

WEST MOUNTAIN CYCLING JOURNAL

# cycling utah

**DIRT  
PAVEMENT  
ADVOCACY  
RACING  
TOURING**



**LOUDER  
CAPTURES  
LARRY H.  
MILLER TOUR  
OF UTAH!**

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

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## SPEAKING OF SPOKES

### An Interview with the Fat Cyclist: Corpulence, Cancer and Cycling

By David Ward  
Publisher

A couple of years ago, my daughter, Marielle, told me of an entertaining cycling blog, [www.fatcyclist.com](http://www.fatcyclist.com). Marielle, enjoys cycling when she

can make time for it between work, caring for her husband and 2-year old son, being pregnant and dodging the scorching Arizona heat. She also combines sensitive emotion with a unique sense of humor. I knew if she liked this blog, so would I.



Fatty.

Courtesy Elden Nelson.

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

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

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

**Contributors:** Ben Simonson, Michael Gonzales, Lou Melini, Joaquim Hailer, Andy Singer, Erik Moen, Gregg Bromka, Tom Jow, Lukas Brinkerhoff, Tyler Servoss, Joaquim Hailer, Dayna Deuter, Bruce Bilodeau, Stephen Wasmund, Mike Warner, Scott Kelly, Jennifer Barth, Steve Kodad, Tom Diegel, Rusty Healey Photography

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

**Administrative Assistant:**  
Lindsay Ross

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#### RECREATIONAL BIKING IN THE UINTAH BASIN

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Cover Photo: In the Tour of Utah, Utah's Jeff Louder (BMC) puts the hammer down on Tanner's Flat in Little Cottonwood Canyon. This was the start of his winning move. Utah's Burke Swindlehurst (Bissell) hung on for awhile, but Chris Baldwin (behind Burke) was dropped here. Louder won the stage and the overall. See results on page 22. Photo: Dave Iltis

**MOUNTAIN BIKE RACING**

**Big Names Compete at Brian Head in American Classic MTB Stage Race**

Story and Photos by Lukas Brinkerhoff

160 racers were drawn to the American Mountain Classic Stage Race by 4 days of competition and a \$20,000 purse. The stage race at Brian Head Resort drew some of the biggest names in endurance mountain biking.

The race took place at Brian Head Resort which sits at 9762 feet just under Brian Head Peak. Every stage except the first started and finished in the lodge's parking lot. Racers had the beautiful surroundings as well as great temperatures to accompany them during the four-day competition. Every day had deep blue skies and high temperatures around 80 degrees, perfect weather for mountain biking.

The parking lot was relatively empty before the first race. There was a calm ambiance. Riders were stretching by their cars, applying sunscreen and chatting.

Only a few began to warm up and they seemed relaxed. I was surprised at the calmness lurking in the parking lot. I expected to see racers frantically getting ready but was confronted with organized, professional racers.

The racing started at 3 p.m. August 21 with a 9 mile prologue through the town of Brian Head. The course was relatively flat and consisted mostly of double track. The racers were not required to ride the prologue, but positioning for the first stage the following day was

determined by this short loop. Even with little to gain, the riders did not hold back

Jeremiah Bishop of the Trek/VW team took the race pulling over the finish line at 20 minutes. Bishop had Jeremy Horgon-Kobelski right on his rear wheel.

I witnessed the speed from a few miles into the course. The racers came mashing down the short section of singletrack before I expected. The groups were tight and no one was giving room for passing. The Elite men came flying by, but the tightest group was the Elite women. Lea Davison won the category, coming in at 23:42.

Back at the start line after the finish, I was once again confronted with the eerie calm that was ever present throughout this event. I had just witnessed high-speed racing moments earlier, but found the same racers once again relaxed and calm at the finish line.

I found the level of professionalism at this race was not to be out done. Of the 160 racers who competed, there were 30 pro men and 15 pro women. All the big names of Endurance Mountain biking were present.

Tom Spiegel of Team Big Bear was the man in charge. He said this was the events first year and they were happy with the turn out. Despite the event being in its infancy, Spiegel knew most of the racers by name and was shouting encouragement to everyone as they passed.

Stage 1. The next day the racers



The Elite Men's lead group enjoying some great ridgetop singletrack during Stage 2 behind Brian Head Peak.

were handed to the mercies of a 56 mile loop with 5700 feet of climbing. According to Spiegel, 40 of those 56 miles were on singletrack.

Day 2 was the only stage that did not start and finish at the resort. The racers were shown some of the most beautiful singletrack on Cedar Mountain. They rode the Virgin River Rim trail linking it in with the Navajo Lake loop.

The Elite Men's category, driven by stiff competition and a \$500

stage winner's bonus, surprised the event staff. The estimated times for this group. Jeremiah Bishop crossed the finish line to win the stage after only 3:42:34. Benjamin Sonntag of 3D Racing came in just after Bishop with Horgon-Kobelski trailing right behind.

Of the 160 racers, there were only seven that did not finish. Spiegel was on sweep duty for this stage and he commented about one

of these riders, Jorge Santascy. According to Spiegel, Jorge had flown in from Mexico City to compete in the race. The prologue had given him trouble and found him walking parts of the simple opening course. Needless to say Jorge was spent when Spiegel pulled him off the course on Friday.

Spiegel said he just wanted to

**Continued on page 4**

# Josie Johnson Memorial Ride

## Share the road

In memory of Josie Johnson and all cycling accident victims

**Join us at Sugarhouse Park on Saturday, Oct 11th at 10:30 AM**

Ride starts at Sugarhouse Park and rides to Mill Hollow Park in Cottonwood Heights

Help raise awareness for Bicycle Safety!

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for course map and detailed information visit [josiejohnsonride.com](http://josiejohnsonride.com)



### Deer Valley Nationals - Continued from page 3

ask him, "What were you thinking, Jorge?" Instead he got him to the finish. All in all, Speigel said he liked to see people like Jorge out riding. Maybe he hadn't come the most prepared of all the riders, but the fact that he was riding a four day stage race at 10,000 feet had to mean something. Jorge was out riding while most people would be lounging around the house watching TV.

Stage 2 began bright and early Saturday. Racers headed out at 8 a.m. sharp, this time starting from the parking lot in front of the resort. Day 3's stage was called the Peak. The course went from the resort and climbed up to the foot of Brian Head Peak. It then followed the Lowder

Ponds trail, some dirt roads, the Sidney Valley trail and then climbed around the peak where the racers were challenged by the descent down the ski slopes of the resort.

The stage began as beautiful as the last two days had and the weather held. The Elite Men's group showed no signs of slowing down with two days of intense racing under their belt. The leaders were at the foot of the Peak by 8:17 (unofficial time) and came smoking through to the Lowder Ponds trail. Both the Elite Men's and Women's groups were tight, but again the leading women were right on each others' wheels.

After the lightning fast times of the day before, the event staff and racing support were ready for the riders. I was able to witness the race at Feed Zones 1 and 3. The

last stragglers were coming through when the leaders were coming back.

Ryan Trebon of Kona came through first with the chasing group a couple of minutes back. He was being pursued by a close group of four guys. Trebon came through the Feed Zone looking good, with his lanky physique dwarfing his huge 29r frame.

Tinker Juarez came through within ten minutes of Trebon he was looking good riding alone and at the lead of his group.

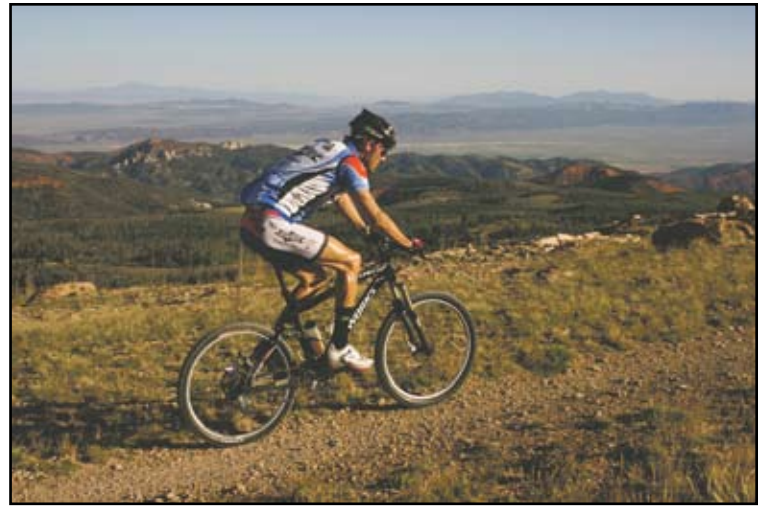
The racers did not let up on this stage. Bishop once again took the stage finishing the 48-mile course in 3:23:44 crossing the finish line just in front of Horgan-Kobelski. The two were neck and neck coming down into the finishing section, but there was a hard left and Bishop was able to pull ahead.

Trebon, who had looked like he was feeling strong and had a good chance of winning didn't show up for some time. When he came around that hard left, he stopped and chatted with a spectator for three minutes before proceeding to the finish line. He even let a few riders come through while he was talking. This was just one more example of the relaxed atmosphere of the event.

Juarez won the Elite Masters category 25 minutes ahead of his closest competitor.

Racers continued to trickle through the finish line for the next three hours. Jorge crossed the line three hours behind the leaders, but he finished and he was out there doing it. And of course, we all know that is what it's all about.

Sunday's stage 3 was the shortest of the stages. The racers were required to ride two 24 mile loops



On the trail towards Lowder Ponds in stage 2 right behind Brian Head Peak.

with 3400 feet of climbing per lap. The course started out following the previous day's ride, going up to Lowder Ponds but then came across Sydney Valley and dropped off Dark Hollow.

If you've never ridden in Brian Head or have but missed out on this trail, you need to understand what the racers faced. Dark Hollow drops, literally down from Brian Head Peak into Parowan canyon. The first couple miles are steep, technical singletrack that is boulder after boulder. Not only did they have to maneuver this tricky section after three days of racing, but they had to do it twice.

After Dark Hollow the course jumped onto the Scout Camp Loop and then climbed back up to Brian Head Resort where it began all over again for the 2nd lap.

Horgan-Kobelski finally beat out Bishop to take the final stage and he did it by a mere half of a

second. Overall, Bishop won the 1st American Mountain Classic Stage Race.

Almost all of the 160 racers were from out of state. Alex Grant of Salt Lake City placed 6th overall. Aaron Smith of Orem won the Sportsmen 30-39 category and was accompanied by two other locals on the podium. Kevin Talbot of Washington took the Sportsmen 40-49 overall and Dick Newson of Sandy won the Sportsmen 50+.

The race was put on by Team Big Bear with the help of some big sponsors, Team Sho-Air, Specialized Bicycles and Blue Wolf Events.

This was the first year of the American Mountain Classic Stage Race, but if you're interested in this or other endurance events check out [teambigbear.com](http://teambigbear.com) where you will find a list of similar events.

For full results, visit [teambigbear.com](http://teambigbear.com).



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**Fackrell Eats 25 Donuts and Wins!**



A rider (not Regan Fackrell) eats a donut in the Tour de Donut before racing off. Photo: Mike Warner

How do you win a 21-mile race with a time of -3:47? By eating a lot of donuts. At least, that is how Regan Fackrell did it at the Inaugural Tour de Donut held in American Fork, Utah on July 12th. Sponsored by the American Fork Rotary Club, the event was a fund raiser for the Amber Alert ID project.

The race was comprised of 3 laps around a 7-mile circuit. At the end of laps 1 and 2, racers pulled over to a donut table and ate as many donuts as desired. When finished, each racer had 3 minutes deducted from his or her time for each donut eaten. Anyone puking was disqualified.

Fackrell ate 25 donuts for a whopping time bonus of 75 minutes. Subtracting this from his finishing time of 1:11:13, giving him a winning time of -3:47. For eating the most donuts, he was also crowned the King Donut. Crowned Queen Donut for eating a total of 12 donuts was Penny Behunin. Stephanie Jones won the female division by eating 6 donuts for a time bonus of 18 minutes, adjusting her finishing time of 1:05:11 to the winning time of 47:11.

The Tour de Donut riders and business partners raised over \$4500 for the Amber Alert ID project, a project in partnership with the Utah Attorney General's Office which provides free identification cards for parents and supports a database that can be accessed quickly by law enforcement in case of a missing child emergency.

-David Ward

See results on page 22.

**Cycling Utah Year End Awards Nominations Wanted**

Cycling Utah will be taking nominations for our Rider of the Year awards. Please send us your picks and reasons for naming each rider. Categories include: Overall Rider, male road racer, female road racer, male mountain bike racer, female mountain bike racer, club of the year, long distance touring rider of the year, advocate of the year, event of the year, downhiller of the year, cyclocross racer (2007 season), and more.

Please email your picks to editor Dave Iltis at [dave@cyclingutah.com](mailto:dave@cyclingutah.com).



Your Cycling Utah photos are available at:

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

- Utah Cyclocross Series Races 1, 8, and 10
- RMR Criterium 3-15-08 • Desert Rampage ICS 2008

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# CALENDAR OF EVENTS

**Calendar Guidelines:**  
Listings are free on a space available basis and at our discretion.  
Submit your event to: [dave@cyclingutah.com](mailto:dave@cyclingutah.com) with date, name of event, website, phone number and contact person and other appropriate information  
Let us know about any corrections to existing listings!



Rad Canyon BMX — (801) 824-0095

Deseret Peak BMX — [www.deseret-peakcomplex.com](http://www.deseret-peakcomplex.com), Tooele

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

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

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

September 11-14 — Dew Tour and Toyota Sky Psycho Jamboree, EnergySolutions Arena, ast.com



## Advocacy Groups

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

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

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

## Calendar of Events sponsored by



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

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

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

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

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

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

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

## 2008 Cycling Events

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

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

**September 17 — Bikes for Kids Dinner and Auction**, La Caille Restaurant (9565 So. Wasatch Blvd), 6 pm, [www.bikesforkidsutah.org](http://www.bikesforkidsutah.org) or call 801-523-3730.

**September 22 — World Car Free Day**, [worldcarfree.net](http://worldcarfree.net)

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



Mountain Bike

## Tours and Festivals

### 2008 Events

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

**September 20 — Celebration of Pathways**, Snowbasin Resort, 11 am to 7 pm, mtb and road rides, Trail Maintenance, Bike Demo, benefit for Ogden Valley Pathways, (801) 920-3426 or 801-528-2907, [ovpathways.org](http://ovpathways.org)

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

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

**October 2-5 — Take Your Kid on a Mountain Bike Ride and IMBA Trail Care Crew**, Boise, ID, [byrdscycling.com](http://byrdscycling.com), [merlinxlm@cable-one.net](mailto:merlinxlm@cable-one.net)

**October 24-26 — Chile Ho-Down Bike Festival**, 3rd Annual festival includes group rides, Super D race, Dirt Jump Contest, Halloween Costume Party, prize giveaways and just an all around good time. Race registration at <http://moabhodown.chilebikes.com/> Chile Pepper Bike Shop, 435-259-4688, [www.chilebikes.com](http://www.chilebikes.com)



Mountain Bike Racing

### General Info

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

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

## Weekly Series Races

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

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

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

**Snowbasin/Biker's Edge Mtn. XC Race Series** — July 2, July 23, August 20 and Championship September 13, Registration-5pm-6:30pm at Grizzle Center, Race Start: 6:30, Contact: Steve Andrus, [sandrus@snowbasin.com](mailto:sandrus@snowbasin.com) 801-620-1000, Jonny Hintze, [jonny@bebikes.com](mailto:jonny@bebikes.com), 801-544-5300, [www.bebikes.com](http://www.bebikes.com)

**Wednesdays — July 9, 23, August 6, 20, September 3.** Park City Mountain Bike Race Series, 6 p.m. Racing on trails at Park City Mountain Resort, Deer Valley Resort, and The Canyons Resort. Call 435-671-5053 for details. Details and online registration at [www.mountainraceworks.com](http://www.mountainraceworks.com).

## 2008 Utah MTB Races

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

**September 13 — 12 hours of Sundance**, 7 am - 7 pm, Sundance Resort, (801) 223-4849 or [sundanceresort.com](http://sundanceresort.com)

**September 14 — Tour des Suds**, 26th Annual, Park City, (435) 649-6839 or [mountaintrails.org](http://mountaintrails.org)

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

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

**October 13-14 — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country**, St. George, UT, 800-562-1268 or [hwsq@infowest.com](mailto:hwsq@infowest.com) or [senior-games.net](http://senior-games.net)

**October 11-12 — 24 Hours of Moab**, 13th Annual, Moab, UT, (304) 259-5533 or [grannygear.com](http://grannygear.com)

## 2008 Idaho and Regional MTB Races

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

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

**September 20-21 — Wild Rockies Series Finals and NW Collegiate MTB Conference Race**, Open to all riders, Wildrockies Series Finals, Bogus Basin, Boise, ID, (208) 388-1971, [wildrockies.com](http://wildrockies.com)

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



Road Racing

## General Info

Utah Road Racing - USCF, Utah Cycling Association - James Ferguson, 801-476-9476, [utahcycling.com](http://utahcycling.com)

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

## Utah Weekly Race Series

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

**Salt Air Time Trial — Every other Thursday April 3 - September 18** (April 3, 17, May 1, 15, June 12, 26, July 10, 24, August 7, 21, September 4, 18), 1-80 Frontage Road West of the International Center, (801) 209-2479, [utahcritseries.com](http://utahcritseries.com)

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

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

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

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

**Snowbasin/Biker's Edge Criterium Series** — July 9, August 6, and



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Championship September 13, Registration 5-6:30 pm, at Grizzle Center, Snowbasin Main Parking Lot, C flight 6:30-6:55, B flight 7:05-7:35, A flight 7:45-8:20, Contact: Steve Andrus, sandrus@snowbasin.com 801-620-1000, Jonny Hintz, jonny@bebikes.com, 801-544-5300, www.bebikes.com

**2008 Utah Road Races**

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

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

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

**September 20 — Red vs. Blue Time Trial presented by O.C. Tanner**, will gather the cycling clubs, alumni and fans of Brigham Young University and the University of Utah to raise money and awareness for Bikes for Kids Utah, 9:00 a.m., 272 E. Traverse Point Dr. in Draper, Utah traveling up Traverse Ridge Road to Suncrest Market, 1300' elevation gain with 10 percent to 12 percent grades in some locations, www.bikesforkidsutah.org or call 801-523-3730.

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

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

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

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

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

**Idaho Weekly Race Series**

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

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

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

**2008 Idaho and Regional Road Races**

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

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

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

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

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



**2008 Utah and Regional Road Tours**

**September 4-13, 4-6, or 7-13 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah)**, three ride options, Blanding to Cedar City, 400 miles on scenic highways and through National Parks, (801) 654-1144, lagbrau.com

**September 7 — Tour de Tahoe**, Bike Big Blue, 6th Annual, ride around Lake Tahoe on the shoreline, spectacular scenery, great food and support, 72 miles, Lake Tahoe, NV, (800) 565-2704, bikethewest.com

**September 13 — Hess Cancer Foundation Legacy Tour** in West Bountiful, UT, 20-mile ride to kick off the opening of Legacy Parkway which will officially open later that day. Take a once-in-a-lifetime opportunity to take a ride and see the beauty of the Legacy Parkway and its network of trails and nature paths. Ride will begin at 8:30 am. All proceeds go directly to the Hess Cancer Foundation, a non-profit that provides financial assistance to families who lose a child to cancer. For more details and registration, please visit tourlegacy.com. Visit hesscancer.org for more information on the foundation or call Joe at (801) 335-4940.

**September 13 — Tour de Vins 4**, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, Idaho State University, Pocatello, ID, more info: FSAlliance.org, Sarah Leeds, (208) 232-0742, contact@fsalliance.org

**September 14-20 — OATBRAN**, One Awesome Tour Bike Ride Across Nevada, 17th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704, bikethewest.com

**September 17 — Bikes for Kids Dinner and Auction**, La Caille Restaurant (9565 So. Wasatch Blvd), 6 pm, www.bikesforkidsutah.org or call 801-523-3730.

**September 19-21 — Moab Century Tour**, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, (435) 259-2698, moabcentury.com

**September 20 — Fall Colors Ride**, BBTC Super Series Ride, self-sup-

ported century, SLC to Wanship, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**September 20 — I Think I CANYons benefit ride for the Fourth Street Clinic**, a nonprofit healthcare clinic in Salt Lake that provides free healthcare for the homeless, Little Cottonwood Canyon, Big Cottonwood, Millcreek, and Emigration, start and finish at the Olympus Hills Shopping Center located on Wasatch Blvd. near 3900 South. Start time 7 am; registration begins at 6:30 am., Joel Welch, Friends of Fourth Street, 801-631-7872, rjoelwelch@hotmail.com, ithinkicanyons.com

**September 20 — Celebration of Pathways**, Snowbasin Resort, 11 am to 7 pm, mtb and road rides, Trail Maintenance, Bike Demo, benefit for Ogden Valley Pathways, (801) 920-3426 or 801-528-2907, ovpathways.org

**September 27 — Heber Valley Olympic Century. 25, 50, 62, 100 mile options.** Also, Biathlon option! Enjoy scenic Heber Valley in its autumn finest during this fun and challenging ride that visits the Olympic venues, fundraiser for Huntsman Cancer Institute, Contact Bob @ 801.677.0134, bike2bike.org

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

**October 11 — Fifth Annual Josie Johnson Memorial Ride**, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back. josiejohnsonride.com or call Jason at (801) 485-2906 or John Weis at (801) 278-3847

**October 11 — Yellowstone Fall Old Faithful I Cycling Tour**, West Yellowstone to Old Faithful and back, MT, (406) 646-7701, cycleyellowstone.com

**October 11 — Trek WSD Breast Cancer Awareness Ride**, 10 or 20 mile rides for everyone, WSD Demo Bikes available, casual ride for women & their support network, Trek of American Fork 356 North Meadow Lane (750 West) American Fork, Utah, (801) 763-1222, trekaf.com

**October 11 — CANCELLED for 2008 Las Vegas Century**, 25, 50, and 109 miles, Jim Little (702) 360-4751 or vegasbikeclub.org, lvrodeoman1@aol.com

**October 13 — CANCELLED Challenge the Hill ~ 360° of Fun**, Fun team bike ride with a variety of challenges along course, 8:00 am start time, Hill Air Force South Gate, 801-677-0134, Bike2Bike.org

**October 18 — Tour de St. George**, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at

900E & 100S (Dixie State College), tourdestgeorge.com, 435-229-5443, info@tourdestgeorge.com.

