's 495
 - Bruce Argyle - UtahMountainBiking.com 462
 - Roger Gillespie - Biogen 429
 - Tom Perry - Canyon Cycles 372
 - Paul Moote - Mad Dog Cycles 305
 - Brad Mullen - X-Men 301
 - Jim Westenskow - Ogden One 277
 - Bill Peterson - Revolution 259
- Clydesdale**
- Bryce Perkins - Team Putz 651
 - Mark Ney - Highland Cyclery 613
 - Christopher Williams - UtahMountainBiking 573
 - Aaron Mullins - Taylor's Bike Shop 370
 - Robert Cummins - New Moon/Spin Cycle 355
 - Michael VanHook 344
 - Greg Johnson 238
 - Karl Heinz 163
 - Bryon Wright 140
 - Cory Marler - bikeman.com 109

- Sport Women**
- Janet Munro - Wild Mtn. Honey 742
 - Beth Neilson - Logan Race Club 688
 - Linda Kopp - Ellsworth 618
 - Kari Gillette - Sugar/White Pine Touring 349
 - Hannah Steele - Giant/Teton Cycle Works 328
 - Kara Holley - Mad Dog Cycles-Moved Up 293
 - Lisa Watson - Wild Mtn. Honey/Kona 245
 - Meredith Brown 226
 - Carey Clark - Wild Mtn. Honey 226
 - Cathy Morton - Sugar/White Pine Touring 220

- Women 35+**
- Ranae Poelman - Autoliv 479
 - Peggy Basdekas 401
 - Tina LaRoque 332
 - Dorothy Parkinson - Racer's Cycle Service 284
 - Mike Gregoric - Sol Foods 130
 - Kit Howard - Sugar/WPT 120
 - Jana Lee Koyle - New Moon/Spin Cycle 109
 - Amy Finch 102
 - Robin Kirker 95
 - Chris Pappas - Bingham's 65

- 9 & Under**
- Justin Griffin - UtahMountainBiking.com 643
 - Sean Lyne - Logan Race Club 565
 - Sabrina Esposito - Logan Race Club; 338
 - Carleen Hunsaker 292
 - Colton Kissell 285
 - Cale Pilling - Revolution 181
 - Daniel Brown - Bountiful Mazda 175
 - John Jones 163
 - Tealia Palmer-Ruben 156
 - Sasha Bulger - Mad Dog 151

- 10-12**
- Rhet Povey 743
 - Merrick Taylor 637
 - Hunter Tolbert - Big Trace Racing 466
 - Conor Lyne - Logan Race Club 429
 - Camila Esposito 315
 - Joe Johnson - Mad Dog Cycles 241
 - Winston Farr - Bountiful Mazda 176
 - Cassidy Palmer-Ruben 161
 - Ryan Westermann - New Moon/Spin 139
 - Dan Lund 120

- Widow Maker Mountain Bike Hill Climb, August 27, 2005, Snowbird, Utah**
- Men Age 15 to 18**
- Andrew Perry 01:22:08.57
 - Tanner Leatham 01:49:22.92
- Men Age 19 to 29**
- Ira Tibbitts 01:03:08.08
 - Nate Pack 01:03:28.29
 - Mike Jensen 01:08:14.67
 - Jerry Bowers 01:09:54.58
 - Andrew Bitter 01:10:43.51
- Men Age 30 to 39**
- Chad Wassmer 00:55:11.65
 - Zeppelin Tittensor 00:57:48.72
 - Chan Head 01:00:27.99
 - Todd Winner 01:03:04.92
 - Martin Cuma 01:05:55.02
- Men Age 40 to 49**
- David Queri 01:10:23.01
 - Matt Belman 01:11:53.91
 - Jim Harper 01:16:24.19
 - Gary Robbins 01:27:45.34
 - Patrick McKnight 01:28:00.55
- Men Age 50 to 59**
- Steve Miller 01:11:32.56
 - Tom Eckstein 01:18:57.93

- Shannon Storrud 01:24:53.56
 - Dean Huber 01:25:08.65
 - James Garland 02:00:46.35
- Men Age 60 to 90**
- Ron Melton 01:34:31.14
- Men Age 98 to 99**
- Leonard Sooaemalelagi 02:22:36.69

- Female Age 30 to 39**
- Anna Keeling 01:15:27.99
 - Heather Edwards 01:17:39.73
 - Lisa White 01:26:44.91
 - Priya Noronha 01:49:35.61
 - Toby Nishikawa 01:53:16.25
- Female Age 40 to 49**
- Laura Howat 01:08:42.11
 - Ellen Guthrie 01:16:17.42
 - Lisa Fitzgerald 01:19:32.37
 - Annamaria Rossi 01:38:50.31
- Female Age 50 to 59**
- Paula Loboschefskey 01:36:52.26



