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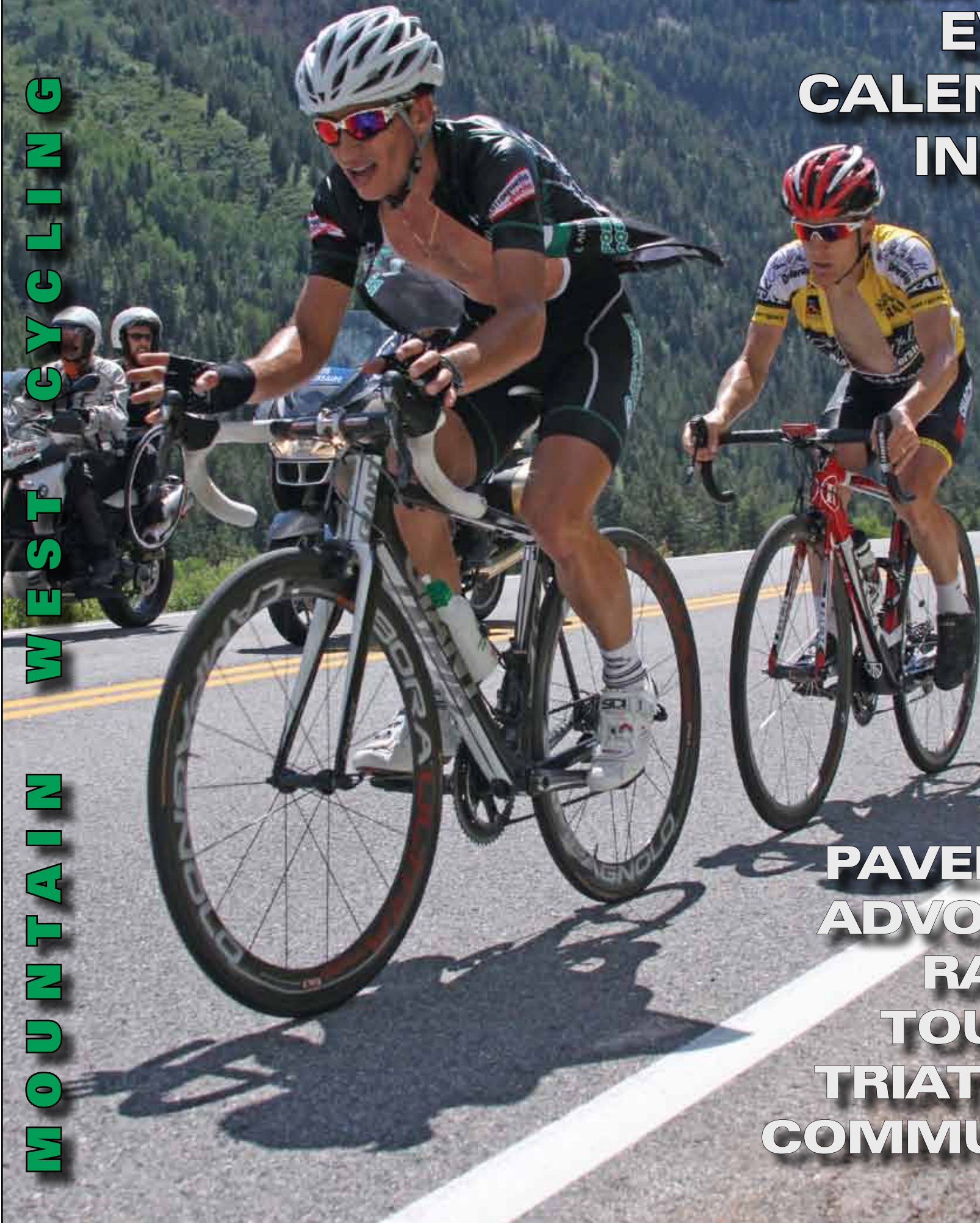
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The Ultimate Challenge

By David Ward

My plan was, upon arriving at the base of Little Cottonwood Canyon for the climb to Snowbird, to just ride on home. However, when I reached that point, my legs, though queasy, had not cramped, and the lure and bravado of completing the Ultimate Challenge was too much to resist.

I had wanted for a long time to do this ride, The Ultimate Challenge presented by UnitedHealthcare, but the demands on my time had left me extremely short on training, and particularly climbing, considering this event's 10,880 feet of vertical gain. So as the Challenge approached, I was torn. I still wanted to do it, but was certain that, after having already climbed over 7000 before even starting the final climb to Snowbird, I would be toast.

So I compromised. I would ride the Challenge, but eliminate that last major climb, opting to head home instead. So it was that on the morning of August 6, my friend Elliot and I found ourselves rolling out from the start in Kimball Junction.

It was an open start, from 6 a.m. to 7 a.m. Knowing how slow my climbing would be, Elliot and I should have been at the start right at 6 a.m. However, feeling for Elliot who had to drive in from Tooele, particularly since I collared him into doing this, I agreed to a somewhat later start, and it was nearly 6:45 a.m. when we pushed off.

It was very nippy for the first few miles. Elliot and I were each hugging ourselves for warmth and were glad to quickly come upon a few rollers to get the blood flowing. It was a refreshing ride to the first feed in Kamas. The support for this ride was excellent. Except for running short on energy drink, there was an abundance of everything else. And the signage for the route was the best I have experienced.

The first real climbing came after leaving Kamas and skirting around the left side of the Jordanelle

Reservoir. Just a leg-warmer compared to what was to come, but a precursor of how slow I would be on the climbs. We descended into Midway and made our way to the second feed located on the east end of Deer Creek reservoir.

From there, we rode around the reservoir and down Provo Canyon. About one mile before the turnoff to the Sundance Ski Resort and the Alpine Loop, Elliot had the first of two flats. After stopping for that, and cognizant of our late start, we figured we were close to being the last riders on the road.

By the turnoff to Sundance, we had logged 50 miles, half of the days total. In terms of climbing, though, we were just getting started. Elliot and I have this agreement. When we hit the climbs, we each go our own pace and whoever arrives at the top first waits. In practice, this means that Elliot always waits for me. But he is gracious, and willingly does so.

The first few miles up the Alpine Loop let me know what I was in for. It kicks up quickly, and Elliot was soon moving off around the bend and out of sight. I settled in to a nice rhythm, though, and actually felt I was doing alright.

About halfway up, however, I came upon Elliot, stalled on the road with his second flat. I wanted to keep riding, viscerally feeling it served him right for being so much faster than me. j/k as the texters say. Wanting to be certain he had no problems getting his flat fixed, I waited and helped. During this time, I was certain the last few riders did pass us.

We got started again and headed to the top, with Elliot again disappearing into the bends ahead of me. Soon, though, I was at the top where the next feed, and a nice ham and cheese sandwich and a large cookie, awaited me.

Refreshed and fattened, we began the descent. What I lose while climbing, I gain back descending. I love a fast descent and am fairly decent at it. Elliot, meanwhile, is a little tepid,

and I had quickly moved out of his sight on this long, steep and winding descent. This was the only time all day I waited for Elliot, and my only real gratification.

After reaching the bottom, we wound through Alpine and came to the next feed. It was, in truth, too soon, but I appreciated the fact they had cold Coca-Cola there, and I took the time to stock up on a supply of sugar and caffeine for the climb over Traverse Ridge. I then slogged it up this climb, again watching Elliot put time and distance on me.

After descending from Traverse Ridge into the Salt Lake Valley, we wound through South Mountain, Draper and Sandy on the way to Little Cottonwood Canyon. Tucked in here, though, is a half mile climb up Wasatch Boulevard that is a real challenge. It was here I began to feel the drain. I had been feeling quite well up to this point, and had been figuring I could make the climb to Snowbird. On this short but steep leg-bender, I began to reconsider.

I wound my way to the base of Little Cottonwood Canyon and the last feed. Elliot was again awaiting me, and I settled into a comfortable camping chair with a bottle of water and can of Coke. I was fatigued. My legs were tired, but surprisingly had not cramped. My mind said, "Go home", but my heart and my pride, always more compelling, said, "Push on!"

I have climbed a lot of the famous cols from the Tour de France. I even climbed Mont Ventoux, the toughest climb I think I have ever ridden, at

the end of the 102-mile Etape du Tour. Little Cottonwood has nothing to apologize for. It ranks right up there in difficulty. And on this day, it challenged me more than it ever had.

After pushing myself out of the camp chair and getting started, I rode the first three of the last six miles without stopping. Typically, I make it a goal to ride up this canyon without stopping. But after three miles, I was gassed. I stopped in the shade of a tree, leaned over my bike, ate some GU, downed some Coke (yes, I had filled my water bottle with Coke) and waited for my heart to stop racing.

Back on the bike, I kept going for another mile till I was headed up the Seven Sisters section. About halfway up, I had to stop again. Same routine, and I pushed onward a second time. Shortly after this, the broom wagon came by and asked how I was doing. I am too proud. "I'm fine", I said.

I was not fine. In a short distance, I hit the half mile section just before the Tanner's Flat campground. Being the toughest part of this canyon, I wondered if I could make it. I checked my speedometer, and it read under 3 mph. I was going so slow, I feared I would pull myself over with a hard push on my crank.

But I finally made it to the campground, and stopped again to recover. My head was spinning slightly. In a minute or two, I was joined by a couple of ladies with whom I had been leap-frogging, and together we gasped for air. They recovered first

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Cover: Columbia's Sergio Henao just above Tanner's Flat in Little Cottonwood Canyon on his way to winning Stage 5 of the 2011 Larry H. Miller Tour of Utah. Overall race winner and former Utah resident Levi Leipheimer is on his wheel. For a complete gallery, visit gallery.cyclingutah.com. Photo: Dave Iltis

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TOUR OF UTAH NEWS

Levi Leipheimer Wins Second Straight Larry H. Miller Tour of Utah Against Top International Field



Above: Former Utah and International Pro Cycling Star Levi Leipheimer (Radio Shack) took over the yellow jersey in the stage 3 time trial and held it to the end for his second consecutive Tour of Utah win. Photo: Dave Ittis

By Jared Eborn

Bigger, deeper, tougher and better than ever.

After jumping up to claim a spot in the UCI racing calendar the Larry H. Miller Tour of Utah delivered its best race yet with Levi Leipheimer returning to his former stomping grounds and, with the much-needed help of his Radio Shack teammates, captured his second straight overall title in the race.

Leipheimer, who followed his Tour of Utah victory with a win at the inaugural USA Pro Cycling Challenge in Colorado two weeks later, fought off relentless challenges and attacks from a surprising threat out of Colombia as the Gobernacion de Antioquia team animated the race from the very moment they hopped on their bikes.

Prologue: Utah Olympic Park

Even with the prologue being a short little race, everyone expected lots

of pain and suffering as 118 riders emptied themselves riding up the road at the Utah Olympic Park.

What people didn't expect, was to see the Colombian team Gobernacion de Antioquia assert itself so strongly.

Lead by Sergio Luis Henao, Gobernacion displayed its climbing prowess in a big way by claiming the yellow jersey and raising all sorts of eyebrows as they flew up the mountain.

"Sergio Henao won the 2km uphill prologue by a convincing margin," Leipheimer wrote on his blog. "Myself and the other World Tour teams were stunned; it was clear that we had a real race on our hands."

Henao posted the fastest time as he climbed the brutally-tough 1.25 mile hill at just 4:05. RealCyclist.com's Francisco Mancebo was second at two seconds back and Gobernacion's Oscar Sevilla rounded out the podium only five seconds off the pace.

Lurking in the background, though, were a quartet of American heavy-hitters with HTC-Highroad's Tejay Van Garderen, Radio Shack's Levi Leipheimer and Garmin-Cervelo's Tom Danielsen and Christian Vandeveld.

Gobernacion placed seven of its eight riders inside the Top 47 riders and none of the eight were more than

35 seconds back – setting the stage for what became a week of fireworks provided by the Colombians.

"We are a modest team and we are in competition with really great teams," Henao said. "But we are here to have a really great showing and we will fight every day."

Stage 1: Ogden Road Race

The three-loop course was already challenging enough with three trips up the North Ogden Pass and at 116 miles, was certain to wake up the peloton as it traveled around Pineview reservoir and down Ogden Canyon three times before hitting the start/finish line on Historic 25th Street. However, it didn't seem like it would be the deciding stage in the race – especially not with four more days of racing left on the schedule.

But when Leipheimer, Henao, Sevilla and Janez Brajkovic (Radio Shack) managed to sneak away from the peloton on the third ascent of the pass, everything changed.

With Kelly Benefit-Optum Health's Jesse Anthony in a breakaway ahead, Leipheimer looked to his side and decided to see who still had some legs after chasing an early breakaway down.

"It was just a spur of the moment attack," Leipheimer said of his accel-

eration up the North Ogden Pass the third time. "I noticed people were really hurting. So I asked myself why not try a little bit."

Leipheimer's move, which Brajkovic followed, surprised all but Henao and Sevilla.

As the foursome crested the summit, they had a sizeable lead over what was left of the peloton and charged down the hill hard. Anthony, tired after his solo attack on the early break, tucked in behind the foursome and caught his breath while expecting the peloton to regroup and chase them down after the climb.

Continued on page 14

What's on your mind? Send your feedback and letters to the editor to: dave@cyclingutah.com




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TRAILS

Three Park City Bike Trails

Above: The Rail Trail is a mix of pavement and easy rolling dirt.



Above: The Guardsman to Midway ride has great views.

By Darren Alff

An up-scale resort town nestled in the mountains 33 miles east of the state capital, Park City, Utah is the home to three world-class ski resorts, the world-famous Sundance Film Festival, hundreds of mouth-watering restaurants, awe-inspiring real estate, and more than 300 miles of scenic bicycle trails designed for beginners, intermediates and advanced cyclists alike.

Park City Cycling Route #1: The Rail Trail (Beginner)

During its heyday, Park City was once a booming mining town,

where millions of dollars worth of silver were extracted from the earth beneath the city's current ski resorts. At the time, train cars filled with ore arrived in and departed from the city on what is today refereed to as "The Rail Trail" - a paved and gravel bike path that was once the main railway line that connected Park City's tiny mining town to the rest of the world.

The Rail Trail starts in downtown Park City (near White Pine Touring) and travels northeast for approximately 30 miles to the city of Echo, where it ends at the intersection of the Union Pacific Railroad tracks, which are still in use to this day.

The Park City rail trail is an easy downhill graded bicycle path than

can be enjoyed by cyclists of all ages and skill levels. Beginning in the Prospector Square area of Park City, the paved asphalt trail is wide and smooth, fairly flat, and has a few gentle turns through magnificent aspens and maples, under which lie hundreds of tall wildflowers.

About two miles down the start of the path, the pavement turns to gravel and you'll take a slow, but gradual turn to the north. From here, you'll pass through a number of large steel cattle gates and might even see a cow, llama, or donkey along the way. Thirty minutes into your ride, you'll reach the overpass of the I-80 freeway, which makes for a good turn around location if you don't want to

ride the entire 30 miles all the way to Coalville.

For those wishing to continue however, you'll find yourself cycling next to a small stream nestled between the two divisions of the I-80. Mule deer, beaver, skunk and moose can be spotted in this region. Follow the downhill path to the northeast for another 30 minutes before reaching the tiny town of Wanship, where an old barn that contains a collection of antique carriages and other western memorabilia can be found.

The city of Wanship makes for another good turn around location for those wishing to return to Park City in a reasonable amount of time. Or you can continue on the dirt and

gravel trail for another 40 minutes or so, while cycling through flat open farmland, with big blue skies and magnificent rolling mountains off to each side, before reaching the charming little town of Coalville.

Park City Cycling Route #2: Guardsman Pass to Midway (Intermediate)

Grab your bike and head to Park City's Main Street transit center. From there, hop of the free bus to "Empire Pass" and get off at the traffic circle outside the massive Montage mountain resort. From there, continue three-quarters of the way around the traffic circle and continue up the road on your bicycle to the top of Guardsman Pass. It's a steep uphill climb for about 1.5 miles, but once you reach the top, you'll be rewarded with breathtaking views and a 15-mile downhill ride along the gravel 224 to the Swiss-inspired city of Midway.

Along the way you will be engulfed in a forest of aspen trees and treated to breathtaking views of the Heber Valley below. It's a steep downhill ride the entire way to Midway, so make sure your brakes are in good working order before attempting this particular route.

If you want to make a pit-stop along the way, be sure to check out the Midway Reservoir - a small lake located on the left-hand side of the road, about half-way down the mountain (the perfect spot for a mid-day picnic).

The downhill ride from



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Above: The Mid-Mountain Ride Trail in Park City is a classic.

Guardman Pass to Midway should only take about an hour (or slightly longer if you stop to enjoy the scenery along the way). Once you arrive in Midway, cycle past the state campground, golf course, and fairgrounds until you get to Midway's Main Street, which makes for a great location to grab lunch at one of the city's many restaurants or eat outside at one of the city's numerous public parks.

To get back to Park City you'll need to either ride back up the hill the same way you came (not recommended), ride along US 40, or have a friend in a vehicle transport you back to the city.

Park City Cycling Route #3: The Mid-Mountain Trail (Advanced)

While some cyclists like to call it the "Eight Thousand Foot Trail," its official name is the "Mid-Mountain Trail".

The Mid Mountain Trail is Park City's most famous mountain bike path, which is an awesome single-track ride that rocks up and down at the 8,000-foot elevation level and traverses more than 22 miles through the mountains above Park City.

While you certainly don't have to cycle the entire length of the Mid-Mountain Trail, you can tackle some of the larger and more interesting sections of this famous mountain biking track by taking the free bus from the

Park City transit center up to Deer Valley's Silver Lake Village. From there, ask for the "Mid-Mountain Trailhead", which is located just off to the right of the resort center.