**October 25 — RTC Viva Bike Vegas**, 25, 50, and 100 mile rides from Las Vegas to Lake Mead, Proceeds benefit Las Vegas After-School All-Stars Program, (702) 676-1542, rtcnv.com

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



**2008 Multi-Sport Events**

**September 6 — Bear Lake Brawl Triathlon**, Olympic and Sprint, Garden City, UT, goldmedalracing.com or (801) 492-3442

**September 6 — Alta Canyon Sports Center Triathlon**, 400m swim, 9 mile bike and 5K run., Alta Canyon Sports Center - 9565 S. Highland Dr. (801) 568-4602, sandy.utah.gov

**September 13 — Camp Yuba Triathlon**, Yuba State Park, UT, racetri.com, (801) 465-4318

**September 13 — TriUtah Ogden Valley Triathlon**, Pineview Reservoir, Eden, UT, 1 mile swim, 15 mile bike, 4 mile run, www.tri-



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tah.com, info@triatlah.com, 801-631-2614 or 801-631-2624

**September 20 — Kokopelli Triathlon**, Sand Hollow Reservoir, St. George UT, sgtrifecta.com, race@sgtri.com, (702) 401-6044

**September 25-28 — Adventure Xstream Expedition Moab - 300 mile team race**, kayak, trek, mountain bike legs, (970) 259-7771 or www.gravityplay.com

**September 27 — Endurance Festival**, Two Duathlons: Peak Two Peak off-road duathlon, recreation division trail runs 5k, mountain bikes 10K, 1,200' vertical, Extreme division trail runs 10K, 1,200' vertical gain, mountain bikes 20K, 2,700' vertical, I Du duathlon — run/bike event, Recreation division - 5K run/25K road cycle; Extreme division - 10K run/50K road cycle. Old Town Pocatello, ID. www.EnduranceFestival.com, info@EnduranceFestival.com, (866) 8-ECO-FUN or 208-233-3798

**October 11 — Huntsman World Senior Games**. Must be 50 years or older. Triathlon. 800-562-1268 or hws@infowest.com or senior-games.net

**October 18 — Powell3 Triathlon Challenge**, Sprint- 750m swim, 20k bike, 5k run/Olympic- 1500m swim, 40k bike, 10k run, Page, AZ/ UT Border, goldmedalracing.com or (801) 492-3442

**October 18 — 2008 Land Rover Pumpkinman Triathlon**, Intermediate, Short, and Halfmax distances, Boulder City, NV, bbscendurancesports.com

**November 8 — Telos Turkey Triathlon**, Orem Fitness Center, Orem, UT, www.t3triathlon.com, 801-678-4032 or shaun@t3triathlon.com

**November 9 — Silverman Triathlon**, Full and Half Distances, Lake Mead, Henderson, NV, 702-914-7852 or silvermannv.com



**Cyclo-  
cross**

## General Info

Utah Cyclocross Series - utahcyclocross.com, Matt Ohran, utahcyclocross@msn.com

## Utah Cyclocross Races

**September 13 — Ridley Cyclocross Clinic**. Cross skills/coaching for Beginner to Elite level riders; Mountain bikes welcome; the perfect primer for the upcoming Utah racing season! with Bart Gillespie (Mona vie/Cannondale & 2007 Utah Cyclocross Series Champion), Kathy Sherwin (Velo Bella- Kona) and Ali Goulet (Ridley). Cross skills, bike set-up, training, racing tactics and other secrets of speed; www.myspace.com/BSGevents or Ali-801.560.6479

**September 26 — Ogden Urban CX**, evening cyclocross race, Ogden, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**October 4 — Utah Cyclocross Series Race #1**, Draper Park, Draper, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**October 11 — Utah Cyclocross Series Race #2**, Heber Fairgrounds, Heber City, UT, utahcyclocross.com

com, 435-901-8872, utahcyclocross@msn.com

**October 18 — Utah Cyclocross Series Race #3**, Weber Fairgrounds, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**October 25 — Utah Cyclocross Series Race #4**, Ft. Buenaventura, Ogden, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**November 1 — Utah Cyclocross Series Race #5**, Rocky Mountain Raceways, West Valley City, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**November 2 — Utah Cyclocross Series Race #6**, Wheeler Farm, SLC, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**November 8 — Utah Cyclocross Series Race #7**, Heber Fairgrounds, Heber City, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**November 15 — Utah Cyclocross Series Race #8**, Wheeler Farm, SLC, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**November 22 — Utah Cyclocross Series Race #9**, Utah State Championships, Ft. Buenaventura, Ogden, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**November 29 — Utah Cyclocross Series Race #10**, Wheeler Farm, SLC, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**December 6 — Utah Cyclocross Series Race #11**, TBD, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**December 11-14 — US National Cyclocross Championships**, Kansas, usacycling.org

**January 3 — Last Call Wheeler Farm CX**, Wheeler Farm, End of Season Party at location TBD, SLC, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

## Idaho and Regional Cyclocross

**August 13 — Jackson Hole Cyclocross**, Teton Village, WY, ucjh.org

**September 20 — Moose Cross**, in conjunction with Octoberfest, Victor, Idaho (near Jackson), (307) 690-4373, moosecross.com

**September 24 — Cross Vegas Cyclocross Race**, UCI Cat II event, Elite Men and Elite Women only, also Industry Race, Desert Breeze Soccer Complex, a Clark County facility in western Las Vegas 6 miles from the "Vegas Strip", during Interbike, 303-619-9419, cross-vegas.com

**September 27, October 18, November 22 — Idaho Cyclocross Series**, Eagle Island State Park, also Cross Clinic on September 27, Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs, 208-866-3384, idahocyclocross.com

**October 11-12 — Sandy Point Beach Race Weekend #1**, Boise, ID, cxer@cableone.net, idahocyclocross.com, 208-871-6189

**October 4 — Bikes and Brews Cyclocross Festival**, Tamarack Resort, Jessica Joy, 208-325-1005, http://www.tamarackidaho.com/events.php?eventid=1069

**October 25, November 1, November 8 — The Cube Cyclocross Series**,

## Bike Collective Women's Only Repair Nights

The Salt Lake City Bicycle Collective is currently offering a women's only night. What does this mean? It means that through this night the Bicycle Collective is working to empower women who are interested in learning how to work on their own bikes! On these nights, women are allowed to come with their questions as well as their knowledge to learn and share with others. They are also welcome to participate in free classes, taught by women, on various issues having to do with bike mechanics.

The Salt Lake City Bicycle Collective can be found at 2312 South West Temple, Sale Lake City, UT 84115. Ladies Nights are every other Wednesday: August 6th and 20th, September 3rd and 17th, October 1st, 15th and 29th, November 12th and 26th, December 10th and 24th. Admission is free! For more information, contact Krista Bowers at 801-688-9379 or visit www.slcbikecollective.org.

at the Nature Park in Rexburg, ID, (208) 359-3020 or chris@rexburg.org, www.rexburg.org/play/races/the-cube.aspx

**October 25-26 — Crosstoberfest**, Idaho State CX Championships, Ketchum, ID, 208-788-9184, road-anddirt.org

**October 25-26 — Sandy Point Beach Race Weekend #2**, Boise, ID, cxer@cableone.net, idahocyclocross.com, 208-871-6189

**November 15 — Pocatello Cyclocross**, Bartz Field (tentative), 208-232-2054, Pocatellocyclocross.blogspot.com

**November 15-16 — Sandy Point Beach Race Weekend #3**, Boise, ID, cxer@cableone.net, idahocyclocross.com, 208-871-6189



**Weekly Rides**

**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

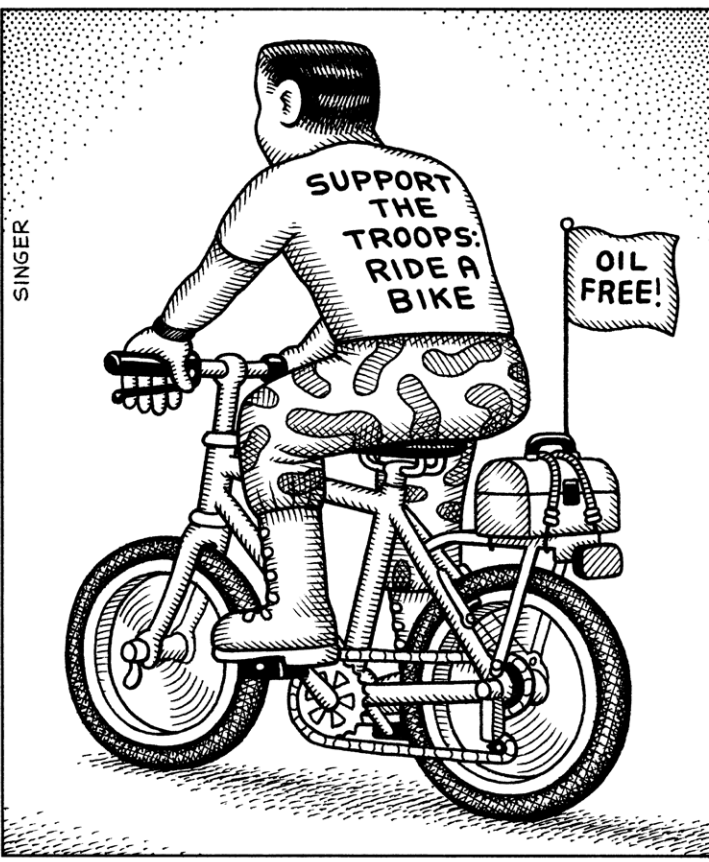
**Wednesday Night Ride — 5:30 pm at the SLC Main Library on 200 E and 400 S.**, all levels and bikes welcome on this fun ride.

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

The Salt Lake City Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site (www.cycling-utah.com) or call the Mayor's office at 535-7939 or Dave at 328-2066



**NO EXIT** © Andy Singer



## Zabriskie Takes 3rd Straight USA Cycling Pro Time Trial Title

Greenville, S.C. (August 30, 2008)--David Zabriskie (Salt Lake City, Utah/Garmin-Chipotle) remains the only athlete to win a USA Cycling professional time trial championship after successfully defending his national title on Saturday - his third straight since the event's inception in 2006.

Zabriskie edged runner-up Tom Zirbel (Boulder, Colo./Bissell) by just five seconds to maintain his monopoly on the stars-and-stripes jersey, completing the 33.4-kilometer course in 40 minutes, 39.40 seconds. Zabriskie's Garmin-Chipotle teammate, Christian Vande Velde (Boulder, Colo.), took home the bronze medal, finishing 10 seconds off the pace.

Fresh off a 12th-place finish in the time trial at the Olympic Games in Beijing, Zabriskie once again illustrated his reputation as the fastest American in the individual race against the clock. Remarkably, his 2008 title comes only three months after fracturing a vertebrae in a crash at the Giro d'Italia last May.

"Coming back from injury, this is really just my third race back," Zabriskie said. "Cycling is full of ups and downs. I've had numerous injuries, so I have to say thanks to all the people who stand behind me."

For Zabriskie, Saturday's victory marks his fourth career national time trial title as a professional. He also won in 2004 when both pros and amateurs competed together in the elite national championships.

After the first two titles Zabriskie won in Greenville, a course change didn't deter him from capturing a third.

"I didn't care what the conditions were going to be like, what the course was," he said. "I came to win."

Racing three laps of a technical, 11.1-kilometer flat to rolling circuit, Zabriskie left the start gate last as the top-seeded rider and recorded the fastest marks at both intermediate time checks. After passing through the first lap with a three-second advantage on Zirbel, Zabriskie opened up his advantage to seven seconds after the second lap. He then lost a few seconds on the final lap but never looked to be in danger of losing his lead.

Salt Lake's Jeff Louder (BMC) took fifth in the men's road race.



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**TRIATHLON**

**Taking Your Triathlon Training to the Next Level**

By Scott Kelly

After competing in a few sprint distance triathlons you may be ready to give the Olympic distance a try. Or, maybe you've done a few sprint and Olympic distance races and you want to upgrade to half iron or iron distance. What can you do to take your training to the next level?

A good way to start is by taking a look at your performance over the past triathlon season. Assess your strengths and weaknesses and determine which of the three disciplines (swim, bike, or run) where you could use some improvement.

The fall and winter is a great time to take a hard look at the past triathlon season and to put a training plan into effect for the upcoming season. This is also a time where you can work on improving your swimming, pedaling and running technique.

It is often difficult for the average person to make these adjust-

ments themselves or to put into action an efficient training plan for the season. Therefore, this is an excellent time to consider hiring a coach to help you work through this process.

The Salt Lake City area has many competent triathlon coaches available. A simple web search will help you find these individuals. If you prefer the online approach, there are many web-based triathlon coaching resources that will work with you via the internet.

Making adjustments to your swim technique is a very difficult process to do on your own. You would do well to find a coach to work with on a weekly basis, over a fixed period of time, in order to make these adjustments.

The end of the year is also a good time to take a look at your equipment and determine whether you need to upgrade to a new bike or purchase accessories for your existing machine (i.e.: wheelset,

pedal system, aero bars, etc.) that could help your cycling performance. Your local area bike dealer or coach can help you with these important decisions. If you don't have a wetsuit this is a great time to purchase one or to replace it if it's well worn or damaged. Running shoes should be replaced every three to six months depending upon your weekly mileage.

If money is not an issue, a power meter is a great tool to help measure your pedaling wattage and ultimately improve your cycling performance. SRM, Power Tap, Ergomo and Ibike are four of the leading brands. You can purchase these items online or at your local area bike dealer.

Again, the fall and winter is the best time to get going with a structured training plan for the upcoming triathlon season. With a solid training plan in place you should be well equipped to handle any distance triathlon!

**UDOT to host a Series of Bicycle Corridor Public Open Houses**

(Salt Lake City) —The Utah Department of Transportation (UDOT) will host a series of 12 public open houses throughout the state to discuss existing and potential bicycle corridors. These open houses will be held from September 17, 2008, through October 22, 2008, in various locations throughout the state from 5 p.m. to 7 p.m.

In response to increasing demand for bicycle corridors in Utah, UDOT is preparing a statewide Bicycle Corridor Priority Plan. Key elements of the plan include: an assessment of current bicycle accommodations; a methodology for improving bicycle corridors; and public input and recommendations.

A brief welcome and introduction to the Bicycle Corridor Priority Plan project will begin at 5 p.m. Following the introduction and welcome, attendees may visit three display stations until 7 p.m. The display stations will provide attendees with project background information and opportunities for commenting on existing and potential bicycle corridors as well as prioritization factors UDOT will use to evaluate bicycle corridors.

Project representatives will be available throughout the open house to answer questions and listen to public comments and ideas.

For more information, contact Amy Steinbrech at 801.364.0088 ext. 115 or amy@wfandco.com.

Or, visit [www.dot.state.ut.us/main](http://www.dot.state.ut.us/main)

**Scott Kelly is a personal trainer specializing in triathlon. He is the head coach of TEAM Fast Lane a USA Triathlon sanctioned club based in Salt Lake City. For more information visit [www.teamfast-lane.com](http://www.teamfast-lane.com) or call (801) 558-2230.**

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# J.R. Smith's Power Cycling Camp

This four-month program trains athletes in the "off-season" and is also designed to develop strong outdoor cycling skills and improve fitness. This camp offers a high caliber program with the best and latest training techniques designed by elite USA Cycling Coach, J.R. Smith. The camp will follow a periodization schedule over three six-week phases. This complete package includes a wattage test, an educational seminar with J.R. Smith, and weight training schedules to complement the cycling workout!

*At the Following Facilities:*




**Orientation & Registration**  
**Returning Campers:**  
 Mon. Oct. 6 @ 6:30 PM  
**New Campers:**  
 Mon. Oct. 6 @ 7:30 PM  
**#2 North Medical Drive, (SLC)**  
*To register, call 801-581-0098, ext. 148 or E-mail Ryan at [rcannon@slcjc.org](mailto:rcannon@slcjc.org) [www.slcjcc.org](http://www.slcjcc.org)*

**Sports Mall**



**Orientation & Registration**  
**Returning Campers:**  
 Tue. Oct. 7 @ 6:30 PM  
**New Campers:**  
 Tue. Oct. 7 @ 7:30 PM  
**5445 South 900 East, (Murray)**  
*To register, call the Front Desk at 801-261-3426, or E-mail Linda at [lindacary@gmail.com](mailto:lindacary@gmail.com) [www.sportsmallgroup.com](http://www.sportsmallgroup.com)*

**Treehouse Athletic Club**



**Orientation & Registration**  
**Returning Campers:**  
 Wed. Oct. 8 @ 6:30 PM  
**New Campers:**  
 Wed. Oct. 8 @ 7:30 PM  
**1101 E. Draper Parkway, (Draper)**  
*To register, call the Activities Desk at 801-553-0123, or E-mail Laura at [laura@TacFitness.com](mailto:laura@TacFitness.com) [www.TacFitness.com](http://www.TacFitness.com)*

**You must attend the orientation at the appropriate facility**

**CAMP DATES**  
 November 10, 2008 - March 21, 2009

Additional Information at [www.jrsmithcoaching.com](http://www.jrsmithcoaching.com)

## Fat Cyclist - Continued from page 2

**CU:** What do you do professionally?

**EN:** I'm a product manager at the Burton Group, a research and analysis company. It's my job to make sure that our website is easy for our customers to use. They do IP research for Fortune 500 companies. It doesn't have anything at all to do with cycling.

**CU:** What is your educational background?

**EN:** Philosophy. I never took a journalism class. I've never been a journalist. I've never written. I've never reported anything.

**CU:** When did you develop your interest in cycling?

**EN:** That would probably be between 13 and 15 years ago. I sort of measure how long I've been cycling by the number of Leadville 100s I've raced. I've done 12 now so it's been more than 12 years that I've been riding. A few good friends of mine had taken up mountain biking. We all worked at WordPerfect at the time which was in Orem, fairly north and fairly east, and there was a terrific mountain biking trail that you could do right during lunch hour. They started doing that and convinced me to buy a mountain bike and join them. Fifteen years later, those are the guys that I ride with.

**CU:** How big of a group do you have?

**EN:** It fluctuates and none of us works at Word Perfect any more. A couple of us have moved to different places and we don't ride together everyday any more. But the group is about a half dozen, what we call the Core Team, and the level of what we like to ride and where we like to ride is pretty similar. We're well matched. We make sure we get out to Moab at least a couple of times each year to regroup.

**CU:** Tell me about your family.

**EN:** Well, as of earlier this week, I've been married for twenty years to my wife, Susan.

**CU:** Congratulations.

**EN:** Thanks. It doesn't seem like twenty years. That's a pretty good chunk of time, but it doesn't feel all that long. We have four kids, really great kids, two boys ages fourteen and 12, and twin girls, identical twin girls, and they are 6. All four of my kids are great kids in their own way. The 14-year old is a very talented programmer and mathematician. He is already writing fun games that appear on my website from time to time and the 12-year old is a great all-around student and deep thinker . . . does a lot of reading. And the twins are just crazy little girls. Always up for an adventure. They are the really outdoorsy ones. My wife, Susan, she is a talented craft person, I would say. She makes beautiful jewelry and also is hard at work on her first novel. She currently is fighting metastatic breast cancer which has invaded most of her body. She just started chemo for the third time and has had operations and so forth. She's being tough, but it's definitely the defining battle of our lives.

**CU:** My daughter mentioned to me, because she has followed your blog for a couple of years, that she knew

your wife had had cancer and that it had gone in remission and come back. She told me she read that and cried.

**EN:** That has been one of the things about the blog . . . real supportive people like your daughter who don't really know us but have commented a lot and have said some incredibly nice things in the comment section and in emails. About a year ago, one of the people who reads my blogs frequently and lives locally set up a post office box. My wife didn't know that it existed. Readers sent in cards and a few people sent in gifts like stocking caps and things like that for when her hair came out. We were really overwhelmed by not just dozens but hundreds of cards from all over the world. People have shown us there is a real strength in the cycling community. Everyone who rides a bike I think pulls for each other. The blog stopped being something that people read and then go on their way a long time ago. People are now a lot more like a rather large, extended family. Which is a pretty nice place to be. I feel like I stopped being the guy who writes the blog. It happens to be me who does this, but I'm definitely no longer the star of the show. I'm the guy who kind of sets the topic of discussion each day and then I get to sit back and watch it flow.

**CU:** I've noticed that too. I think the cycling community is a tight-knit community in the sense that you share a bond because you cycle.

**EN:** Sure. We've got a pretty important aspect of our lives that we all share in common. And there is a defensive aspect to it, too. We all share common dangers and we all worry about a lot of the same things. And I think, at least for a big chunk of the cycling world, it's not like most sports where you are going to peak and drop off pretty sharply. If you love football, for example, after a pretty early age in your life you're relegated to being a spectator. You see the same thing with most of the big contact sports. For things like cycling, and I think running and other similar types of sports, you can do them well into and through your adulthood. For example, at the Leadville 100 last week they had progressing ages of people standup who were doing it, and there were two men who were 70+ doing this 100-mile mountain bike race at 10,000 feet. And I'm certain both of them completed it. You can do this well into your seventies. I'm barely started in my cycling career. At least I hope. It's something that does not necessarily end when you turn 40, when you turn 50 or turn 60 or 70. We all still have something in common regardless of what our ages are.

**CU:** Let's get to your blog. When did you start it and what motivated its beginning?

**EN:** Sure. I started it in April 2005, I believe. At that time I was a Microsoft employee. I started it on the advice of a friend who said to me, "Hey, Elden, everyone's doing blogs, you should start a blog". I just didn't know what it would be about. But then I was with some friends riding around the White Rim on a little vacation, and I was just so horribly out of shape and just feeling overweight and slow and terrible. And as I was pushing up Shafer Trail, which is a very steep, rocky section at the end of the ride, I was thinking how years ago I had been able to ride that trail and thinking I need to do something about that. That's when it occurred to me, I would blog about being a fat cyclist and trying to get myself back.

I was around 190 pounds, which for my frame, I'm about 5'6" or 5'7", is probably about forty pounds too much if you really want to ride and climb well. And climbing is what I love to do. And that's how it started. At the beginning, I was mostly doing postings, "Here is my weight today, here is how much I am trying to lose by the end of the week", and so forth. It doesn't make for very interesting reading. One thing that I guess I am is vain, and I wanted and do still want people to read what I write. So, I started writing funny stories, recollections, fake news, anything to make my blog more compelling and entertaining than a simple recounting of what my weight is. From there, after a year or two, and shortly after I moved from Washington back to Utah, I got my own domain and set up the blog and now it is www.fatcyclist.com. It makes it so that I can have ads and support my biking habit a little more. And it'll help pay for the cancer stuff.

**CU:** When you first started that, who did you expect to read it and how would you get the word out?

**EN:** When I first started writing it, I knew exactly who was reading it. It was the Core Team, the half dozen friends I have had for years and years. They were the ones I was writing it for. To tell you the truth, even now, when I write it, in my mind I am picturing those six guys. I'm still just writing it for those six guys and the other eight or ten thousand people who also read it. Basically, they're self-selecting. They must be in some way like my half dozen friends that I write for because they are all still enjoying it. But I still think of this half dozen friends and my sisters and parents. I'm writing for them. How did I get the word out? That I never even tried to do. That happened organically without me doing anything. I still don't try to get the word out. The way the word did get out, though, happened by accident. It was during one of the Tours de France when Lance was racing. I noticed that a sentence did not go by that Phil Liggett or Paul Sherwen did not mention Lance Armstrong. So I wrote a fake press release saying that Phil Liggett had been fired because he had missed his contractual obligation to mention Lance Armstrong twice per minute. People picked up on that and they started emailing it to friends. It hit people in the funny bone and they liked it. People started emailing that around to each other and overnight I noticed my readership went from ten or fifteen hits a day to sixty, seventy, a hundred, three hundred. It kind of grew from there. Because of that post, someone must have emailed one of the editors at cyclingnews.com and they emailed me, actually I think they left a comment in my blog, saying, "Would you be interested in writing for us from time to time?" I said absolutely. Can it just be this silly fake news stuff?" And they said, "That's what we expect." So I wrote silly fake news for cyclingnews.com for a while. After a while, they kind of lost interest in me. There was never a formal agreement. I think I just ran out of ideas for them. Then I started winning some popularity contest-type things, the Bloggies and things like that, and you just pick up readers like that. I haven't tried to win readers, but once you have the snowball rolling, it just tends to roll till something stops it.

**CU:** I was not even aware of contests for bloggers. But just like everything, I suppose they have them.

**EN:** Sure. There are awards given for

blogs in different categories. There is a sports blog category and mine actually won that in the 2008 edition, beating out a number of professionally staffed blogs. It doesn't go so much to show that I have a really great blog as that I have really awesomely dedicated readers that voted for me. Because it is won by the number of votes. A blog like Deadspin probably has a factor of 20 more readers than I have. The readers that I have care more about my blog and they voted. Thanks to them I have a Bloggie.

**CU:** Interesting.

**EN:** But to tell the truth, it's mostly I think cyclists emailing other cyclists or cyclists posting comments in forums and things like that. Fatcyclist.com is a silly sounding name and so when you hear it in a group ride or something, you're likely enough to remember it and go check it out afterwards.

**CU:** Plus, I think there is a good number of us that can identify with the concept of a fat cyclist. Battling a weight problem.

**EN:** Any of us who are at 40 or above and have had our metabolism slow down a little bit, we all know we would be a faster cyclist if we could drop 15 pounds. I think it speaks to a pretty universal feeling.

**CU:** How many followers do you think you have now?

**EN:** My blog will get on average on a weekday between 14,000 and 20,000 page views per day. It drops off to just a couple thousand over the weekend. I think, like myself, most of my readers get out and away from the computer during the weekend. I don't write during the weekend. Visitors are usually about half that. Most visitors will look at a couple of pages per day. Between 7,000 and 10,000 visitors per day and between 14,000 to 20,000 page views per day, depending upon the day of the week and whether what I wrote is interesting. There is definitely a direct correlation to how well I wrote something to how many page views I get.

**CU:** You mentioned earlier that you've heard from people around the world. Is there anyway to tell where these hits are coming from?

**EN:** Yeah. The U.S. by far is first, and then Australia. And that makes pretty good sense when you consider my first real big break came from cyclingnews.com which at the time was based in Australia. And then the UK and the English speaking European countries. That's really where most of my readership comes from, although when I sell jerseys, I have a partnership with Twin Six, a jersey design and manufacturing company, we sold jerseys to countries that I had not even heard of before. I remember sending a jersey to Malta. There is someone in Malta riding with a Fat Cyclist jersey. It's kind of cool to think about. There are several Fat Cyclist jerseys in Japan, lots in Australia, quite a few in the UK, a number of them in France and Germany, and most of the states. The interesting thing is there are really very few of them here in Utah. The blog I write is definitely not Utah specific. It is more about cyclists. I think Utahns will naturally relate to it more because when I talk about a trail or a road there is a greater likelihood that they too have ridden it. I talk about Moab a lot. I talk about riding the Alpine Loop a lot or the terrific trails we have in Draper a lot. So Utahns are going to have a better idea what

I am talking about. But it is really more about the cycling experience as opposed to Utah specific cycling.

**CU:** You mentioned your jerseys. Did you start selling those as a way to raise funds to help with your wife's cancer costs?