Road Racing

Snowbird Hill Climb, August 20, 2005

- Cat 1 - 3**
- John Osguthorpe 00:47:50.54
 - David Hatch 00:47:51.17
 - Norm Bryner 00:48:02.49
 - Alvin Stewart 00:49:01.53
 - Matthew Karre 00:49:41.36
 - Jon Gallagher 00:49:50.42
 - Alex Rock 00:50:08.23
 - Bryson Garbett 00:50:38.27
 - Aaron Torres 00:51:10.10
 - Dan Adams 00:51:13.50

- Cat 4 - 5**
- Nathan Cisney 00:49:29.40
 - Chad Wassmer 00:50:45.74
 - Nate Pack 00:50:48.98
 - Guy Perry 00:51:22.17
 - David Gontrum 00:53:13.37
 - Ryan Blaney 00:53:56.62
 - Connor Olearly 00:54:04.91
 - Nathan Durtschi 00:54:16.30
 - Josh Henderson 00:54:46.83
 - Bob Saffell 00:55:08.24

- Masters**
- Dale Maughan 00:49:05.15
 - Robert Hatch 00:49:12.82
 - Dan Minert 00:50:41.50
 - Barry Makarewicz 00:51:21.39
 - Rob Westerman 00:52:01.30
 - Dave Sharp 00:52:55.41
 - Carman Espinoza 00:53:45.44
 - Tod Harris 00:56:31.09
 - Jeffrey Rasch 00:56:46.69
 - Chris Peterson 00:57:10.03

- Age 08 to 18**
- Ryan Harrison 00:52:44.66
 - Eric Gibbons 00:55:33.07
 - Ren Gibbons 00:56:43.86
 - S. Garbett 01:01:43.90
 - Dustin Wilson 01:04:14.27
 - Kash Johnson 01:04:20.11
 - Charlie Shaw 01:02:12.05
 - George Jensen 01:15:31.44
 - Edward Upham 01:23:44.81
 - Brian Tibbitts 01:53:22.90

- Age 19 to 29**
- Alex Grant 00:49:17.63
 - Ryan Westenskow 00:56:05.58
 - Garth Jackson 00:56:07.35
 - Chad Harris 00:56:39.41
 - Tyler Evans 00:58:18.03
 - Taylor Price 00:58:53.00
 - Colin England 00:59:19.36
 - David Hansen 00:59:32.80
 - Chris Stoker 01:03:11.55
 - Paul Garbett 01:03:21.26

- Age 30 to 39**
- Cory Meneely 00:53:09.51
 - Jason Walenta 00:55:04.22
 - Mel Maalouf 00:57:12.96
 - Scott Wall 00:55:51.23
 - Brandon Judd 00:56:13.10
 - Nate Dipalma 00:56:54.58

- Erich Sagers 00:57:19.65
 - Todd Winner 00:58:30.30
 - Shawn Smart 00:58:37.92
 - Kelly Glenn 00:58:57.03
- Age 40 to 49**
- Ron Cushing 00:54:19.38
 - Matthew Clevenger 00:54:47.74
 - Brian Roelofs 00:55:05.65
 - Greg Matthews 00:56:39.92
 - Leon Basdekas 00:56:50.97
 - David Knoop 00:57:10.87
 - Jeff Wolfe 00:57:15.99
 - Scott Kafesjian 00:57:26.82
 - Brent Halliday 00:57:31.15
 - Kevin Nelson 00:57:41.79

- Age 50 to 59**
- Van Edgette 00:53:32.99
 - Kerry Robbins 00:58:16.39
 - Peter Hanson 00:58:33.23
 - David Hillyard 00:59:41.73
 - Jim Gudgeon 01:00:42.65
 - Don Hall 01:02:03.02
 - Bob Wright 01:02:03.15
 - Tom Green 01:03:17.16
 - Bill Underwood 01:03:23.06
 - Paul Moore 01:03:23.81

- Age 60 to 97**
- Carl Kjeldsberg 01:12:29.95
 - Douglas Austin 01:14:12.74
 - Dick Arner 01:19:04.85
 - Harry Hill 01:19:51.61
 - Barry Packer 01:24:15.46
 - Alan Miller 01:25:32.70
 - Frederick Milad 01:32:45.47
 - Bob Steffy 01:46:02.05

- No Category Name**
- J. Steven Newton 01:29:43.96
- Female Cat 1 - 3**
- Laura Howat 00:56:44.83
 - Chris Pappas 01:00:27.50
 - Darcie Strong 01:02:33.30
 - Amy Campbell 01:06:07.17