Once you've found the start of the trail, follow the signs and slowly cycle your way across and down the mountain. Along the way, you'll be treated to some of the most breathtaking views in all of Utah. Surrounded by aspens, you'll zip along the fun and windy single-track trail, making your way through meadows of wildflowers and passing by beautiful mountain ponds.

After some time on the trail, you'll leave the Deer Valley resort area and pass into Park City Mountain Resort, where you can choose to continue on the Mid-Mountain Trail for several more miles or make your way downhill to the Park City resort center.

If you choose to continue on the Mid-Mountain Trail, you'll ride another 10 miles or so before reaching the Canyons ski resort. Here again, you'll be given the option of heading down the mountain on one of the resort's many off-shooting trails, or continuing north toward the residential area of Park City known as Pinebrook.

If you choose to ride the length of the entire Mid-Mountain Trail, be prepared to spend pretty much the entire day on the mountain. Even though the route covers only 22 total miles, the rocky, uneven terrain can be extremely strenuous and challenging. Pack lots of water, snacks, and sunscreen.

Maps are available at Park City bicycle shops and at the Chamber Visitor's Center or contact mountain-trails.org.

Darren Alff is a 6-year resident of Park City and the creator of the popular bicycle touring website - www.bicycletouringpro.com.

HIGH SCHOOL SPORTS

Utah High School Cycling League to Debut in 2012

By Dave Harward

Organized mountain bike programs in the high schools will be the latest sport to debut for Utah teenagers. The formation of the Utah High School Cycling League will be announced at Interbike on September 14th. The new mountain bike focused league will start in the fall of 2012 with an anticipated 4-race season. Volunteer coaches are already organizing clubs at schools throughout Utah.

Lori Harward will be the League Director for Utah. She has been working since February with a group of interested individuals to meet the requirements the National Interscholastic Cycling Association (NICA) has in place to start a high school cycling league.

"Utah is a great place to start a new NICA League for a number of reasons," said Matt Fritzing, the Executive Director of NICA. "The leadership of Lori Harward has been a strong driving force behind getting a league established; she has been working hard since last winter to make it happen," he continued. "She has also recruited an impressive group of coaches and volunteers."

Harward said she had thought for a while about how to get more kids involved with cycling. That thought grew in to finding out about NICA and starting the bid process to get a league.

"When we found out about NICA," said Harward, "we recognized that not only would their program get Utah kids on bikes but had great value in youth development and in impacting the entire community."

The infrastructure for risk management and coach education and licensing were also appealing.

"NICA's focus is truly on what is best for kids, which I believe comes from Matt Fritzing's teaching background. They demonstrate this care by having the vision of life-long cycling for the kids," stated Harward.

Finally, she was impressed with the 5 core principles of the organization: Inclusivity, Equality, Strong Body, Strong Mind, and Strong Character.

NICA is making a push to have cycling leagues coast to coast by 2020 and Utah is the latest to come on board. Utah joins leagues in Northern California, Southern California, Washington, Colorado, Texas and Minnesota. The current leagues served 1,100 student athletes in 2011. Fritzing expects 2,000 in 2012.

NICA was formed in 2009 out of the NorCal League in an effort to bring cycling opportunities to high school aged kids. Fritzing started a program at Berkeley High School in 2001 and it grew to the NorCal League of over 600 participants. He took the successful model to Southern California and the SoCal League started up in 2009.

Fritzing, a former math teacher at Berkeley High School, intended to start a road cycling club with kids in his class. However, they chose mountain biking. "A group of student responded to the school bulletin,

but they all wanted to ride dirt, so the Berkeley High School Mountain Bike Team was born," he explained.

NICA is a sanctioning body with a focus on high school cycling, and for now specifically mountain biking. NICA offers educational and licensing services for coaches, insurance for both coach and athlete, rules and policies, as well as fundraising services and support to name a few.

High school cycling is expected to explode across the country, according to Fritzing. "We have been blown away by the enthusiasm for high school mountain biking everywhere we go," he says. "Anytime we go to a new place, whether it be Iowa, North Carolina, or Vermont, the enthusiasm is mind blowing. It's very reassuring to me and to NICA that our model can work all over the country."

Utah local mountain bike and cyclocross star Bart Gillespie is excited that mountain biking will be an option for high schoolers. "I used to daydream about having a high school mountain biking program. I figured it would be just like crosscountry but way more fun," reminisced Gillespie.

More importantly, he noted how important it would have been to have some direction. "Having an organized program would have been huge for development," Gillespie noted. "I had tons of enthusiasm and needed someone to reel me in a little. Teach me the importance of rest and help me develop some patience."

Gillespie plans to be a coach at Olympus High School and he hopes to have an impact on the kids who join the club. He said he hopes to pass along his love for cycling. When asked he said he wants the kids to learn, "a passion for exercising outdoors and exercising for life, how to be prepared, and how to shred!"

As a Physical Therapist, Gillespie knows the importance of healthy living. That's another reason he wants to be involved at the high school level. He mentioned the amount of chronic health problems related to a lifestyle without exercise.

"The human body was designed for massive amounts of physical work and only thrives if it gets it," explained Gillespie. "Because we enjoy the luxury of an automated world we need to find fun ways to provide the body with that work. Our recreation needs to be physical and cycling is the perfect lifestyle sport!"

The Utah League needs community support according to Harward. There are many ways to help from volunteering at the events, coaching at your local high school, helping with fundraising or becoming a sponsor. For more information contact Lori at lori@utahmtb.org or visit utahmtb.org.

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COMMUTER COLUMN

Sheldon Smith Sets an Example



Sheldon Smith rides in skorts and finds that drivers pay more attention.

By Ashley Patterson

Sheldon Smith's job involves encouraging people to exercise. As the Clinical Research Coordinator at the Skeletal Muscle, Exercise Research Facility Lab in Research Park at the University of Utah, Sheldon wants all of us to incorporate exercise into our daily lives. In order to set an example for her patients and co-workers, she rides her bike to work 2-3 times per week year round.

Like many people, Sheldon's life is busy and she rides her bike to work in order to sneak some exercise in during the week. Her commute is about three miles each way from her house near Highland High up to the University. She laments the lack of bike accommodations for cyclists in Research Park. "There's not a shower available in my building for commuters to use and bike lanes in Research Park are pretty scarce," but she perseveres because she loves saving money on gas and the increased mobility of a bicycle versus a car in the University region. "I can get home faster on my bike than in my car and the parking situation is challenging at the University.

As a University employee, I also get a free transit pass but have to pay for parking, so it's encouragement to ride."

While facilities in Research Park may be lacking, Sheldon is grateful to Salt Lake City for the increase in bike lanes over the past few years. She feels safe on her bike in most areas around the City due to the large number of cyclists in the area and the increased focus on bikes over the past decade or so. She credits a couple of women friends with getting her on her bike originally and now it has become a habit. "More racks, bike lanes and "Share the Road" signs are popping up all over. I see more commuters than when I started commuting about 8 years ago and it makes me feel great. I love the sense of a growing cycling community in this city."

Sheldon brings a clean shirt to work to change into when she arrives. She has embraced "skorts" the past couple of years as she's noticed many drivers slow down a bit and definitely notice her when she's wearing a skort. "People pay attention to you when you have a

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PRODUCT REVIEW

Mirrors: What You Need to Know



Above: The Urbie mirror. Right: Mirrycle mirror.
Below left: Sprintech mirror.
Below right: Blackburn road mirror.

By Lou Melini

The first mirror that I ever had was metal and it curved to fit the back of my hand. Extending from this was a round mirror also encased in metal. Across the palm of my hand was an elastic strap. With a simple flick of my hand and a quick glance, I had a very good view of what was behind me. I used this mirror when I rode across the United States in 1975.

By the time I moved to Utah in 1979, mirrors were beginning to become unfashionable. Even for commuters mirrors were determined to be unnecessary. John Forester said



mirror.

In the late 1990's as I approached 50, I found myself less able to turn and look behind me. In addition, I decided that when commuting home in the dark during a snowstorm it was not the time to turn and look to see if what I was hearing was a car coming too close to me. So I put a handlebar mirror on my commuter and found it an essential addition to my bike. Over the course of several years, each

in his book, *Effective Cycling*, that "cyclists spend more time looking behind them when they should be focusing on what's ahead". The elastic strap broke so I stopped using my

of my bikes acquired mirrors except for my mountain bike.

There are a surprisingly large number of mirrors to choose from. You can mount mirrors on your han-

skirt on and are riding a bike. They stop. They slow down." This could be the best safety tip I've heard all year!

Sheldon also rides recreationally, both on roads and trails, and feels that helps her to feel comfortable commuting. She feels it is important to be predictable, visible, to follow traffic laws and to use hand signals. "I try to act like I'm driving a car when riding my bike," she says.

When asked if she gets on her soapbox to encourage her co-workers and patients to adopt a bike commuting habit, Sheldon replies, "I try to set an example but I don't feel comfortable telling people what they should do. I just know it really works for me."

So keep your eyes peeled for a skort-clad woman peddling up to Research Park and give her a little extra room when you see her!

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

dlebars, on the endplugs of your handlebars, on the brake lever, on the frame of your sunglasses, on the inside lens of your sunglasses and finally, on your helmet. Each of these positions has pros and cons as you can imagine. I primarily have experience with handlebar mirrors so that is what I am going to review. I tried a mirror on my sunglasses and I felt like a bird looking for a worm with my head bobbing to get a good glance in the mirror. I have not used a mirror attached to my helmet. You may want to try looking at Darren Alff's helmet and eyeglass mirror review at Biketouringpro.com though his review is primarily a promotion for mirrors by Cycleaware.



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<http://bicycletouringpro.com/blog/4-more-things-you-should-know-about-selecting-a-bicycle-mirror/>

For another opinion of helmet and eyeglass mirrors checkout: <http://anadventurecalledbicycling.blogspot.com/2010/02/bike-mirror-review.html>. It is different than Darren's review.

There are some considerations when choosing a handlebar mirror. Your handlebars (flat vs. drop style) may determine what mirror you require. You may need a different mirror if you are touring and have a tent or large stuff sack strapped to your rear rack as such items will block your view. You may also want to consider the size of the mirror in your choice. Generally all of the mirrors are stable, though some require a little more frequent adjustments.

For flat bars, your only real choice is a mirror that fits into the endplug of the handle bar, though the UltraLight Bike Mirror can clamp to a flat bar. I've used mirrors from Blackburn, Mirrycle (Mountain Mirrycle), CatEye and most recently the Urbie (from Cycleaware). Just for disclosure, I personally purchased all of these mirrors except for the Urbie that was sent to me for this article. In addition I have used each of these mirrors for at least 4 months and some for more than 2 years.

On my touring bike with drop style handlebars I have used mirrors that attach to the handlebar by Blackburn and The Ultralight Bike Mirror from D+D Oberlauda (Germany). I have also used the same mirror by Mirrycle on on the endplug of my drop bars while touring. I have not used the Mirrycle road mirror that attaches to the brake for Shimano STI levers but given that all of my bikes are Campagnolo equipped, I may have my wife try out this mirror. (A review by anadventurecalledbicycling.blogspot.com said this mirror "rattles like mad AHHH!") And finally I have mirrors that fit into the end plugs of my road bikes by Sprintech and the Italian Road Bike Mirror.

Given that I commute in daylight, at night and in all types of weather, I find that a large surface mirror works best on my commuter bike. When I bike tour, I may ride in rain, but never in the dark. So for touring my main consideration is a mirror that allows me to see past what is strapped to my rack. On my road bike, I may occasionally ride in rain or snow, so a fashionably small mirror becomes my choice.

One of the bigger problems with mirrors that extend out from handlebars is that they tend to get whacked. Also bikes may fall over, breaking your mirror, though this is more likely on mirrors that are more stable and have less give. The Mountain Mirrycle mirror needs the least adjusting in my experience. I have cracked the mirror due to my bike falling, though not damaged enough to make it dysfunctional. That took years of riding in inclement weather before the mounting bolts broke and I tossed it out. The Urbie is also stable but needs a wee bit more readjusting than the Mirrycle mirror. Both use a hex wrench to tighten the mirror. The Urbie also has the ability to "instantly flip down and out of the way" but I haven't seen a need for this function. The Mirrycle mirror is a 3 inch round mirror while the Urbie is an oval of 3 X 2 inches. I also liked the CatEye mirror that also had a large surface area. This mirror broke after 2 years of use. This mirror may have a reputation for breaking given the reviews of it at REI.

<http://www.rei.com/product/683206/cateye-bm-500-mtb-mirror>. All but one of the 7 reviews liked the CatEye mirror. Overall, I like the Mirrycle, CatEye and Urbie mirrors. I have a slight bias for the Mirrycle mirror but the Urbie has also been a good mirror. The CatEye is also good so that your choice may depend on price and availability. The Urbie is sold by CycleAware (www.cycleaware.com) a company that seems to have the largest variety of mirrors for handlebars, helmets and glasses.

The Blackburn mirrors that I have used need the most adjusting. The handlebar endcap mirror has a plastic tightening device that I can't seem to tighten enough. The road mirror comes with a Velcro strap. I added a second strap to help with stability. The road mirror I use for touring as it seems to work best for looking past what is strapped on the back of my bike. I've needed to put spacers in the Mirrycle mirror to see past my panniers when touring so that has worked out well after the alteration. In general I need to state that I need to shift whatever is strapped on my rear rack to the right to help make my touring bike mirrors more functional.

Perhaps I need the mirror I saw in Germany with what looked like an 18 inch mounting arm!

Although "An Adventure Called Bicycling: Bike Mirror review" called The UltraLight Bike Mirror "the best bike mirror in the world", I am not so sure (<http://anadventurecalledbicycling.blogspot.com/2010/02/bike-mirror-review.html>). Overall this blog is a good place to look at his point of view regarding mirrors. The UltraLight mirror clamps to a handlebar by a "hose clamp" mechanism. As the advertising states, it can be mounted to any handlebar. However the arm of the mirror is a bit short for touring so I had to insert a cork to extend the mirror out for better visualization past my tent mounted on the rear rack. It is a stable mirror. My biggest annoyance is the shape of the mirror. It has a parabolic shape for a wide angle view, but it makes what you are looking at seem further away. Many times while bike touring I thought Julie was drifting back. I would then slow down only to find out she was closer to my rear wheel than I thought. The same problem came up when I commute with this mirror with cars. I can only use the

mirror to determine that something is behind me, but not how far.

For my road bike I initially purchased the Italian Roadbike Mirror from Aspire Velo. www.aspirevelotech.com. This is a very small, nearly unnoticed mirror on the end of your handlebar. Set-up can be a problem. First set the mirror with some electrical tape. Then check the position. Then wrap your bar tape over the mounting straps. If you don't get it perfect, you will be twisting the mirror to make it more functional. Service is good from Aspire Velo as I once had the mirror pop off and break so Mike at Aspire Velo sent me a new unit. When my hands are on the top of the handlebars the mirror is blocked unless my hands are near the stem. I have also used the Sprintech mirror for quite awhile. The Sprintech mirror is easier to install. It simply installs into the end of your handlebar and the mirror pops into the endcap via a ball-and-socket. It is a little larger than the Italian model and allows a little better visualization with my hands on the top of the bar. It is not as stable as the Italian mirror, but not so unstable to make it annoying. The Sprintech

model can be found at many bike shops.

There is a very similar mirror called the Road Mirror is sold by CycleAware. I just installed the Road Mirror on my cyclocross bike that has a larger diameter handlebar than the rest of my bikes. It installs with a ball-and-socket like the Sprintech. However it immediately flopped into an unusable position with each bump so I had to use tape to stabilize the mirror. Perhaps it works better on narrower bar or perhaps I should return it to the bike shop.

From a functional and safety point of view, I think mirrors have a place. I strongly disagree with John Forester's opinion on mirrors. I have yet to meet someone that rides with a mirror that doesn't regret the decision. The only reason people seem to not use a mirror is style and I've seen lots of examples of style trumping good sense. I have also heard a lot of anecdotal stories of how mirrors have assisted someone in avoiding an accident or close call, including my own story. Now I only wish I still had that mirror from 1975, or at least a plastic version of it!