**EN:** No, that came later. The first edition of the Fat Cyclist jersey was just for fun. The blog had reached a threshold where I thought perhaps I could make a little money with it, and considering all the work I did, I didn't feel any compunction about that. I thought if people would like a Fat Cyclist jersey, and a lot of people had indicated they would, I'm going to go ahead and do that. It was shortly after that first jersey came out, it was an orange and black jersey, that my wife's cancer came back. I was stunned into not really doing anything for a while and Twin Six actually contacted me and said, like a lot of my readers, "We want to do something to help. What can we do?" I didn't have any idea. "What if we made a special pink edition of the Fat Cyclist jersey?" That sounded good to me. They actually kept no profits at all for themselves from that and we instead split the profit, half for the Lance Armstrong Foundation and half for going towards the medical bills as well as the ancillary things that come around because of cancer. Things like a stairlift for our house or the pile of co-pays that you get when you have to do MRIs every other week. Since then, the jerseys have always been about doing something to support Susan as well to make a little extra money to help offset some of the costs of the cancer battle. The support part, I think actually, is the most important part. Everyone who is wearing a Fat Cyclist jersey I believe is thinking about doing something to make a statement like "cancer sucks" and "Win Susan". "Win Susan" is a catchphrase that caught fire with my readers. Every time I see a stranger wearing one of those jerseys, I get a lump in my throat. It is really very touching.

**CU:** That's cool. How is your wife doing now?

**EN:** Things are pretty hard for her right now. She is just this week starting a new round of chemo and it's tactical in nature. There is no expectation that it will be able to rid the cancer from her body. We are just trying to manage the tumor, to keep it from growing further and hopefully shrink it. She is having a lot of radiation. The cancer is taking hold in her bones more than anywhere else and it has been very hard for her. It has taken root in her spinal column and so forth and it is hard for her to walk. She had to have a hip replacement last November (2007) because one of the tumors had grown so much that it essentially smashed the ball part of the hip. She's being really tough about it but it's not an easy battle and it's not a battle that ever ends. That wears you down. It really wears you down.

**CU:** I'm sure it does. That's hard to deal with. My wife's mother died from cancer.

**EN:** Anyone I talk with either has had cancer or knows somebody that has had cancer. If there is a more common overarching tragedy, I don't know what it is. It touches everyone. Everyone is either going to get it or someone in their family is going to get it. If there is a more worthy battle, I don't know what it is. That is one of the things I really like about Lance Armstrong. He has taken his

celebrity as a cyclist and has turned it into a mission. The Lance Armstrong Foundation has been really helpful to our family and to other families I've met who have been touched by cancer. It's a foundation with real teeth that doesn't feel like one of those glossy celebrity foundations that is mostly done to make a celebrity feel good about himself. This is a fight that Armstrong took very, very seriously.

**CU:** You have had pretty close contact with the Lance Armstrong Foundation. Have you had any contact with Lance himself?

**EN:** No, I haven't. Although he did send a photograph with him holding a picture saying "Win Susan" which was very nice of him to do. It was a really real surprise. I have had lots of interactions with others in the Lance Armstrong Foundation. I donated a quarter of my ad space to the Lance Armstrong Foundation to help them get the word out about their events and I have lots of conversations with them just about ways that I can help them with their cause. They are fantastic people on a really important mission. Just last month, the blog and the readers in my blog raised \$37,500.00 by raffling off a brand new Ibis road bicycle, an Ibis Silk SL, a super, super dream bike. It's worth well more than \$4,000.00, probably over \$5,000.00. I never saw what the retail would be on it but just Dura-Ace all the way across and the new Dura-Ace tubeless wheels. They just donated that. We were able to raise a good chunk of change for the Lance Armstrong Foundation.

**CU:** You mentioned that the Lance Armstrong Foundation is one that really does help. In what ways did they give assistance to you and your wife?

**EN:** For us it has been mostly in the form of information. When Susan's cancer first came back, there were a lot of things I wanted to know. It was all possibly findable if I wanted to spend hours and hours but I was really shocked and not functioning very well. I filled out a form on their site saying that I was interested in this and this and this, and in finding out about clinical trials and if there is help available for prescriptions. I thought I would get a brochure or a packet in the mail a couple of weeks later. But the next business day, less than twelve hours later, I got a phone call from someone who spent maybe three hours on the phone with me. It wasn't just someone who was bored and walking through the job. While she had never met me, she passionately cared about making sure that we had everything that we needed. It really is a patient-advocacy group. Finding out what you need and finding out how you can get it. You can focus on fighting your cancer instead of focusing on finding information or doing paper work and stuff like that. You can work on taking care of yourself or taking care of your loved one. With that said, I am not at all a spokesperson for the Lance Armstrong Foundation. It's just that we have had really good success with them.

**CU:** Let me shift gears. I noticed a couple of times that you have had contests on your blog. In fact, I think it has been fairly frequent. Tell me about those.

**EN:** Yeah, uh, I do a contest when I can't think of anything to write. I get a fair amount of free stuff from companies now. I don't really need most of the things that come my way,

the t-shirts and things like that, and I do like to give it away. Usually they're fairly silly contests, although once in a while we do something pretty major. Last year, we did a contest called the B7 which I think was something like the Banjo Brothers Big Bulkie Biker Body Challenge. There may have been some other words with Bs in there, I don't remember all of them. Banjo Brothers was the company that sponsored that. They make bike bags, messenger bags and things like that. Anyway, it was basically an eight month long weight loss contest where everybody was trying to see if they could lose a greater percentage of weight plus do a faster percentage-wise time trial at the end of the eight months than they did at the beginning. We had a complex algorithm to find out who could do it. Anyone who did better than I did, I would give them one of my jerseys, but everyone had to bet me something, too. So, I had people who bet me handlebars. I had people who bet me their own club jerseys. I had people bet me fresh wild salmon. It was all kinds of crazy stuff. If it was interesting or something I wanted, I said let's do it. Everyone was betting against me and I think in the end I beat all but ten or twenty people. I had a lot of skin in that game. Those twenty people I [lost to], I had to give them my jerseys which, while I get them at a discount, I don't get them for free. It definitely cost me. I think there were more than one hundred of us who did this. That was a lot of fun. A lot of comradery.

**CU:** My daughter also mentioned that she read that you were having an event, or a ride, a month or two ago.

**EN:** The Fatty's Triathlon. I put the "a" in there because it's not a real triathlon. You always hear people calling triathlons a "triathlon". I went ahead and put the extra "a" in there for fun. The events were a mountain bike ride followed by going down the sliding rock in Alpine, a naturally occurring water slide. The third event was bratwurst eating. Obviously, it was just an excuse to have a party. I thought a whole bunch of us ought to get together and have a lot of fun. That's what it was. I am lucky enough to have a big backyard and plenty of room, and bratwurst is cheap.

**CU:** In looking at your blog the last couple of days, I have been interested to follow the Elden/Louis saga. Briefly summarize what that was and, now that it is past, your thoughts on that.

**EN:** Originally what I wrote was about how angry I was that at the beginning of the Leadville 100, someone surged from behind me in a very specifically neutral start area, hooked my handle bars and crashed me to the ground. It was a reckless move and an illegal move and I was just furious at what had been done. After I posted it, my readers ganged up on the guy as well. Like I said, a very dedicated and protective group of readers. It actually left me feeling bad. His punishment was probably beyond the scope of the crime. The next day, I just posted and said "Hey, I was speaking in the heat of the moment and I apologize and I shouldn't have done this publicly." I sometimes forget that I'm not just writing this blog as my personal journal anymore, that when I write something thousands of people read it. Like I said, when I write stuff, I'm still writing to this group of six people. And that was maybe something I should have just sent to that group of six people instead of putting it up there for the public. And that essentially is what I said in the sec-

ond post. And then this morning, the guy who crashed me, he commented in my blog and I thought, "Well, you know, I better give him equal time" and so I went ahead and put that up and told him that if would send me his address, I would send him a Fat Cyclist jersey, basically the equivalent of an olive branch. Hopefully that is done and the lesson I have learned is to keep the angry emails and the flames off the blog.

**CU:** It looks to me like your blog must take a fair amount of time. Do you ever tire of it?

**EN:** That's actually one of my biggest fears, not that I will get tired of it but that I will run out of things to say. I think, somehow, I will always have an idea for the next three or so posts. I always know what my next three or so things are going to be. And sometimes, what is number three will become number four because something else will intervene. I have three ideas for my next three posts, and then I crash and separate my shoulder. Well, obviously that is going to be the thing I write about tomorrow morning, right? I worry about the day when I write a post and say, "Well, I don't know what I'm going to write about tomorrow." And I guess that when that happens, I will have a pretty good idea that maybe it's time for me to shut it down or take a two week vacation or do something like that. As is, I always have something I want to write about it. There's always fun to be had.

**CU:** What do you like most about doing the blog and, looking back over the past three and a half years, what are the highlights and the lowlights?

**EN:** I love comments in my blog. After I post something, I love the hour afterward. An hour after I post, there will usually be ten or fifteen comments. As the day goes on, I love reading what my readers have to say. Every single time there will be something. Someone will have a joke or an observation that surprises and just cracks me up. And I love that. I also like that there are thousands of people who don't comment at all but still enjoy it enough to come back. And occasionally I will get an email from someone who says, "Hey, I don't comment on your blog because I don't do that kind of thing but I do enjoy what you write." I like that a lot. I love that there are so many people supporting my wife. That has been incredibly important to me and my wife in the last couple of years as we try to navigate this whole cancer ordeal. There are hundreds of people who have let us know that, according to their own philosophies, religions or however they think, they are doing their part for us. That matters a lot to me.

**CU:** What is your favorite post?

**EN:** My favorite post . . . I think the Phil Liggett post was one of my favorites. That one, the ideas sprang fully formed. I didn't have to do anything. The idea came to me and I knew exactly how it ought to be written. That was a pleasure just because I was able to hammer it out so fast. I wrote it and it was done and a lot of people immediately caught it. Another favorite was actually based on an angry comment a reader had posted once. I had done "open letters" as part of my blogging. They're always tongue and cheek. But I had done an open letter to Assos talking about how silly their ads are. Someone sent a reply that was just scathingly angry and just outraged. I took that comment and made it my post the next

day with my own comments inserted and asking follow up questions to this person. He never replied but that's okay. I think that would probably be acknowledged to be my most popular post ever. A lot of people enjoyed my review of Dave Zabriski's new chamois lubricant product, DZNutts, which I did just a couple days ago. I did a tongue and cheek review and a lot a people liked that. I think probably my favorite non-fake, non-satire post, was about Tibble Fork Reservoir. It was called "The Best Place In The World" and it was me just talking about the mountain bike trail starting at Tibble Fork Reservoir, the Tibble Fork trail, and why I consider it to be the best mountain bike trail in the world. I talked about experiences I've had on it, what the trail is like and so forth. It's not every day that you say exactly what you mean and really pinpoint what you love about cycling. But that time I got it. That was a good post, a really good post. Of my real "about biking" instead of talking about biking culture.

**Lowlights.** That's harder to do because the honest lowlight ones are ones I have forgotten. I wrote something and I wasn't really feeling it that day and I posted it and never thought about it again. There are probably dozens of those. Ones where I wrote something and later thought, "Oh, I shouldn't have written that." Probably this one I just did this week, the Elden/Louis thing. If I had that to do over again, I probably would've made it a paragraph in another post about the whole Leadville 100 experience instead of shining the spotlight on it. In terms of advertising, it was a huge success. My page views were much, much higher that day than most days. I know that if I wanted to make more money I should write more inflammatory articles. Then I could definitely increase my page views. But that's not what I want. For one of the first times ever there were people saying, "I thought you were a nice guy and you're not." And while I don't think that there is anybody who's not angry from time to time, in this post you might see me as this foaming at the mouth, ranting kind of guy.

**CU:** Where do you see this going from here? Do you have any definite plans for the future?

**EN:** I've talked with a couple of lit-

erary agents who are interested in a book and I'm working on a proposal for a Fat Cyclist book. But, a proposal to an agent is a long way from a book in the hand. I would like to write a book. I don't know if it will be a book that reads like my blog, as if it were a 300 blog essays, or if it would be something completely different. It would have something to do about bicycles, that's for certain. Beyond that, if I had the time, I would love to write for cycling sites and cycling magazines. But, I don't really have the time to make this go any further than it's going right now. I've got my wife to take care of, I've got my kids to take care of and I have a full time job and I want to ride my bike. So, the ninety minutes or so that I'm spending each day with the blog, that's about as much time as I have for projects like that.

**CU:** One final question. Cycling for me fills important roles in a number of ways. Fitness. Keeping my weight down. Sometimes I come home and I'll be hassled and my wife tells me to go for a bike ride. It just makes me feel better. So for you, what role does cycling fill in your life?

**EN:** Cycling is like a big reset button for me. It will take the pressures of the day, whether job or family, or concerns about medical stuff, and let me put them into prospective. It's more than that, though. It's a social thing, it's how I stay current with my good friends. It's a thinking thing. I have had lots of job-related good ideas on the bike, maybe more good job-related ideas on the bike than I have anywhere else. It give a chance to be clear. And more than anything else, it's just fun. It's such a rare thing for me to come back at the end of a bike ride and think "That wasn't very much fun." There is always a highlight out there. Whether it's seeing some deer on the side of the road or seeing a fox or badger out on the trail. You see stuff, you do stuff and you're with people you like. You're exercising and, really, there is just nothing that compares.

**Editor's note: You can find links to fatcyclist.com and other Utah cycling blogs at cyclingutah.com.**



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## HEALTH

**The Goodness of Cyclocross**

By Erik Moen PT, CSCS

race or long road race.

Once again, it is cyclocross season. The West has a rich cyclocross history. Cyclocross was started as a means of winter training for the road cyclist. The cyclocross season in the United States typically runs from September through December. World Championships are typically the first week of February. Preparation for cyclocross requires different training strategies than training for road and mountain riding. Attention to these demand differences are often times the difference between staying healthy and having reasonable results.

**Reasons to believe cyclocross is good**

- Races last an hour or under.
- Not all cyclocross races are absolute mud-baths or snow fests.
- Cyclocross challenges your balance and coordination better than road cycling. Challenges are made particularly to the foot, knee, hip, and torso as a result of interacting with varied surfaces via feet to ground and feet to pedals.

- Cyclocross is a great weight bearing activity.

Weight bearing activities promote bone density. Road cycling itself does not promote bone density improvements/maintenance.

- No 5-6 hour road rides required. Cyclocross is a shorter, more intense race than the typical stage

**Reasons to believe that cyclocross is good but challenging for the road cyclist**

- Cyclocross has risk of injuries.

Sprains, strains, lacerations/abrasions and contusions are the most common cyclocross injuries. Frequently sprained/strained areas include the ankle and the Achilles tendon.

- Cyclocross requires good bike handling in all situations.

Environmental challenges may include thick mud, loose rock/gravel, sand pits, roots, wet grass and snow to name a few. Cyclocross tires are typically 32-35mm wide. Not your average stable mountain bike tire.

- Cyclocross eats bicycle equipment.

Cyclocross exists in a pretty harsh climate for metal and moving parts: mud. Good maintenance and upkeep of your bicycle is required. Plan to make friends with a mechanic.

**Tips to improve and promote a healthy cyclocross season**

Stretch! The demands of road cycling on the legs are different than that of cyclocross riders. Cyclocross riders have much higher demand (range of motion and strength) on hip flexors, hamstrings and Achilles.

Coordinate! Jumping off the bike at 20mph onto wet, slippery and unstable stuff requires a high level of coordination. The typical road cyclist is not all that coordinated off

of the bicycle. Plyometric training is a great start to improving your cyclocross fitness.

Strengthen! Trunk musculature is important for the cyclocross athlete. Back muscles of the road cyclist are not used to hauling objects uphill on their feet. Plan to hear some complaining of back pain around the cool down area of most cyclocross races. Jumping rope is a reliable means of making quick improvements of calf strength as it relates to cyclocross.

Run! Most chronic swimmers and bicyclists look funny when they try to run. Their muscles and joints are not well prepared for their feet to hit the ground with such force. Ease into running. Running for the purposes of cyclocross training should start as late as July. Endurance running should occur approximately twice a week with an endurance session (road/track) and an off-road/trail run.

Coordinate your bike! Participate in at least one specific cyclocross practice session per week. Specifics of a practice session should include; mounts/dismounts, barricades, shouldering, and run-ups.

Practice dirt! Focus should be made on the practice of staying upright on all surfaces and the ability to maintain momentum through varied media (rocks, sand, mud, tree roots, etc).

Endurance! Your weekly training should include an endurance ride of 2-4 hours depending on your skill/race level and seasonal variation (are you a road cyclist currently in an "off-season"?).

Cyclocross is a great sport as it combines elements of coordination, weight bearing for the lower extremities and spine, aerobic training, and fun in the mud and snow. There are a lot of reasons why a bicyclist



Mud and Snow last season at Ft. Buenaventura in the Utah Cyclocross Series race #10. Find your photo at zazoosh.com. Photo: Dave Iltis

should try cyclocross. Cyclocross is a great social outlet in addition to a great training outlet. Go watch a race if you don't plan to try one out for yourself. A little bit of preparation will go a long ways in your survivability of the cyclocross season.

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

## CYCLOCROSS PREVIEW

**Cyclocross: Something for Everyone**

By Dayna Deuter

As I write this, the mercury here in the heart of Salt Lake City dipped below 65 degrees for the first time

in months... it's time.

Maybe you've heard the media buzz about cyclocross—'It's pure sweet hell!', 'The toughest hour in cycling', 'Mud, sweat, and tears'—

but what is it? Cyclocross is a unique discipline of cycling that can best be described as a cross between road cycling, mountain biking, and steeplechase. Races take place on a closed circuit and last 45 minutes to 1 hour. The terrain includes paved, grass, and off-road surfaces and a series of obstacles—including barriers, steep hills, or stairs—that require dismounting, shouldering or carrying the bike, then remounting. Competitors use primarily cyclocross bikes, which use slightly modified road geometry to allow for knobby tires and better clearance when passing over obstacles.

Like no other segment of bike racing, 'cross brings together a diverse group of bike racers; the roadie and mountain biking communities combine for a short and intense season and the primary purpose is fun. It's the multi-faceted aspect of 'cross that offers something for everyone:

- Mud and grass for the power riders? Check!
- Corning that rewards those who can find and ride a fast line? Check!
- Fast hard pack and paved sections? Check!
- Bike handling skills? (Just TRY not to fall down when there's 6" of snow on the course!) Check!
- Transitions and accelerations? Cross is above all an event of transitions, primarily surrounding dismounting, remounting, and accelerating out of corners. Check!
- And... hard efforts? Yeah, lots! Check, Check!

The many variables allows cyclocross to appeal to a broad audi-

ence also makes it tough to master. In any given race—or lap for that matter—there are a hundred things to try to get right, and consequently a hundred things that can go wrong. Perhaps herein lies some of the mystique that surrounds cyclocross; despite years of practice and effort, there is always something more to learn. As a result, 'cross generates its own loyal followers that keep coming back for more.

But really, words can't adequately capture the cycling side show, the red-headed step child of bike racing that is cyclocross. You have to experience it to know it. We are fortunate to have a vibrant Utah 'cross community and a packed race calendar.

Check out the complete Utah and Idaho Cyclocross schedule on page 8.

More information can also be found at [utahcyclocross.com](http://utahcyclocross.com).

**Ridley Cyclocross Skills Clinic**

The Ridley Factory Team, a nationwide elite and grassroots racing team, is proud to present the 2nd annual Cyclocross Skills Clinic, taking place September 13, 2008 in Salt Lake City. The clinic will focus on cyclocross basics during the morning session (9 am -12 pm), including mounting, dismounting, and cornering. The afternoon session (2-5 pm) will cover more advanced technique

and race strategy.

The clinic will feature hands-on instruction with local talent Ali Goulet (Ridley Factory Team), Bart Gillespie (Cannondale-MonaVie), and Kathy Sherwin (Sobe-Cannondale). This elite-level bike racing trio offers a wealth of cyclocross knowledge and experience, a passion for the sport, and a desire to pass it all on to clinic participants.

Riders of all ability levels are welcome, as are mountain bikes. Cost is \$50 for the whole day or \$30 per session. Add \$5 for day-of registration. Preregister at [www.sportsbaseonline.com](http://www.sportsbaseonline.com)

Don't let a deficit in technical skills prevent you from applying all your hard-earned summer fitness to the fastest-growing segment of bike racing!

**Free CX Demo Bikes for Kids**

Canyon Bicycles- Draper will once again be offering free demos for Junior riders. With a \$5.00 entry fee for Juniors in the Utah Cyclocross Series, this will be a great opportunity to get the family out to try cyclocross. Sizes will range from 24" wheel to size 52. Questions about the demo can be answered by Canyon Bicycles in Draper 576-8844.

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**Cyclist Dies in Summit County Accident**

A cyclist died on July 26th on the Brown's Canyon road in Summit County. According to Summit County Sheriff's Office, JoAnn Krajeski appeared to have gone over the handlebars and hit her head. It did not appear that any automobiles were involved in the accident.

**CYCLING PERSONALITIES**

**Getting to Know Terry McGinnis**



Terry McGinnis at this year's Larry H. Miller Tour of Utah. Photo: Dave Iltis

By Tyler Servoss

As the banners come down and the riders and team personnel rush to catch planes back home, one man's attention is brought back to the task ahead. There is little time to celebrate the successful completion of his first venture into high level race promotion. It is time to face another round of chemotherapy.

Few of us know what Terry McGinnis has experienced. At times bike racing has a way of turning the competitor into an object and leaving out the humanity. It is easy to get upset over a bad line through a corner or a crash causing mistake, but not so easy to see the struggles occurring behind the glasses and under the helmet. Terry's life provides an opportunity to take a step back and look at our fellow riders through a different lens.

I have known and respected Terry for the better part of fifteen years. I started out with an idea to profile the man behind this year's successful Tour of Utah, and ended up with a new appreciation for life.

**Cycling Beginnings**

Terry was a stand out Motocross racer in Utah and through out the west. In the early eighties he picked up his first mountain bike to help with his Motocross racing fitness, and to recover from a knee blown out due to racing. After a short while, riding was not enough and his competitive side took over. He entered several MTB races and was hooked. Soon after, a number of his Motocross friends got into road riding and Terry joined them.

Those who have been around for a while will remember the weekly training races at the Salt Lake International Center. Terry experienced his first criterium at this venue. Terry said "My first race out there, I rode around with them. It seemed so easy the whole time, and I just thought well, I'll just wait for the sprint. These guys will wait for

the last lap and they'll sprint. So we came around and they rang the bell. I sprinted. I made it around the turn and to the railroad tracks, probably a good 400 meters or so and of course ran out of gas and they all caught me, passed me and dropped me like a rock. And I thought ok I guess I went a little too soon. The great thing about these weekly races is that they are practice; you can go out and fix your mistakes. And sure enough within four weeks I went out and won my first International Center."

Terry joined the second year club Mi Duole and enjoyed such teammates as former professional Marty Jemison and current pro Levi Leipheimer. Terry continued to improve and competed well enough, both nationally and locally, to earn his Category 1 designation. He is a fixture in the Salt Lake racing community and has mentored and coached many other cyclists.

**Tour of Utah**

In 2006 Terry served as the radio commentator for the Larry H. Miller Tour of Utah. He enjoyed this role so much he was asked to reprise it for the 2007 edition. The foundation was laid for Terry's future role with the race during a trip to the 2007 Tour of California. A good friend, coaching client, and Tour of Utah board member Bill Cutting invited Terry to join the Tour of Utah committee's research trip to California. During this trip Terry got to know a number of the committee members and their ideas. Terry disagreed with the decision to cancel the 2007 race, and was very vocal about his opinions. He felt cancelling the race all together was not the best choice and would be a greater set back than running a scaled back version of the event. Terry said "Enough funds had been raised to do a race, just not in the style that they wanted to."

Bill took Terry's comments and feedback to heart and when Greg Miller created an exploratory committee for the 2008 race, Terry was invited to join. Greg Miller has

become the driving force behind the Tour of Utah. Terry says "Greg Miller is a staunch supporter of this race. He is a huge enthusiast and he more than anybody wants to make sure this race goes on forever. He feels like it should be part of the landscape like the 24th of July Parade. He feels that strongly about it."

At the first meeting, Terry came loaded with notes and was ready to tell Greg Miller exactly what he thought. Greg was impressed to the extent that he offered Terry the position of Executive Director.

Despite having only promoted a few local criteriums, Terry's cycling knowledge, and ability to surround himself with a group of people experienced with large scale events, were a recipe for success in 2008. Moving into the future Terry would like to continue the incremental growth of the race, creating a long term, stable event. Along these lines plans are under way to mix up the courses and venues to showcase more of Utah. This may include new courses in Downtown Salt Lake, Ogden, and perhaps Cache Valley for 2009.

**Fight Against Cancer**

In 2007, Terry's season began with a hard block of training with local pro's Burke Swindlehurst and Jeff Louder. As the racing season began Terry's performance did not match up with the intense training he had been doing. Things were bad enough that Terry sought medical help.

For over 16 years Terry has managed the symptoms of an illness called Crohn's disease. Crohn's is a disease of the digestive system. With proper attention to diet and other factors the symptoms can be managed. Terry suspected a connection to Crohn's, so he returned to the doctor who had treated his disease and began a series of tests.

After numerous studies Terry was diagnosed with Mucinic Carcinoma, a type of cancer. Cancerous tumors were found in his abdomen. Because of the location of the tumors neither surgery nor radiation therapy were options. The situation was dire enough that chemotherapy was begun immediately. With in 5 months the cancer was in remission. Unfortunately the disease was not gone and returned with a vengeance in April of 2008. Terry said "I realized that I was not superman and that I could not just bike race through this." The chemotherapy has continued since May and is likely to continue off and on for the foreseeable future. The cancer is inoperable and the chemotherapy is necessary to limit the growth of the tumors. Incredibly Terry's accomplishments with the Tour of Utah have occurred while under a course of chemotherapy, taking a brief break for the actual race week.