- Female Cat 4 - 5**
- Melanie Helm 01:15:33.64
- Masters**
- Ellen Guthrie 01:00:48.99
 - Jo Garuccio 01:08:44.57

- Masters Age 19 to 29**
- Karilyn Preston 01:12:32.26
 - Kim Ferguson 01:20:03.49
 - Sarah Harward 01:21:04.27
 - Wendy Preyer 01:26:31.24
 - Breanne Nalder 01:29:01.65
- Masters Age 30 to 39**
- Laurie Humbert 00:59:47.57
 - Erika Lloyd 01:03:18.50
 - Leslie Schofield 01:04:01.98
 - Heather Edwards 01:07:58.75
 - Jennifer Cherland 01:09:21.72
 - Tricia Paisley 01:10:38.35
 - Sara Pellman 01:12:58.32
 - Tanya Wolfe 01:12:27.19
 - Rosanne Watson 01:15:45.84
 - Kerrie Meneely 01:16:13.21

- Masters Age 40 to 49**
- Lisa Fitzgerald 01:03:02.02
 - Alison Frye 01:03:41.81
 - Jennifer Spinti 01:04:10.22
 - Celia Nash-underwood 01:04:15.69
 - Sheri Dunleavy 01:07:59.21
 - Connie Sliwinski 01:09:44.76
 - Helen Casabana 01:09:49.53
 - Melissa Gordan 01:14:57.35
 - Katrina Grundstrom 01:15:33.90
 - Linda Wolf 01:17:55.83

- Masters Age 50 to 59**
- Tracy Emsley 01:12:54.94
 - Lonnie Burton 01:14:35.63
 - Ann Miller 01:17:15.89
 - Vicky Nielsen 01:20:46.95

Jeff Rogers Memorial Sanpete Classic Road Race, Spring City, Utah, August 27, 2005

- Citizen Male**
- Lance Miller
 - Nathan Allphin
 - Derek Miner
- Citizen Female**
- Linda Hamblin
 - Deborah Dowd
 - Jody Mower

Junior Men

- Bryce Packard
 - Creed Ebell
- Pro/1-3 Female**
- Nicole Evans
 - Nisie Van De Kamp
 - Courtney Mcbeth

- Master/Cat 4 Female**
- Elaine Hunter
 - Sonia Maxfield
 - Melanie Helm

- Master 35+ Male**
- Bruce Bilodeau
 - Wayne Cottrell
 - Shane Calhoun

- Master 45+ Male**
- Dale Maughan
 - Jerald Hunsaker
 - Michael Macdonald

- Master 55+ Male**
- Hardin Davis
 - Henry Ebell

- Cat 4/5 Male**
- Grant Davis
 - Matt Campbell
 - Curtis Doman

- Cat 3 Male**
- Mark Santurbano
 - Bill Jacobus
 - Jason Preston

- Pro/1-2 Male**
- Jeff Louder
 - Ryan Barrett
 - Todd Haggeman
 - John Osguthorpe
 - Tony Johnson

2005 Snowbird Hill Climb-Widow Maker Hill Climb Combined Times

- MEN**
- Chad Wassmer 1:45:57.39
 - Nate Pack 1:54:17.27
 - Todd Winner 2:01:35.22
 - Ira Tibbitts 2:04:05.55
 - Martin Cuma 2:08:47.22
 - James Glenn 2:09:30.56
 - Matt Belman 2:10:27.83
 - Kelly Glenn 2:12:29.96
 - Steve Miller 2:16:24.99
 - Tom Eckstein 2:23:05.78
 - Shannon Storrud 2:33:43.69
 - Gary Robbins 2:42:40.99
 - Patrick McKnight 2:50:37.11

Tour de Gap Stage Race, Iron County, Utah, August 13 -14, 2005

Place	Name	Team	Stage 1 Mammoth Creek Loop 52 Miles	Stage 2 Courthouse	Stage 3 Gap Loop 45 miles	Stage 4 5 Mile Time Trial 4.5 miles	GC Time
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Men Cat 3							
1	Brian Schilling	Fitzgerald	02:38:59	12:47:04	01:49:53	12:10:18	5:26:04
2	John McDaniel	Sobieski & Bradley	02:39:08	12:47:04	01:49:53	12:10:14	5:26:19
3	Lance Christiansen	Healthy Choice	02:38:59	12:47:04	01:49:53	12:10:45	5:26:41
4	Eric Neat		02:38:59	12:47:04	01:49:53	12:10:55	5:26:51
5	Gabriel Keck	Red Rock Racing	02:38:59	12:47:04	01:49:53	12:11:20	5:27:16