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RACE RESULTS



2nd Annual Basin Bash XC, Intermountain Cup, Snowbasin, Utah, July 30, 2011

- 12 & Under
1. Bryn M Bingham; DNA Cycling 0:38:44
2. Jack Youngblood 0:48:10
3. Dylan Payne; UtahMountainBiking.com 1:30:16
4. Luke Weil; Roosters 0:52:03
5. Brock Fryer 0:54:13

- 9 & Under
1. Britton Dexter; LHM/Timpanogos Cyclery 0:07:52
2. Lauren Bingham; DNA Cycling 0:07:53
3. Maggie Youngblood 0:09:29
4. Coleman Cowan; UtahMountainBiking.com 0:10:05
5. Jacey Messer; UtahMountainBiking.com 0:11:51

- Beg Men 19-29
1. Michael Turner 0:52:06
2. Ben Brown; Mad Dog Cycles 1:01:10
3. Matt Wilson; Rock 1:04:29
4. Adam Roberts; Roberts Chiropractic 1:08:20
5. Mark Petersen 1:12:42

- Beg Men 30-39
1. Andrew Rinaldo 0:56:40
2. Richard Harris; Mad Dog Cycles 0:57:43
3. Brian Blumer; Mad Dog 0:59:08
4. Ryan Roberts 1:08:43
5. Christian Burrell; UtahMountainBiking.com 1:13:23

- Beg Men 40+
1. James Rees; Mad Dog Cycles 0:59:21
2. Wade Tischer 1:03:07
3. Greg Soper; UtahMountainBiking.com 1:04:15
4. Mike Turner 1:04:46
5. Edward(Bam) Lopez; MacInPlace 1:05:05

- Beginner 13-15
1. Sean Letendre; Roosters/Bikers Edge 1:20:03
2. Harrison Woodard; Bike Fix 1:25:33
3. Garrett Clawson; Roosters/Bikers Edge 1:37:04
4. Lia Westermann; Revolution/Peak Fasteners 1:42:47
5. Shawn Nielsen; UtahMountainBiking.com 2:00:53

- Beginner 16-18
1. Michael(Kale) Lopez; MacInPlace 1:05:15

- Beginner Women
1. Rachel Hutchings; UtahMountainBiking.com 1:15:58
2. Jessica Walker; Mad Dog Cycles 1:26:22
3. Greg Johnson; Mad Dog Cycles 0:58:20
4. Richard Ewell; UtahMountainBiking.com 1:05:40
5. Ryan Payne; UtahMountainBiking.com 1:12:03

- Exp Men 19-29
1. Chad B. Wassmer; Cole Sport 2:23:35
2. Reed Abbott; Mad Dog Cycles 2:24:51
3. Aaron Haggge; Skyline Cycle 2:28:45
4. Jake Carroll; Bike Fix 2:31:33
5. Kevin Moffitt; Mad Dog Cycles 2:31:43

- Exp Men 40+
1. Bob Saffell; Revolution/Peak Fasteners 2:23:47
2. Jason Sparks; UtahMountainBiking.com 2:23:50
3. Chris Bingham; DNA Cycling 2:24:27
4. Michael C. Engberson; UtahMountainBiking.com 2:32:40
5. Mark Messer; Utah Mountain Biking 2:34:59

- Expert Women
1. Heather Clarke; Mad Dog Cycles 1:55:29
2. Ellen Guthrie; Revolution/Peak Fasteners 1:59:27

- Men 50+
1. Mike Payan; Simply Mac 1:42:43
2. Dwight Hibdon; Mad Dog Cycles 1:43:27
3. Jay Griffin; UtahMountainBiking.com 1:44:38

- Jody Bailey; Mad Dog Cycles 1:48:59
5. Jeff Kingsford; UtahMountainBiking.com 1:50:45

- Men 57+
1. Joel Quinn; UtahMountainBiking.com 1:28:15
2. Craig D. Williams; Mad Dog Cycles 1:28:45
3. Bruce R. Argyle; UtahMountainBiking.com 1:30:16
4. Dennis McCormick; Wild Rose 1:35:10
5. Gene Poncelet; UtahMountainBiking.com 1:45:24

- Pro Men
1. Nick Fisher; Roosters/Bikers Edge 2:34:51
2. Keegan Swenson; Whole Athlete Specialized 2:35:18
3. Chris Holley; Trek 29er Crew/Mad Dog 2:40:34
4. Kevin Day; Kuhl 2:42:49
5. Jake M. Pantone; Roosters 2:43:01

- Pro Women
1. Sarah Kaufmann; Elete Electrolytes 2:12:49
2. Kelsey Bingham; Team Jamis 2:13:35
3. KC Holley; Trek 29er Crew/Mad Dog 2:16:33
4. Erica Tingey; Jans/White Pine Touring 2:18:12
5. Teresa Eggertsen-Cooke; X-Men 2:37:45

- Single Speed
1. Daniel Tizard; Adobe/ Salt Cycling 2:05:54
2. Jason Steel; The Bike Fix 2:14:34
3. Brad A. Mullen; Mad Dog Cycles 2:39:41

- Sport Women
1. Tiffany Martin; Mad Dog Race Team 2:03:58
2. Nicole Tittensor; Revolution/Blaine Nielsen TRK 2:05:24
3. Jennifer Hodnett; Mad Dog Cycles 2:07:42
4. Cat Kalwies; UtahMountainBiking.com 2:28:03
5. Colleen Tvorik; UtahMountainBiking.com 2:28:04

- Sport/Expert 13-15
1. Anders Johnson; Autoliv 1:28:59
2. Tyler Mullins; Racer's Cycle Service 1:33:23
3. Brayden Nielsen; Bike Fix 1:33:50
4. Joshua Peterson; Bike Fix 1:43:10
5. Adam Lee; UtahMountainBiking.com 2:39:11

- Sport/Expert 16-18
1. Zachary Peterson; Bike Fix 1:36:41
2. Sam Weil; Roosters 1:37:21
3. Merrick Taylor; KUHL 1:46:37
4. Matthew Turner 1:52:46
5. Ryan Westermann; Revolution Racing 2:00:38

- Spt Men 19-29
1. Lance Nelson; Mad Dog Race Team 1:42:02
2. Bryson Deppe; Bountiful Cycle 1:42:35
3. Nima Mahak; Mr. Marsh 1:52:43
4. Darren L. Striland; UtahMountainBiking.com 1:59:12

- Spt Men 30-34
1. Jared Millington; Skyline Cycles 1:41:26
2. Seth Hejny 1:43:20
3. Austin Scott; Simply Mac Racing 1:46:25
4. Jacob Case; Bountiful Bicycle 1:50:16
5. Dan Hutchings; UtahMountainBiking.com 2:07:03

- Spt Men 35-39
1. Ray Warner; RMCC 1:40:51
2. John Malloy 1:45:49
3. Warren Worsley; Cole Sport 1:56:08
4. Kyle Smith; Krank Munky 1:57:42
5. Cameron Peterson; Joyride 1:58:54

- Spt Men 40+
1. Eric Dupuis; SLC Bike Co. 1:40:21
2. Keith K. Payne; Mad Dog Cycles 1:44:58
3. Paul Lastayo 1:49:21
4. Don Stokes 1:49:22
5. Corbin Young; Skyline Cycle/Underground 1:53:45

- Women 35+
1. Bonnie Schreck; Revolution/Peak Fasteners 1:06:52
2. Irene Ott; Revolution/Peak Fasteners 1:07:42
3. Dorothy Gibson; Mad Dog 1:10:38
4. Sally Reynolds; UtahMountainBiking.com 1:14:33
5. Heather Richerson 1:23:43

Hurt in the Dirt, Ogden, Utah, August 20, 2011

- Female Individual
1. Kelsy BINGHAM 02:53:27.7
2. Sarah BLUE 02:55:23.5
3. Cori PAGE 03:20:08.9
4. Karen HOLMES 03:23:17.7
5. Donna TILLEY 03:25:00.2
6. Kim TRUPP 03:25:46.9
7. Deborah BALTAGLIA 03:39:22.0
8. Chrissy PHELPS 03:47:27.4
9. Christy MCFARLAND 03:54:11.5
10. Sylvia DANIELS 03:55:24.0

- Female Roster - 2 Person Relay Team
1. TEAMEGANDJENN: Meg Krusemark, Jenn Tresscott 02:51:01.5
2. BIKE FIX CHICKS: Jan Holding, Jenny Odle 03:05:34.5
3. HONEY BADGERS: Dorothy Dean, Ashley Nilsen 03:20:39.6
4. DEPENDS: Kerry Egbert, Becky Stack 03:44:33.6
5. 40+ & STILL LOOKING GOOD: Alicia Kirkman, Lori Smith 03:46:42.2
6. BAIRSAMOVIN: Brandy Bair, Jeremy Bair 03:57:56.8

- Female Roster - 4 Person Relay Team
1. FANTASTIC FOUR: Jennica Roberts, April Blakeley, Angie Mclean, Amanda Hadlock 03:53:19.3
2. NICK FISHER 02:20:10.9
3. WESTON WOODWARD 02:29:18.2
3. SAM WEIL 02:36:49.5
4. CODY DRAPER 02:37:13.8
5. JAKE CARROLL 02:39:13.8
6. MATT MALAN 02:41:36.9
7. CONNOR LETENDRE 02:49:14.6
8. TODD WINNER 02:50:28.7
9. AARON ANDERSON 02:53:11.7
10. SPENCER ANDERSON 02:53:11.8

- Female Roster - 2 Person Relay Team
1. ROOSTERS SENIORS: Peter Butttschardt, Steve Kirkland 02:26:30.5
2. THE DUJES: Paul Duke, Riley Duke 02:56:25.3
3. MATT BELL, BRAD BEUS 02:56:30.4
4. TRAILMONGERS: John Petersen, Mark Hayes 03:03:14.9
5. HURT SO GOOD: Ryan Rich, Josh Olson 03:05:07.1
6. LOS LOCOS Joshua Pellegrin, Justin Sampson 03:09:15.1
7. I HATE JAKE: Tyler Bass, David Johnson 03:10:30.1
8. BENDAMA: Josh Benson, Critt Aardema 03:11:52.6
9. PLEDGER: Jeff Pledger, Anthony Bricker 03:17:55.3
10. DENTISTRY FOR CHILDREN: Erik Rooklidge, Chris Armstrong 03:22:01.1

- Mixed Roster - 2 Person Relay Team
1. ROOSTERS/BIKERS EDGE: Chad Davis, Sarah Long 02:10:58.6
2. ROOSTERS HOT POTATO: Emily Pontius, Brent Pontius 02:27:42.2
3. SLICE O BACON: Eric Jones, Sue Jones 02:29:41.7
4. THE FOSSINATORS: Mary Foss, Taylor Foss 02:34:48.5
5. TEAM EPIC: Emily Kirkham, Jared Kirkham 02:40:59.2
6. HILL-PAYNE: Jennie Payne, Bruce Hill 02:44:12.4
7. THE UTAH TYSONS: David Tyson, Rochelle Tyson 02:55:00.3
8. MCLUEDO: Cameron McLeod, Kelly Schmuclod 02:55:15.7
9. TEAM BOSGIETIER: Maresha Bosgieter, Leana Bosgieter 03:07:34.1
10. WASATCH CIVIL ENGINEER: Mark Miller, Karen Miller 03:10:58.4

- Mixed Roster - 4 Person Relay Team
1. HEATSHRINK.COM: Brett Terry, Lonny Gould, Shane Burroungs, Jessica Meents 03:06:27.4
2. HERE FOR THE MONEY: Brandi Pinder, Patrick Hald, Joel Preston, Matt Wytjewski 03:12:33.1
3. USAPERU JUST FOR FUN: Zachary Campbell, Wayne Neumeyer, Daren Hill, Tatiana Campbell 03:19:39.0
4. THE JUGGERNAUTS: Shannon Simmons, Benton Blake, Amy Karpowitz, Sheldon Roberts 03:35:09.8
5. SYNAGOGUE OF THE HOLY MOUNTAIN BIKE: Lori Daniels, Tom Daniels, Suzanne Vincent, Darin Vincent 03:35:19.9

- Male Individual
1. Nick FISHER 02:20:10.9
2. Weston WOODWARD 02:29:18.2
3. Sam WEIL 02:36:49.5
4. Cody DRAPER 02:37:13.8
5. Jake CARROLL 02:39:13.8
6. Matt MALAN 02:41:36.9
7. Connor LETENDRE 02:49:14.6
8. Todd WINNER 02:50:28.7
9. Aaron ANDERSON 02:53:11.7
10. Spencer ANDERSON 02:53:11.8

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10. WASATCH CIVIL ENGINEER: Mark Miller, Karen Miller 03:10:58.4

- Mixed Roster - 4 Person Relay Team
1. HEATSHRINK.COM: Brett Terry, Lonny Gould, Shane Burroungs, Jessica Meents 03:06:27.4
2. HERE FOR THE MONEY: Brandi Pinder, Patrick Hald, Joel Preston, Matt Wytjewski 03:12:33.1
3. USAPERU JUST FOR FUN: Zachary Campbell, Wayne Neumeyer, Daren Hill, Tatiana Campbell 03:19:39.0
4. THE JUGGERNAUTS: Shannon Simmons, Benton Blake, Amy Karpowitz, Sheldon Roberts 03:35:09.8
5. SYNAGOGUE OF THE HOLY MOUNTAIN BIKE: Lori Daniels, Tom Daniels, Suzanne Vincent, Darin Vincent 03:35:19.9

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3. MATT BELL, BRAD BEUS 02:56:30.4
4. TRAILMONGERS: John Petersen, Mark Hayes 03:03:14.9
5. HURT SO GOOD: Ryan Rich, Josh Olson 03:05:07.1
6. LOS LOCOS Joshua Pellegrin, Justin Sampson 03:09:15.1
7. I HATE JAKE: Tyler Bass, David Johnson 03:10:30.1
8. BENDAMA: Josh Benson, Critt Aardema 03:11:52.6
9. PLEDGER: Jeff Pledger, Anthony Bricker 03:17:55.3
10. DENTISTRY FOR CHILDREN: Erik Rooklidge, Chris Armstrong 03:22:01.1

- Mixed Roster - 2 Person Relay Team
1. ROOSTERS/BIKERS EDGE: Chad Davis, Sarah Long 02:10:58.6
2. ROOSTERS HOT POTATO: Emily Pontius, Brent Pontius 02:27:42.2
3. SLICE O BACON: Eric Jones, Sue Jones 02:29:41.7
4. THE FOSSINATORS: Mary Foss, Taylor Foss 02:34:48.5
5. TEAM EPIC: Emily Kirkham, Jared Kirkham 02:40:59.2
6. HILL-PAYNE: Jennie Payne, Bruce Hill 02:44:12.4
7. THE UTAH TYSONS: David Tyson, Rochelle Tyson 02:55:00.3
8. MCLUEDO: Cameron McLeod, Kelly Schmuclod 02:55:15.7
9. TEAM BOSGIETIER: Maresha Bosgieter, Leana Bosgieter 03:07:34.1
10. WASATCH CIVIL ENGINEER: Mark Miller, Karen Miller 03:10:58.4

- Mixed Roster - 4 Person Relay Team
1. HEATSHRINK.COM: Brett Terry, Lonny Gould, Shane Burroungs, Jessica Meents 03:06:27.4
2. HERE FOR THE MONEY: Brandi Pinder, Patrick Hald, Joel Preston, Matt Wytjewski 03:12:33.1
3. USAPERU JUST FOR FUN: Zachary Campbell, Wayne Neumeyer, Daren Hill, Tatiana Campbell 03:19:39.0
4. THE JUGGERNAUTS: Shannon Simmons, Benton Blake, Amy Karpowitz, Sheldon Roberts 03:35:09.8
5. SYNAGOGUE OF THE HOLY MOUNTAIN BIKE: Lori Daniels, Tom Daniels, Suzanne Vincent, Darin Vincent 03:35:19.9

- 50k F25-34
1,103, Jessica RIDD, KAYSVILLE UT, 04:15:43.82
2,105, Kera ERICKSON, EDEN UT, 04:17:57.30
3,107, Liz DEAN, SANDY UT, 04:21:18.56
4,108, Inza REHLEN, SANDY UT, 04:34:45.73
5,112, Emily WITMAN, OGDEN UT, 04:40:33.78

- 50k F35-44
1,77, Suzanne SCHROADER, SALT LAKE CITY UT, 03:47:26.33
2,90, Karen HOLMES, OGDEN UT, 04:00:33.04
3,93, Brandi HAMMON, EDEN UT, 04:05:20.32
4,116, Cristine TUTTLE, SALT LAKE CITY UT, 05:10:38.79

- 50k F45-54
1,81, Cheryl KRUSKO, SALT LAKE CITY UT, 03:51:49.47

- 50k M11-14
1,69, Anders JOHNSON, HUNTSVILLE UT, 03:40:38.52
2,91, Josh PETERSON, BOUNTIFUL UT, 04:04:12.22
3,126, Dylan PAYNE, PLEASANT GROVE UT, 07:07:59.83

- 50k M15-24
1,22, Paul DAVIS, SANDY UT, 03:12:29.11
2,23, Mckay HUNT, NORTH OGDEN UT, 03:12:59.72
3,30, Ryan TOTMAN, OGDEN UT, 03:17:28.18
4,46, Shad BURNHAM, OGDEN UT, 03:27:38.25
5,47, Travis RHODE, LAYTON UT, 03:28:18.19

- 50k M25-34
1,8, Jake CARROLL, FARMINGTON UT, 02:56:57.89
4,53, Rebecca RUSCH, SPECIALIZED, 08:37:24.7
5,62, Jennifer SMITH, ALPINE ORTHOPAEDICS/ SRAM/ BREEZER, 08:46:43.7

- Open Male
1,1, Alex GRANT, CANNONDALE, 06:48:58.6
2,2, Tinker JUAREZ, CANNONDALE, 07:01:00.4
3,3, Josh TOSTADO, BACH BUILDERS, 07:02:26.4
4,4, Bryson PERRY, LIFETIME FITNESS, 07:08:16.4
5,5, Gary SMITH, HAMMER, 07:18:21.3

- Singlespeed Open
1,25, Michael SHANE, CLUB RIDE APPAREL, 08:06:52.4
2,26, Corey LARRABEE, REVOLUTION, 08:07:31.1
3,35, AJ LINNELL, PEAKED SPORTS, 08:18:40.6
4,41, Steve WASSUMUND, CUTTHROAT RACING, 08:25:58.8
5,44, Greg MARTIN, CLUB RIDE, 08:28:48.3

- 50k M35-44
1,7, Christopher PETERS, PARK CITY UT, 02:55:24.62
2,13, Michael DUNN, HUNTSVILLE UT, 03:04:22.83
3,19, Gardner BROWN, KAYSVILLE UT, 03:11:08.80
4,20, Gary WEXLUK, HERRIMAN UT, 03:11:50.13
5,21, Mike HORNE, CLINTON UT, 03:12:24.08

- 50k M45-54
1,14, Mike JAGGER, OGDEN UT, 03:04:50.53
2,15, Rob ROWLEY, KAYSVILLE UT, 03:05:30.28
3,41, Michael FUNK, LAYTON UT, 03:25:15.57
4,42, Jon ARGYLE, KAYSVILLE UT, 03:25:23.45
5,44, Jay MEYER, SYRACUSE UT, 03:26:36.21