This type of prognosis could be crushing, but Terry has an amazing perspective on the situation and plans for the future. Terry is blessed with a very supportive family and community, and an incredible attitude that will be key in his fight against what may be the greatest challenge of his life.

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**TOUR OF UTAH COVERAGE**

**Utah's Louder Triumphs in Larry H. Miller Tour of Utah Over Top National and International Field**



**Stage 2 Winner Blake Caldwell leads stage animator Darren Lill at the top of Big Mountain. Caldwell was also race leader after stages 2-4.**  
Photo: Dave Iltis



**In front of big downtown Salt Lake crowds, Garmin-Chipotle controlled the action in the criterium to protect race leader Blake Caldwell.**  
Photo: Dave Iltis

**By Bruce Bilodeau**

The Larry H. Miller 2008 Tour of Utah was billed as "America's Toughest Stage Race." It certainly did not disappoint. Held from Wednesday, August 13th, through Sunday, August 17th, it consisted of 5 stages covering 336 miles and a whopping 30,000 vertical feet of climbing. Elevation would play a factor also since most "flat land riders" have trouble with the oxygen level at elevations above 5,500 feet, which a good portion of the race exceeded. The race covered

varying terrains from flat, to hilly to outright steep — the Snowbird "Queen Stage" had two HC (out of category) climbs.

Eighteen teams and 126 riders were invited. They included the powerful Garmin-Chipotle team with podium stage results in both the 2008 Giro d'Italia and the Tour de France, international teams BMC and Bissell, as well as top domestic teams in Health Net, Jittery Joe's, Rock Racing (with 4 Tour de France veterans), Successful Living, Symmetrics, Team Type 1 and Toyota United. The field

also contained local teams American R.A.D.D. and the Canyon Bicycles Utah All Stars.

Roughly one-quarter of the riders were from 12 foreign countries, adding an international flavor to the race. Impressively, the race was comprised of 10 previous Grand Tour (Giro D'Italia, Tour de France, Vuelta de España) riders, of which 7 have reached the podium at least once. Many riders were past national champions and Olympians in their respective countries including Moises Aldape from Mexico, who flew

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immediately back from Beijing to compete.

Several local riders were considered front runners for the general classification including locals Jeff Louder (BMC) and Burke Swindlehurst (Bissell) who were 3rd and 4th overall in the 2006 Tour of Utah. Also, recent transplant Darren Lill (BMC) of South Africa was on form with the terrain suiting his strengths. With 5 of the top 6 GC contenders from the 2006 edition back to compete, this edition was the most competitive to date.

The race would close with a technical time trial at the Larry H. Miller Motorsports Park providing the icing on the cake. Would the GC be clear by stage 2? Stage 4? Or Stage 5?

**Stage One the Sports Commission Road Race 8/13/08**

The 102-mile stage started in Nephi, circled San Pete County, and then returned back to Nephi. At first glance, despite 4850 feet of climbing and many rollers, it looked to be the perfect sprinters stage, with the 3 hot spot sprints spread evenly throughout the course, and only one minor category 3 KOM offered. The finish was perfect for strong sprinters teams, being that it was quite straight where breakaways could not hide. The last 10 miles covered a fast downhill, a right hand turn, and then 400 meters to the line. The area is also notorious for stiff headwinds, as well as cross winds.

This course would lend itself well to teams like Toyota-United and Successful Living, who brought a contingency of riders to support their sprinters, and also for Rock Racing's "Fast Freddie" Rodriguez, and Rudolf Napalitano, as well as local riders who might be able to sneak in behind one of the team trains storming for

the line.

Some of the local Utah and regional teams made it interesting on the first riser, just after passing the entrance to the Nephi loop at about the 4-mile mark. The peloton was consistently contorting from long strung out lines to a packed bunch with true accordion-like flair.

Finally, Jesse Gordon (Canyon Bicycles Utah All Stars) made the break with Successful Living's Brad White, Garmin-Chipotle's Jason Donald and The Fan Composite Team's Sheldon Deeny (Empire Racing, NY). Their lead grew to 7 minutes over the peloton and 3 1/2 minutes over a chase group comprised of local rider and Olympian Billy Demong (American R.A.D.D.), time trialist Sam Johnson (Hagens Berman) and the ever-punchy Rob Campbell (Bob's). The chase group rode hard and quite well together but to no avail, eventually getting caught by the peloton in Spring City with 60 miles left.

Up the road, local Jesse Gordon (Canyon Bicycles, Utah All Stars), took the first sprint and was the leader for the green jersey competition. Unfortunately, at mile 45 the breakaway group of 4 was directed in the wrong direction and had to pull a U-turn while they still had a 2:40 gap to the main field. The peloton ended up on the correct course, ahead of the original 4 in the front group. Race officials quickly neutralized the field, allowed the original front group to soft pedal past the main group, thus recreating the 2:40 gap, and then resumed the race.

The lead group was firing on all cylinders, and with Jason Donald doing the majority of the work, they quickly built the lead to 3:20 at mile 52. Donald then took the KOM with ease ensuring him the day's polka-dotted climber's jersey.

Brad White fought off Sheldon Deeny for the next sprint points at mile 72, causing Jesse Gordon to be dropped off the back. The group

was now on long, straight sections of road, but somehow held off the chasing peloton to the top of the last climb before the 10-mile descent.

They only had a one minute lead with 10 kilometers to go, so it looked sus-

Continued on page 16

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**Tour of Utah - Continued from page 15**

pect as to whether they could hold off the entire peloton on the fast 40mph descent into town, especially after being on the break since mile 8.

With an exciting ending, they held the main peloton off for a three-man sprint to the line, with strong man Jason Donald giving Garmin-Chipotle their first Tour of Utah win. Brad White mentioned that, "Jason did not contest the intermediate sprint hot spots, but he was the driving force of the break all day, spending more time in the wind and keeping us all motivated. In the end, the strongest rider won." Successful Living's Argentinean Express, Ricardo Escuela, won the field sprint just ahead of Jonnie Clark (Toyota-United) and "the Badger" Frank Pipp (Health Net), thus causing Successful Living's race director Steve Hegg to wonder if, "I should have had Brad not contribute to the break in the

last 10k, because we had the fastest sprinter in the field with Ricardo," which proved to be prophetic later on.

Bryson Perry of American R.A.D.D was 6th in the field sprint and 9th overall to don the First Endurance Red Jersey in the Utah's best rider competition.

**Results**

1. Jason Donald - Garmin-Chipotle
  2. Sheldon Deeny - The Fan Composite Team / Empire Cycling
  3. Brad White - Successful Living.
- \*With the field @20 seconds

**Jersey Competitions**

Jason Donald – Zions Bank Yellow Jersey (leader), Zions Bank Polka-Dot Jersey (KOM)  
 Brad White – Sinclair Green Jersey (sprinter)  
 Bryson Perry (American R.A.D.D) - First Endurance Red Jersey (best Utah rider)  
 Ryan Anderson (Land Rover) - Vitamin Water Blue Jersey (best young rider)

**Left: Utah All Star/Canyon Bicycles' Rider Nate Page took home the award for best Utah rider. Page is pictured here on Tanner's Flat in stage 4. Photo: Dave Iltis**

**Stage 2 – University Health Care Road Race 8/14/08**

Stage 2 started in Ogden and finished at the U of U's research park. The stage had 3 major climbs — North Ogden Pass, Trapper's Loop and Big Mountain — each offering KOM points, as well as two sprint hot spots at miles 25 (Huntsville) and 45 (Morgan). It covered 85 miles and a whopping 10,600 vertical feet, finishing with a fast 45mph descent down Emigration Canyon and then a hard right hand turn to the finishing sprint in Research Park.

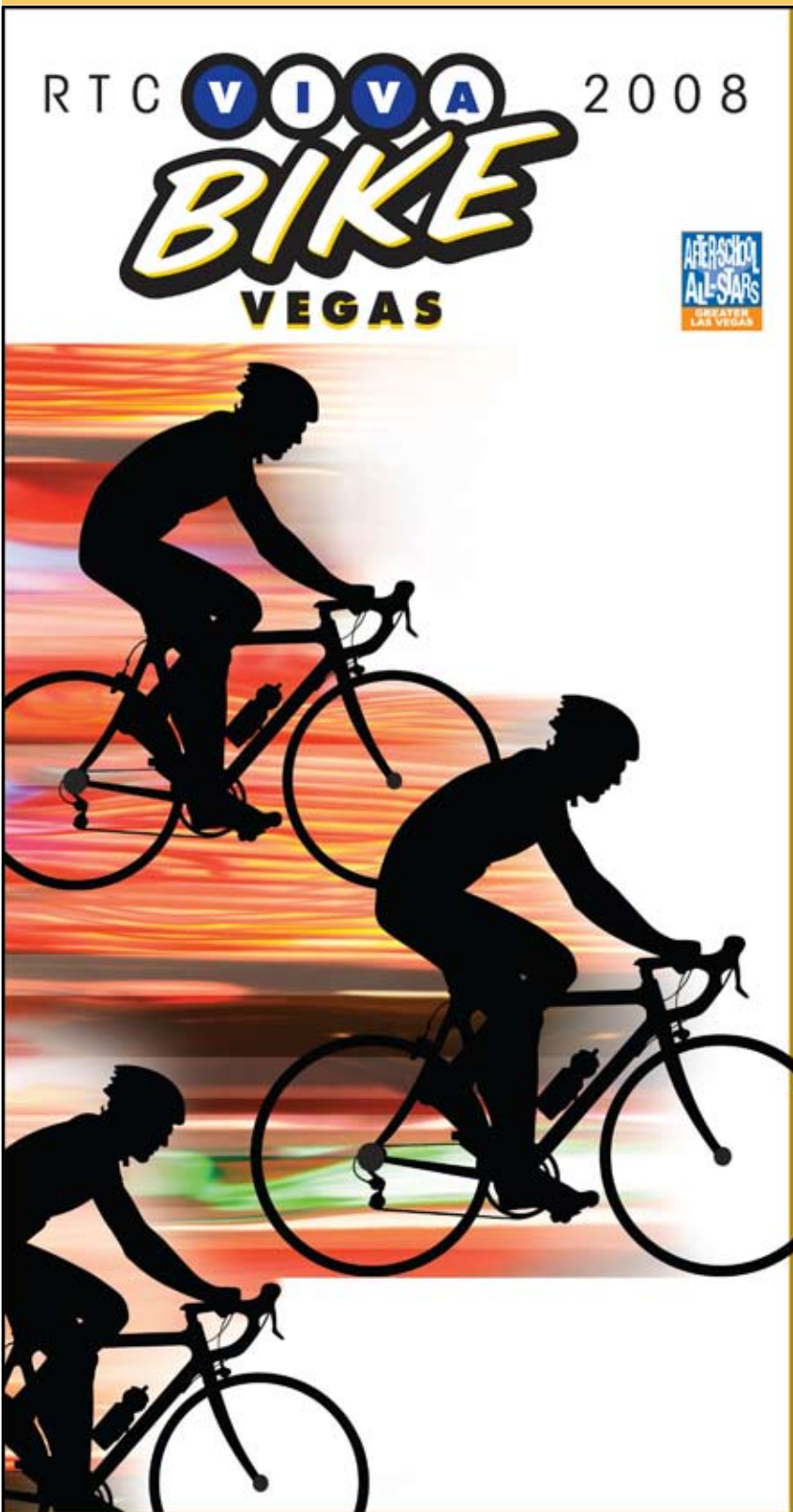
This was a hard stage to predict for the cyclists and team directors. They were not sure if it would break apart on the first brutal climb up North Ogden pass, and then come back together in the flats, or be decided at Big Mountain, the last major climb of the day. Scott Nydam (BMC), KOM winner of the Tour of California, thought a select group of the GC contenders would split after the first climb. Local favorite and 2006 3rd place finisher Jeff Louder (BMC) felt like, "Big Mountain would create the split for the GC contenders, but ultimately it would come down to Stage 4's last climb up Little Cottonwood." All in all this was a brilliant addition to the race by race director Terry McGinnis, since it forced everyone to pay close attention.

Garmin-Chipotle's Will Frischkorn (stage 3 Tour de France 2nd place finisher) got things going off the gun with a hard attack. This splintered the field into a long line of chasers, which in turn created a hectic pace up the hills of North Ogden all the way up North Ogden Pass. Another local rider, Gardie Jackson (American R.A.D.D.) stated that "I was toward the front up the climb. Everyone there was breathing hard and hanging on for dear life. ... I spent a lot of bullets right off the bat." The first KOM had Garmin-Chipotle setting the pace with Blake Caldwell and the young Peter Stetina going over first and second followed by Scott Nydam (BMC) for third with Brad White (Successful Living) surprisingly getting eighth over the top, despite being in the previous day's 94 mile successful breakaway.

After the first descent, the lead group would dwindle down to 20 riders, followed by a pack of 30 riders that finally caught on at mile 15 going into Huntsville. Garmin-Chipotle, BMC and Rock Racing had the most riders represented in the lead group with Garmin-Chipotle setting the pace. Unfortunately, Scott Nydam of BMC "touched a teammate's wheel and went down hard around a corner," thereby sending him to the hospital with a broken collarbone.

Through Huntsville the pace was blistering fast averaging 30 to 35 miles per hour on the flat sections, with Rudolf Napolitano launching multiple attacks for Rock Racing. Once the second sprint arrived, Sheldon Deeny (Fan Composite Team) looked like he would take it until hard man Brad White went flying by to take the points. White then paced himself up Trapper's Loop toward the KOM, yet wasn't caught by the select group of 20 for well over a mile. Brent Bookwalter (BMC) set the pace to finally catch him prior to the KOM.

For the next 18 miles, the attacks continued through the rollers, spreading the lead group into a strung out pace line 50 deep. At this point, a whopping 41 racers were in danger of not making the time cut per race radio. Eventually, a breakaway group formed in Morgan which had representation from every major team.



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It was 10 deep and consisted of GC contenders Aussie Rory Sutherland (Health Net, and 2007 NRC points champion), Kiwi Jeremy Vennell (Bissell), Rudolf Napolitano (Rock Racing), JR Grabinger (Successful Living), Justin England (Toyota United), Sheldon Deeny (Fan Composite), South African Darren Lill, and Ian McKissick (BMC), Blake Caldwell (Garmin-Chipotle) and Chris Jones (Team Type 1). McKissick was driving the break past East Canyon Reservoir with a one minute lead on the chase group of the yellow jersey and other serious GC contenders.

The race got more exciting when a defining moment in Darren Lill's career was unfolding. His teammate Ian McKissick was driving the pace hard then flattened out. Darren immediately went to the front of the group on the flats just past East Canyon Reservoir and pushed a hard pace, continuing all the way up the Big Mountain climb, shattering and dropping the entire group. Only Blake Caldwell could go with him. But Caldwell did not contribute since his teammate Jason Donald (Garmin-Chipotle) was only 35 seconds back in the chase. Darren continued to drill it for 18 miles to the finish, at times gapping Caldwell on the Emigration Canyon descent. He held off the chase group with 18 seconds to spare, only to get nipped at the line by Caldwell for first. Caldwell emphatically stated after winning, "Darren killed it, he was so strong. Since I had the yellow with my teammate, I did no work. He did it all. Normally he would have out-sprinted me for sure. I can't believe he held off the chase group!" Jeff Louder (BMC) took the sprint for 3rd in the chase group of GC contenders which included Chris Baldwin (Toyota-United), Oscar Sevilla, Cesar Grajales and Tyler Hamilton (Rock Racing), Burke Swindlehurst (Bissell), Brent Bookwalter (BMC), U-23 sensation Peter Stetina (Garmin-Chipotle), Glen Chadwick (Team Type 1) and Phil Zajicek (Health Net) at 18 seconds. Jason Donald (Garmin-Chipotle) finished a further 20 seconds behind, thus losing the yellow jersey to teammate Blake Caldwell.

Prior to the race, Scott Nydam (BMC) made the correct observation when he said, "I think that Stage 2 will be decisive in that it will give you 15 front runners for the GC." BMC, Garmin-Chipotle and Rock Racing finished the stage with 3 serious GC threats each. After the race, Burke Swindlehurst was a bit upset at the fact that the two attackers were not caught. "Unfortunately it came down to Rock Racing, myself and Chris Baldwin doing most of the work. Finally Rock shut it down with the lack of support." Jeff Louder was most concerned with Chris Baldwin going forward, stating that he was "breathing through his nose on every climb." And finally Rory Sutherland summed up what most every racer thought - simply put, "This was the toughest stage I have ever done in North America."

Erick Paradyjak of the Canyon Bicycles Utah All Stars took over the Red Jersey competition from Bryson Perry (American R.A.D.D.) after an impressive ride.

**Jersey Competitions**

Yellow - Blake Caldwell (Garmin-Chipotle)  
 Polka Dot (best climber) - Glen Chadwick (Team Type 1)  
 Green (best sprinter) - Brad White (Successful Living)  
 Red (best Utah rider) - Eric Paradyjak (Canyon Bicycles Utah All Stars)  
 Blue (best young rider) - Peter Stetina (Garmin-Chipotle)

**Top 5 GC**

1. Blake Caldwell (Garmin-Chipotle)
2. Darren Lill (BMC) @ 4 seconds
3. Jason Donald (Garmin-Chipotle) @ 18 seconds
4. Jeff Louder (BMC) @ 24 seconds
5. Brent Bookwalter (BMC) @ 28 seconds, tie with Chadwick, Zajicek, Grajales, Hamilton, Sevilla, Swindlehurst, Baldwin and Stetina.

**Stage 3 Toyota Dealers Association Downtown Criterium 8/15/08**

This was a fast and flat, four-corner criterium that encircled two city blocks by the Rio Grande Depot for 90 minutes. Excellent weather and great spectator vantage points, coupled with a selection of food and swag tents, brought a large crowd that encompassed the entire course.

Since most teams brought their climbing contingent for "America's Toughest Stage Race", this crit favored the sprint team specialists of Toyota-United, Successful Living and Rock Racing's "Fast Freddie" Rodriguez and Rudolf Napolitano. It also gave the opportunity for locals to go for a stage win in front of the home crowd. Health Net's Frank Pipp predicted that "Garmin-Chipotle would control the front the entire race to keep the yellow jersey safe."

True to form, Toyota-United's Heath Blackgrove (NZL) went off from the gun, but Garmin-Chipotle lead by Will Frischkorn and Danny Pate of 2008 Tour de France fame pulled him back within a lap. Several attempts at breaks were unsuccessful with Tom Danielson, also of Garmin-Chipotle, helping out to reel them in.

The crowd came to a roar at three attempts by two local riders. First, Luis Zamudio (MEX) of local team American R.A.D.D. took a serious flyer, and then Dave Harward (Canyon Bicycles Utah All Stars), who was always monitoring the front end of the field, tried to create two breaks with several other riders directly in front of the announcers.

Then time trial specialist, Aussie Ben Day of Toyota United, who was 5 minutes down on the GC, took a flyer for over 10 laps. Garmin-Chipotle kept a pedestrian pace, holding the gap to within 20 seconds. The yellow jersey team seemed not to be worried if he picked up the win, they were more interested in limiting the time. Day was grinding out a huge gear and things got better when New Hampshire's Teddy King (Bissell) bridged up. This is when Successful Living and Rock Racing became more attentive to reel in the break for their sprinters, knowing they had a great chance to pull off the stage win.

When Day and King were absorbed by the group, Frischkorn and Pate pushed the pace again, with Argentinean sprint specialist Ricardo Escuela and points leader Brad White of Successful Living riding third and fourth wheels, and the Rock Racing gang just behind. In the last lap, several attempts to attack were brought back by Cesar Grajales (Rock Racing) with Ricardo Escuela glued to his wheel and with Fast Freddie locked in third. Escuela jumped in the last corner with a burst that Freddie could not overcome for a very exciting finish, culminating an attack filled race from the gun. Later Ricardo explained his victory, "I just wanted to race my sprint, not anyone else's, so I decided to go as hard as I could around the last corner, and try to take it from the front, and I did! I felt really good today." Freddie Rodriguez was happy with second, considering he almost dropped out due to a stomach ailment, which also knocked out Sheldon Deeny (Fan Composite) and local Alex Rock (Canyon Bicycles

Utah All Stars) the next day.

Rock Racing's founder and CEO of Rock and Republic Jeans, Michael Ball, was in attendance and obviously having a great time. He stated emphatically that, "This is the best stage race in America. The Tour of California has great rides, but this has incredible mountain passes that are very hard and challenging for the riders, and it is beautiful." Not bad for a So-Cal guy to say. To which Terry McGinnis, the race director replied, "and wait until you see stage 4." Mr. Ball simply replied, "I can't wait."

Dave Harward, who locally has been dominate in the Utah Crit series, was asked how he felt after the race. "I felt really good, so I tried to go off on a couple of attacks. The pace wasn't bad during the race - although it was fast. ... I definitely felt it after the attacks. It was pretty hard to get off of the front." Luis Zamudio of American R.A.D.D added, "I felt like I had the legs today so I went hard off the front, but with Garmin-Chipotle chasing it didn't take long for me to know I didn't have enough to pull it off."

**Jersey Competitions**

Yellow- Blake Caldwell (Garmin-Chipotle)  
 Polka Dot (best climber) - Glen Chadwick (Team Type 1)  
 Green (best sprinter) Brad White (Successful Living)  
 Red (best Utah rider) - Eric Paradyjak (Canyon Bicycles Utah All Stars)  
 Blue (best young rider) - Peter Stetina (Garmin-Chipotle)

**Top 5 GC**

1. Blake Caldwell (Garmin-Chipotle)
2. Darren Lill (BMC) @ 4 seconds (back)
3. Jason Donald (Garmin-Chipotle) @ 18 seconds
4. Jeff Louder (BMC) @ 24 seconds
5. Brent Bookwalter (BMC) @ 28 seconds, tie with Chadwick, Zajicek, Grajales, Hamilton, Sevilla, Swindlehurst, Baldwin and Stetina.

**Stage 4 Snowbird Road Race "The Queen Stage" 8/16/08**

This was a monster stage encompassing 98 miles and 14,800 vertical feet of climbing with two HC climbs at elevations over 8,000 ft coupled with fast technical descents. It started at the Park City Ski Area, and then went past the Jordanelle Reservoir to Kamas, Francis, Heber, around Deer Creek Reservoir before climbing past Sundance, down American Fork Canyon to Alpine, up and over Traverse Ridge, down to and through Draper, and up Little Cottonwood Canyon to finish at Snowbird's Entry 2.

Most flatland riders have trouble breathing once they reach 5,500 feet in elevation. The only time this race was below that threshold was for a few miles in Draper and Sandy, right before the final climb. To put this in perspective, it would be the same feeling our local racers would feel at over 10,000 feet. It is obviously a trump card for local racers Burke Swindlehurst (Bissell), Jeff Louder and Darren Lill (BMC), as well as other climbers from high elevation areas in Colorado. Jeff Louder had several advantages coming into this stage - his entire team could climb, and well; the team arrived 9 days in advance to acclimate and did so by staying at 9000 feet in Alta; he had two teammates that could challenge for GC in Darren Lill and Brent Bookwalter; and Garmin-Chipotle's team had to expend energy defending the yellow. Garmin-Chipotle also had

climber Blake Caldwell, who won the 2006 Snowbird stage in yellow, and riders Danielson, Stetina and Donaldson also in the hunt. The wild card team was Rock Racing - how would their talented group of riders fare? Hamilton, Sevilla and Grajales were right there in the GC and racing very aggressively as a team. Then there were individual riders who were in the mix. Local Burke Swindlehurst (Bissell) and Chris Baldwin (Toyota United) were both isolated in the first climbing stage and had to spend some bullets covering breaks. However, they were still strong enough to put time on the leaders on this stage. Jittery Joe's brought a climbing team to work for billygoat Neil Shirley and up-and-comer Jared Barrilleaux who "was the best rider by far up the climbs at the team camp this spring," according to Jesse Lawlor, team director. Simply put, when and where the fireworks would come was on everyone's mind.

And the fireworks came early on. Soon after the green flag went up outside of Park City, the field was strung out long and thin. Four rapid-fire attacks occurred on the climb past Jordanelle, with the same riders in on each salvo until one finally stuck. They were: Matt Cook (Health Net),

Michael Creed (Rock Racing), Heath Blackgrove (Toyota-United), Ian McKissick (BMC), Ian MacGregor (Team Type 1), Tom Peterson (Garmin-Chipotle) and the incredible green jersey man Brad White (Successful Living) who was now in the lead group for the fourth straight day trying to nail down the competition with two sprint point hot spots dispersed between climbs.

This group had a 5-minute gap to the field at mile 42 going around Deer Creek. White took the last two sprints to seal the deal for green. Attacks started and Blackgrove was dropped, leaving six men to climb Sundance together as their lead diminished to 4 minutes. Michael Creed attacked off the front group, and at the same time Burke Swindlehurst launched, trying to bridge to the lead chase group. Garmin-Chipotle eventually chased Burke down, but Creed got a 2-minute gap on the front group. In the last part of the climb, where the gradients dip to 5% or less, and on the descent, several groups came together with all of the GC contenders making contact at some point. The

Continued on page 18



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The peloton in stage 2 at East Canyon Reservoir.