Mens Pro 1-2							
1	Allen Butler		02:25:20	12:35:59	01:38:49	12:10:04	4:52:42
2	Eric Pardyjak	PC Cycling	02:25:20	12:35:59	01:38:49	12:06:46	4:52:44
3	Chris Walker	Labor Power	02:25:20	12:36:01	01:38:49	12:09:59	4:53:04
4	Aaron Jordin		02:25:20	12:36:08	01:38:49	12:09:59	4:53:16
5	Jesse Gordon	Park City Cycling	02:25:11	12:36:08	01:38:49	12:10:10	4:53:18

Men Cat 4-5							
1	Steve Classe		02:34:05	12:37:11	01:49:55	12:10:49	5:12:00
2	Engin Yesilyemis		02:36:09	12:37:11	01:49:55	12:11:28	5:14:43
3	Darran Marshall		02:36:12	12:37:11	01:50:29	12:11:39	5:15:31
4	Clint Carter		02:42:14	12:37:11	01:49:55	12:11:24	5:20:44
5	Dave Bergart		02:43:33	12:37:11	01:49:55	12:11:06	5:21:45

Mens Masters 35+							
1	Louie Amelburu		02:30:19	12:41:55	01:51:22	12:10:14	5:13:20
2	Mike Hileman		02:39:36	12:43:50	01:51:24	12:10:53	5:25:43
3	Tony Gonzalez		02:43:12	12:43:50	01:51:23	12:11:15	5:29:40
4	Bob McCall		02:45:18	12:42:46	01:51:29	12:11:04	5:30:37
5	Jim Robbins		02:52:17	12:42:17	01:48:55	12:11:36	5:34:55

Mens Masters 45+							
1	Dale Maughan		02:29:37	12:27:23	01:51:27	12:10:12	4:58:09
2	Jerald Hunsaker		02:42:09	12:28:34	01:51:29	12:11:01	5:13:03
3	Andy Hornbaker		02:44:35	12:29:02	01:52:00	12:12:03	5:17:35
4	Eric Knutson		02:57:01	12:29:32	01:52:05	12:11:28	5:30:06

Womens Cat 1-2-3							
1	Nicole Evans		02:39:10	12:39:21	02:01:09	12:11:25	05:31:00
2	Darcie Murphy		02:48:39	12:39:20	02:01:10	12:11:16	05:40:15
3	Nisie Van De Kamp		02:54:02	12:39:19	02:01:10	12:11:54	05:45:55
4	Culken Knutson		02:55:45	12:39:25	02:01:13	12:11:34	05:47:57
5	Michelle Gelisse		03:00:01	12:39:23	02:01:10	12:12:37	05:53:11

Womens Cat 4							
1	Stephanie Bissonette		02:54:01	12:27:35	02:01:13	12:12:06	5:34:55
2	Chellie Terry		03:00:01	12:27:33	02:01:13	12:12:16	5:40:48
3	Tracy Roberts		03:00:01	12:27:33	02:01:13	12:12:53	5:41:30
4	Jennifer Waldo		03:33:50	12:27:33	02:01:13	12:12:35	6:15:11
5	Lisa Lacati		03:13:50	12:27:33	02:01:14	11:53:31	5:36:02

Mens C18-30							
1	James Smith		03:08:27	01:51:55	12:17:18	12:12:18	05:12:40

Mens C18-30							
1	Troy Nye		02:59:26	12:00:00	01:51:55	12:11:55	5:03:51
2	Don O'kuly		03:10:41	12:00:00	01:51:59	12:12:30	5:15:48
3	Mark Thrower		03:11:54	12:00:00	01:51:55	12:12:43	5:16:32
4	Glen Hayden		03:44:54	12:00:00	01:52:02	12:13:08	5:50:04

MOUNTAIN BIKE RACING

Wolverine Ridge Wraps Up ICS



Ryan Harrison, Revolution, on his way to winning the expert men, 16-18 class.

Photo: Joaquim Hailer. See more photos at joaquimhailer.com

By Cindi Hansen

Nearly 200 racers wrapped up their season with the last race of the 2005 Intermountain Cup Series, Wolverine Ridge, on August 13 in the beautiful Uinta Mountains. The course was similar to years past with the addition of about a dozen big water bars throughout the large lap, and all of the downhill sections were dry, dusty and very soft.

Eleven pro men rode up to the start line, and any number of them had a chance of winning. Among

them was Revolution rider, Blake Zumbrunnen, who jumped off line hard and led the group down the gully and over the bridge. "It's been awhile since I started that hard, I missed that feeling, so I decided to peg it and see how long I could hold it," commented Zumbrunnen. He stayed out front and put the hurt on for nearly six minutes, popping a few riders off the back, before Eric Jones (Biogen-Idec) decided to take control of the race - control that he never relinquished over the 28 mile course. Although one rider,

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Laura, Treehouse Group Fitness Director @ 718-3787



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