- 50k M55-64
1,17, Dwight HIBDON, PARK CITY UT, 03:07:28.96
2,25, James BRADSHAW, LYMAN WY, 03:13:49.86
3,35, Craig WILLIAMS, PARK CITY UT, 03:20:41.08

- 50k M65+
1,36, Jim WESTENSKOW, OGDEN UT, 03:20:30.37
2,39, Joel QUINN, SOUTH JORDAN UT, 02:46:06.68
3,97, Gene PONCELET, NORTH OGDEN UT, 04:11:03.86

- 50k Male Overall
1,1, Aaron HAGGE, OGDEN UT, 02:49:12.64
2,2, Sam SWETSER, PARK CITY UT, 02:52:17.22
3,3, Aaron CAMPBELL, FARMINGTON UT, 02:53:09.32
4,4, Zach PETERSON, BOUNTIFUL UT, 02:53:20.54
5,5, Nate SHEEHAN, SLC UT, 02:54:25.77

- 50k Overall Female
1,16, Erica TINGEY, SALT LAKE CITY UT, 03:06:50.31
2,18, Jessica ARBOGAST, SALT LAKE CITY UT, 03:07:59.84
3,55, Brigette FELT, HYDE PARK UT, 03:32:54.91
4,64, Amy ARIOLA, PARK CITY UT, 03:36:13.83
5,70, Jennifer RITTER, SALT LAKE CITY UT, 03:43:25.58

- 50k SS Men
1,1, Josh MORGENSEN, EDEN UT, 02:53:45.50
2,2, Hans HUELDE, OGDEN UT, 03:12:26.96
3,3, Jeff BAILEY, OGDEN UT, 03:13:45.65
4,4, Tony CARON, OGDEN UT, 03:18:18.60
5,5, Martin CAMARAAN, EDEN UT, 03:37:49.34

- Park City Point 2 Point, NUE Series, Park City, Utah, September 3, 2011
1,50, Adam MEYER, HOBACK SPORTS, 08:34:25.7
2,67, Gabe KLAMER, FITZGERALDS BICYCLES, 08:52:55.2
3,101, Jason MCGREW, JASON MCGREW PHOTOGRAPHY, 09:32:42.0
4,105, Craig CARLSON, ROSE PRINTING CO., 09:35:53.9
5,106, Kyle AVERY, SKIS ON THE RUN, 09:37:07.7

- 30 - 39 Male
1,24, Paul GORBOLD, STREET SWELL, 08:06:32.5
2,29, Aaron CAMPBELL, BOUNTIFUL BICYCLE, 08:11:52.8
3,42, Jon RUSSELL, SOEL BOUTIQUE, 08:26:43.1
4,43, Brian TOLBERT, KUH, 08:28:47.8
5,47, Zach TERRY, SONORA GRILL/BICYCLE CENTER, 08:33:07.9

- 35 and under Female
1,133, Sara SCHROEDER, MUD HONEY, 09:59:34.1
2,156, Sarka RUZICKOVA, EPIC ENDURANCE CYCLING, 10:20:21.8
3,181, Kelsey WITHROW, PCIM, 10:46:10.4
4,197, Alison VREM, REVOLUTION/PEAK FASTENERS, 11:02:17.3
5,198, Jeanette PIERCE, DOWNHILL CYCLERY, 11:02:26.1

- 36 + Female
1,102, Michelle HOLLINGSBED, PORCUPINE CYCLING, 09:33:44.3

- 2,152, Jilene MECHAM, TEAM FATTY, 10:19:57.6
3,189, Tina MARTINEZ, NONE, 10:55:27.0
4,209, Lynn WARE PEEK, UTAH OLYMPIC PARK, 11:20:09.5
5,252, Lynda SAFFELL, UNKNOWN, 13:22:05.7

- 40 - 49 Male
1,16, Guy SUTTON, CALCOAST, 07:45:21.3
2,48, Keith COLLINS, BACH BUILDERS, 08:33:09.5
3,56, Jason SPARKS, UMB, 08:39:51.0
4,65, Paul NASH, Team Jackson Hole, 08:51:07.5
5,68, Mike DAWSON, ELLSWORTH, 08:53:07.7

- 50+ Male
1,60, Mark HERSHERBERGER, TEAM JACKSON HOLE, 08:44:29.0
2,96, Craig TERRY, RED ROCK BICYCLE, 09:26:59.5
3,103, Jay LEWANDOWSKI, CHAIN REACTION, 09:33:57.4
4,107, Korlin GILLETTE, MILLCREEK CYCLES, 09:37:13.9
5,111, Steve MOWER, FISHERS CYCLERY, 09:42:43.8

- Open Female
1,34, Amanda CAREY, KENDA, 08:17:33.2
2,45, Erica TINGEY, WHITE PINE, 08:31:35.7
3,52, Sonya LOONEY, ERGON, 08:36:28.2
4,53, Rebecca RUSCH, SPECIALIZED, 08:37:24.7
5,62, Jennifer SMITH, ALPINE ORTHOPAEDICS/ SRAM/ BREEZER, 08:46:43.7

Larry H. Miller Tour of Utah, August 9-14, 2011
Prologue - 2 km, Utah Olympic Park, Presented by KJZZ-TV and 1320 KFAN

1. Henao Montoya Sergio Luis; Gobernacion De Antioquia-indeportes Antio 04:05.8
2. Mancebo Perez Francisco; Realcyclist.com Cycling Team 04:07.8
3. Sevilla Ribera Oscar; Gobernacion De Antioquia-indeportes Antio 04:10.2
4. Van Garderen Tejay; HTC-highroad 04:10.4
5. Danielson Thomas; Team Garmin-Cervelo 04:12.4
6. Leipheimer Levi; Team Radioshack 04:12.6
7. Vandevelde Christian; Team Garmin-Cervelo 04:14.7
8. Bauer Jack; Endura Racing 04:15.4
9. Wren Tyler; Jamis- Sutter Home 04:16.2
10. Grajales Cesar Augusto; Realcyclist.com Cycling Team 04:17.3
11. Mc Carty Pat; Team Spidertech Powered by C10 04:17.3
12. Stetina Peter; Team Garmin-Cervelo 04:17.7
13. Ospina Hernandez Carlos Alberto; Gobernacion De Antioquia-indeportes Antio 04:18.2
14. Wyss Marcel; Geox-tmc 04:20.4
15. Sutherland Rory; United Healthcare Pro Cycling 04:20.6
16. Berry Joshua; Realcyclist.com Cycling Team 04:20.7
17. Brajkovic Janez; Team Radioshack 04:20.7
18. Parker Dale; Team Radioshack 04:21.4
19. Donald Jason; Kelly Benefit Strategies-optumhealth 04:21.8
20. Bajadali Andrew; Kelly Benefit Strategies-optumhealth 04:22.7
21. Louder Jeff; BMC Racing Team 04:23.3
22. Pinkham Chase; Bissell Pro Cycling 04:31.5
54. Hyde Evan; Realcyclist.com Cycling Team 04:35.1
107. Mumford Reid; Kelly Benefit Strategies-optumhealth 04:56.1

Stage 1 - Ogden Road Race, 116 miles, presented by Miller Lite

1. Anthony Jesse; Kelly Benefit Strategies-optumhealth 4:39:29
2. Henao Montoya Sergio Luis; Gobernacion Indeportes Antioquia 4:39:29
3. Sevilla Ribera Oscar; Gobernacion Indeportes Antioquia 4:39:29
4. Leipheimer Levi; Team Radioshack 4:39:29
5. Brajkovic Janez; Team Radioshack 4:39:29
6. Voss Paul; Endura Racing 4:42:04
7. Sutherland Rory; United Healthcare Pro Cycling 4:42:04
8. Pinkham Chase; Bissell Pro Cycling 4:42:04
9. Gorato Maurizio; Geox-tmc 4:42:04
10. De Lune Flavio; Team Spidertech Powered by C10 4:42:04
11. Bauer Jack; Endura Racing 4:42:04
12. Louder Jeff; BMC Racing Team 4:42:04
13. Acevedo Colle Javier Alexis; Gobernacion Indeportes Antioquia 4:42:04
14. Wyss Marcel; Geox-tmc 4:42:04
15. Van Garderen Tejay; HTC-highroad 4:42:04
16. Hincapie George; BMC Racing Team 4:42:04
17. Camano Ortuzar Iker; Endura Racing 4:42:04
18. Euser Lucas; Team Spidertech Powered by C10 4:42:04
19. Alvarez Oscar; Gobernacion Indeportes Antioquia 4:42:04
20. Duggan Timothy; Liguigas-cannondale 4:42:04
25. Wren Tyler; Jamis- Sutter Home 4:42:04
55. Mumford Reid; Kelly Benefit Strategies-optumhealth 4:44:10
92. Hyde Evan; Realcyclist.com Cycling Team 4:52:25

Stage 2 - Provo Road Race, 100 miles, presented by Adobe

1. Bauer Jack; Endura Racing 3:33:43
2. Viviani Elia; Liguigas-cannondale 3:33:43
3. Keough Jacob; United Healthcare Pro Cycling 3:33:43
4. Forster Robert; United Healthcare Pro Cycling 3:33:43
5. Summerhill Danny; Team Garmin-Cervelo 3:33:43
6. Louder Jeff; BMC Racing Team 3:33:43
7. Nankervis Tommy; Realcyclist.com Cycling Team 3:33:43
8. Thwaites Scott; Endura Racing 3:33:43
9. Cimolai Davide; Liguigas-cannondale 3:33:43
10. Van Uden Roman; Pureblack Racing 3:33:43
11. Candelario Alexander; Kelly Benefit Strategies-optumhealth 3:33:43
12. King Edward; Liguigas-cannondale 3:33:43
13. Leipheimer Levi; Team Radioshack 3:33:43
14. Gorato Maurizio; Geox-tmc 3:33:43
15. King Benjamin; Team Radioshack 3:33:43
16. Camano Ortuzar Iker; Endura Racing 3:33:43
17. Bevin Patrick; Bissell Pro Cycling 3:33:43
18. Hincapie George; BMC Racing Team 3:33:43
19. Wyss Marcel; Geox-tmc 3:33:43
20. Thomel Tino; Geox-tmc 3:33:43
36. Mumford Reid; Kelly Benefit Strategies-optumhealth 3:33:43
43. Hyde Evan; Realcyclist.com Cycling Team 3:33:43
58. Pinkham Chase; Bissell Pro Cycling 3:33:43
79. Wren Tyler; Jamis- Sutter Home 3:34:13

Stage 3 - Miller Motorsports Park Time Trial, 9.7 miles, Presented by United Health Care

1. Van Garderen Tejay; HTC-highroad 17:33.6
2. Leipheimer Levi; Team Radioshack 17:39.6
3. Gretsck Patrick; HTC-highroad 17:43.8
4. Wetterhall Alexander; Endura Racing 17:51.2
5. Vandevelde Christian; Team Garmin-Cervelo 17:52.2
6. Brajkovic Janez; Team Radioshack 17:58.2
7. Pate Danny; HTC-highroad 18:00.9
8. Danielson Thomas; Team Garmin-Cervelo 18:03.2
9. Zirbel Tom; Jamis- Sutter Home 18:03.2
10. Hincapie George; BMC Racing Team 18:04.0
11. Zabriske David; Team Garmin-Cervelo 18:07.1
12. Bauer Jack; Endura Racing 18:11.9
13. Bookwalter Brent; BMC Racing Team 18:12.8
14. Vennell Jeremy; Bissell Pro Cycling 18:12.9
15. Sevilla Ribera Oscar; Gobernacion Indeportes Antioquia 18:15.0
16. Sutherland Rory; United Healthcare Pro Cycling 18:17.7
17. Zwizanski Scott; United Healthcare Pro Cycling 18:20.9
18. King Benjamin; Team Radioshack 18:24.7
19. Forster Robert; United Healthcare Pro Cycling 18:28.0
20. Parisien Francois; Team Spidertech Powered by C10 18:28.7
30. Louder Jeff; BMC Racing Team 18:39.0
53. Mumford Reid; Kelly Benefit Strategies-optumhealth 18:58.7
64. Wren Tyler; Jamis- Sutter Home 19:07.5
68. Pinkham Chase; Bissell Pro Cycling 19:12.1
79. Hyde Evan; Realcyclist.com Cycling Team 19:28.9

Stage 4 - Salt Lake City Circuit Race, 82 miles, Presented by University of Utah Health Care

1. Acevedo Colle Javier Alexis; Gobernacion Indeportes Antioquia 2:56:18
2. Megias Leal Javier; Team Type 1 - Sanofi Aventis 2:56:23
3. Bertogliati Rubens; Team Type 1 - Sanofi Aventis 2:56:24
4. Mancebo Perez Francisco; Realcyclist.com Cycling Team 2:56:24
5. Beyer Chad; BMC Racing Team 2:56:24
6. Euser Lucas; Team Spidertech Powered by C10 2:56:24
7. Mc Carty Pat; Team Spidertech Powered by C10 2:56:24
8. Duggan Timothy; Liguigas-cannondale 2:56:24
9. Vandevelde Christian; Team Garmin-Cervelo 2:56:24
10. Jones Christopher; United Healthcare Pro Cycling 2:56:24
11. Gutierrez David; Geox-tmc 2:56:31
12. Bajadali Andrew; Kelly Benefit Strategies-optumhealth 2:56:33
13. Ramirez Calderon Alejandro; Gobernacion Indeportes Antioquia 2:56:43
14. Montiel Rafael; Gobernacion Indeportes Antioquia 2:56:45
15. Mach Paul; Bissell Pro Cycling 2:56:46
16. Baldwin Christopher; Bissell Pro Cycling 2:56:46
17. Stetina Peter; Team Garmin-Cervelo 2:56:46
18. Romero Amaran Luis; Jamis- Sutter Home 2:56:54
19. Viviani Elia; Liguigas-cannondale 2:57:02
20. Frattini Davide; United Healthcare Pro Cycling 2:57:20
28. Wren Tyler; Jamis- Sutter Home 2:57:56

29. Louder Jeff; BMC Racing Team 2:57:56
 42. Pinkham Chase; Bissell Pro Cycling 2:58:09
 84. Hyde Evan; Realcyclist.com Cycling Team 3:02:30
 103. Mumford Reid; Kelly Benefit Strategies-optumhealth 3:06:24
- Stage 5 - Park City to Snowbird, 106 miles, presented by Zions Bank**
1. Henao Montoya Sergio Luis; Gobernacion Indeportes Antioquia 4:20:13
 2. Leipheimer Levi; Team Radioshack 4:20:13
 3. Brajkovic Janez; Team Radioshack 4:20:31
 4. Danielson Thomas; Team Garmin-Cervelo 4:21:03
 5. Sevilla Ribera Oscar; Gobernacion Indeportes Antioquia 4:21:38
 6. Vandevelde Christian; Team Garmin-Cervelo 4:22:46
 7. Mc Carty Pat; Team Spidertech Powered by C10 4:22:46
 8. Butler Christopher; BMC Racing Team 4:22:46
 9. Duggan Timothy; Liguigas-cannondale 4:22:51
 10. Euser Lucas; Team Spidertech Powered by C10 4:22:51
 11. Jenkins Max; United Healthcare Pro Cycling 4:23:59
 12. Louder Jeff; BMC Racing Team 4:23:59
 13. Stetina Peter; Team Garmin-Cervelo 4:24:14
 14. Bajadali Andrew; Kelly Benefit Strategies-optumhealth 4:24:50
 15. Grajales Cesar Augusto; Realcyclist.com Cycling Team 4:24:50
 16. Beyer Chad; BMC Racing Team 4:25:15
 17. Chadwick Glen Alan; Pureblack Racing 4:25:39
 18. Wren Tyler; Jamis- Sutter Home 4:25:47
 19. Montiel Rafael; Gobernacion Indeportes Antioquia 4:25:55
 20. King Benjamin; Team Radioshack 4:25:59
 45. Pinkham Chase; Bissell Pro Cycling 4:42:09
 62. Mumford Reid; Kelly Benefit Strategies-optumhealth 4:45:39
 80. Hyde Evan; Realcyclist.com Cycling Team 4:48:02