Photo: Rusty Healey Photography

### Tour of Utah - Continued from page 17

super fast and technical descent down American Fork Canyon saw riders passing officials' cars and dozens of harried parked cars. Finally, on the climb to Traverse Ridge, Michael Creed was caught about halfway up. Attacks continued sparingly to the start of the finishing climb up Little Cottonwood Canyon, with the lead pack dwindling to less than 20 riders. BMC, Garmin-Chipotle and Rock Racing were well represented in the group which included favorites Burke Swindlehurst, Chris Baldwin and the polka-dotted Glen Chadwick (Team Type 1).

Oscar Sevilla got things started first at the base of Little Cottonwood, gaining a 15 second lead, with Danielson and Caldwell trying to bridge, and Louder and Lill chasing. BMC eventually brought it back as Grajales, Lill (after he bridged to Louder) and Stetina were shelled. The fireworks kept on going as Chadwick caught Sevilla then cruised right past at tempo, building a 20 second lead quickly. At this point, only 4 remained in the chase group, heavy hitters Swindlehurst, Louder, Baldwin and Caldwell.

Caldwell bridged to Chadwick and then pulled a page from his opponent's playbook, riding tempo to open up a 15 second gap. This was a serious threat considering Caldwell's climbing prowess, and he maintained up to a 25 second lead for several miles. Just behind on the steepest sections of the climb before Tanner's Flat, Swindlehurst was sparring with Baldwin, causing Louder to get dropped only to fight back on no less than eight times. Baldwin fell victim for a moment to one of Swindlehurst's attacks. Then Louder recovered and got stronger once the gradient fell to 8% or less at Tanner's Flat. He caught Baldwin and Swindlehurst. After dropping the pair on the 'flats', he caught and passed Chadwick and then finally reeled in Caldwell with 1k to go. Louder immediately set a fast tempo at the front, losing Caldwell, and then buried himself to take the win by 13 seconds.

After the race, Caldwell stated, "I felt great. I just wish I would have been more patient and not gone so soon." Jeff Louder's dad, Ken, was

elated, stating emphatically, "Jeff is not a pure climber like the others. He just needed to keep it close, and when the climb flattened out a bit, it really tipped the advantage to him. Then he just powered by everyone." And the younger Louder in yellow had this to add, "You know, I learned something riding this in training with Darren Lill. He hurt me on the last sections of this climb and I used that strategy today to my advantage."

In the local rider competition, Nate Page became the second Canyon Bicycles Utah All Star to wear the Red Jersey after a rough day in the saddle for all of the riders.

#### Stage Results

1. Jeff Louder (BMC) 4:15:18
2. Blake Caldwell (Garmin-Chipotle) @ 13 seconds
3. Glen Chadwick (Team Type 1) @ 25 seconds
4. Burke Swindlehurst (Bissell) @ 44 seconds
5. Chris Baldwin (Toyota-United) @ 1:01
6. Brent Bookwalter (BMC) @ 1:14
7. Oscar Sevilla (Rock Racing) @ 1:41
8. Peter Stetina (Garmin-Chipotle) @ 2:09
9. Darren Lill (BMC) @ 2:11
10. Phil Zajicek (Health Net) @ 2:55

#### Overall GC

1. Blake Caldwell (Garmin-Chipotle)
2. Jeff Louder (BMC) @ 7 seconds
3. Glen Chadwick (Team Type 1) @ 42 seconds
4. Burke Swindlehurst (Bissell) @ 1:07
5. Chris Baldwin (Toyota-United) @ 1:22

#### Jersey Competitions

Yellow (overall GC) - Blake Caldwell (Garmin-Chipotle)  
Polka Dot (climber) - Glen Chadwick (Team Type 1)  
Green (sprinter) - Brad White (Successful Living)  
Blue (best young rider) - Peter Stetina (Garmin-Chipotle)  
Red (best Utah Rider) - Nate Page (Canyon Bicycles Utah All Stars)

#### Stage 5 KJZZ Time Trial

Cool venue: The Larry H. Miller Motorsports Park in good old Tooele. Cool vision by Terry McGinnis to create a TT course on a racetrack in

view of the open deck and closed VIP seating which occupied the second and third tiers of the grandstand. This way you could see the riders snake through the winding section out for a mile, and then again when they came back in. Much better than just a straightaway where you see dudes flying by at 35mph for 4 seconds. Also, the teams were stationed in the large covered pit areas with cable TV. Sweet! And the weather was great too.

The course was 7.5 miles long, left the complex, then proceeded to Grantsville and back, with winding, fast technical corners within the complex, and long straight sections for the Grantsville section.

Going into the race, the potential winner looked to be Jeff Louder (BMC) who was only 7 seconds behind race leader Blake Caldwell (Garmin-Chipotle). Also, the riders who filled 3rd place to 6th place in the overall were separated by less than a minute: They were Glen Chadwick (Team Type 1) who is the former New Zealand TT champion at 42 seconds back; Burke Swindlehurst (Bissell) at 1:07; Chris Baldwin (Toyota-United, and 2nd place 2006 US Pro TT Championships) at 1:22; and Brent Bookwalter (BMC, and the 2006 U-23 National TT champion) at 1:35. It would be tough to make up time on the top three riders, but if any of the top 6 had an outstanding TT, and a front-runner faltered, it could potentially jumble the final G.C.

Jeff Louder "felt pretty good" (with a grin) prior to the race, and if all went well, could take the overall win in his "hometown" race.

In the end, Tom Zirbel (Bissell) won in a time of 13:50 to top the time trial in his "biggest stage win to date." Brent Bookwalter (BMC), who proved to be a climbing phenomenon in stages 2 and 4, had enough left to come in second at 13:59. Jeff Louder was third at 13:59, and by putting 16 seconds into Blake Caldwell, Louder won his first major National Racing Calendar stage race in grand fashion. Tom Danielson (Garmin-Chipotle) at 14:11 and Ian McKissick (BMC) at 14:12 rounded out the top 5. Of note, McKissick crashed around a corner hard. His race director, Gavin Chilcott, felt like, "The crash cost him at least 25 seconds," making his 14:12 truly an outstanding ride.

For the overall G.C., Chadwick maintained 3rd behind Caldwell. Local rider and climbing sensation Burke Swindlehurst (Bissell) rode a phenomenal time trial in 14:18 to



Jeff Louder (BMC) trumped Blake Caldwell in the final time trial at Miller Motorsports Park by 16 seconds to take the overall win by 9 seconds.

Photo: Dave Iltis

maintain his 4th place G.C. Chris Baldwin (Toyota-United) took fifth overall.

After the race, an elated Jeff Louder was gracious in his comments about his win. "This was truly a team effort. I could not have done it without the team. They were great, and there were a lot of times my face didn't hit the wind." When told that he had to finish the race off in the end, his reply was again humble, "Because of the team I had just enough to pull it off, and felt good today." Yes, Jeff Louder is a great rider no doubt, but even a better person. His team director Gavin Chilcott certainly agreed, "Jeff has certainly become a great team leader, proving that he can handle the pressure and succeed." In the end, BMC also took the overall team G.C.

When riding with the team before the race started, I heard Louder make the comment, "No worries" in a very calming fashion to his team. I asked Mr. Chilcott if he heard that, "Certainly, it's an Aussie term I heard sailors use that has kind of stuck with the team." It certainly did, with clear sailing to the end.

#### Final GC

1. Jeff Louder, BMC Pro Cycling Team in 10:57.70
2. Blake Caldwell, Garmin/Chipotle Presented By H3o in 11:06.80
3. Glen Chadwick, Team Type 1 in 11:44.30
4. Burke Swindlehurst, Bissell Pro Cycling Team in 12:10.70
5. Brent Bookwalter, BMC Pro Cycling Team in 12:19.30
6. Chris Baldwin, Toyota-United in 12:29.20
7. Oscar Sevilla Rivera, Rock Racing in 13:01.00
8. Peter Stetina\*, Garmin/Chipotle Presented By H3o in 13:32.80
9. Darren Lill, BMC Pro Cycling Team in 14:05.60
10. Phil Zajicek, Team Health Net Presented By Maxxis in 14:28.90
- And
48. Nate Page#, Canyon Bicycles

- Utah All-Stars in 43:56.40  
62. Eric Pardyjak#, Canyon Bicycles Utah All-Stars in 58:57.40  
65. David Harward#, Canyon Bicycles Utah All-Stars in 00:58.00  
67. Bryson Perry#, American R.A.D.D. Presented By Agel in 02:25.70  
68. Todd Hageman#, Canyon Bicycles Utah All-Stars in 02:39.60  
74. Billy Demong#, American R.A.D.D. Presented By Agel in 07:58.90  
81. Jesse Gordon#, Canyon Bicycles Utah All-Stars in 17:42.60

#### Jersey Competitions

Yellow (overall GC) - Jeff Louder (BMC)  
Polka Dot (climber) - Glen Chadwick (Team Type 1)  
Green (sprinter) - Brad White (Successful Living)  
Blue (best rider under 23) - Peter Stetina (Garmin-Chipotle)  
Red (best Utah Rider) - Nate Page (Canyon Bicycles Utah All Stars)

For more complete results, see page 22.

Bruce Bilodeau is a local masters racer known for his long training days in the canyons, and passionate loyalty to the Utah race scene. He also is an announcer for local cyclocross races and criteriums. His newfound goal is to help Tour of Utah Director extraordinaire Terry McGinnis build "America's toughest stage race" into the premier NRC event in the United States.

Editor's Note: Look for more coverage on Utah's riders in our Fall/Winter issue.

### Cyclist is Hit, Run Off the Road on Training Ride

An infuriated motorist allegedly intentionally used his vehicle to hit a cyclist training at the same time that the Tour de Park City was held on Saturday, August 2.

Shane Dunleavy was riding with a team of cyclists on the Mirror Lake Highway near Kamas when the incident occurred. According to witnesses, Alexander Jason Barto angrily swerved his truck into Dunleavy knocking him from his bike. Witnesses also stated that Dunleavy barely escaped being run over by pushing his bike away as Barto's truck rumbled over it.

Dunleavy said just before the accident he was riding next to another cyclist and the two were riding tight to the shoulder of the highway. Dunleavy also said that Barto, who allegedly swerved into other riders before he reached Dunleavy, yelled at the bikers to get off the road.

"I yelled back that I had a right to be on the road," said Dunleavy.

Dunleavy said Barto's door hit his knee and he pushed away from the truck and broke off his mirror. He said that Barto became even more irate as he increased his speed hitting Dunleavy with his front wheel and fender, dragging him off the road into the dirt.

"The moment seemed surreal. I thought, is this really happening?"

Dunleavy survived the incident with only minor injuries, but his bike was twisted and mangled beyond repair. Summit County District Attorney office said Barto is being charged with two counts of aggravated assault and seven misdemeanors. An initial hearing is set for September 15th in Summit County Third District Court.

Despite being involved in this frightening accident Dunleavy was back out on the road riding two days later. He said there needs to be an increased awareness from both drivers and cyclists. "It's so frustrating for cyclists, sometimes we just can't get over far enough," said Dunleavy.

"What scared me the most about this accident is reading the comments on line that people wrote after reading about my accident," said Dunleavy. "There were so many anti-cyclist comments; people actually said that cyclists deserved it."

-Jennifer Barth

### 24 Hours of Moab is the Burning Man of Bicycling

On Columbus Day weekend, October 11th and 12th, Behind-the-Rocks, Moab will be transformed into something extra-terrestrial when the world's top mountain bike ultra-endurance racers gather to determine who is the fastest of them all.

Pro riders will be racing for the single largest cash purse in the sport, expected to be upwards of \$20,000. Amateur Teams will be racing for the prestige, the fun of it, and a prize table worth more than \$15,000.

A sci-fi theme is unavoidable: racers are encouraged to bring their individuality, sense of humor, phasers and communicators in this strange landscape that was the back-drop for so many Star Trek episodes.

Think about the theme for your campsite and spend a few extra days riding the Slick Rock trail or other routes, in one of cycling's most extraordinary destinations.

The inventiveness of campsites and variations on the theme of cycling make the Suzuki 24 Hours of Moab the Burning Man of bicycling.

4,000 mountain biker racers, support crew and fans will populate the "mountain bike city" that springs up in the desert grazelands that host the event. 400 teams will journey through space on the epic 15-mile track that winds through the foreboding and beautiful high-desert terrain.

Whether a solo-racing machine pushing his/her body to the outer limits, a bike-jousting mechanic attending just for fun, or a parent showing their kids a truly memorable weekend full of cycling excitement, 24 Hours of Moab delivers.

Space invader or not, this event is a cosmic combination of professional ultra-endurance racing, and a weekend of revelry in the fun, fitness, environment, and inventiveness of mountain biking.

Event information and registration visit [grannygear.com](http://grannygear.com).

### School Reading Program Gives Bikes to Kids

SALT LAKE CITY, August 21 - The Ken Garff Automotive Group recently completed the kick-off for the second year of its "Road to Success" program, a literacy initiative supported by Utah Governor Jon Huntsman.

The "Road to Success" Program started last year (2007-08) with 50 pilot elementary schools, and this year (2008-09) it has expanded to include 13 districts, 220 schools, 150,000 students, 10,000 faculty members and has the goal of reaching 1 billion minutes read.

Wal-Mart is donating at total of 880 bikes (four bikes for each participating school) for a random drawing to be conducted at the end of the year at each participating school. Also, a total of 1.5 million prizes will be rewarded to the students during their progression through the school year.

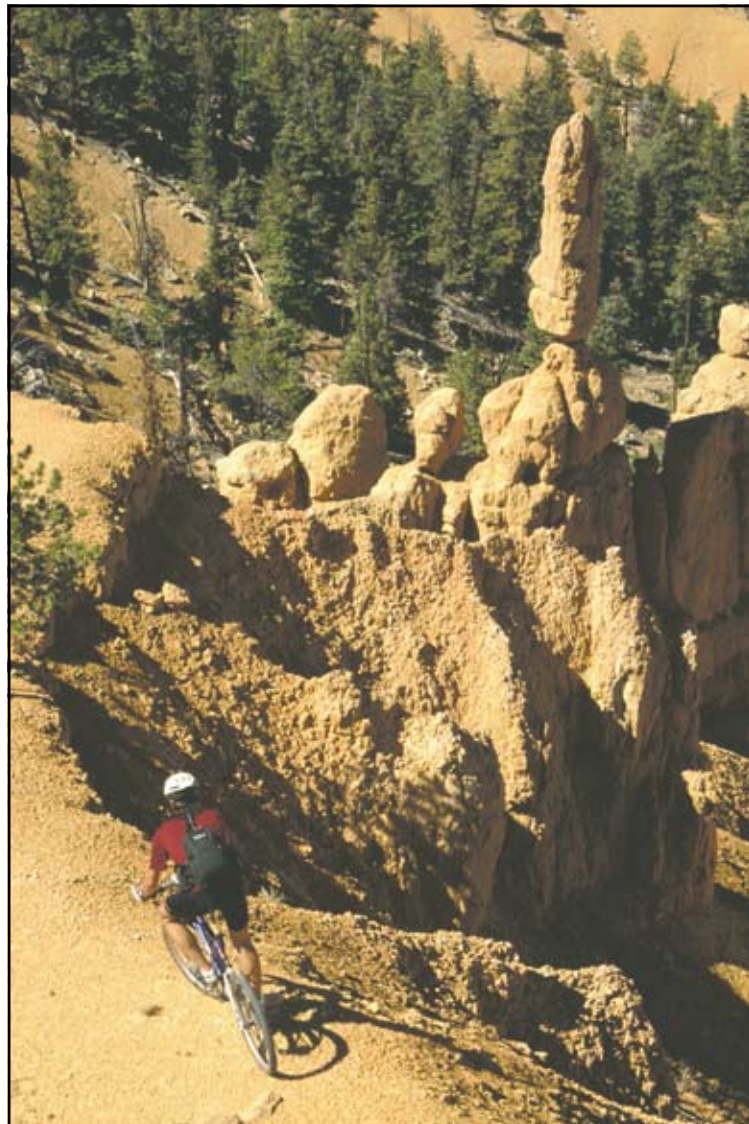
The program challenges students to read at least 20 minutes a day during the entire school year. For each 100 minutes read, the student can enter their name into the drawing to win one of the bikes donated to their school. Two bikes will be given away to a boy and girl in grades K-3 and two more will be given to a boy and girl in grades 4-6.

The Road to Success Program is also sponsored by Ken Garff, Zions Bank, American Family Insurance, KSL 5, KSL Radio, FM 100, Arrow 103.5, Utah Scholars, Utah Educational Savings Plan, and the Utah Blaze.

### TRAIL OF THE MONTH

### Bryce Canyon is for Hikers,

### Red Canyon is for Bikers



Dancing with the hoodoos on Thunder Mountain Trail. Photo: Gregg Bromka

By Gregg Bromka

No doubt you've seen photos in the big-name bike magazines of mountain bikers riding past redrock hoodoos like those that hallmark Bryce Canyon National Park. But try biking any trail within the park and you'll quickly find yourself counting bricks inside the town pokey because, as we all know, it's illegal! So are those images of bikers mingling with mystical formations simply digital "trick-ography?" Hardly. Bikers and camera buffs can ride through scenery that is positively "arresting" without assuming the risk of being busted by going only as far as Red Canyon-gateway to Bryce Canyon. Even if you were to crop-out the scenery, the trails themselves would be well worth the trip.

Losee, Casto and Cassidy Trails on the north side of Red Canyon are worth exploring, but if time is short, stay to the south side of highway 12 and ride Thunder Mountain Trail. This non-motorized trail explores Red Canyon's hinterlands beyond the steady stream of "take-a-photo-and-run" tourists who are making a beeline for Bryce Canyon National Park. Little do they know that tranquility abounds just a stone's throw from the highway, and that photos worthy of display on the cover of the park's brochure are easy to snap. On Thunder Mountain Trail you can gorge on scenic delicacies and ride through them, too.

#### Notes on the trail:

Thunder Mountain Trail follows a machine-cut singletrack across undulating hillsides populated with dispersed pines. In an effort to make the trail user friendly, the first few miles undulate at the 8,000-foot level. Even so, you'll work your gears constantly, perfect your short-radius turns, and pump out a dozen interval-like climbs as the route angles in and out of sharp hollows that crease the hillsides. Scenery is lackluster initially; then it grows quickly to intriguing and even dazzling about three miles out where the trail crosses a prominent ridge and affords a provocative view of Thunder Mountain with its tiered limestone columns. (Ironically, there is no "Thunder Mountain" on any maps. It's just a name the Powell Ranger District conjured up for the trail. But if there was a Thunder Mountain, this prominent butte, wrapped in a shawl of glowing limestone, would be it.)

A half-mile farther, the trail climbs Thunder Mountain's south flank to the route's high point, both in elevation and scenery. The path then clips the rim of a horseshoe-shaped bowl adorned with ornate and delicate erosional features carved from the cream- and salmon-colored Pink Cliffs-the same rocks that have brought Bryce Canyon National Park its fame. The path then coils and plunges down the slope through audacious switchbacks that might perplex even intrepid bikers. The trail's precarious rout-

ing takes you through the heart of the bowl you peered into earlier and out along a barren ridge, where rust-colored formations fill deep, craggy canyons on both sides. With the Sunset Cliffs rapidly approaching from the west, the trail is forced off the divide into a chasm drenched in fiery hues. Upon breaching the cliffs' base, the trail turns north, rises briefly through scattered pines, and then descends gradually along a sandy wash to the highway at the beginning of Red Canyon.

No car shuttle? No problem. Ride Thunder Mountain Trail as a 15-mile loop by linking to the Red Canyon Bike Trail. You'll add on about 5 miles of gentle climbing but take in an hour or so of national park-caliber scenery. And since you're off the highway, you're safe from rubbernecking tourists in their lumbering RVs.

#### Details

**Length:** 8 miles one-way, or 15 miles as a loop.

**Tread:** All singletrack (paved bike trail if you ride the loop)

**Physical Difficulty:** Intermediate. The numerous intermittent climbs require short bursts of power.

**Technical Difficulty:** Moderate. The trail twists through many hollows that require short radius turns and rapid shifting. The trail can be rough at times, especially if horses get to it when it's wet. Brief but precipitous switchbacks off Thunder Mountain might require periodic dismounts.

**Elevation Gain:** Although the one-way ride has a net elevation loss of about 1,200 feet, you'll gain about 1,000 feet along the way because of incremental climbs. Tack on an additional 1,200 feet of vertical if you ride the loop for a total gain of about 2,200 feet.

**Trailhead Access:** From Panguitch, take US 89 south 7 miles; then turn left/east onto UT 12 for Bryce Canyon National Park and Escalante. Thunder Mountain's western (lower) trailhead is at the mouth of Red Canyon at the Dixie National Forest boundary. To reach the eastern (upper) trailhead, drive 5 miles through Red Canyon. Turn right on Forest Road 113, signed "Fremont ATV/Great Western Trail and located just east of milepost 7. Take the gravel road 2.2 miles to the Coyote Hollow trailhead, passing a left turn for the Fremont ATV/GWT.

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

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(435) 677-3101  
brianhead.com

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**Cedar Cycle**  
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Cedar City, UT 84720  
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fuzzysbicycleworks.com

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(888) 673-4492  
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(866) 674-2929  
desertcyclery.com

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(435) 674-3185  
redrockbicycle.com

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(435) 215-4251  
sunset-cycles.com

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#### Zion Cycles

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

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Logan, UT 84321  
(435) 753-7175  
joyridebikes.com

#### Sunrise Cyclery

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

#### Wimmer's Ultimate Bicycles

745 N. Main St.  
Logan, UT 84321  
(435) 752-2326

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#### Brothers Bikes

520 N. Main Street, #DHeber  
City, UT 84032  
(435) 657-9570  
brothersbikes.com

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(435) 649-4806  
colesport.com

#### Dharma Wheels Cyclery

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(435) 658-0032  
dharmawheelscyclery.com

#### Jans Mountain Outfitters

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P.O. Box 280  
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(435) 649-4949  
jans.com

#### Stein Eriksen Sport

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(mid-mountain/Silver Lake)  
Deer Valley, UT 84060  
(435) 658-0680  
steineriksen.com

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(435) 575-0355  
parkcityrides.com

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

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#### Altitude Cycle

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

## NEVADA

### Boulder City

#### All Mountain Cyclery

1404 Nevada Hwy  
Boulder City, NV 89005  
(702) 453-2453  
allmountaincyclery.com

#### BC Adventure Bicycles

1323 Arizona St.  
Boulder City, NV 89005  
(702) 293-0599  
bouldercitybikes.com

## WASATCH FRONT

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#### Bountiful Bicycle Center

2482 S. Hwy 89  
Bountiful, UT 84010  
(801) 295-6711  
bountifulbicycle.com

#### Saturday Cycles

2204 N. 640 W.  
West Bountiful, UT 84010  
(801) 298-1740  
saturdaycycles.com

### Kaysville

#### The Biker's Edge

232 N. Main Street  
Kaysville, UT 84037  
(801) 544-5300  
bebikes.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

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

#### Cottonwood Cyclery

2594 Bengal Blvd  
Cottonwood Heights, UT 84121  
(801) 942-1015  
cottonwoodcyclery.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

#### Cyclesmith

250 S. 1300 E.  
Salt Lake City, UT 84102  
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cyclesmithslc.com

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1500 S. Foothill Drive  
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(801) 583-1940  
binghamcyclery.com

#### Fishers Cyclery

2175 South 900 East  
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(801) 466-3971  
fisherscyclery.com

#### Go-Ride Mountain Bikes

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go-ride.com

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#### Guthrie Bicycle

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(801) 484-0404  
guthriebike.com

#### Hyland Cyclery

3040 S. Highland Drive  
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(801) 467-0914  
hylandcyclery.com

### REI

#### (Recreational Equipment Inc.)

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

#### SLC Bicycle Collective

2312 S. West Temple  
Salt Lake City, UT 84115  
(801) 328-BIKE  
slcbikecollective.org

#### Salt Lake City Bicycle Company

177 E. 200 S.  
Salt Lake City, UT 84111  
(801) 746-8366  
slcbike.com

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Salt Lake City, UT 84105  
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702 East 100 South  
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wildrosesports.com

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762 E. 12300 South  
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canyonbicyclesdraper.com

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golsancycles.com

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(801) 523-8268  
infinitecycles.com

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Sandy, UT 84070  
(801) 501-0850  
rei.com

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

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(801) 943-8502  
staatsbikes.com

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3269 W. 5400 S.  
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taylorsbikeshop.com

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bikebarn@hotmail.com

#### Trek Bicycles of American Fork

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American Fork, UT 84003  
(801) 763-1222  
trekAF.com

### Payson

#### Downhill Cyclery

36 W. Utah Ave  
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(801) 465-8881  
downhillcyclery.com

### Provo/Orem

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(801) 374-9890  
binghamcyclery.com

#### Mad Dog Cycles

360 E. 800 S.  
Orem, UT 84097  
(801) 222-9577  
maddogcycles.com

#### Mad Dog Cycles

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

#### Park's Sportsman

644 North State St.  
Orem, UT 84057  
(801) 225-0227  
parkssportsman.com

#### Racer's Cycle Service

159 W. 500 N.  
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(801) 375-5873  
racerscycle.net

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**COMMUTER COLUMN**

**Assist, Enhance, Enjoy —**

**An Electric-Assist Bicycle Commute**



**Jessica Galaviz and her electric-assist bicycle**

**By Lou Melini**

This month's commuter column features Dr. Jessica Comstock Galaviz, an Iowa native who has been in Utah since 2004 to complete her Pathology residency and fellowship. She is currently a Pathology Fellow at Primary Children's Medical Center. She is married, with children. She has recently added a Bionx battery pack to her bike.

**Cycling Utah:** Jessica, you're a busy Resident in medicine, you have a family, so why is riding a bike to work important given your life? How much are you able to ride?

**Jessica Galaviz:** I just like to ride. I like to ride through the neighborhoods and see the houses and yards. I'm always trying new things for exercise (having 2 toddlers at home I don't get to the gym as often as I'd like.) I feel energized when I get to work, and it saves nearly a gallon of gas each day. As a result of family, residency and the relative slowness of a bike, I rode perhaps once a week prior to getting my Bionx. Pulling up the hills towards the University, bad weather, and inevitable errands after work also kept me from commuting as much as I would like.

**C.U.:** So then you put an electrically charged battery on your bike to assist your commute? How did that happen and what changed in your commuting?

**J.G.:** I got the idea of a motor from an acquaintance that I bowl with. He

mentioned a friend that had a little gas motor on his bicycle. I didn't like the idea of a gas motor, so I looked into electric ones. When I found the Bionx, I knew that was the one for me.

**C.U.:** How did you arrive at that choice? What features did you consider?

**J.G.:** I really wanted to keep my bike a bike. With the Bionx I still need to pedal, and going uphill I still pedal pretty hard, it just takes less time to get to the top. I like how I can choose the assistance level I want, and can even recharge the battery while going downhill. It's easy to switch between levels, or turn the motor on/off, as there is a little computer on the handlebars. I purchased the cheapest battery, though it is the heaviest (9#) and lowest watts (250). The furthest I've ridden is 15 miles on one charge, which includes some downhill-recharge time and some time in the lowest assist mode. It takes about 3-4 hours to fully recharge when empty. The company claims 500 charges. Overall it is easy to use. The monitor has little buttons for that change the assistance level. I basically do not need to change gears anymore, I use the assistance level now as my gears.

**C.U.:** So you went from commuting once a week before Bionx to??

**J.G.:** I now ride two, sometimes 3, days a week. In addition I get to see my kids in the morning after they awaken (very important), pay less to the nanny for coming early, run

a few errands if necessary on the way home from work, and not be as sweaty and in need of a shower when I arrive at work. In addition to commuting, I now use my bike with the Bionx for going to the store or other little errands. By riding more, I have more energy to get through morning conference in my residency and the ride home helps me unwind. Overall I am a happier person.

**C.U.:** Riding your bike to work and exercise is obviously important to you. As an M.D., can you discuss the benefits of exercising regularly on longevity and quality of life?

**J.G.:** I did a search of the medical literature and found hundreds of articles. There is a huge fountain of evidence that regular exercise helps a person live longer, keeps bones strong, and helps prevent diabetes, high blood pressure and obesity (as well as the pathologies associated with obesity). This is important in all stages of life, toddlers to elderly.

**C.U.:** Can these same benefits be applied specifically to bicycling to work on a regular basis? Can bicycling counter some of the effects of aging (muscle mass loss, balance, bone density, cognitive effects, heart disease, arthritis) for us baby-boomers?

**J.G.:** There are a few studies out there that look specifically at bicycling, but one interesting one studied the use of bicycle training to help regain balance after a stroke. As you might imagine the outcomes were good. Another study looked at active commuters and found a reduction in the risk of having cardiovascular disease, especially in women. There are many studies looking at weight training exercise to counter the effects of aging. These have shown that regular weight training can build muscle mass, strengthen bones, and improve gait (walking) in the elderly with a significant lowering of mortality. Bicycling can be more easily tolerated by those with arthritis, and may provide a way to get at least some exercise, especially after joint replacement.

**C.U.:** Now that you have a motor to assist you, do you look and feel like Lance Armstrong going up the hills with a super-charged VO2 max?

**J.G.:** Well, I don't know if I look like Lance, but the hills are much less challenging! It has been kind of fun to pass people going uphill!! The only time I shift out of high gear is if I have to stop at a light going uphill—the motor doesn't kick in until I've made a full pedal stroke usually, so getting going is still hard sometimes. The acceleration is awesome once the motor kicks in! Now that I am riding more, my VO2 max may have increased a little, though a lot less than supercharged!

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

**Boise's Armstrong Wins TT Gold in Beijing, Leipheimer Captures Bronze**

Beijing, China (August 13, 2008)—With a victory in the individual time trial on Wednesday, Kristin Armstrong (Boise, Idaho) became just the second woman in American cycling history to win Olympic gold while compatriot Levi Leipheimer (formerly of Salt Lake City) continued a streak of bronze medals for U.S. men in the race against the clock.

Armstrong joined 1984 Olympic gold medalist Connie Carpenter-Phinney in the exclusive club on Wednesday when she finished the 24-kilometer race in 34 minutes, 51.72 seconds, besting silver medalist Emma Pooley of Great Britain by 24 seconds. As Olympic champion, Armstrong became the third American woman to medal in the event, joining silver medalists Mari Holden (2000) and Dede Barry (2004).

"It's the most amazing day of my life," Armstrong said. "I've been working for this for the last eight years, especially the last four, and to time everything right on one day is an accomplishment of its own. The moment I had today, it's one of those dreams you have as a child in America."

Armstrong's accomplishment was the result of impeccable preparation and focus ever since realizing her potential as an Olympic champion upon winning her first of three career world championship medals in Madrid three years ago.

Starting two hours after Armstrong received her gold medal and the Star Spangled Banner rung out, Leipheimer was given a boost of inspiration.

"To see her win definitely gave me morale," Leipheimer said. "It was great to see. I know how hard she's worked."

Finishing 1 minute, 9.68 seconds back from gold medalist Fabian Cancellara of Switzerland and 36 seconds off the pace of Norway's Gustav Erik Larsson, Leipheimer added a bronze to the U.S. medal count for the third consecutive Olympic Games. His effort in the 48-kilometer time test matched those of fellow bronze medalists Lance Armstrong (2000) and Bobby Julich (2004).

The United States' other entry in the men's time trial, David Zabriskie (Salt Lake City, Utah) finished 12th, 3:06.36 behind Cancellara.

"I've got to say, it's fantastic to get a medal for the United States," said Leipheimer. "It's a lifelong dream just to be an Olympian. And to win a medal, it's just indescribable. I can't tell you how proud I am. You work your whole life, you sacrifice so much and then you have these fleeting moments of glory. I've worked my whole life for this."

**2008 Olympic Games, Beijing, China, August 8-24**

**Women's Individual Time Trial**

1. Kristin Armstrong (Boise, Idaho) 34:51.72
2. Emma Pooley (GBR) +24.29
3. Karen Thurig (SUI) +59.27

**Men's Individual Time Trial**

1. Fabian Cancellara (SUI) 1:02:11.43
2. Gustav Erik Larsson (NOR) +33.36
3. Levi Leipheimer (Santa Rosa, Calif.) +1:09.68
12. David Zabriskie (Salt Lake City, Utah) +3:06.39

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cycling utah

## RACE RESULTS


**Pomerelle Pounder, 2 DH, Utah DH Series, Burley, Idaho, August 2-3, 2008**
**Saturday**
**Beginner Men 13-18**

1. Taylor Judd; Park's Sportsman 0:04:20.85
2. Damon Jr Kirchmeier; Fezzari.com 0:05:06.85
3. Remington Kaeul; Remington Racing 0:05:21.44

4. Kendall Parrish; Duke 0:05:34.76

**Beginner Men 19-39**

1. Ron Carrasquel 0:03:38.13

2. Jeff Dahl 0:03:54.32

3. Ben Houston 0:03:57.62

4. Chris Tanovich 0:04:36.53

**Beginner Women 19+**

1. Jenny Litus 0:04:53.11

**Expert Men 13-18**

1. Nic Hadley; Go-Ride 0:02:41.10

2. Jack Bowen; Brother's Bikes 0:02:56.51

3. Casey Swenson; Bikers Edge 0:03:00.13

4. Chris Geaslin; Adventure Haus 0:03:02.86

**Expert Men 19-29**

1. Chris Hadley; Go-Ride 0:02:44.08

2. Nathan Avery; Duke 0:02:46.35

3. Riley Barlow; Go-Ride.com 0:02:48.18

4. Bradley Pastir; ME 0:02:49.84

5. Travis Elquist; Duke 0:02:52.65

6. Tyson Henrie; Park's Sportsman 0:02:53.40

7. Riley Tucker 0:02:57.74

**Expert Men 30-39**

1. David Clark 0:02:57.45

2. Anthony Sams; Flyin' Fossils 0:03:02.00

3. Brent Maschmann; Bike2Boards 0:03:02.41

4. James Runner; Bikes2Boards/Powercordz 0:03:05.14

5. Scott Neilson; Peaked sports/Canfield 0:03:09.11

6. Anthony French; Duke 0:03:47.36

**Expert Men 40-49**

1. Mike Holder; Park's Sportsman 0:02:54.85

2. Dave Barclay; Bikes2Boards 0:03:02.64

3. Scott Gabill; Go-Ride.com 0:03:10.49

4. Steve Parrish; Duke 0:03:23.00

**Pro Men**

1. Ben Craner; Café Rio/Canfield 0:02:32.35

2. David Beeson; Fezzari.com 0:02:33.81

3. Aaron Butler; Park's Sportsman 0:02:37.25

4. Carl Marcum 0:02:39.68

5. Andrew Maxwell 0:02:40.22

6. Lee McGuffey 0:02:42.89

7. Corey Bellinger 0:02:44.62

8. Phillip Vega; Reed Cycle 0:02:49.69

9. Chad Bryce; Mongoose/Sky/Hayes 0:02:50.93

10. Art Widmar 0:02:54.07

11. Damon Kirchmeier; Fezzari.com/Maxxis/Brothers Bikes 0:02:56.05

12. Darren Lightfield 0:02:58.98

**Sport Men 13-18**

1. John Lemich 0:03:06.96

2. Panos Panayiotou; Team Tang 0:03:08.55

3. Hayden Smith 0:03:12.74

4. Cody Butler; Park's Sportsman 0:03:14.39

5. Alex LeBlanc 0:03:33.63

6. Max Dolar 0:03:44.67

7. Morgan Judd; Park's Sportsman 0:04:03.95

**Sport Men 19-29**

1. Erik Bachmann; Sunrise Cyclery 0:02:57.86

2. Colton Lee; Azonic 0:03:10.23

3. Paul Boyle 0:03:15.43

4. Justin Nelson; Bingham Cyclery 0:03:17.35

5. Mike Hurst 0:03:24.59

6. Brian Curren; Park's Sportsman 0:03:37.53

7. Allen Weston; Urban Downfall 0:04:09.09

8. Skyler Holder 0:05:21.55

**Sport Men 30-39**

1. Ian McPherson 0:03:06.38

2. Robert Maynard; Park's Sportsman 0:03:35.38

3. Brandon Barber; Millenium Forex 0:03:41.99

**Sport Men 40-49**

1. Torey Jackson; Flyin' Fossils 0:03:07.18

2. Randy Earle; Flyin' Fossils/Reedcycle 0:03:19.25

3. Wayne Belles; Desha Racing 0:03:19.95

4. Clint Bullock; Flyin' Fossils 0:03:24.45

5. Rocky Geaslin 0:03:24.65

6. Kent Woodfield 0:03:34.89

7. Douglas Cheney 0:03:42.57

8. Brad Seggar 0:03:43.66

9. Danny Kelly; Peaked Sports 0:04:15.60

**Sunday**
**Beginner Men 13-18**

1. Taylor Judd; Park's Sportsman 0:03:59.40

2. Damon Jr Kirchmeier; Fezzari.com 0:04:48.84

3. Remington Kaeul; Remington Racing 0:05:11.94

4. Kendall Parrish; Duke 0:05:20.02

**Beginner Men 19-39**

1. Ryan Braun 0:03:38.43

2. Ron Carrasquel 0:03:39.83

3. Chris Tanovich 0:03:41.71

4. Ben Houston 0:03:49.71

5. Jeff Dahl 0:03:51.33

**Beginner Women 19+**

1. Jenny Litus 0:05:51.89

**Expert Men 13-18**

1. Nic Hadley; Go-Ride 0:03:05.31

2. Casey Swenson; Bikers Edge 0:03:05.78

3. Chris Geaslin; Adventure Haus 0:03:12.00

4. Jack Bowen; Brother's Bikes 0:03:16.29

**Expert Men 19-29**

1. Chris Hadley; Go-Ride 0:02:59.06

2. Nathan Avery; Duke 0:03:04.86

3. Riley Barlow; Go-Ride.com 0:03:12.00

4. Travis Elquist; Duke 0:03:08.10

5. Tyson Henrie; Park's Sportsman 0:03:08.55

6. Riley Tucker 0:03:12.83

7. Riley Barlow; Go-Ride.com 0:03:17.35

**Expert Men 30-39**

1. Brent Maschmann; Bike2Boards 0:03:09.86

2. James Runner; Bikes2Boards/Powercordz 0:03:12.88

3. David Clark 0:03:14.56

4. Scott Neilson; Peaked sports/Canfield 0:03:27.66

5. Anthony French; Duke 0:03:29.97

**Expert Men 40-49**

1. Scott Crabb; Go-Ride.com 0:03:02.53

2. Ben Craner; Café Rio/Canfield 0:03:06.26

3. Dave Barclay; Bikes2Boards 0:03:28.37

4. Steve Parrish; Duke 0:03:29.09

**Pro Men**

1. David Beeson; Fezzari.com 0:02:49.53

2. Ben Craner; Café Rio/Canfield 0:02:49.64

3. Aaron Butler; Park's Sportsman 0:02:50.49

4. Carl Marcum 0:02:52.28

5. Andrew Maxwell 0:02:53.41

6. Corey Bellinger 0:02:55.12

7. Art Widmar 0:02:55.51

8. Phillip Vega; Reed Cycle 0:02:55.99

9. Lee McGuffey 0:03:03.15

10. Damon Kirchmeier; Fezzari.com/Maxxis/Brothers Bikes 0:03:05.40

11. Darren Lightfield; Wild Rockies 0:03:06.55

12. Von Williams; Go-Ride.com 0:03:06.68

13. Chad Bryce; Mongoose/Sky/Hayes 0:03:09.92

**Sport Men 13-18**

1. John Lemich 0:03:16.21

2. Alex LeBlanc 0:03:22.86

3. Cody Butler; Park's Sportsman 0:03:22.88

4. Hayden Smith 0:03:28.25

5. Max Dolar 0:03:42.59

6. Morgan Judd; Park's Sportsman 0:03:56.48

**Sport Men 19-29**

1. Erik Bachmann; Sunrise Cyclery 0:03:10.15

2. Skyler Holder 0:03:16.19

3. Justin Nelson; Bingham Cyclery 0:03:22.61

4. Brian Curren; Park's Sportsman 0:03:32.64

5. Colton Lee; Azonic 0:03:52.97

6. Mike Hurst 0:03:57.14

**Sport Men 30-39**

1. Ian McPherson 0:03:19.96

2. Brandon Barber; Millenium Forex 0:03:22.92

3. Robert Maynard; Park's Sportsman 0:03:50.10

**Sport Men 40-49**

1. Torey Jackson; Flyin' Fossils 0:03:24.94

2. Clint Bullock; Flyin' Fossils 0:03:27.11

3. Kent Woodfield 0:03:30.38

4. Brad Seggar 0:03:31.03

5. Randy Earle; Flyin' Fossils/Reedcycle 0:03:31.96

6. Wayne Belles; Desha Racing 0:03:32.46

7. Rocky Geaslin 0:03:33.12

8. Douglas Cheney 0:03:41.36

9. Danny Kelly; Peaked Sports 0:03:53.57

**Intermountain Cup Mountain Bike Racing Series, Grand Finale Event, 15th Annual Wolverine Ridge XC Race, Evanston, Wyoming, August 9, 2008**
**12 & Under**

1. Griffin S. Park 0:26:08

2. Brent Blackwell; Red Rock 0:29:49

3. Zachary Peterson; UtahMountainBiking.com 0:32:28

4. Brayden Nielsen; UtahMountainBiking.com 0:32:32

5. Drew Palmer-Leger; Young Riders 0:33:40

**9 & Under**

1. Cameron Larson; Revolution/Peak Fasteners 0:12:05

2. Shawn Nielson; UtahMountainBiking.com 0:12:15

3. Joshua Peterson; UtahMountainBiking.com 0:14:05

4. Jonny Vizmeg; Mad Dog Cycles 0:14:08

5. Nash Batten; Hammer 0:15:29

**Beg Men 19-29**

1. Mike Anthony; NorEast Cycling 1:31:57

2. Dean Cummings 1:45:14

3. Andrew Youngkin; UtahMountainBiking.com 2:04:56

**Beg Men 30-39**

1. Dave Dean; Mad Dog Cycles 1:36:53

2. Ryan Nielsen; UtahMountainBiking.com 1:43:30

3. Dale Hutchings; UtahMountainBiking.com 1:47:29

4. Nathan J. Thayer; UtahMountainBiking.com 2:00:24

5. Karl Parkinson; Utah Mt Biking.com 2:42:15

**Beg Men 40+**

1. Mike Nielsen 1:27:22

2. Jason Sparks; UtahMountainBiking.com 1:33:22

3. Scott VanWagoner; UtahMountainBiking.com 1:39:25

4. Phillip Benson; Team Walk 1:47:33

5. David Gordone 1:58:17

**Beginner 13-15**

1. Kyle Jackson; UtahMountainBiking.com 1:38:01

2. Destrey Eagers; Autoliv 1:44:44

3. Jake VanWagoner; UtahMountainBiking.com 2:11:34

**Beginner 16-18**

2. Steven Clark 10:06:44.394  
**Men Cat 5: 25+**  
 1. Jd Byerly 09:05:26.686  
 2. Rex Hardy 11:10:54.152  
**Men Cat 5: 35+**  
 1. Craig Willis 09:10:47.679  
 2. Kevin Johansen 09:16:28.975  
 3. John Butler 09:31:38.206  
 4. Bret Yeargin 09:31:39.102  
 5. Philip Boyack 10:08:49.000  
**Men Cat 5: 45+**  
 1. Darrell Byerly 08:55:26.597  
 2. Eric Woolsey 10:06:10.411  
 3. Mark Gaylor 10:10:46.227  
 4. Ken Johnson 10:26:50.293  
 5. Tom Eckstein 10:38:48.251  
**Men Cat 5: 55+**  
 1. Val Ludlow 09:00:21.287  
 2. Edward Brown 10:08:14.051  
 3. Michael Shaw 10:10:47.536  
 4. Chris Reveley 10:17:23.967  
 5. John Hernandez 10:56:05.526  
**Men Cat 5: 60+**  
 1. Stuart Wilson 08:18:54.111  
**Relay 2 Person Team**  
 1. Team Hobler 09:06:34.077  
 2. Sonia Maxfield 09:55:39.090  
 3. Team Caramadrid 10:24:25.313  
**Relay 3-5 Person Team**  
 1. Steven Cook 08:58:13.904  
 2. Jensen Gouuld et al 10:03:23.470  
 3. Newson et al 10:09:52.803

**2008 Larry H. Miller Tour of Utah Presented by Zions Bank, August 13-17, 2008**

**Stage 1, Utah Sports Commission Road Race, 101 miles, 4851' of climbing, Nephi**

1. Jason Donald; Garmin/Chipotle presented by H30 04:06:59
2. Sheldon Deeny; The Fan Sports Network 04:07:04
3. Bradley White; Successful Living.com P/B Parkpre 04:07:07
4. Ricardo Escuela; Successful Living.com P/B Parkpre 04:07:29
5. Jonnie Clarke; Toyota-United 04:07:29
6. Frank Pipp; Team Health Net presented by Maxxis 04:07:29
7. Ryan ANDERSON; Land Rover -ORBEA 04:07:29
8. Alessandro Bazzana; Successful Living.com P/B Parkpre 04:07:29
9. Bryson Perry; American R.A.D.D. presented by Agel 04:07:29
10. Michael Grabinger; Successful Living.com P/B Parkpre 04:07:29
11. Cesar Grajales; Rock Racing 04:07:29
12. Fabio Calabria; Australia Team Type 1 04:07:29
13. Garrett PELTONEN; Bissell Pro Cycling Team 04:07:29
14. Fred Rodriguez; Rock Racing 04:07:29
15. Jared Barrilleaux; Jittery Joe's Pro Cycling Team 04:07:29
16. Brent Brookwalter; BMC Pro Cycling Team 04:07:29
17. Matt Wilson; Australia Team Type 1 04:07:29
18. Will Frischkorn; Garmin/Chipotle presented by H30 04:07:29
19. Calvin Allan; Team Bobs-Bicycles.Com 04:07:29
20. Kiel Reijnen; RIDECLEAN / PatentIt.com 04:07:29
30. Todd Hageman#; Canyon Bicycles Utah All-Stars 4:07:29
36. Luis Alejandro Zamudio#; American R.A.D.D. presented by Agel 4:07:29
45. Erik Slack; Team Bobs-Bicycles.Com 4:07:29
58. Ryan Barrett#; Canyon Bicycles Utah All-Stars 4:07:29
63. Chris Stuart; Team Bobs-Bicycles.Com 4:07:29
67. Eric Pardyjak#; Canyon Bicycles Utah All-Stars 4:07:29
70. Jeffrey Louder; BMC Pro Cycling Team 4:07:29
78. Billy Demong#; American R.A.D.D. presented by Agel 4:07:29
79. Nate Page#; Canyon Bicycles Utah All-Stars 4:07:29
80. Burke Swindlehurst; Bissell Pro Cycling Team 4:07:29
103. Gardie Jackson#; American R.A.D.D. presented by Agel 4:07:29
105. Sam Johnson; Hagens Berman LLP Cycling Team 4:10:59
109. Jesse Gordon#; Canyon Bicycles Utah All-Stars 4:15:33

**Stage 2, University Health Care Road Race, 85 miles, 10,585' of climbing, Ogden to Research Park in Salt Lake City**

1. Blake Caldwell; Garmin/Chipotle presented by H30 03:30:21
2. Darren Lill; BMC Pro Cycling Team 03:30:21
3. Jeffrey Louder; BMC Pro Cycling Team 03:30:39
4. Chris Baldwin; Toyota-United 03:30:39
5. Oscar Sevilla Rivera; Spain Rock Racing 03:30:39
6. Cesar Grajales; Rock Racing 03:30:39
7. Brent Brookwalter; BMC Pro Cycling Team 03:30:39
8. Burke Swindlehurst; Bissell Pro Cycling Team 03:30:39
9. Peter Stetina; Garmin/Chipotle presented by H30 03:30:39
10. Tyler Hamilton; Rock Racing 03:30:39
11. Glen Chadwick; Team Type 1 03:30:39
12. Phil Zajicek; Team Health Net presented by Maxxis 03:30:39
13. Jason Donald; Garmin/Chipotle presented by H30 03:30:59
14. Jared Barrilleaux; Jittery Joe's Pro Cycling Team 03:31:58
15. Aaron Olson; Bissell Pro Cycling Team 03:31:58
16. Scott Stewart; American R.A.D.D. presented by Agel 03:31:58
17. Jonathan Garcia; BMC Pro Cycling Team 03:31:58
18. Kiel Reijnen; RIDECLEAN / PatentIt.com 03:31:58
19. Jesse Moore; California Giant/Specialized 03:31:58
20. Justin England; Toyota-United 03:31:58
35. Erik Slack#; Team Bobs-Bicycles.Com 3:35:48
45. Calvin Allan; Team Bobs-Bicycles.Com 3:38:38

51. Eric Pardyjak#; Canyon Bicycles Utah All-Stars 3:44:36
61. Nate Page#; Canyon Bicycles Utah All-Stars 3:47:01
64. Sam Johnson; Hagens Berman LLP Cycling Team 3:47:01
70. Chris Stuart; Team Bobs-Bicycles.Com 3:52:18
71. Luis Alejandro Zamudio#; American R.A.D.D. presented by Agel 3:52:18
72. Bryson Perry#; American R.A.D.D. presented by Agel 3:52:18
73. David Harward#; Canyon Bicycles Utah All-Stars 3:53:37
76. Todd Hageman#; Canyon Bicycles Utah All-Stars 3:53:37
81. Billy Demong#; American R.A.D.D. presented by Agel 3:55:17
82. Cameron Hoffman#; American R.A.D.D. presented by Agel 3:55:17
83. Alex Rock#; Canyon Bicycles Utah All-Stars 3:55:17
85. Jesse Gordon#; Canyon Bicycles Utah All-Stars 3:55:17