Overall General Classification Presented by Larry H. Miller Dealerships

1. Leipheimer Levi; Team Radioshack 15:53:12
2. Henao Montoya Sergio Luis; Gobernacion Indeportes Antioquia 15:53:35
3. Brajkovic Janez; Team Radioshack 15:53:57
4. Sevilla Ribera Oscar; Gobernacion Indeportes Antioquia 15:55:06
5. Danielson Thomas; Team Garmin-Cervelo 15:57:01
6. Vandevelde Christian; Team Garmin-Cervelo 15:57:03
7. Duggan Timothy; Liguigas-cannondale 15:57:56
8. Mc Carty Pat; Team Spidertech Powered by C10 15:58:15
9. Euser Lucas; Team Spidertech Powered by C10 15:58:46
10. Louder Jeff; BMC Racing Team 16:00:43
11. Mancebo Perez Francisco; Realcyclist.com Cycling Team 16:01:07
12. Bajadali Andrew; Kelly Benefit Strategies-optumhealth 16:01:11
13. Grajales Cesar Augusto; Realcyclist.com Cycling Team 16:01:29
14. Jenkins Max; United Healthcare Pro Cycling 16:01:32
15. Montiel Rafael; Gobernacion Indeportes Antioquia 16:02:33
16. Chadwick Glen Alan; Pureblack Racing 16:03:04
17. Wren Tyler; Jamis- Sutter Home 16:03:23
18. Stetina Peter; Team Garmin-Cervelo 16:03:59
19. Mandri Rene; Endura Racing 16:04:19
20. Acevedo Colle Javier Alexis; Gobernacion Indeportes Antioquia 16:05:32
21. Baldwin Christopher; Bissell Pro Cycling 16:05:49
22. Montoya Giraldo Cristian; Gobernacion Indeportes Antioquia 16:05:56
23. Camano Ortuzar Iker; Endura Racing 16:06:40
24. Butler Christopher; BMC Racing Team 16:06:42
25. Bauer Jack; Endura Racing 16:07:37
26. Efmkin Alexander; Team Type 1 - Sanofi Aventis 16:08:03
27. Alvarez Oscar; Gobernacion Indeportes Antioquia 16:08:48
28. Cheula Gian Paolo; Geox-tmc 16:08:56
29. Deignan Philip; Team Radioshack 16:09:44
30. De Lune Flavio; Team Spidertech Powered by C10 16:10:36
31. Beyer Chad; BMC Racing Team 16:10:47
32. Longo Borghini Paolo; Liguigas-cannondale 16:10:59
33. Mach Paul; Bissell Pro Cycling 16:11:25
34. King Benjamin; Team Radioshack 16:13:10
35. Ramirez Calderon Alejandro; Gobernacion Indeportes Antioquia 16:13:51
36. Jones Christopher; United Healthcare Pro Cycling 16:14:19
37. Bookwalter Brent; BMC Racing Team 16:15:22
38. Voss Paul; Endura Racing 16:15:49
39. Pinkham Chase; Bissell Pro Cycling 16:19:48
40. Bennet George; Team Radioshack 16:20:29
41. Dugan William; Team Type 1 - Sanofi Aventis 16:21:00
42. Van Garderen Tejay; HTC-highroad 16:21:05
43. Driscoll James; Jamis- Sutter Home 16:21:12
44. Wyss Marcel; Geox-tmc 16:22:10
45. Donald Jason; Kelly Benefit Strategies-optumhealth 16:22:39
46. Sutherland Rory; United Healthcare Pro Cycling 16:22:40
47. Kobzareno Valeriy; Team Type 1 - Sanofi Aventis 16:23:03
48. Pate Danny; HTC-highroad 16:24:47
49. Gutierrez David; Geox-tmc 16:24:50
50. Britton Rob; Bissell Pro Cycling 16:25:36
51. Zirbel Tom; Jamis- Sutter Home 16:26:07
52. Frattini Davide; United Healthcare Pro Cycling 16:27:08
53. Summerhill Danny; Team Garmin-Cervelo 16:27:12
54. Wetterhall Alexander; Endura Racing 16:28:25
55. Viviani Elia; Liguigas-cannondale 16:28:26
56. Partridge Robert; Endura Racing 16:28:28
57. Gorato Maurizio; Geox-tmc 16:28:34
58. King Edward; Liguigas-cannondale 16:29:19
59. Bertogliati Rubens; Team Type 1 - Sanofi Aventis 16:29:52
60. Norris Lachian; HTC-highroad 16:29:58
61. Megias Leal Javier; Team Type 1 - Sanofi Aventis 16:32:30
62. Candelario Alexander; Kelly Benefit Strategies-optumhealth 16:32:38
63. Berry Joshua; Realcyclist.com Cycling Team 16:33:01
64. Mumford Reid; Kelly Benefit Strategies-optumhealth 16:33:50
65. Parker Dale; Team Radioshack 16:34:20
66. Cooper Marsh; Kelly Benefit Strategies-optumhealth 16:34:27
67. Northey Michael James; Pureblack Racing 16:35:07
68. Van Uden Roman; Pureblack Racing 16:35:09
69. Efmkin Vladimir; Team Type 1 - Sanofi Aventis 16:37:13
70. Gretsck Patrick; HTC-highroad 16:38:28
71. Cimolai Davide; Liguigas-cannondale 16:39:06
72. Vennell Jeremy; Bissell Pro Cycling 16:39:31
73. Thomson Jay Robert; Bissell Pro Cycling 16:39:50
74. Hyde Evan; Realcyclist.com Cycling Team 16:40:43
75. Gudsell Timothy; Pureblack Racing 16:41:18
76. Thwaites Scott; Endura Racing 16:41:44
77. Calabria Fabio; Team Type 1 - Sanofi Aventis 16:42:28
78. Anderson John; Endura Racing 16:42:37
79. Ospina Hernandez Carlos Alberto; Gobernacion Indeportes Antioquia 16:42:51
80. Sagan Jura; Liguigas-cannondale 16:42:51
81. Burnett Ian; Realcyclist.com Cycling Team 16:42:54
82. Langlois Bruno; Team Spidertech Powered by C10 16:43:33
83. Rabou Thomas; Realcyclist.com Cycling Team 16:45:05
84. Barry Daniel; Pureblack Racing 16:46:48
85. Dempster Zak; HTC-highroad 16:47:49
86. Torres Albert; Geox-tmc 16:50:36
87. Lytle Scott; Pureblack Racing 16:52:04
88. Nankervis Tommy; Realcyclist.com Cycling Team 16:54:31

For Complete Results and more photos, see cyclingutah.com.

ADVOCACY

Utah May Lose its 'Share The Road' License Plate

By Ken Johnson, Board Member, Bike Utah

In March of 2009, Senate Bill 102 passed the Utah State Legislature making available a “Share the Road” special group license plate. The Bill was sponsored by Senator Wayne Niederhauser and co-sponsored by Representative Todd Kiser. In order to get the bill before the legislature, Utah cyclists, Bonneville Cycling Club, and Bike Utah raised \$18,000 to demonstrate interest among the cycling community. This money was used to purchase 2500 plates for distribution throughout all of the Utah DMV offices.

During the 2011 legislative session, House Bill 206 entitled “Special Group License Plate Amendment” was passed. This law

requires that each special group license plate have at least 500 issued plates for it to remain in the DMV inventory beyond January 1, 2012. It was sponsored by Representative Wayne Harper and co-sponsored by Senator Kevin Van Tassel.

As of September 2011, the DMV has issued 427 Share the Road license plates. In order for Utah to maintain this special group license plate, 73 more Share the Road license plates will need to be issued prior to 2012.

Utah is the 17th state to adopt a “Share the Road” license plate. Other states include Washington, Oregon, Texas, Colorado, Oklahoma, Florida, Georgia, Indiana, Iowa, Ohio, Kentucky, North Carolina, South Carolina, Virginia, Mississippi, and Maryland.

The license plate has an annual fee of \$25 that goes to bicycle

advocacy. Vehicle owners can switch over to this special group license plate at anytime even if their vehicles registration is current. The license plate is available at all DMV offices throughout the state. For more information on the plates, visit: <http://dmv.utah.gov/licensespecialplates.html#sharetheroad>. The license plate is a great way for Utah vehicle owners to encourage motorists and cyclists to share the road.

Money raised through the annual fee goes to non-profit statewide bicycle advocacy that promotes education, trail and road accommodations, law enforcement, legal resources, commercial development, and cycling as a part of a healthy lifestyle. Funds will also ensure that “Share the Road license plates will remain available at DMV’s throughout Utah.

MOUNTAIN BIKE RIDING

Night Riding

By Lukas Brinkerhoff

It’s 9 p.m. and the sun has finally set giving us some relief from the heat. Brad Newby’s giant truck’s headlights are beaming my direction and I can see well enough to fasten my headlights to my bike. Even with the sun behind the mountains, it’s still almost 100 degrees. We haven’t started riding yet and I’m already sweating. We flick on the torches mounted to our handlebars and head down into the valley for our weekly night ride.

In St. George you have two options for riding in the summer. You either wake up super early or ride when the sun has already set. I’m not much of a morning

person so I’ve come to love riding when it is dark.

I don’t mean to go hippy, but there is something important that can be learned when riding dirt at night. Namely, being able to feel the trail. Yeah, I know that’s about as cliché as I can be, but it’s true. Riding at night has increased my bicycle handling skills. There are two reasons.

First, you really do have to feel the trail, unless you can afford a \$750 light set, you have to trust your instincts and learn how the drops and dips feel. There is one thing to see a drop and be able to predict its height and run out, but in the dark depth perception often fails and lights won’t illuminate a run out. Unfortunately, they only point forward. So regardless of your ability or how sweet your headlight is there will always

be some guess work.

Second, to be able to ride fast you have to be able to predict what is going to be under your tires at any given moment. As your speed increases the distance that you need to see increases. With lights, in the dark, your line of sight is limited to the end of your beam. This will cause you to do two things, either slow down or learn how to deal with whatever is in the trail. If you choose to step up to the plate you will quickly learn that bunny hopping and proper brake work are essential. The more you ride at night the quicker these skills will be honed and improved. You will find yourself bombing trails faster than ever before because you have built the confidence to know that whatever the trail throws at your front wheel you can handle.

MOUNTAIN BIKE RACING

Grant and Carey Roll in Mt. Ogden 100k/50k

By Tyler Servoss

The 3rd annual Mt. Ogden 100k was held August 27th. The race has earned a reputation of being one of the most challenging races around featuring loads of single track and a unique asphalt climb to the finish. Racers have taken note and a record 500+ riders took the start for both 50 and 100k distances.

Though well know to Northern Utah riders, Snowbasin resort is a bit of a hidden gem. Linking into the surrounding US Forrest service trails Snowbasin caters to MTB’ers with miles and miles of well groomed trails, including the all new Jardine Peak trail featured in the 100k race. The resort also has bike gondola service to the top of the mountain as well as a full bike shop and rental fleet.

Putting a unique spin on the event, Race Director Steve Andrus offered a free ticket to an outdoor concert featuring homegrown rock band Royal Bliss. Many stuck around or returned later that evening with friends and family. In another distinctive twist all racers received custom Mt.Ogden 100k arm warmers from Epic Cyclewear, in lieu of the standard race t-shirt. A full raft of sponsors supported the event including Rockwell time/Rockwell Relay with their racing semi providing the back drop for the start/finish line and watches to category winners.

100k Pro Men

Race winner Alex Grant (Cannondale Factory Team) has been on a tear in MTB endurance races this summer. In addition to winning the Mt. Ogden race, he placed 3rd at the Leadville 100 two weeks prior and went on to win the Park City Point to Point the following weekend.

This year’s race was a who’s who of top Utah Pro’s. In a Utah first ENVE Composites sponsored athlete Jonathan Page multi time cyclocross national champion and world championship podium getter, took the start in the 100k.

Jason Sager set the early pace out of the gate, marked by Cary Smith, Alex Grant and Nick Fisher. This core group stayed together for much of the first lap. As the riders made the climb along the freshly cut trail to Jardine peak on the second lap, the separations began to occur. Grant pulled away from the others and quickly opened a big gap. Having pre ridden the course and being more familiar with the decent, Nick Fischer nearly latched back on to Grant, but could not quite seal the deal. Fisher was later passed by both Cary Smith and Reed Wycoff.

Grant would go on to finish in 5 hours and 15 minutes, beating second place finisher Cary Smith by over 16 minutes, and third place Reed Wycoff by 21 minutes.

The course provided to be challenging for both man and machine with a number of DNF’s. Early leader Jason

Sager succumbed to a mechanical when his fork failed and Jonathan Page’s day also ended early when he triple flatted in the initial single track section.

Alex Grant said “The course was well marked and didn’t disappoint with tons of single track, a real mountain bike course, which is what I like, it can’t be easy. “

100k Pro Women

All groups where started with the sound of a shotgun blast and after a neutral lap of the parking lot, Amanda Carey was on the rivet. She climbed the opening section with many of the pro men and kept the gap for the next 6 hours. 2nd place was harder fought; as Lynda Wallenfells led Kelsy Bingham for part of the first lap, with both riders passing through the start finish at 2:30 back. Then Kelsy opened up enough of a gap that she was not passed by Lynda when she had to stop for several minutes at the top of the climb on the second lap to fix her flat tire.

Amanda Carey went on the win in a time of 6 hours 19 minutes, besting second place Kelsey Bingham by nearly 25 minutes with Lynda Wallenfells rounding out the podium a further 33 minutes back.

The women were especially appreciative of the fact that the cash purse for Pro men and women was equal. This bodes well for a larger field next year.
See results on page 8.

ROAD RIDING

Epic Bozeman to Bountiful Ride Raises Money To Build Homes for Charity

Above: Jessica Orvis, age 12, on her Epic Ride, cycling nearly 500 miles in five days. Right: With a variety of experience levels, BoToBo breaks up into pockets of like-fitness riders.

Below: The home that cycling built: on right is Grandma Virginia's former home, on the left is the home built with funds raised during the 2010 Epic Ride. Photos: Preston and Colleen Norris.



By Jayson Orvis

All it took was a glance. I just wanted to make sure that dude pulling for us hadn't blown up our pace

line with his murderous, 24 mph pace through Yellowstone Park. I looked back to the road just in time to see my front wheel suck into a little channel in the asphalt that poured over into a four-inch drop right into the worst boulder-filled shoulder I'd seen in a hundred miles.

"Oh, fuuuuu..."

I braced myself in a futile effort to "ride it out" and an instant later I was flying.

And, just like that, I ended my shot at "riding Epic" in 2011. After piling my tattered body into a SAG car, the other twenty-five riders continued on to Old Faithful, eager to complete the first stage of BoToBo – Bozeman to Bountiful. That's Bozeman, as in "Bozeman, Montana" and Bountiful

as in "Bountiful, Utah." In five days, these cyclists would each pedal five hundred miles. That's an "Epic Ride": five hundred miles in five days.

For the past two years, Hearts and Bikes has staged Epic Rides. In 2010, it was from Salt Lake to Las Vegas (565 miles) in six days. In 2011, it was BoToBo from Bozeman to Bountiful. And, yes, every rider rides every mile. This isn't a relay. It's an Epic Ride: five centuries over five days.

An event this unreasonable could only come from the mind of a teenager. In 2009, Alex Orvis, my then-fifteen-year-old daughter, asked me, "Can you ride a bike from Salt Lake to Las Vegas." That next summer, she and thirteen of our friends attempted that very ride, and Alex pedaled every one of the 565 miles, despite the fact that she'd never been on a road bike prior to that year.

Earlier in the summer of that first year, as interest in the ride grew, Alex began to feel like the ride had potential to make a difference in the world. Lots of people were signing on to ride the 565 miles and it seemed like the event was begging for a cause. Alex approached Hearts and Hands in Action, a non-profit that builds homes in the impoverished Navajo Nation. Alex learned that, not far from where her SLC to LV route coursed through Arizona, Navajo people were living in tarpaper shacks. Hearts and Hands had built over 20 homes on the reservation and was looking to raise money and raise its profile. Alex's ride could do both.

Hearts and Bikes became an arm of the Hearts and Hands charity, and that year the intrepid cyclists burned up their Facebook pages raising money while they rode. Armed with enough cash to build one home, many of those same cyclists trekked down to the Navajo Nation that next spring and built a home for Grandma Virginia in the Lukachukai Village.

And so a strange marriage was born. Ride a bike 500 miles. Become an Epic Cyclist. Champion the cause of the Native American. It doesn't necessarily make sense, but it works.

In mid-August of summer 2011, the cycle began anew. This time, we'd learned to ride in the more-temperate mountains of the Rocky Mountain west, instead of the scorching deserts. On the final day of our

ride, twenty-five cyclists lined up in front of the Mountain Haven RV Park in Mantua, Utah. This would be the final push of this year's Epic Ride. Many of the cyclists had ridden over four hundred miles in the previous four days and their burned-out quads paid homage to their commitment. Other cyclists had dropped in or dropped out. Some were riding fifty miles a day while they dreamed of riding the full, Epic Ride in 2012. One rider, me, was laid up in the RV with his arm in a sling and his brain full of Lortab.

While the riders pedaled out toward the highway in the dawn light, a giant support crew marshaled themselves for the day. Our "Kitchen Vixens" broke down the breakfast "fixens." Chuck, the Camp Master, pulled up tent stakes and helped RVs back out of their stalls. A train of six SAG vehicles hurried out of the park like motorized sheepdogs, eager to catch up with their cyclists.

Each of the last four days had begun much the same: eat oatmeal, check bikes, grab the day's map and "wheels up" for the next century ride. And, each of the last four days our four Lotoja-veteran riders were joined by a cadre of new cyclists; men and women who had labored mightily since the beginning of summer to get their bodies ready for the Epic challenge – or as much of it as they could complete. These neophytes included a couple of redeemed mountain bikers, a pack of brand-spanking-new road bikers and one twelve-year-old girl.

Everyone was having a blast watching her go. She'd already "chicked" a whole bunch of grown men – leaving them in the dust. At the summit of Sardine Canyon, the last climb of the ride, she laid down on her handlebars, completely exhausted. She was our ride mascot and our tear-jerking inspiration, all rolled into one. As the days of the ride progressed, more mature riders would alternate taking her under their wing, pulling for her, encouraging her and coaching her. And despite a crash on Day One, she got stronger each day.

Every cycling event has its heroes. The Epic Ride seems to grow them in bunches. Where most rides are championed by the fastest, lightest, most-

Continued on page 11

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ADVOCACY

Utah Makes Good Use of Transportation Enhancements Funding; Idaho Does Not

By Charles Pekow

Transportation Enhancements (TE) took a major hit last year as states were forced to return to the federal treasury \$2.2 billion in surface transportation money in August 2010. But Utah protected its funding, unlike most other states. The figures are reported in the annual Transportation Enhancements Spending Report: Analysis of the States' Use of Federal Funding put out by the National Transportation Enhancements Clearinghouse.

States returned almost \$580 million from Enhancements. And states also were scared to commit to new projects considering that the program's future is uncertain as it is up for reauthorization and House Republicans have indicated they may want to kill the earmark, cut transportation funding, and just let states decide what to do with their federal highway money – which may mean they spend none on bike-related projects.

Since its inception in 1992, TE has been the largest source of federal aid for bicycle projects.

Utah proved kinder to the program than most states last year. Faced with returning federal money, Utah can count itself as one only 12 states that didn't cut its TE, which amounted to slightly less than \$8 million. Nationally, states rescinded 21 percent of TE funds, which amounted to 26 percent of what they returned. Idaho, on the other hand, sent back about \$7.5 million in TE, 44 percent of what it cut and 31 percent of its TE allotment.

Historically, Utah has done better than most states in terms of getting the money obligated quickly. (Unlike most other federal grant programs, TE grantees must spend their own money first, then get reimbursed for it.) Still, at the end of the year, the Utah Department of Transportation retained about \$2.3 million in TE funds left to obligate. Nationally, states still had almost \$1.2 billion

unobligated. Idaho had committed all its available cash that it didn't return.

Since the program's inception, Utah as funded 196 TE projects averaging \$422,000 in federal funds, while Idaho has funded 160, averaging almost \$53,000.

Both states, however, have trailed the national average match rate of 29 percent, with Utah only putting up 10 percent and Idaho 19 percent. Utah is allowed a lower match rate than most states because of the large federal land ownership – but there's nothing in the law that would prevent the state, localities and the private sector from contributing more than they do.

For details, see http://www.enhancements.org/download/Spending_Report/TE_Spending_Report_FY10.pdf.

Note: the clearinghouse is partially funded by the Rails-to-Trails Conservancy, of which I am a member.

New Federal Rule May Help Bike Infrastructure

It's official: improvements to bicycle infrastructure within three miles of a train station or bus depot can get federal as part of a public transportation project. The Federal Transit Administration (FTA) announced that radius in its new rules governing Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law.

FTA announced the final rule in August, a year after proposing the idea and receiving public comment. Most commentators favored the proposed three-mile radius.

The rules will allow funding for bike parking, bike lanes, signals, bike racks for buses and trains, and related bike infrastructure in a variety of federal grant programs, including some bicycle advocates may not be familiar with – so the rule could be a new impetus for using federal money to improve bicycle infrastructure, at least as it coordinates with public transit. While bike facilities within the radius are automatically eligible,

ones further away can be if the grant proposal shows they will help people get to and from public transit.

Affected programs include the following:

- Urbanized Area Formula Program
- New Starts and Small Starts Major Capital Investment Programs
- Fixed Guideway Modernization Program
- Bus and Bus Facilities Discretionary Program
- Elderly Individuals and Individuals with Disabilities Formula Program
- Non-Urbanized Area Formula Program
- Public Transportation on Indian Reservations
- Job Access and Reverse Commute Formula Program
- New Freedom Program
- Paul S. Sarbanes Alternative Transportation in Parks and Public Lands.

Note: the rules allow use of federal funds for infrastructure for bike-sharing programs but federal law prohibits buying bicycles for it.

For details, see the August 19 Federal Register.

Editor's Note: Projects that might benefit from the new rule include the PRATT Trail and improvements at the Intermodal Hub in downtown Salt Lake City.

-Charles Pekow

USDOT Awards Grants for Bicycle Accommodations in Big and Little Cottonwood Canyons

U.S. Transportation Secretary Ray LaHood announced in August \$12.6 million in grants to fund an array of highway-related efforts in Utah, including the additions of safety lanes in Big and Little Cottonwood Canyons.

Four miles of safety shoulders will be added to SR210 in Little Cottonwood Canyon. Three miles of safety shoulders will be added to SR209 in Big Cottonwood Canyon.

Epic - continued from page 10

professional riders, the Hearts and Bikes Epic Rides are dominated by men and women with hearts of tempered gold. On this ride, everyone pulls for everyone to finish. And when you're talking about 500 miles in five days, finishing together is the only victory that matters.

For more information about Hearts and Bikes and the Epic Ride coming up in August of 2012, visit HeartsAndBikes.com or jump on the Hearts and Bikes Facebook group.

This year, 60 riders have raised around \$7000 so far, enough for about half a house. More donations are expected to bring the total higher.

PRATT Trail Moves Forward

The Draw at Sugar House will soon allow pedestrian and bicyclists to travel safely between Sugar House Park and Hidden Hollow at Sugar House Commons. This is a keystone project for the Parley's Trail and the next step in establishing a class 1 trail from the mouth of Parley's Canyon and the Bonneville Shoreline Trail to the Provo/Jordan River Parkway. However, "Soon" in this case is a relative term. This project has seen numerous hurdles and unforeseeable circumstances rear their heads and cause additional delays and expenses. Still, Salt Lake County and the PRATT coalition continue in their commitments to build an artistic and functional landmark project in the community. Completion is anticipated for fall of 2012 or spring of 2013. For additional information on the Draw project, to participate with PRATT, or to contribute financially to the trail or to PRATT visit parleystrail.org.

Clinger Receives Sanction of Lifetime Ineligibility For Second Doping Offense

USADA announced on August 12, 2011 that David Clinger, 34, of Murray, Utah, an athlete in the sport of cycling, has accepted a sanction for his second doping offense. This offense is the result of an adverse analytical finding for the anabolic agent, clenbuterol, in an out-of-competition sample collected on June 29, 2011 while Clinger was approaching the end of a two-year period of ineligibility for his first offense, the result of an adverse analytical finding for the presence of testosterone and modafinil in a sample collected in June of 2009. Clinger accepted responsibility for using clenbuterol to enhance his performance. Clenbuterol is a prohibited Anabolic Agent under the USADA Protocol for Olympic and Paralympic Movement Testing and the rules of the International Cycling Union (UCI), both of which have adopted the World Anti-Doping Code and the World Anti-Doping Agency Prohibited List. For this second offense, Clinger received a lifetime period of ineligibility, which began on August 9, 2011.

Pedal Driven to Show in Southern Utah

The Dixie Mountain Bike Trail Association (DMBTA) along with DocUtah would like to invite everyone to Southern Utah to enjoy a showing of the bikeumentary, Pedal Driven. The showing will take place September 16th at 8 p.m.

The film showcases trailbuilding and the movement from illegal trailbuilding to partnering with land management to build sustainable trails.

There will be a Pre-Show celebration starting at 6 pm and consists of live music, raffle drawings, and an expo of bike related awesomeness. It will definitely be the place to be that Friday for everything bike.

The screening of Pedal Driven will be preceded by a sampling of local bike film talent. If you have a film you would like to submit for consideration please email lukas@mooseknuckleralliance.org. After the screening of Pedal Driven the film makers will be available for a Q & A. And then the fun continues.

After the show, there will be a group night ride on some of our local trails. The exact route hasn't been determined yet but will be fun for the advanced and rideable for the novice. Bike parking will be provided at the theater. After the ride, everyone is invited for a social at the Red Rock Service Center to help you wind down and let everyone tell their stories of how awesome the ride was.

Tickets are available for purchase at Over the Edge Sports in Hurricane or at Red Rock Bicycle Co. in St. George. Tickets purchased early are \$10, four of those bucks will go directly to the DMBTA to help support the growing bicycle community in Southern Utah.

The happenings will all start at 6 pm at the Electric Theater in St. George. The theater is located at 68 East Tabernacle in downtown St. George.

More information on the film is at pedaldriven.howellatthemoon.com.

More information on the film festival is at docutah.com.



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MOUNTAIN BIKE RACING

Grant and Carey Win Point 2 Point



Above: Amanda Carey topped the women's field. Photo: Park City Point 2 Point.

Right: Alex Grant threepeats. Josh Tostado is on his wheel. Photo: Photo-John. See more: www.flickr.com/photos/photo-john/

Below right: Erica Tingey finished a well deserved second in the women's pro field. Photo: Chris See. Find more at fredmarx.photoshelter.com

hardy mountain biking souls lined up for the 3rd edition of the Park City Point 2 Point on a clear day.

The Point 2 Point, as it's known, is a race like no other. At 78-miles, it's the longest mountain bike race in Utah, but the over 90% singletrack is what really sets it apart. This is the first year the PCP2P has been included in the National Ultra Endurance

and Alex Grant as well as Lifetime Fitness rider Bryson Perry took up positions at the head of the race.

By the first feed zone, at mile 28, an elite group of Grant, Juarez, and Tostado began to get a gap. Bryson Perry, Smith, and Kelly Magelky hung on just behind the leaders.

At mile 37 the gaps were virtually the same as the riders entered the most technical section of the course.

Unfortunately, for Kelly Magelky the wheels had already started to come off of his day. Once firmly contesting the lead, the Honey Stinger rider was now dropping back while Perry and Smith continued to look strong.

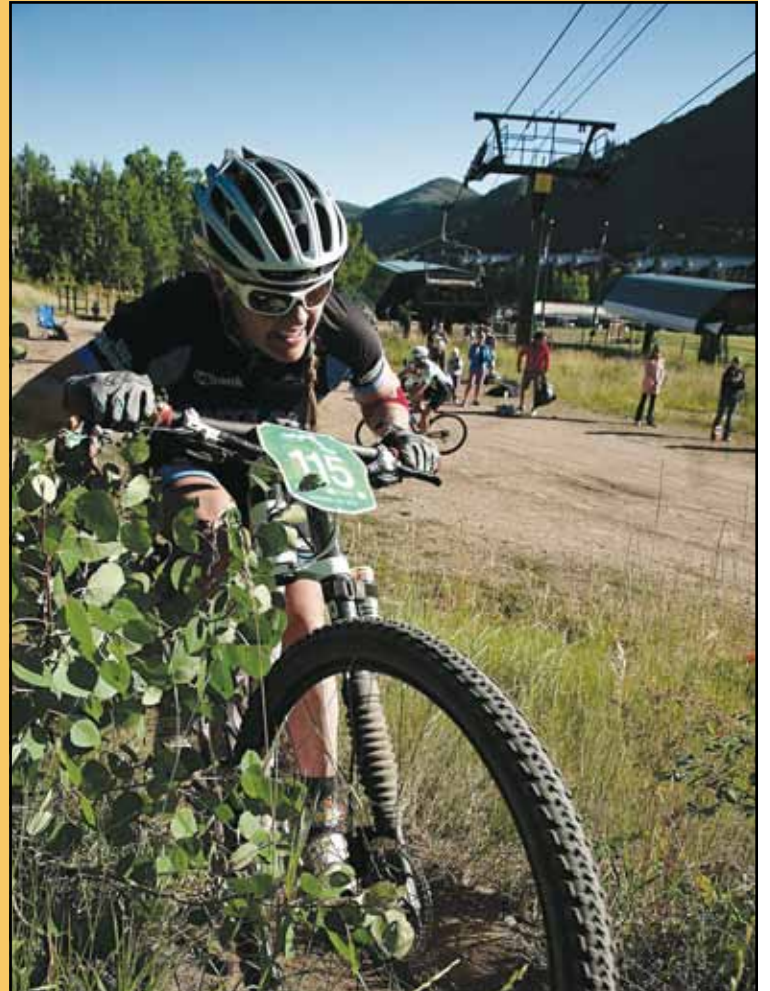
It was here where the Cannondale riders began to pull clear of Tostado.

After the feed zone at Park City Mountain Resort, Grant and Juarez had moved 4 minutes ahead of the chaser Tostado.

It was clear the race would come down to a battle between Cannondale teammates and Grant didn't leave much time to ponder the outcome. As the lead duo entered the 40-minute Spiro Trail climb Grant put in the decisive attack. He surged away from Tinker, immediately opening a gap. Grant, riding a 26-inch Scalpel, continued to push it through the rough and rugged Iron Mountain section of the course without incident.

At the final checkpoint, less than 10 miles from the finish, Grant was 7

By Shannon Boffeli Early Saturday morning, 350



(NUE) Series and is the only race stop in 2011 with a distance under 100 miles.

As riders huddled for the start, temperatures dipped into the low 40s just before the sun rose over the Uinta Mountains.

As always, the race got off to a fast start with an ultra high-powered lead group of men pushing the pace off the front.

Josh Tostado (Bach Builders), Kelly Magelky (Honey Stinger), Cary Smith (Hammer Nutrition), Cannondale teammates Tinker Juarez,

minutes into the lead. By the time he crossed the line he was an amazing 11 minutes in front of his Cannondale teammate, setting a new fastest time of 6:48:58.

Tinker Juarez came in to claim a well-deserved second place with Josh Tostado hot on his heels for third.

Bryson Perry put together a nice ride and avoided any mishaps to take fourth place while Cary Smith came in fifth.

Continued on page 13

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TYLER'S JOURNAL

Tips for Cyclocross

By Tyler Wren

Fall is one of my favorite times of year- I get time at home here in Utah, a little break from my training regime, and, Cyclocross!! To me, 'cross is cycling's most fascinating and technically challenging discipline. It combines fitness, bike handling, cornering, pack riding, running and, of course, dismounting and remounting. Plus, it is much more exciting than slogging out base miles through our Wasatch winter week-ends or watching last year's Tour de France and "The Price is Right" while pouring sweat over your trainer.

The best way to become a better cyclocross rider is by simply training on your cross bike. Anyone can have fun riding and racing a 'cross bike. Fortunately, here in Utah we have a great cross clinic series run by Contender Bicycles starting soon in Sugarhouse Park (for more information, email alison@contenderbicycles.com), and a phenomenal race series beginning the first weekend in October along with several other weekend and midweek series (see the calendar of events for details). The practice is open to 'cross riders of all abilities, so please don't feel shy about showing up.

When you want to progress and work on your technical 'cross proficiency, it is also important to be aware of some fundamental cyclocross skills and ideas on how to navigate a 'cross course as fast as possible. With this article, I want to equip you with some 'cross basics to get you ready to make the most of your training sessions. Start slowly and deliberately to make sure you build on good habits.

First off, you need proper equipment. All the major bike shops in the city carry good cyclocross bikes, which have slightly knobby tires and

a more upright geometry than your road bike. You also need a good set of mountain bike shoes and pedals. Your road bike shoes will not suffice, and neither will toe clips.

The most important and unique skills to be mastered in cyclocross are dismounting and remounting your bike for barriers and run-ups. This art form is best perfected with the help of an objective third eye, be it an experienced 'cross friend or the other riders at Sugarhouse Park, but you can get started on your own with these basic instructions. I also like watching YouTube clips of 'cross stars like Sven Nys, Lars Boom or Americans Ryan Trebon and Tim Johnson to see perfect technique in real time.

Focus on perfecting your dismounts before thinking about running with your bike or remounting. Practice dismounting by setting up a small barrier, like a small log, in a grassy field. Approach the barrier at a moderate speed with your hands on the brake hoods (or bar tops if you have brake levers there). Unclip your right foot and swing your right leg behind the saddle, over the rear wheel and leave it behind your left leg. Next, let the saddle rest against your right hip as you grab your top tube with your right hand, leaving your left hand on the bars. Grab the top tube close to your seat post. Next, unclip your left foot and hit the ground running, landing on your right foot first. At the same time, lift the bike off the ground and over the small barrier. There are some situations in 'cross where it is more efficient to shoulder your bike, such as dismounting before a steep run-up, but concentrate on perfecting the simple bike lift first, as this is the most basic and commonly used method.

Once you feel smooth and unafraid of crashing while dismount-

ing and getting over that small barrier, start working on remounting your bike. Begin by practicing this separately from your dismounts, and at a walking speed. Your right pedal should be at 12 o'clock (top of pedal stroke) after your perfect dismount. Put both hands back on your bars, either on your tops or brake hoods, whichever feels more comfortable. Then leap off your left foot, throwing your right leg over the saddle and landing on the inside of your right thigh. Remember that you are doing this at walking speed for your first few attempts, to avoid the inevitable beginner's stutter-step. You want a clean, stutter-free leap from left foot to the saddle. The leap should propel you forward, so avoid jumping too high in the air. Once you have landed on your right thigh, slide onto the saddle, clip your right foot in and begin pedaling, clipping the left foot in as its pedal comes to the top of the pedal stroke.

When you feel confident in both your dismounting and remounting, it is time to combine the two into one fluid motion. Again, keep it slow and deliberate until you feel confident. Place your bike softly back on the ground after lifting it over the barriers so that you do not lose your chain or control of your bike. Work on dismounting just a few steps before your small practice barrier and remounting as soon as possible after clearing it.

Hope to see you at the Sugarhouse 'cross practices and then the races this fall!

Tyler Wren is a professional cyclist for the Jamis/Sutter Home Professional Men's Cycling Team living in downtown Salt Lake City. He also coaches athletes and is available for cyclocross and road cycling clinics. To find out more information, contact Tyler at twrenegade@gmail.com or 610-574-1334.

SBR Mid-Week Cyclocross Series Launches

If the morning chill brings back memories of dirt, mud, sweat and the pungent smell of embrocation then you my friend must be a fan of cyclocross. Wanting to fill a cyclocross void in Utah County and at the same time get in some training rides after the road season has ended, Orem's SBR Triathlon bike shop has started a new early season mid-week cyclocross series. Every Tuesday from Aug. 31 - Oct. 18th you'll be able to get your cyclocross fix and get in peak shape for the Utah Cyclocross Series. The series started off well with 38 people lining up for the first race. Cyclocross Pro Jonathan Page even showed up for the first race. If you've always wanted to give Cyclocross a try, SBR even has Blue Norcross bikes to demo at the races. For complete information, series info at <http://www.facebook.com/sbrcyclocross>

Location: Canyon River Office Park - mouth of Provo Canyon off 800 S. in Orem

Time: B and C classes 6:10 pm. A class 7:00 pm.

Cost: \$15

Raffle prizes at each race and a chance to win a Blue Norcross frame at the end of the season.

-Ryan Hamilton

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photos, back
issues, and more!

Point 2 Point - continued from page 12

Alex Grant has won all three runnings of the Park City Point 2 Point. Each year facing more-and-more difficult competition, Grant has proved to be unstoppable in the Park City singletrack.

The women's race featured the most elite collection of female endurance mountain bike racers of any event in the west.