**Stage 3, Toyota Dealers Association Downtown Criterium, 1 hour, Salt Lake City**

1. Ricardo Escuela; Successful Living.com P/B Parkpre 1:03:40
2. Fred Rodriguez; Rock Racing 1:03:40
3. Jonnie Clarke; Toyota-United 1:03:40
4. Blake Caldwell; Garmin/Chipotle presented by H30 1:03:40
5. Oscar Sevilla Rivera; Rock Racing 1:03:40
6. Jared Barrilleaux; Jittery Joe's Pro Cycling Team 1:03:40
7. Jason Donald; Garmin/Chipotle presented by H30 1:03:40
8. Tom Peterson#; Garmin-Chipotle presented by H30 1:03:40
9. Matt Wilson; Team Type 1 1:03:40
10. Cesar Grajales; Rock Racing 1:03:40
11. Cody O'Reilly; Successful Living.com P/B Parkpre 1:03:40
12. Thomas Danielson; Garmin/Chipotle presented by H30 1:03:40
13. Darren Lill; BMC Pro Cycling Team 1:03:40
14. Sheldon Deeny; The Fan Sports Network 1:03:40
15. Frank Pipp; Team Health Net presented by Maxxis 1:03:40
16. Michael Creed; Rock Racing 1:03:40
17. Peter Stetina#; Garmin/Chipotle presented by H30 1:03:40
18. Jeffrey Louder; BMC Pro Cycling Team 1:03:40
19. Kiel Reijnen#; RIDECLEAN / PatentIt.com 1:03:40
20. Chris Wherry; Toyota-United 1:03:40
26. David Harward#; Canyon Bicycles Utah All-Stars 1:03:40
37. Bryson Perry#; American R.A.D.D. presented by Agel 1:03:40
39. Burke Swindlehurst; Bissell Pro Cycling Team 1:03:40
52. Cameron Hoffman#; American R.A.D.D. presented by Agel 1:03:40
54. Luis Alejandro Zamudio#; American R.A.D.D. presented by Agel 1:03:40
65. Todd Hageman#; Canyon Bicycles Utah All-Stars 1:03:40
66. Chris Stuart; Team Bobs-Bicycles.Com 1:03:40
69. Nate Page#; Canyon Bicycles Utah All-Stars 1:03:57
70. Eric Pardyjak#; Canyon Bicycles Utah All-Stars 1:03:57
73. Billy Demong#; American R.A.D.D. presented by Agel 1:03:57
74. Erik Slack#; Team Bobs-Bicycles.Com 1:03:57
79. Jesse Gordon#; Canyon Bicycles Utah All-Stars 1:04:17
88. Alex Rock#; Canyon Bicycles Utah All-Stars 1:05:00
96. Sam Johnson; Hagens Berman LLP Cycling Team 1:08:13

**Stage 4, Snowbird Road Race, 99 miles, 14,778' of climbing, Park City to Sundance to Snowbird**

1. Jeffrey Louder; BMC Pro Cycling Team 4:15:18
2. Blake Caldwell; Garmin/Chipotle presented by H30 4:15:31
3. Glen Chadwick; Team Type 1 4:15:43
4. Burke Swindlehurst; Bissell Pro Cycling Team 4:16:04
5. Chris Baldwin; Toyota-United 4:16:19
6. Brent Brookwalter; BMC Pro Cycling Team 4:16:32
7. Oscar Sevilla Rivera; Rock Racing 4:16:59
8. Peter Stetina#; Garmin/Chipotle presented by H30 4:17:27
9. Darren Lill; BMC Pro Cycling Team 4:17:29
10. Phil Zajicek; Team Health Net presented by Maxxis 4:18:13
11. Anthony Colby; The Fan Sports Network 4:18:15
12. Valery Kobzareno; Team Type 1 4:18:34
13. Jonathan Garcia; BMC Pro Cycling Team 4:18:51
14. Matt Wilson; Team Type 1 4:19:30
15. Thomas Danielson; Garmin/Chipotle presented by H30 4:19:35
16. Max Jenkins#; California Giant/ Specialized 4:19:39
17. Cesar Grajales; Rock Racing 4:19:55
18. Tom Peterson#; Garmin-Chipotle presented by H30 4:19:59
19. Ian McKissick; BMC Pro Cycling Team 4:20:21
20. Ian MacGregor; Team Type 1 4:20:51
40. Nate Page#; Canyon Bicycles Utah All-Stars 4:30:15
41. Erik Slack#; Team Bobs-Bicycles.Com 4:30:38
60. Luis Alejandro Zamudio#; American R.A.D.D. presented by Agel 4:41:35
62. Todd Hageman#; Canyon Bicycles Utah All-Stars 4:42:03
65. Calvin Allan; Team Bobs-Bicycles.Com 4:43:09
67. Bryson Perry#; American R.A.D.D. presented by Agel 4:43:51
71. Chris Stuart; Team Bobs-Bicycles.Com 4:45:13
72. Sam Johnson; Hagens Berman LLP Cycling Team 4:45:30
74. Billy Demong#; American R.A.D.D. presented by Agel 4:45:53
79. Jesse Gordon#; Canyon Bicycles Utah All-Stars 4:46:44
82. Eric Pardyjak#; Canyon Bicycles Utah All-Stars 4:47:20

**Stage 5, KJZZ Time Trial, 7.5 miles, Miller Motorsports Park, Tooele**

1. Tom Zirbel; Bissell Pro Cycling Team 13:50:0
2. Brent Bookwalter; BMC Pro Cycling Team 13:59:3
3. Jeffrey Louder; BMC Pro Cycling Team 14:05:7
4. Thomas Danielson; Garmin/Chipotle presented by H30 14:11:6
5. Ian McKissick; BMC Pro Cycling Team 14:12:3
6. Chris Wherry; Toyota-United 0:14:13
7. Oscar Sevilla Rivera; Rock Racing 14:14.0
8. Glen Chadwick; Team Type 1 14:17.3
9. Peter Stetina#; Garmin/Chipotle presented by H30 14:17.8
10. Burke Swindlehurst; Bissell Pro Cycling Team 14:18.8
11. Jason Donald; Garmin/Chipotle presented by H30 14:19.4
12. Ben Day; Toyota-United 14:19.6
13. Justin England; Toyota-United 14:20.2
14. Blake Caldwell; Garmin/Chipotle presented by H30 14:21.8
15. Chris Baldwin; Toyota-United 14:22.2
16. Valery Kobzareno; Team Type 1 14:24.0
17. Tyler Hamilton; Rock Racing 14:27.1
18. Phil Zajicek; Team Health Net presented by Maxxis 14:27.9
19. Chris Lieto; California Giant/ Specialized 14:30.0
20. Michael Creed; Rock Racing 14:31.7
43. Bryson Perry#; American R.A.D.D. presented by Agel 15:07.7
45. Calvin Allan; Team Bobs-Bicycles.Com 15:09.8
46. Sam Johnson; Hagens Berman LLP Cycling Team 15:10.2
52. Nate Page#; Canyon Bicycles Utah All-Stars 15:14.4
59. Billy Demong#; American R.A.D.D. presented by Agel 15:22.9
66. Eric Pardyjak#; Canyon Bicycles Utah All-Stars 15:35.4
67. David Harward#; Canyon Bicycles Utah All-Stars 15:36.0
68. Luis Alejandro Zamudio#; American R.A.D.D. presented by Agel 15:36.1
69. Erik Slack#; Team Bobs-Bicycles.Com 15:36.1
71. Todd Hageman#; Canyon Bicycles Utah All-Stars 15:50.6
72. Jesse Gordon#; Canyon Bicycles Utah All-Stars 15:51.6
82. Chris Stuart; Team Bobs-Bicycles.Com 17:12.4

**Larry H. Miller Tour of Utah Presented by Zions Bank Overall General Classification**

1. Jeffrey Louder; BMC Pro Cycling Team 13:10:58
2. Blake Caldwell; Garmin/Chipotle presented by H30 13:11:07
3. Glen Chadwick; Team Type 1 13:11:44
4. Burke Swindlehurst; Bissell Pro Cycling Team 13:12:11
5. Brent Bookwalter; BMC Pro Cycling Team 13:12:19
6. Chris Baldwin; Toyota-United 13:12:29
7. Oscar Sevilla Rivera; Rock Racing 13:13:01
8. Peter Stetina#; Garmin/Chipotle presented by H30 13:13:33
9. Darren Lill; BMC Pro Cycling Team 13:14:06
10. Phil Zajicek; Team Health Net presented by Maxxis 13:14:29
11. Valery Kobzareno; Team Type 1 13:16:05
12. Anthony Colby; The Fan Sports Network 13:16:09
13. Cesar Grajales; Rock Racing 13:16:19
14. Jason Donald; Garmin/Chipotle presented by H30 13:17:31
15. Matt Wilson; Team Type 1 13:17:36
16. Tom Peterson#; Garmin-Chipotle presented by H30 13:17:38
17. Jonathan Garcia; BMC Pro Cycling Team 13:17:53
18. Bradley White; Successful Living.com P/B Parkpre 13:19:31
19. Thomas Danielson; Garmin/Chipotle presented by H30 13:20:44
20. Justin England; Toyota-United 13:21:22
35. Erik Slack#; Team Bobs-Bicycles.Com 13:33:28
48. Nate Page#; Canyon Bicycles Utah All-Stars 13:43:56
52. Calvin Allan; Team Bobs-Bicycles.Com 13:48:06
62. Eric Pardyjak#; Canyon Bicycles Utah All-Stars 13:58:57
64. Luis Alejandro Zamudio#; American R.A.D.D. presented by Agel 14:00:38
70. Chris Stuart; Team Bobs-Bicycles.Com 14:05:52
73. Sam Johnson; Hagens Berman LLP Cycling Team 14:06:53
74. Billy Demong#; American R.A.D.D. presented by Agel 14:07:59
81. Jesse Gordon#; Canyon Bicycles Utah All-Stars 14:17:43

**2008 Tour of Utah, Sprint Competition presented by Sinclair**

1. Bradley WHITE; Successful Living.com P/B Parkpre 34
2. Sheldon DEENY; The Fan Sports Network 22
3. Jason DONALD; Garmin/Chipotle presented by H30 16
4. Blake CALDWELL; Garmin/Chipotle presented by H30 14
5. Ricardo ESCUELA; Successful Living.com P/B Parkpre 14
6. Ben DAY; Toyota-United 13
7. Darren LILL; BMC Pro Cycling Team 8
8. Jonnie CLARK; Toyota-United 8
9. Fred RODRIGUEZ; Rock Racing 8
10. Jeffrey LOUDER; BMC Pro Cycling Team 6
11. Ian MACGREGOR; Team Type 6
12. Ian MCKISSICK; BMC Pro Cycling Team 5
13. Thomas DANIELSON; Garmin/Chipotle presented by H30 3
14. Edward K ING; Bissell Pro Cycling Team 3
15. Chris BALDWIN; Toyota-United 2
16. Oscar SEVILLA; RIVERA Rock Racing 2
17. Jesse GORDON; Canyon Bicycles Utah All-Stars 1
18. Omer KEM; Bissell Pro Cycling Team 1
19. Danny PATE; Garmin/Chipotle presented by H30 1
20. Will FRISCHKORN; Garmin/Chipotle presented by H30 1
21. Michael CREED; Rock Racing 1
22. Heath BLACKGROVE; Toyota-United 1

**2008 Tour of Utah, King of the Mountains presented by Zion's Bank**

1. Glen CHADWICK; Team Type 45
2. Blake CALDWELL; Garmin/Chipotle presented by H30 25
3. Chris BALDWIN; Toyota-United 18
4. Brent BOOKWALTER; BMC Pro Cycling Team 16
5. Jeffrey LOUDER; BMC Pro Cycling Team 15
6. Michael CREED; Rock Racing 15
7. Burke SWINDLEHURST; Bissell Pro Cycling Team 10
8. Matt WILSON; Team Type 10
9. Thomas DANIELSON; Garmin/Chipotle presented by H30 10
10. Darren LILL; BMC Pro Cycling Team 10
11. Peter STETINA; Garmin/Chipotle presented by H30 9
12. Ian MCKISSICK; BMC Pro Cycling Team 8
13. Cesar GRAJALES; Rock Racing 8
14. Jason DONALD; Garmin/Chipotle presented by H30 5
15. Corey COLLIER; Team Health Net presented by Maxxis 5
16. Sheldon DEENY; The Fan Sports Network 4
17. Matt COOKE; Team Health Net presented by Maxxis 4
18. Anthony COLBY; The Fan Sports Network 4
19. Tom PETERSON; Garmin/Chipotle presented by H30 3
20. Bradley WHITE; Successful Living.com P/B Parkpre 3
21. Jesse GORDON; Canyon Bicycles Utah All-Stars 2
22. Oscar SEVILLA; RIVERA Rock Racing 2
23. Rudolph NAPOLITANO; Rock Racing 1

**2008 Tour of Utah, Best Utah Rider presented by 1st Endurance**

1. PAGE Nate; Canyon Bicycles Utah All-Stars 13:43:56
2. PARDYAK Eric; Canyon Bicycles Utah All Stars 13:58:57
3. HARWARD Dave; Canyon Bicycles Utah All-Stars 13:59:38
4. PERRY Bryson; American R.A.D.D. P/B Agel 14:02:25
5. HAGEMAN Todd; Canyon Bicycles Utah All-Stars 14:02:39
6. DEMONG Billy; American R.A.D.D. P/B Agel 14:07:58
7. GORDON Jesse; Canyon Bicycles Utah All-Stars 14:17:42

**2008 Tour of Utah, Best Young Rider presented by Vitamin Water**

1. STETINA Peter; Garmin- Chipotle presented by H30 13:13:32
2. PETERSON Tom; Garmin-Chipotle presented by H30 13:17:37
3. STEWART Scott; American R.A.D.D. presented by Agel 13:25:57
4. REUNEN Kiel; RIDECLEAN / PatentIt.com 13:32:16
5. SLACK Erik; Team Bobs-Bicycles 13:33:28
6. JENKINS Max; California Giant Berry Farms/ Specialized 13:46:08
7. MILLER Carson; Land Rover - ORBEA 13:52:39
8. VUKETS Dave; Land Rover - ORBEA 13:53:23
9. ZAMUDIO Luis Alejandro; American R.A.D.D. presented by Agel 14:00:38
10. MACARTHUR Jake; Hagens Berman LLP Cycling Team 14:11:53

**30th Annual Snowbird Hill Climb, August 16, 2008**

- Cat1/2/3 Female**
1. Alisha Welsh; Kuhl/Scott 50:26:00
  2. Inge Travis; JANS 51:05:00
  3. Alison Frye; Ski Utah Cycling Team 53:43:00
  4. Laura Howat; Ski Utah Cycling Team 53:46:00
  5. Ellen Guthrie 57:32:00
  6. Breanne Nalder; Ski Utah Cycling Team 58:01:00
  7. Chantel Thackeray; PCIM 59:12:00
- Pro/1/2 Male**
1. Mitchell Peterson; Mona Vie/Cannondale 43:43:00
  2. Norman Bryner; Canyon Bicycles of SLC 44:47:00
  3. Pete Kuenemann 45:30:00
  4. John McDaniel; FFKR/SBO P/B Tour of Utah 46:03:00
  5. David Francis; Red Burro Racing 46:59:00
  6. Aaron Olsen; FFKR/SBO P/B Tour of Utah 47:03:00
  7. Connor O'leary; Velospport Racing 47:14:00
  8. Aaron Torres 49:12:00
  9. Trenton Higley; Bikers Edge-Destination Homes 52:42:00
  10. Brian Boudreau; Pacific Sunset Velo/Pac Sun 55:13:00
- Master Male 55-99**
1. Robert Hatch; Logan Race Club 47:37:00
  2. James King; FFKR/SBO P/B Tour of Utah 53:48:00
  3. Bradley Rich 57:22:00
  4. Dwight Hibdon; Park City Cycle Club 59:36:00
  5. Alan Stockland 1:04:31
  6. Don Evans; Brumbys 1:05:02
- Master Male 45-54**
1. Mark Zimbelman; Bountiful Mazda 46:20:00
  2. Cris Williams; American RADD 47:10:00
  3. Tony Chesrow; White Pine Touring 48:55:00
  4. Scott Markewitz 50:49:00
  5. Michael Profsky; Canyon Bicycles Draper 50:55:00
  6. Jeff Clawson; Canyon Bicycles-Draper 50:58:00
  7. Louis Riel; Canyon Bicycles - Draper 52:49:00
  8. Eric Rubie; Rubie Power 53:04:00
  9. Thomas Milligan; Canyon Bicycles - Draper 53:19:00
  10. Scott Toly 54:20:00
  11. Walter Blanco; University of Utah Cycling 54:26:00
  12. Mark Selteneich 56:06:00
  13. Sam Wolfe; Canyon Bicycles - Draper 57:57:00
  10. Jeffrey LOUDER; BMC Pro Cycling Team 1:00:54
  15. Dave Ittis 1:01:43
- Master Male 35-44**
1. Robert Chapman; Wheatland 48:20:00
  2. Peter Beland; Boston Mountain Cyclists 48:35:00
  3. Cory McNeary 49:15:00
  4. John Ittis; COLE SPORT 50:23:00
  5. Eric Martin 51:22:00
  6. Scott Martin; Jan's Mountain Outfitters 51:53:00
  7. Mike Hanseen 52:07:00
  8. Steven Fellows; Red Burro Racing 52:40:00
  9. Matthew Peterson 54:13:00
  10. Todd Holsten; Bountiful Mazda 58:39:00
  11. Shawn Haran 58:48:00
  12. Jimmy Ludlow 1:03:08
  13. Tyler Dickman; Simply Mac 1:07:33

**Junior Male 10-16**

1. Mitch Taylor; Cyclesmith 54:53:00
  2. Andrew Hale 1:03:02
  3. Ryan Westerman 1:13:42
- Citizen Male 60-99**
1. Don Hall 58:03:00
  2. Richard Rahme; UC Jackson Hole 58:40:00
  3. David Douglass 1:00:49
  4. Clarke Summers 1:07:19
  5. Phil Baldwin 1:08:27
  6. Carlton Fish 1:12:02
  7. Frank Steffy 1:16:06
  8. Randy Macdonald 1:20:39
  9. Dick Arner 1:24:12
  10. Bob Steffy 1:32:27
  11. James Piani 1:47:35
  12. Red Oelrich 2:18:45
- Citizen Male 50-59**
1. Ron Cushing 48:09:00
  2. Van Egerton 52:11:00
  3. Bruce Lyman; Maddog 52:53:00
  4. Steve Simms 53:20:00
  5. Todd Troxell 53:37:00
  6. Scott Kafesjian 53:42:00
  7. David Hilliard 54:48:00
  8. Tim Martin 55:41:00
  9. Joe Busby 56:45:00
  10. Kerry Robbin 57:14:00
  11. Earl Xaiz 57:30:00
  12. Tim Henney 58:00:00
  13. Joe Brubakra 58:21:00
  14. John Webster 58:31:00
  15. Eroy Vogler 58:58:00
- Citizen Female 50-59**
1. Lonnie Burton 1:02:42
  2. Beverly Ronnow; FFKR/SBO P/B Tour of Utah 1:04:38
  3. Mary Beacco 1:08:22
  4. Tracy Emsley 1:11:34
  5. Brenda Bass 1:12:27
  6. Jennifer Lawton 1:13:14
  7. Karen Hansen 1:24:47
  8. Mary Troell 1:26:37
  9. Garma Wheeler 1:40:54
- Citizen Male 40-49**
1. Tim White 51:29:00
  2. Rob Lang 52:51:00
  3. Brad Shelburne 53:39:00
  4. Shawn Smart 54:03:00
  5. Todd Hutchinson 55:57:00
  6. James Yee 56:34:00
  7. Scott Russell; Cuthroat Racing 56:41:00
  8. Bill Hendrickson 56:56:00
  9. Higinio Gonzalez 58:17:00
  10. Bill Townsend 58:24:00
  11. Rich Keel; Cole Sport 58:35:00
  12. Wayne Niederhauser 58:47:00
  13. Eric Simon 58:51:00
  14. Robert Stehling 59:32:00
  15. Jim Hiding 59:58:00
- Citizen Female 40-49**
1. Erika Lloyd; Canyon Bicycles of Salt Lake C 56:31:00
  2. Sheri Dunleavy; Ski Utah Cycling Team 1:01:38
  3. Connie Sliwinski 1:10:05
  4. Rhona Chambers 1:14:30
  5. Rhonda Maylett 1:14:40
  6. Paige Beals 1:15:45
  7. Kerrie Shodle 1:16:51
- Citizen Male 30-39**
1. Chuck Gibson 47:55:00
  2. Brad Pilling; Revolution/Peak Fasteners 48:56:00
  3. Brad Gilson 49:24:00
  4. Joel Trachtenberg 51:26:00
  5. Moses Fernandez 51:33:00
  6. Travis Mickelson 51:54:00
  7. Adam Jones; SBR Sports 52:05:00

**Junior Male 17-19**

1. Bryson Garbett; GarbettHomes.com 46:13:00
  2. Samuel Dearden 47:48:00
  3. Billy Mcculloch 48:59:00
  4. Patrick Marley 53:47:00
  5. Val Gibson; SBR SPORTS 54:14:00
  6. John Bischoff 54:35:00
  7. Mason Law 56:10:00
  8. Ronald Peterson 56:30:00
  9. Paul Mueller 57:29:00
  10. Corey Barbato 58:48:00
  11. Ryan Tanner 58:51:00
  12. Robby Milne 59:20:00
  13. Mike Sackley 59:36:00
  14. Matt Riding 1:00:15
  15. Brian Northrop 1:03:13
- Citizen Female 19-29**
1. Stephanie Skoreyko 54:13:00

## MOUNTAIN BIKE RACING

# Grant and Holmes Victorious at Wolverine Ridge



Pro Men riders pedal around a curve early in the Wolverine Ridge XC Mountain Bike Race Aug. 9. Rob Squire (727) of Team Devo/Binghams finished second in the Evanston race, while Alex Grant (725) of Rocky Mountain Bicycles won the race and also claimed first place in the Intermountain Cup Series.

### Story and Photos by Steve Kodak

EVANSTON, Wyo. - Alex Grant did all the pre-race calculations prior to the Aug. 9 Wolverine Ridge XC Mountain Bike Race.

Grant, 28, racing for Rocky Mountain Bicycles, led the Pro Men standings in the Intermountain Cup Series entering the 12th and final event of the season. Alex figured he could finish no worse than one spot behind Bart Gillespie to claim the 2008 series crown.

Grant made all that pre-race figuring a mute point, as he won the 28-mile Pro Men test at the 15th annual Wolverine Ridge event.

The series finale was held on a rugged, rocky course in the Uinta Mountains in northern Utah. The Wolverine Ridge layout is located about 25 miles south of Evanston, Wyo. on the Mirror Lake Scenic Byway (Highway 150).

The Aug. 9 series finale was a double points race, making the final race that much more important.

"I was in first but not by much over Bart," Grant said about his pre-race strategy. "So I think I did the math down to if Bart beat me by only one place, I could still take the series. So that's what I was hoping for.

"This one was double points, so it was extra important, a lot riding on this."

Grant won the Pro Men race with a time of 2 hours, 4 minutes and 15 seconds. Alex finished 45 seconds ahead of Rob Squires of Team Devo/Binghams, and about 90 seconds ahead of Gillespie, who was third in 2:05.44 riding for Monavie/Cannondale.

The Cup Series final standings

in the Pro Men division found Grant in first with 1,433 points. Gillespie finished second with 1,324 points. David Welsh of Team Kuhl/Scott was a distant third at 814.

At the annual post-race awards ceremony at Depot Square in Evanston, Grant talked about the tough Wolverine Ridge course. The start/finish line is 8,300 feet in elevation. The race bible lists the highest point on the course, Wolverine Trailhead, at 9,371 feet.

"It's definitely challenging," Alex said. "I think it starts at 9,000 feet or so. All courses above 9,000 feet are definitely tough. The climbs are deceptive. It doesn't seem steep, but it is, and it's pretty bumpy, too."

Most of the course is two-lane ATV and cross-country ski trails littered with an abundance of rocks and tree roots.

Grant said most of the other venues in the Cup Series aren't nearly as rocky and rugged as the Wolverine Ridge course.

"Definitely not," he said. "Even though it's mostly double track, it's definitely rougher than most other courses. The challenges are just trying to stay smooth the whole time, and save energy a little bit.

"There's that one steep climb coming up the back, that's a beast (Wolverine Trailhead). You come off a dirt road and you take a left, and you go up, and it's just granny ring. After that it's all kind of down (hill), but you don't get a lot of rest because it's rough and you've got to peddle, too."

### 'BEE'-FALLEN

Heather Holmes of Team Kenda/Titus/Hayes survived a pre-race crash to win the Pro Women 28-mile event at Wolverine Ridge.



Pro Women winner Heather Holmes (710) of Team Kenda/Titus/Hayes cruises along the Wolverine Ridge race course. Holmes finished nearly seven minutes ahead of runnerup Roxanne Toly.



Steve Holcomb (819) of Kamas, Utah, likely agreed with the signs as he finished a rugged, final climb at the Wolverine Ridge race. The 61-year-old Holcomb was fifth in the Men's 57-Plus division.