National Ultra Endurance racer Amanda Carey (Kenda/Felt) would be lining up against 3-time Leadville champion Rebecca Rusch (Specialized), last year's P2P runner-up Kelly Boniface, endurance specialist Jenny Smith (Alpine Orthopedics), Breck Epic winner Sonya Looney (Topeak/Ergon), and local fast girls Erica Tingey (White Pine Touring), and Evelyn Dong.

Right from the gun it was Carey trying to stir things up. The Kenda rider powered through the opening 10-miles gapping all but Jenny Smith.

Tingey and Boniface hooked up just 30 seconds behind the lead duo with Rebecca Rusch another 30 seconds back.

After feed one at Deer Valley Resort, the battle up front remained tight. Jenny Smith and Carey were trading turns up front with Smith taking the lead through Guardsman Pass and into the treacherous TG trail section. Despite Smith's best efforts, Carey was always right behind and by the time they entered Johns' Trail and the climb up to Shadow Lake, Carey was beginning to pull away.

At the next feed, Carey had a buffer of several minutes and Smith was now feeling pressure from Erica Tingey and Sonya Looney, who after a moderate start, had moved into fourth place, ahead of Rusch and Kelly Boniface who was struggling with back pain.

Now on the home stretch, Carey was destined for another win and an undefeated National Ultra Endurance racing season.

Behind, Erica Tingey was making her move. Through Spiro and Iron Mountain she closed the 2-minute gap on Smith quickly taking up the second place position.

Smith continued to fade. Sonya Looney was the next to overtake her, as would Rebecca Rusch before the finish.

In the end, Amanda Carey outclassed one of the strongest women's field ever assembled in ultra-endurance racing. Her unique combination of power and desire pushed the Kenda/Felt rider to an impressive win and a second National Ultra Endurance series title in as many years.

Erica Tingey crossed the line for a commanding second place. The Utah rider turned in a best-ever performance to take the second step on the podium

At the finish a very happy Sonya Looney had ridden herself all the way to third just over a minute ahead of fourth place finisher Rebecca Rusch. And after a difficult final 15-miles, Jenny Smith held on for fifth.

For more information on the PCP2P visit www.thecpp.com.




See results on page 8.



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2011	Specialized	Stumpjumper Comp	M, L	2199.99	1999
2011	Specialized	Stumpjumper EVO	M	3649.99	3299
2009	Specialized	Roubaix Pro 54,56		4999.99	3749
2011	Specialized	Roubaix Comp 52,54,56,58,61		2399.99	2199
2009	Specialized	Tarmac S Works SL2 Di2 56		8999.99	6999
2009	Specialized	Tarmac Pro SRAM 54,56,58		4499.99	3499
2011	Specialized	Tarmac Elite 52, 54, 56, 58		1899.99	1749
2011	Specialized	Stumpjumper Expert HT- 29 19		3149.99	2899
2011	Trek	Fuel EX 5	17, 18, 19, 21	1599.99	1499
2011	Trek	Fuel EX 6	17, 18, 19	1929.99	1699
2011	Trek	Madone 3.154, 56, 58		1899.99	1699
2011	Trek	Madone 4.554, 56, 58		2099.99	1899
2011	Trek	Madone 3.1 WSD 47,50,52,54		1899.99	1699
2011	Trek	Madone 4.5 WSD 50, 52, 54		2099.99	1899
2008	Cervelo	P3 Frame 51 54		3299.99	2499
2008	Cervelo	P3 Dura-Ace 54, 56, 58, 61		4499.99	3599
2008	Cervelo	R3 Dura Ace 7800 51, 54, 56		4999.99	3999
2008	Cervelo	R3 SL Dura Ace 7800 54, 56, 58		5999.99	4199
2010	Cervelo	R3 Ultegra 54, 58, 61		3999.99	3199
2009	Cervelo	S2 Dura Ace 7900 54, 56, 58		5499.99	4299
2009	Cervelo	P2 Carbon Dura-Ace7900 51, 54,56		3399.99	2899
2011	Cervelo	S2 SRAM Red 54, 56, 58		4999.99	4249
2010	Colnago	CLX 2.0 48, 50, 54, 59		3699.99	3199
2009	Felt	Z 25 56		3499.99	2799
2009	Felt	Z 35 51, 56		2199.99	1649

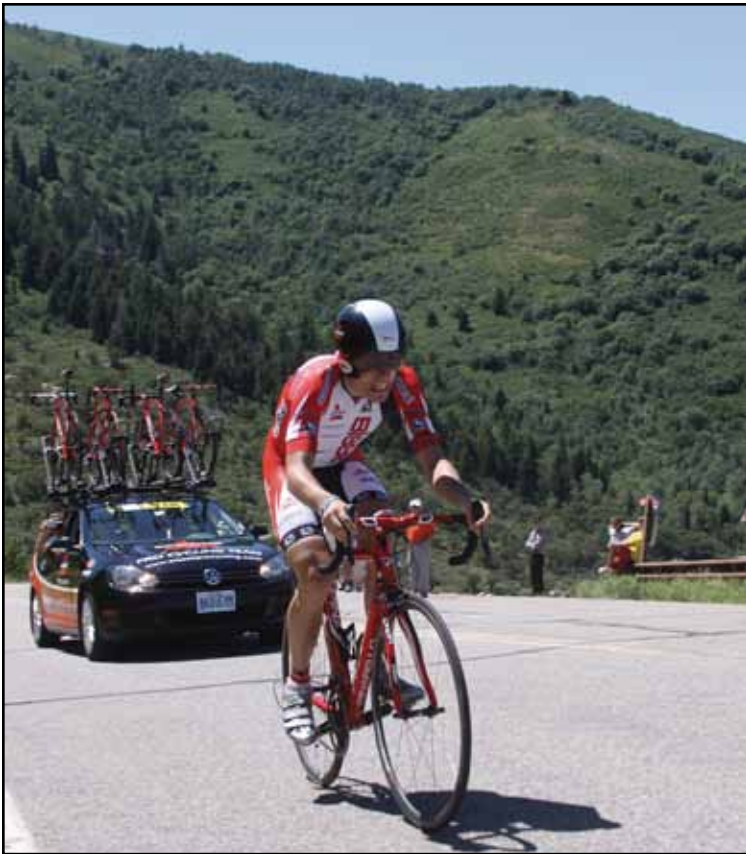




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Above: Utah's Chase Pinkham crushing the prologue.
 Right: Sergio Henao won the prologue to don the leader's yellow jersey.
 Henao fought for the lead throughout the race.
 Below right: Tyler Wren wore the best Utah rider jersey early in the race.

The handful of riders expected to challenge for the overall win -- including Van Garderen, Danielson, Mancebo and others -- knew they're race in Utah had changed dramatically. A shot at the final GC podium was all but gone and stage victories were now the focus for most of that group.

Stage 2: Lehi – Provo Road Race

A relatively easy day of racing in Utah County saw 'just' 100 miles of action. After starting in Lehi, the peloton sailed past Utah Lake and then took in the mild climb through Goshen Canyon to Mona. From there, it was a mostly flat run into Provo with several long sections of false-flat roads leading into the technical sprint finish at the Shops at Riverwood.

The GC effectively neutralized already, Stage 2's mostly-flat roll promised to be one for the sprinters.

But, as any racing fan knows, even sprint stages can pack some surprises in.

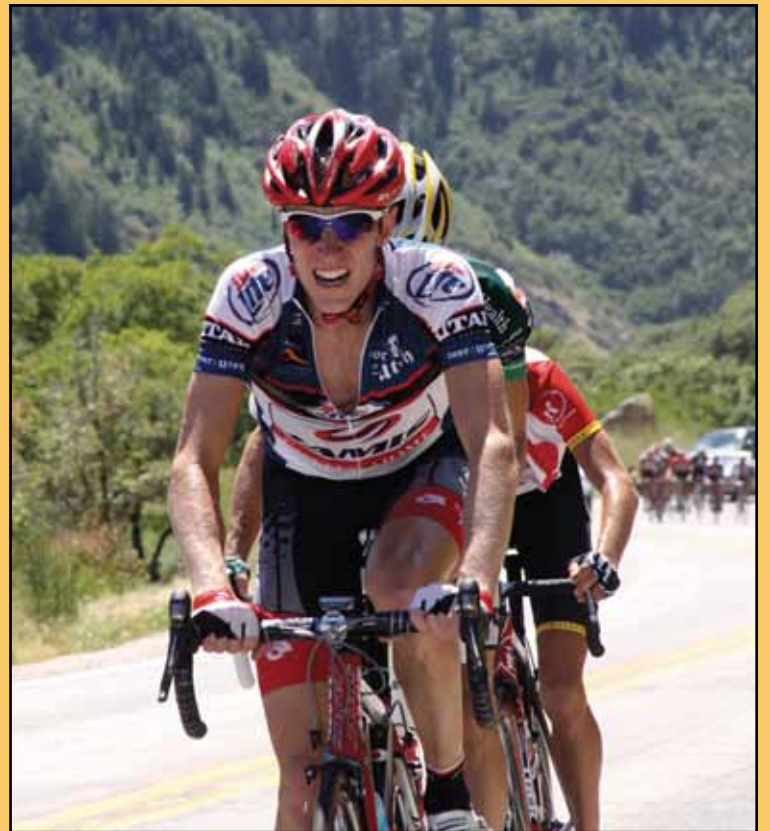
The first came after the mild, but still noticeable, climb through Goshen Canyon. With no breakaway established after an intermediate sprint was absorbed, the peloton approached the feedzone just north of Mona.

A couple of riders quickly tried to escape after rolling through, however, and created some tense moments of attacks and counter-attacks for the next several miles and the attention level was sky high for the rest of the stage.

Heading into the final intermediate sprint, a breakaway including Endura Racing's John Anderson and Kelly Benefit's Michael Creed got away. They were allowed to dangle off the front for a while before the charge into Provo set the stage for some dramatic moments over the final few miles.

With hundreds of fans lining the streets as the race roared through the south end of Provo, the teams with strong sprinters began a bit of gamesmanship lining things up.

As teams lined up, youngster Tejay Van Garderen launched himself in a solo attack with about four miles remaining in the race. The peloton allowed him to dangle off the front as



Tour of Utah Wrapup - continued from page 3

A funny thing happened, though. The chase never got organized and with the Leipheimer group working as cooperatively as a team time trial, the gap grew to nearly three minutes as they headed around the reservoir and into Ogden.

Anthony, refreshed after sitting on for the final 20 miles of the stage and not viewed as a strong threat to the overall title, easily sprinted past his four breakaway riders for the stage win on 25th Street in Ogden.

Henao retained his yellow jersey by finishing second while Leipheimer, Sevilla and Brajkovic were all awarded the same time.

The rest of the contenders, however, didn't cross the finish line for another 2:35.

That result created a sense of relief among the five breakaway riders while shattering the rest of the field.

"It's pretty much a four man race now, no offense to Jesse Anthony," Leipheimer said after the stage. "I'm not sure why, but they never got organized and didn't chase us down. We worked perfectly together once we got away."

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rise and people were going backwards. It looked like people were getting tired," Van Garderen said. "The sprinters' teams got organized and poured it on. When it's one guy against nine it's hard to succeed."

First, a couple of riders anticipated the first sharp right-hand turn a few miles early and caused a crash at the front of the chase. Because the crashed happened far enough out, those hitting the asphalt were outside the 'safe zone' that would have given them the same time as the lead group. Included in the crash was Henao.

The Gobernacion team rallied around the yellow jersey, however, and safely rejoined the peloton in time to retain possession of the overall lead.

Leipheimer, also riding near the front, was able to avoid the crash but suffered a flat tire with less than a kilometer to go. He kept himself upright through both 90-degree turns heading into the finish and held on for a 13th-place finish in the stage.

Escaping the chaos behind them, Endura Racing took advantage of its position at the front of the pack set up a solid leadout train for its sprinter. Jack Bauer was out front as the group hit the turns and was able to hold a straighter line than most others. As he looked behind him to assess the situation with 300 meters to go, he saw a much larger gap than he anticipated and finished off the sprint himself, easily rolling across the line ahead of Liquigas' Elia Viviani.

"It wasn't really a sprint finish," Bauer said. "We tried to set (the team sprinter) up, but going into the final corner we had a bit of a gap. I looked around and no one was on my wheel so I decided to go."

Henao stayed in yellow but Leipheimer ended the stage licking his lips in anticipation of the Stage 3 time trial that lay ahead.



Stage 3: Miller Motorsports Park Time Trial

By now, it was clear the Gobernacion de Antioquia team was not to be taken lightly in the mountains. What wasn't known by most was how they would fare in a race against the clock.

Also known was Leipheimer's ability to throw out some serious wattage in the Race of Truth.

At just less than 10 miles in length and on virtually flawless pavement, the Stage 3 time trial figured to shake up the race for the yellow jersey. In fact, after Stage 2 wrapped up, Henao admitted he expected to cede the overall lead to Leipheimer but try to limit his losses.

After Tom Zirbel set the mark early in the day at 18:03, racers battled the heat and wind trying to climb up the overall standings.

Van Garderen, celebrating his 23rd birthday, had the ultimate reason to

celebrate in the end as he nailed his ride with a 17:33 time and found himself in the hotseat with a handful of riders still on the course.

Leipheimer was the only threat remaining and as Van Garderen watched the seconds tick off the finish line clock, he cracked a big smile and pumped his fists in victory as the Radio Shack veteran tripped the clock six seconds slower than the newcomer.

It was Van Garderen's first race victory as a professional.

"I've been waiting for a win for the last two years," Van Garderen said just seconds after he watched Leipheimer's clock tick past the magic number needed to give him the stage win. "It's my birthday and it's one of my last races

Above: Leipheimer and Henao put the hammer down the third time up North Ogden Pass in the decisive move of the race on the third time up N. Ogden Pass.

Right: Jesse Anthony won the sprint to take Stage 1 after being in the break most of the day.

Photos: Dave Iltis. See more at gallery.cyclingutah.com

the course had a slight uphill approach to a technical finish. That technical finish, however, created some problems

for several riders after HTC-Highroad's Van Garderen was caught.

"When I went, it was on a bit of a

Continued on page 16

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Top: The peloton rides by Utah Lake in Stage 2.

Above: Jack Bauer took home the win in Stage 2. Photos: Cottonsoxphotography.com

Top right: Radioshack rode very hard at the front in Stage 4 to keep Leipheimer in yellow. Photo: Dave Iltis

Below right: Janier Acevedo (Gobernacion) won Stage 4 on the final sprint up State Street. He also took home the Best Young Rider Jersey. Photo: Dave Iltis

with my team ... So this is really a gift to them because they have been there and supported me so much all this time."

Leipheimer's time, though, was 1:09 faster than that posted by Henao and handed the yellow jersey to the former Utahn with two stages left to race.

Stage 4: Salt Lake City Circuit Race

If the Tour of Utah hadn't dished out enough punishment already, it went into pain overload Saturday afternoon. Starting and finishing in the shadows of the Utah State Capitol building, the 7.4 mile course through the Avenues and University neighborhoods unloaded wave after wave of hurt with its nasty climb from downtown Salt Lake City up State Street and the relentless attacks from teams hoping to shatter the field.

The day began with a bit of bad news as Jesse Anthony, fifth overall in the standings thanks to his impressive win in Stage 1, withdrew from the race because of flu-like symptoms. He was not the only rider to pull out of the race that day, though.

The wicked-fast pace – the peloton covered the 80-mile course at an average speed of 27.3 miles per hour – split the field into several groups and a trio of riders called it quits before the finish while four more missed the time cut after emptying themselves in an effort to help their team leaders.

As expected, the Gobernacion team sent shockwaves through the field with a series of stinging attacks. A group of 18 riders got off the front and built a gap large enough to threaten Leipheimer's overall lead.

The Radio Shack squad was forced

to organize a chase group at the front and do a lot of work as they tried to close the gap over the final few laps. But that effort came at a cost as Leipheimer found himself with only Brajkovic by his side for the final couple of laps. The gap was never fully closed and Gobernacion's Janier Acevedo charged away from the field on the final ascent of State Street to pick up a five-second win over Team Type 1's Javier Megio and Rubens Bertogliati.

"I am extremely happy," Acevedo said through a translator. "It is hard to win a stage anywhere in the world, but today it was especially difficult."

Mancebo, a former Tour of Utah winner and the runner up in 2010, finished fourth in the stage to climb back up the overall standings a bit.

Henao attacked Leipheimer's chase group on the final lap and managed to pull away, chopping 33 seconds off the time he had to make up heading into the final stage – just 23 seconds away from the overall lead.

Leipheimer was gasping for air and in a world of hurt as he crossed the finish line – still wearing yellow but 1:38 behind the stage winners.

"It was difficult," Leipheimer said after the stage. "We were under pressure the entire time and with the finish the way it was, I had to leave something in reserve for that last lap and climb."

Stage 5: Park City – Snowbird Road Race

The scene was set. Levi Leipheimer wore yellow and the unknown team from Colombia was going to make him work his tail off to keep it.

Starting in Park City, the race rolled through the rural farmlands of Oakley and Kamas.

Already seen as the hardest day of racing in the Tour of Utah, Stage 5 added a few extra miles because of road construction near Kamas. Instead of hitting the moderate, but uncategorized climbs near Jordanelle, the Peloton was rewarded with a lightning fast descent through Browns Canyon. The detour through Oakley and Peoa added six miles to the day, making the stage 106 miles in length, but probably neutralized some attacks in the early miles.

Several attempts to form a break were launched, but none stuck as the

watchful eyes of the GC contending teams quickly neutralized each attempt.

After the PureBlack team from New Zealand wrapped up the sprint points competition for Roman Van Uden – he started the day second in points to Acevedo but was not contested on either of the Sunday sprint lines – the tension in the peloton kicked up significantly as the riders turned down Provo Canyon with the first monstrous climb of the day in front of them.