Holmes finished the two-lap circuit in 2 hours, 31 minutes and 36 seconds. Roxanne Toly of Team Jans Sport was runner-up in 2:38.13. Erica Powers (Revolution) finished third, about 40 seconds behind Toly.

Powers claimed the Pro Women Cup Series championship with 1,211 points. KC Holley of Mad Dog Cycles was second in the series with 1,116 points. Holmes finished third with 803 points and Toly fourth at 689.

At the post-race awards festivities, Holmes was experiencing a painful, swollen hand and wrist that she injured in the pre-race mishap.

"I hurt really bad - I think it hurts worst now because I stopped (riding)," Heather said.

was trying to swat it and I fell."

Heather said the fall happened about 10 minutes before the Pro Women were called to the starting line. She took off her glove, and her wrist didn't appear to be very swollen, so she decided to stay in the race.

Despite the injury, Holmes said she had a great ride over a tough course.

"I actually really liked the course," she said. "It's definitely different, because at the national races right now, we're racing between an hour-15 (minutes) to an hour-45. Today was around 2 1/2 hours or so, so it was definitely a little longer than I am used to. Sometimes those are really nice, you get a good, long ride in.

"Aspen trees were beautiful today, I loved it. You know what, when you show up and the course is beautiful, it makes it easier to race, because you're excited about being there and going through everything and seeing all the landscape."

Holmes pulled away from Powers late in the Pro Women race, thanks to Erica's struggles with tire issues.

"I think (Erica) was pretty close to me for awhile, and then she had some tire problems," Holmes said. "And then after that, I was riding with a lot of the expert men."

Powers survived the tire woes to win the Pro Women series title.

"I had to stop and put air in my tire three times," Erica said. "I lost maybe four minutes. It was a slow leak."

Powers said she was in second place in the series standings entering the final event. She competed in 11 of 12 series events in 2008, missing only the Snowbird race. KC Holley did not compete at Wolverine Ridge.

Powers enjoyed racing the Wolverine Ridge layout.

"It's a good course, I like it," Erica said. "It's tough, and the downhill's fun. I like it."

### SERIES TEAM STANDINGS

The UtahMountainBiking.com team, based in Alpine, Utah, ran away with the team title in the 2008 Intermountain Cup Series.

The Utah team had high-point totals in 10 of the 12 races for a total of 1,527 points. Revolution Peak Fasteners of Salt Lake City was second with 1,260 points, and Mad Dog Cycle's Race Team of Orem, Utah, finished third with 1,009 points.

See results on page 22.

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**ROAD RACING**

**Peterson and Welsh Capture Snowbird Hill Climb Honors**



**Above:** Women's winner Alisha Welsh. **Photo:** Carolyn Eslinger  
**Right:** Norm Bryner leads men's winner Mitchell Peterson.  
**Photo:** Joaquim Hailer. Find your photos at Zazoosh.com.

**By Jennifer Barth**

On Saturday, August 16th at 8 am under clear skies, over 400 cyclists ascended the 10-mile, 3,500-foot vertical climb up Little Cottonwood Canyon in Snowbird's 30th annual Bicycle Hill Climb.

Traditionally, the race has started at 2000 East and 9400 S. and then followed 9400 S. to Little Cottonwood Canyon on the way up to Entry 2 at Snowbird. Due to construction on 9400 South, this year's

course instead began at the Swamp Lot on Wasatch Boulevard and followed Wasatch to the mouth of the canyon, which left riders with one less hill to climb. The ride attracted cyclists of all levels to test their endurance on one of the toughest hill climbs in the nation.

Mitchell Peterson (Mona Vie/Cannondale) won the men's overall, coming in at 43:43:00. Norm Bryner (Canyon Bicycles/SLC) took second at 44:47:00. Alisha Welsh (Kuhl/Scott) took the women's number



one spot crossing the finish line at 50:26:00 followed by Inga Travis at 51:26:00.

Peterson, 21, also won the hill climb last year. "I love it because it's steep and long," he said. Peterson said he started the first hill in the lead, but then sat back with the lead pack on the first flat portion. As Peterson kept pace with the other riders, Bryner rode up and closed in on Peterson, preparing. About half-way through the race Peterson and Bryner broke away from the other riders as they battled for the number one position.

"About three miles from the fin-

ish I pulled away to the front," said Peterson.

Peterson, who just returned from the World Cup in Europe, is a Category 2 rider. He has been racing since he was 16, and trains on the Snowbird ascent often.

Welsh, 25, pulled into the lead for the women's Category 1-2-3 after the second mile. The numerous cyclists in the race made it tough to maneuver. "It was kind of crazy at first," said Welsh. This was her first time competing in this race, but she is no stranger to hill climbs. She recently won the women's Category 1-2-3 at the Sundance Hill Climb.

"I live for the hill climb," said Welsh.

**Ultra-Widomaker**

For a select bunch of goats, a mountain bike climb up to the top of the Tram followed the road race. The Ultra-Widomaker race added another 3,000 feet climb to Snowbird's Hidden Peak on top of the brutal climb up Little Cottonwood. Riders were placed by the combined times from the two climbs. Only 37 riders from the Snowbird Hill Climb competed in the Ultra-Widomaker.

Rob Squire (Devo), 18, took first place in the Ultra-Widomaker with a time of 1:49:42. Squire, who won the Junior Nationals last year in Vermont, said he was cautious for the first part of the race. He said he did not know where to go and was not familiar with the course. Squire said he saw Pete Kuennenann coming up from behind and tried to maintain a gap. When he reached the switch backs he realized he had lost the other riders. "At this point I was alone, and I knew I would win," said Squire.

A few riders exhausted from the previous race said they could not even imagine jumping on a mountain bike to start another hill climb. Jenny Moser, a citizen participant in the Snowbird Hill Climb said, "I might have entered the Ultra-Widomaker, but I'm not a good mountain biker."

Riders in the Ultra-Widomaker showed their hardcore determination and training could carry them to the top.

"This race was really tough. I don't think someone could do it unless they had been training really hard. You can't just do this on a whim," said Squire.

**See results on page 22.**

**SNOWBIRD STORY CONTEST**

**Winner of the Snowbird Hill Climb Essay Contest**

**Grand Prize Winner**

**Allez, Allez!**

Call it the x-factor, mojo, or the luck of the Irish, my best Hill Climb was my first.

Twenty-two years ago, during a sunny week in May, I moved here from Ohio. I drove across the country in a Toyota Corolla with a '78 Centurion mounted on the back. The bike was deep purple with a creaky derailleur, a tank used to haul me across Ohio State's campus while I earned a useless degree in French. When I settled in Utah, my boyfriend, Jim, who lived close to the canyons, dragged me up to Storm Mountain one day. I was dumbfounded at the grade of the hill and insisted that no one could make it up the "whole canyon" on a bike-- I was in decent shape, after all, from my Jazzercise classes and frequent Frisbee playing back in Ohio. Jim laughed as I gasped for breath at the water treatment plant and watched me turn around, riding home mad.

A few days later I oiled the chain on the Centurion and tried again; this time Little Cottonwood Canyon dished me some humble pie-- I got off the bike and walked it five or six times before turning around at Stick Rock, again calling Jim names as I spun home and took a nap. Thank

goodness I had a stubborn streak -- I inched my way farther and farther up those canyons as the summer waned, each time Jim leaning against his bike ahead, waiting for me and acting as if I were made of heavy metal. I wanted to assassinate him and his shimmering summer muscles.

By August, Jim had asked if I'd like to try a little race called the Snowbird Hill Climb. In my innocence, I agreed. I rolled into a packed Smith's parking lot that was buzzing with wiry, nervous-looking people on wind trainers. Feeling slightly self-conscious with my heavy Centurion and my rough-hewn cycling wear-- a cotton OSU tee shirt and clunky tennis shoes-- I was calm but ill prepared. I had not warmed up or stretched, I had no special drinks or energy bars, no team logo. "L'idiote", they'd have called me in French....

The race started. Jim was gone in thirty seconds. Bikes squeezed around me. Praying mantis-shaped riders flew by me in a colored blur. I was just getting adjusted.... it was oddly quiet, then the sucking sound of grunting, heavier riders coming from behind, ready to swallow me up... "God help me," I thought. The steep incline of the canyon pulled at my wheel... I committed to the race. I forced a rhythm in the creaking bike, staring stubbornly at the road

ahead. Climbing, climbing, always climbing-- toward the unreachable ski area high in the sky. Getting serious, I passed groups of mellow types and office workers, flat tire fixers and old timers. I zigzagged through the Seven Sisters and then cussed my way through Tanner's Flat. I cursed the hill, the asphalt, the lack of flat spots, Jim. The bike was doing me proud. Finally, I cleared the Maybird stretch. A stunned Jim waited at Entry Two as I pushed over the finish line in a fury... I was a mere three minutes behind him! "That means you've been slacking all this time," he quipped. I gathered my wits and tied my shoes, feeling vindicated that I was no slob from Ohio, too elated to do him harm. We waited for our times to be posted.

Still energetic, I waved my bib number to Ed Chauner who was tossing prizes. He looked over at me and called out my number-- flipping me a water bottle and socks along with a wink. As fate would have it, I placed fourth in my age group (if memory serves, my time was 1hr 6 minutes and I won a gift certificate to a jewelry store). We rode back down the canyon, the wind whipping the sides of my giddy face. I was addicted to bikes from that day forward.

In spite of sleek new bikes (from Jim, who I married), clip-in shoes, fancy jerseys, heart rate monitors,

ipods, and a better racing strategy, I've never been as fast, or as satisfied, as I was on that first Hill Climb. I attribute the magic of that climb to a combination of desperation and charm, fear and blessings, the wind at my back as I wound an old Centurion up Little Cottonwood

Canyon. And so it is that every year, I raise my water bottle to the rookie Snowbird Hill climber and hail, "bon chance, allez!"-- good luck, ride on!, and hope that the x-factor graces them.

-Connie Stiwinski

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## TOURING

## Touring in Yellowstone and Grand Teton National Parks



Above: Ashley Patterson stopping for a quick glance at the Tetons towering over her.

By Tom Diegel

National Parks in the US are always been represented a strange anachronism; the crowds, the regulations, the overdevelopment and over-commercialization juxtaposed against what even the most grizzled outdoor veterans grudgingly admit is not only some of the most beautiful terrain in the world but also some of the highest level and quality of serious outdoor pursuits, including cycling. Utah has more than its share of incredible national parks that offer world-class desert recreation, so it's sometimes easy to forget about the parks to the north that are almost the same distance from Salt Lake; Grand Teton and – the granddaddy of them all – Yellowstone as cycling destinations.

Jackson and Bozeman locals are well-aware of the three weeks in the spring when both parks have been plowed clear of snow but are not yet open to vehicles, which offers an incredible opportunity to see the parks

unencumbered by cars and crowds. After Memorial Day, however, the reputations of both parks being full-tilt traffic jams of Winnebago's and rented mini-vans likely keeps prospective cyclists out of these incredible areas. However, since we had a family reunion in Big Timber, Montana and wanted to arrive ready to turn the volume down low for a couple of days, and since the only logical route was through the two parks and up and over the Beartooth Highway, we decided to ride there and take our chances with the legendary traffic over the 4th of July weekend.

Although the views of the Tetons are practically a cliché due to the proliferation of Ansel Adams prints out there, the truth is that riding your bikes along the base of the Tetons is still a pretty amazing experience. As the Tetons give way to the more rolling green hills of Yellowstone, the natural beauty changes from vertical relief to amazing views of the huge Yellowstone lake, incredible thermal

zones, and of course – Yellowstone's primary draw – the wildlife. Yes, yes; you may say, of course that's what Teton and Yellowstone are like; we've all been there on the mandatory family vacation in the family truckster or have fond memories of Yogi Bear and Booboo. But how's the riding? In a word – it's great. It's true that a) there are very few roads, and b) the traffic gets concentrated onto those roads, but what we realized is that people on vacation typically drive pretty slowly, the speed limit in the parks is low, most of the time there's a pretty healthy shoulder with good pavement and none of the urban detritus that flats tires around here, and there are no trucks. Huge motorhomes, yes, but no big delivery trucks speeding to get to their next stop, and most of the time the motorhomes are going pretty slowly. And – contrary to the very volatile weather of April – the summer weather is pretty stable and dramatically cooler than the searing heat of Salt Lake and the parks to the south.

One of the great aspects of long rides is the ability to see the land unfold in front of you, and this point is emphasized in national parks as you realize that car occupants feel compelled to stop and get out at the scenic overlooks, but as a cyclist – being high and on the right side of the road – the whole route is one long scenic overlook. That said, there are a few highlights, such as Yellowstone Falls and the Grand Canyon overlooks that require some serious co-mingling with our fellow tourists. On one hand the crowds and types of people that make up these crowds are somewhat appalling, but – if taken with the right attitude – it can also be a fascinating look at our society. We typically don't seem to do much with what we would consider to be "Mainstream America", and if there is ever a magnet for MA, it's Jellystone. It's not something that should ever take up much of your time, but the brief glimpse you can



Above: Rolling up the Lamar valley, keeping an eye out for grizzlies and wolves.

Below: In the foothills of Montana's Beartooths, "Big Sky" meets big plains.



get in the parks is unforgettable.

One great aspect of the national parks is that they are required to keep campground spots open for hikers and cyclists. Camping "wild" near roads in the park is illegal and – considering we didn't bring any bear-proof containers and forgot cord to string our food up – ill-advised, so daily we would roll up to a campground that had a "full" sign on it and get the choicest spot there – usually somewhat separated from the rest of the cars/RV's – and have it to ourselves, for the very-reasonable price of \$5. And the campgrounds are usually situated near some pretty amazing sites that – after a long day in the saddle – are a short and nice walk.

We had been advised to wake up pre-dawn and get the bulk of our riding down in the morning, before the tounon-ghouls uncoupled their RV's from their campsites, but realistically we were on vacation like everyone else and didn't feel like busting out of bed in the dark, so we didn't bother, and it was fine. The other traffic "issue" is bear/buffalo/wolf "jams"; any time any wildlife gets near the road, traffic comes to a virtual stop, which – again – keeps the rushing cars to a minimum (the only wolf-jam we saw was due to a canine that looked suspiciously like a coyote, but anything to slow traffic...).

As we progressed north and east, there are fewer formal roadside attractions and therefore fewer cars as well. The Lamar Valley is an extraordinarily beautiful valley that is home to hundreds of wolves and bears, and because the NE corner of the park exits into the hamlet of Cooke City which itself is in the middle of nowhere, the car count dropped to one every few minutes. The NE entrance is also the gateway to the extraordinary Beartooth Highway, which climbs at a mild 4-5% grade for 25-30 miles, tops out at 11,000 feet with breathtaking views, and then plunges down even further to Red Lodge. From there, with a good

map and good sense, it's easy to find incredible roads that undulate across rolling wheat fields and ultimately lead to a very palatable frontage road adjacent to I-90 to complete a loop back towards Bozeman.

If you are looking to bust out of Salt Lake's summer heat and see some of America's most incredible terrain and don't mind a little traffic and a few humorous glimpses into what the rest of America does for Vacation, heading north for a bike tour of the parks is a worthy jaunt.

### If you go...

From Jackson WY, through the park, and out the NE corner to Cooke City is 165 miles and has generally well-spaced campgrounds and park grocery stores to resupply. Cooke City to Red Lodge is 65 miles, with one short and one very long but mellow (and gorgeous) climb to 11,000 feet over Beartooth Pass, and there are virtually no amenities in that stretch. We finished our tour by traversing back West toward Big Timber, MT (another 90+ miles) and did so on a variety of quiet and beautiful country roads; some paved and some gravel.

There are opportunities to do big loops. From Big Timber, the next valley to the west is the aptly named Paradise Valley – between the stunning Absaroka Mountains and the Bridgers – you can go back up the Yellowstone river to the park's north entrance, or Beartooth Pass can be bypassed and the equally stunning Dead Indian Pass – to Cody – can be used to loop back around to the south. There are shuttles to/from SLC to Jackson, and also from Jackson to West Yellowstone (we hitched a ride from Big Timber to Idaho Falls, where we caught a shuttle back to SLC).

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**TOURING**

**The Family that Cycles Together, is Stuck Together (At Least When on Tandems)**



The Wasmund family enters Connecticut.

By Steve Wasmund

It may not be every kid's idea of a dream summer vacation, but then it wouldn't be childhood if you didn't have to go on that dreaded family trip across the country in the station wagon. Jacob and Chelsea spent 12 days in VERY close proximity to their parents while on vacation this summer and learned that the back seat of a station wagon might not be so bad... but also wouldn't be so good, for seeing our country.

About a year ago my wife convinced me that the time was right to go on that long distance, self-contained bike trip that I'd always wanted to take. And that doing it with the kids, on two tandems, would be the way to go. Wow. I thought, "This woman is crazy". I've been a member of Adventure Cycling (www.adventurecycling.org) for years and figured that following their maps would be a great place to start. We decided on the Atlantic Coast route for its richness of history and the relatively flat terrain (or so we thought). Obviously the entire epic Bar Harbor, ME to the Key West, FL route was not possible and we also

read somewhere that there was a prevailing south wind in the summer (every little bit helps). So we decided to start with relatives who live close to the route in Fredericksburg, VA and ride north! We also soon learned that some of my wife's family was going to be gathering close to the route in Manchester, NH. The stage was set.

Months of planning ensued. This included planning vacation time, buying maps, racks, and panniers and filling in the gaps in our camping gear. While I wanted to leave some flexibility in our daily route, I also realized that I needed to have some idea what our daily mileage needed to be and where we might end up each night, so hours were spent poring over maps, both paper and online. I utilized the organization WarmShowers.org and contacted several of the hosts along the route, searched for campgrounds and laid out a general itinerary. More time was spent figuring out how to transport the bikes. I decided to use Greyhound to ship the two large bicycles and some of our gear to the station near my aunt and uncle's home. We also started hyping

the trip for the kids. Emphasizing the great shape they'd be in when school started, the extra strength they'd have for cyclocross season, all the neat things they'd get to see, the awe/pity they'd get from their classmates upon returning to school and the uniqueness of getting to see 7 different states and doing most of that traveling without relying on gas.

Well, I'm writing this story, so all of the planning and kid encouraging must have had the desired effect. After a big breakfast and hearty farewells, we rode out of my aunt and uncle's driveway in King George, VA with Amy and Jacob (13) on a white Burley Tosa and myself and Chelsea (11) on a maroon CoMotion Breve. No one really knew what to expect so spirits were adequately high. In a few miles we had to cross the Potomac River on a "no bicycles" bridge and had arranged for my uncle to shuttle us across in his truck. Across our first border, into Maryland, and we were now on our own.

We knew we wanted to get to Washington DC in the first day of riding so that we could sight see on Friday. Following the AC maps for this leg of the journey (116 miles) would make that difficult, so I had made contact with some local cyclists with the Oxon Hills Cycling Club and received directions for a shorter route through Maryland. Finding that route didn't work out, so we ended up having to bushwack our way into the city and after just a few missed turns, crossed the South Capitol St bridge and were greeted with a great late afternoon view of our nation's capital and our first destination. Realizing that camping on the Capitol lawn probably wasn't going to work, I had made arrangements for a hotel and even though we'd had a tough 60+ mile day of riding, everyone was happy to be here. We spent the next day doing the obligatory DC stuff.

Saturday morning we arose early, rolled our freakishly oversized transportation contraptions through the hotel lobby and took off on what I consider to be the true beginning of our trip, since we didn't know where we were going to sleep that night. We left downtown DC following the AC maps and riding on the Rock Creek Pkwy hike/bike trail. It was winding, bumpy and slow, but we eventually made it out of the city with the help of a friendly cyclist who escorted us to the end of the trail and then pointed out a good place to eat our first breakfast on the road. We were waiting for this... and ate lots. A long day of riding (70 miles) brought us to Reisterstown, MD where I had planned on finding a campground... but none were to be found. Nor were there any motels within several miles. We were tired, hungry and alone in a "foreign" city with no place to stay. Everything was falling apart. Amy was seriously doubting her sanity and biting her lip. The kids had lost all faith in their fearless leader. I was starting to think that this was going to be a long vacation and that I'd rather be in the back seat of a station wagon.

On a tip I'd picked up from another traveling cyclist, I kept my eyes peeled and located the local fire station. It was a volunteer house, but there was some activity inside so I knocked on the door and told the kids to put on their best 'weary traveler' look. (Actually, they already had that look, so I asked them to stand up straight and look a little more chipper, so we wouldn't get arrested for child abuse.) Lo and

behold there was an answer, our situation was explained, more curious firemen and EMTs strolled outside, and the next thing you know we had what turned out to be one of the best experiences of the entire trip. We were offered showers in the fire house (a highlight for Jacob), basement accommodations at one of the firefighter's houses, and were invited to join everyone on a trip to the local burger place. The kids' faith in me was restored, our faith in the general goodness of people was restored and we all knew this trip was going to go just fine.

The next nine days offered us an array of: amazing rural scenery; small town grocery stores; little streams to cross; big rivers to cross; a black bear sighting; 1 hail storm; 1 entire night of rain; 1 flat tire; hills much steeper and more difficult than we had counted on; tons and tons of food- from a grand Mennonite run Smorgasbord in Ephrata, PA to local diners and delis in Stanfordville, NY, to a couple fast food joints; lodging in campgrounds with no amenities in York Furnace, PA, campgrounds with every amenity in Godeffrey, NY, folks' yards and

motels (although none as inspiring as that first night); friendly greetings from almost every waitress, convenience store clerk, grocery store patron, Doritos deliveryman, fellow cyclist, etc that we ran in to; and more family together time than 5 cross country trips in a station wagon. We averaged 50+ miles per day and made it to Worcester, MA where I found a bike shop to pack the bikes, a Greyhound station to ship the bikes home, and were then picked up by the visiting family members.

I learned a vast amount about self-contained touring, and Amy and I plan on putting that knowledge to use in the future. Jacob and Chelsea learned that they're capable of enduring a lot more hardship than they thought they were, and plan on guilting us into taking them to the beach next summer. While it's still not likely their idea of the ideal summer vacation, it's definitely one that they will remember for a long time to come.



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## MECHANIC'S CORNER

### Pain in the Gears: Repairing a Bent Derailleur on the Trail

By Tom Jow

Last month while on the McKenzie River Trail in Oregon, my wife and I bashed a big rock with the rear derailleur on our tandem. True to Tom Jow form, I just yanked the derailleur out of the spokes and we continued on our way. An hour or so later, as we shifted going up a hill, the chain went over the big cog and into the spokes. Way into the spokes. In fact, in order to get the chain out I was forced to remove the wheel and chain, kicking and screaming all the way. And then last week on the Mid-Mountain trail, guess what, the chain went into the spokes again.



Above: A typical rear derailleur hanger with two bolts.

Below: A well-aligned hanger with rear derailleur adjusting screws. The low stop screw on bottom.



Upon further investigation (at home), I discovered the derailleur hanger had been bent inwards during that encounter with the rock. But when the chain goes into the spokes, the force of the chain also can bend, or even break the hanger. When this occurs on the trail, what can be done?

Nearly all modern bicycles have a replaceable derailleur hanger. This tab, which holds the derailleur, is designed to bend or break in the event of a crash, rocks or some other debris. Doing so protects the frame and rear derailleur. By removing one or two bolts, the derailleur hanger can be changed, the derailleur can be remounted and riding can continue.

Some bikes, however, do not have replaceable hangers. Or maybe you don't have a spare in your bag. What to do then? In some cases (not on aluminum frames), a steel or soft aluminum replaceable hanger can be realigned with an adjustable wrench or pliers (or at the bike shop with an alignment tool). Remove the rear wheel and with the rear derailleur still attached, place the wrench or pliers over the hanger and derailleur-mounting bolt. Gently but firmly

bend the hanger until it is as close to parallel with the centerline of the bike as possible. Sometimes, but rarely, this can be done by hand.

What? Don't have a spare hanger or the proper tools in your bag? In this case we need to keep the chain and derailleur out of the spokes. This can be done by adjusting the low stop screw (marked with an 'L') with a screwdriver. (You do have a screwdriver, don't you?) Start by placing the chain and derail-

leur under the lowest gear possible without the derailleur contacting the spokes. Then, turn the screw clockwise gently until it stops. This will limit the movement in the direction of the spokes, hopefully avoiding further complications during the rest of the ride.

In the unlucky event of a derailleur mishap, one of these techniques should get you back home or to the car. Having a spare derailleur hanger and the proper tools makes

this just slightly more inconvenient than having a flat. Me? I am going to start carrying cassette tools on the tandem.

A big thanks to Michael Dropkin for showing me that SRAM chains are easily disassembled with zero tools.

**Got a bike question? Email Tom at [1tomjow@gmail.com](mailto:1tomjow@gmail.com). He is a graduate of Barnett Bicycle Institute and a USAC Category 1 mechanic with more than 25 years in the bike industry.**

### Letter to the Editor

I just wanted to thank you for posting Cycling Utah online as PDF's. I'm in Germany right now, and it was so cool to read the race report from my student Heather Holmes and to hear that my colleague Eric Paradyak is racing the Tour of Utah!

-Richard Peterson

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