What was a large peloton immediately shattered as the field headed up the Alpine Loop. By the time the leaders reached Sundance, there were small groups of riders falling off the back.

Gobernacion's Acevedo soloed off the front to cross the summit ahead of Leipheimer and Henao on the first climb and GEOX-TMC's Gian Paulo Cheula launched his own solo attack heading up Suncrest to claim those KOM points.

The developing story, however, was how in the world Leipheimer would handle the attacks from Gobernacion. Shortly after the second KOM point, the lead group contained Leipheimer and Brajkovic from Radio Shack and an overwhelming seven members of the Gobernacion team.

As expected, Gobernacion sent rider after rider up the road. Leipheimer had no choice but to match those attacks to make sure no one, especially not Henao or Oscar Sevilla, was able to get away up Little Cottonwood Canyon.

"As we started the final climb up Little Cottonwood I marked Henao and waited for his inevitable attack. He didn't waste any time and made a huge acceleration that saw my SRM Powermeter spike over 800 watts. I made my way back to his wheel just in time for him to accelerate a second time," Leipheimer wrote. "It felt like I was trying to match Alberto Contador; he demonstrated a lot of 'punch,' as we call it. Again I made my way back to his wheel and again he attacked! I figured he couldn't keep this up much longer so I dug in and his fourth attack was finally less violent. This is when I knew I had the race won and saw an opportunity to make a friend. I made it clear I was only interested in winning the GC and the stage was his for the taking."

With Brajkovic as his lieutenant, Leipheimer stuck close to the wheel of Henao and never let him out of his sight.

Surge after surge, Henao tried to shed Leipheimer and build a gap. But each attack was quickly matched and by the time the duo passed Tanners Flat – where a rambunctious crowd cheered them on and showered them with sprays of water – Henao realized he would not be able to pull away.

"The strategy today," Henao said through a translator after his stage 5 victory, "was to get ahead as much as we could. I felt good, I felt strong. But Levi was just as strong."

Leipheimer, much as he did a year earlier, matched the pace set by his final stage riding partner and rolled across the finish line at Snowbird in second place for the day, but comfortably in first place overall.

Final Overall General Classification Presented by Larry H. Miller Dealerships

1. Leipheimer Levi; Team Radioshack 15:53:12
2. Henao Montoya Sergio Luis; Gobernacion Indeportes Antioquia 15:53:35
3. Brajkovic Janez; Team Radioshack 15:53:57
4. Sevilla Ribera Oscar; Gobernacion Indeportes Antioquia 15:55:06
5. Danielson Thomas; Team Garmin-Cervelo 15:57:01

For stage results and complete overall General Classification, see page 9. For Complete Results and more photos, see cyclingutah.com.



ROAD RACING

Tour of Utah to Return in 2012

By Jared Eborn

There's no turning back now.

The Larry H. Miller Tour of Utah, after making the jump to the UCI calendar a year or two earlier than plans called for, has no intention of losing its spot.

With the recently completed USA Pro Cycling Challenge in Colorado having just wrapped up what is arguably the best three-week span of professional cycling the country has ever seen, Tour of Utah organizers are not content to pat themselves on the back too much, though.

"Before we even had the first stage (this year) we were already thinking about 2012," Tour of Utah president Steve Miller said. "We're excited about what the future holds for the race."

The 2011 version of the race featured six days of racing and, after partnering with Medalist Sports to make the event as professional as possible, the Tour of Utah sees room for improvement – albeit in steps not quite as large as the one it took this year.

With the step up to a UCI 2.1 rating, the Tour of Utah was forced to make certain changes from years past. The mountain-top finish at Mount Nebo, for example, was not possible for a few reasons. Among those reasons: the lack of power and parking to accommodate a UCI-sufficient finish-line area, the caravan and thousands of fans.

Instead, the race – much like the USA Pro Cycling Challenge – needed to focus its start and finish lines in locations capable of large crowds and the massive rolling race caravan.

The future of the Tour of Utah, accordingly, will likely focus on familiar stage routes with occasional variations, Miller said.

With Utah's unique geographic and population characteristics in mind, the Tour of Utah prefers – for now, at least – to operate with a Hub and Spoke approach. This keeps Salt Lake City at the center of all the action with each stage within an hour or two drive. That approach allows organizers to reduce travel time and costs. It also allows teams to set up a basecamp for daily preparation.

That means the Tour of Utah is less likely to embrace a 'tour' approach that takes the race from one end of the state to another.

Still, Miller said the race is considering numerous options to keep the stages from getting too familiar.

"We're trying to keep the stages fresh," Miller said. "We'd like to take a stage up to Cache Valley and Logan. Or maybe to Moab and St. George."

In fact, though nothing was formally announced, St. George visitor and convention bureau personnel were riding in Tour of Utah VIP cars during at least one stage while Logan-based ProForm was a visible sponsor at each finish line podium.

Miller said eventually he would like to see the race grow to as many as eight stages and cover two weekends. But for now, the Tour of Utah is comfortable staying at six days. Any tweaks to the course, Miller said, would be minimal.

"Next year, if we were to go farther distant," Miller said, explaining there is no rush to add another stage, "we'd have to replace a stage."

Keeping sponsors – both current and future -- rewarded and happy, of course, will factor into any course-change decisions.

Even with 2012 already an active item on the planning agenda, Miller acknowledged the recently completed Tour of Utah was a huge success.

"It was a 10," he said. "It was absolutely a 10 ... It was beyond our wildest dreams and we're very happy."



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- 3 DE LUNE * Flavio TEAM SPIDERTECH POWERED BY C10 CSM MEX 16:10:36
- 4 KING * Benjamin TEAM RADIOSHACK RSH USA 16:13:10
- 5 PINKHAM * # Chase BISSELL PRO CYCLING BPC USA 16:19:48

XO Communications Best Sprinter

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- 2 ACEVEDO COLLE Javier Alexis GOVERNACION INDEPORTES ANTIOQUIA GOB COL 21
- 3 BAUER Jack ENDURA RACING EDR NZL 15
- 4 HENAO MONTOYA Sergio Luis GOVERNACION INDEPORTES ANTIOQUIA GOB COL 12
- 5 VIVIANI * Elia LIQUIGAS-CANNONDALE LIQ ITA 12

Ski Utah King of the Mountain

- 1 LEIPHEIMER Levi TEAM RADIOSHACK RSH USA 29
- 2 ACEVEDO COLLE Javier Alexis GOVERNACION INDEPORTES ANTIOQUIA GOB COL 28
- 3 HENAO MONTOYA Sergio Luis GOVERNACION INDEPORTES ANTIOQUIA GOB COL 23
- 4 BRAJKOVIC Janez TEAM RADIOSHACK RSH SLO 23
- 5 SEVILLA RIBERA Oscar GOVERNACION INDEPORTES ANTIOQUIA GOB ESP 21

Best Team Competition

- 1 GOVERNACION INDEPORTES ANTIOQUIA GOB 47:48:17
- 2 TEAM GARMIN-CERVELO GRM 47:53:15
- 3 TEAM RADIOSHACK RSH 47:54:10
- 4 BMC RACING TEAM BMC 48:01:55
- 5 TEAM SPIDERTECH POWERED BY C10 CSM 48:05:58
- 6 ENDURA RACING EDR 48:17:02
- 7 LIQUIGAS-CANNONDALE LIQ 48:31:00
- 8 UNITED HEALTHCARE PRO CYCLING UHC 48:33:26
- 9 REALCYCLIST.COM CYCLING TEAM RCC 48:34:18
- 10 BISSELL PRO CYCLING BPC 48:35:37
- 11 TEAM TYPE 1 - SANOFI AVENTIS TT1 48:38:40
- 12 JAMIS-SUTTER HOME JSH 48:40:31
- 13 KELLY BENEFIT STRATEGIES-OPTUMHEALTH KBS 48:43:41
- 14 GEOX-TMC GEO 48:52:21
- 15 PUREBLACK RACING PBR 49:05:41
- 16 HTC-HIGHROAD THR 49:13:39

For stage results and complete overall General Classification, see page 9. For Complete Results and more photos, see cyclingutah.com.

Above. Large crowds lined State Street in Stage 4. Photo: Dave Ittis
 Below: A huge crowd urged on Henao and Leipheimer at Tanner's Flat. Photo: Cottonsoxphotography.com
 Far Right: Jeff Louder won the Miller Lite Best Utah Rider Jersey. Photo: Dave Ittis
 Above right: Danny Summerhill pops a wheelie in Stage 4. Photo: Steven Sheffield.



Final Jersey Competitions

In addition to the prized yellow leader's jersey won by Leipheimer and the sprinter's jersey taken by Roman Van Uden, several other within race competitions were awarded. Typically, the Tour of Utah is a climber's paradise. But the 2011 edition of the race featured only two stages with King of the Mountain points available and that made the North Ogden Pass climb extremely important. With three chances to earn points during Stage 1, the early breakaway jumped on those and Team Type 1's Rubens Bertogliati seized the moment. By cresting the summit the first two times, Bertogliati earned the Ski Utah KOM jersey and – without any points to be earned for another few days – held it until he was popped off the back during the first climb of Stage 5. Leipheimer tacked on enough points to win the KOM race as he finished at Snowbird with 29 points. Gobernacion's Janier Acevedo – who was first to the top in the Alpine Loop

– was second with 28 points. The best young rider had plenty of competition and HTC-Highroad's Tejay Van Garderen looked like the man to beat for most of the race. But with the overall title out of reach and the road tipping upward on the last day, Van Garderen fell off the pace a little bit. Gobernacion's Cristian Montoya, however, was in the middle of the action throughout the race and soared up the mountain on the final day to claim the light blue Subaru Best Young Rider jersey by 46 seconds over BMC's Chris Butler. Utah's Chase Pinkham finished fifth in that race, 13:52 back. Gobernacion, fueled by their amazing ability to stay together throughout the race with few riders off the back on any stage, was easily the winner of the best team race and showered the crowd at Snowbird with celebratory champagne. The Colombian squad, which had seven riders all together as the lead group reached the base of Little Cottonwood Canyon, had an advantage of 4:58 over Garmin-Cervelo and 5:53 over RadioShack.

TOUR OF UTAH
Louder Takes Best Utah Rider Jersey
 By Jared Eborn

Unlike many big races, the Larry H. Miller Tour of Utah seeks to reward its own. By offering a Best Utah Rider jersey, sponsored this year by Miller Lite, the Tour of Utah hopes to keep Utah cyclists interested in the race and competitive throughout. This year, only five people were eligible for the honor. Favorites Levi Leipheimer and Dave Zabriskie, because they no longer maintain Utah residences, were not included in the race for the jersey and that left Salt Lake City natives Jeff Louder (BMC), Reid Mumford (Kelly Benefits) and Chase Pinkham (Bissell) fighting it out with new Utah residents Tyler Wren (Jamis-Sutter Home) and Evan Hyde (RealCyclist.com) as they hit the Wasatch Front roads and mountains. Wren grabbed the jersey first based on a strong opening prologue time of 4:16 that left him in ninth place overall and just 11 seconds off the pace. Louder was just six seconds back. Wren managed to hold on to the jersey through Stage 1 in Ogden and Pinkham, who crashed earlier but fought back to finish well, maintained his spot just 26 seconds back. Stage 2 proved to be problematic for Wren, unfortunately, as he was involved in a crash with just a few kilometers left to go. The accident left his rear wheel bent and barely rideable. That cost him valuable time and allowed Louder to claim the Miller Lite Best Utah Rider jersey. "It's something I'm proud of," Louder said. "It's kind of bittersweet because Tyler had some trouble out there, but that's bike racing." Louder fought off the best efforts of the field during the Stage 3 time trial and held his own during Stage 4 in Salt Lake City. With a nice payday associated with the jersey, Louder stuck with the overall leaders through most of the decisive Stage 4 and pulled away up Little Cottonwood Canyon to maintain his grip on the jersey with an edge of 2:40 over Wren. Pinkham suffered through Stages 4 and 5 and finished third among Utah riders at 19:05 back. Mumford finished 33:07 back and Hyde, riding in support of GC hopeful Francisco Mancebo throughout the race, was 40:00 back when he finished the race.

Miller Lite Best Utah Rider
 1. LOUDER Jeff BMC RACING TEAM BMC USA 16:00:43
 2. WREN Tyler JAMIS-SUTTER HOME JSH USA 16:03:23
 3. PINKHAM Chase BISSELL PRO CYCLING BPC USA 16:19:48
 4. MUMFORD Reid KELLY BENEFIT STRATEGIES-OPTUMHEALTH KBS USA 16:33:50
 5. HYDE Evan REALCYCLIST.COM CYCLING TEAM RCC USA 16:40:43

cycling utah

CALENDAR OF EVENTS

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

Submit your event to: calendar@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!

Utah BMX

RAD Canyon BMX — Salt Lake City, UT, RAD Canyon BMX is a Salt Lake County Parks and Recreation facility, and American Bicycle Association sanctioned BMX race track. Located at 9700 S. 5250 W. in South Jordan. See web page for event and race details., Ron Melton, 801-699-9575, radcanyonbmx@radcanyonbmx.com, radcanyonbmx.com

Deseret Peak BMX — Tooele, UT, 1200 foot long track, ABA sanctioned, open to public for practice daily, fee is \$2 per rider. Sign ups 5:30 to 7:00 on race day. Races: May 8, 22, June 12, 26, July 10 - Race for Life, 17 - State Qualifier, August 14, 28, September 18, 25., Darin Cook, 435-843-4049, deseretpeakbmx@msn.com, deseretpeakcomplex.com

Utah Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group., Ken Johnson, ubcinfo@utahbikes.org, utahbikes.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are on the second Wednesday every month 5 p.m. at the Salt Lake City/County

Bldg. 451 S. State, Room 335, All are welcome. Visit the website to join the email listserv., Dave Ittis, 801-328-2066, dave@cyclingutah.com, Julian Tippetts, 801-535-7704, Julian.Tippetts@slc.gov, slc.gov.com/bike

Salt Lake County Bicycle Advisory Committee — Salt Lake City, UT, Bicycle Facilities Planning Meetings are third Wednesday each month from 4-6 p.m., with the exception of the month when the Quarterly County Advisory Committee is meeting on the third Wednesday from 6-8 p.m. (see website for meeting details). Meetings are held in Suite N-3001 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, UT. 801-468-3351, Megan Hillyard, 801-468-3351, MHillyard@slco.org, bicycle.slco.org

Weber County Pathways — Ogden, UT, Weber County's Trails Group. We are committed to the idea that non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life. Call 801-393-2304 or e-mail wp@weberpathways.org with questions or comments., Mark Bedel, 801-393-2304, wp@weberpathways.org, weberpathways.org

Davis Bicycle Advisory and Advocacy Committee — Farmington, UT, Not Currently meeting. Organizers needed., Bob Kinney, 801-677-0134, bob@bike2bike.org, davisbike.org

Mooseknuckler Alliance — St. George, UT, We accept all types and styles of riders, most important we want people to ride their bikes and enjoy doing it. Most of us love riding our bikes in all types of weather and in multiple disciplines. The Alliance is located in Southern Utah and has group rides to help people get out, meet new friends, and most importantly, have fun riding their bikes., Lukas Brinkerhoff, lukas@mooseknuckleralliance.org, mooseknuckleralliance.org

Park City Alternative Transportation Committee — Park City, UT, Normally meets the second Tuesday of the month at Miner's Hospital, 9 a.m., Charlie Sturgis, 435-

649-6839, charlie@mountaintrails.org, mountaintrails.org

Mountain Trails Foundation — Park City, UT, Park City's Trails Group, Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

Bonneville Shoreline Trail Committee — Salt Lake City, UT, Volunteer to help build the Bonneville Shoreline Trail. (801) 485-6974 or visit our web page., Dave Roth, 801-824-5339, bonnevilleshorelinetrail@gmail.com, bonnevilleshorelinetrail.org

Parley's Rails, Trails and Tunnels (PRATT) — Salt Lake City, UT, PRATT is a 501(c)(3) nonprofit organization, run by volunteers. The mission of the Parley's Rails, Trails and Tunnels (PRATT) Coalition is to assist city, county, state and federal agencies and other public and private partners in completing a multi-use trail along I-80 via Parley's Creek Corridor and the Sugar House Rail Spur to connect the Bonneville Shoreline Trail with the Provo/Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, parleystrail@gmail.com, parleystrail.org

Holladay Bicycle Advisory Committee — Holladay, UT, The Holladay Bicycle Advisory Committee (HBAC) works to make Holladay bicycle friendly. The HBAC meets on the first Tuesday of every month from 6:00 p.m. to 6:45 p.m. in the Hy Nielson Room of the city building at 4580 S. 2300 E., Greg Hoole, 801-272-7556, grehg@hooleking.com, tinyurl.com/holladaybac

Events, Swaps, Lectures

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., None, noemail@cyclingutah.com, slccriticalmass.org

Bike Polo League — Salt Lake City, UT, March to November - Come and play bike polo! Tuesdays at Liberty Park, Salt Lake City, 6:30 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., Scott Brown, 801-870-9292, sbrown@redrocks.com

July Bike Maintenance Clinics — Cottonwood Heights, UT, Join us for our free weekly maintenance clinics Tuesday evenings this July. Come learn two of the most basic and important, bicycle maintenance skills in an informative, comfortable and hands-on setting. TUESDAYS at 6:30pm, July 5: Flat repair, July 12: Drivetrain Cleaning, July 19: Flat repair, July 26: Drivetrain Cleaning, Clinics are limited to 20 participants each so please call or email to reserve your spot., Chris Skolnick, 801-942-1015, info@cottonwoodcyclery.com

September 22, 2011 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclingutah.com, worldcarfree.net

October 8, 2011 — Layton Marathon, Antelope Island, UT, Only World Record and Olympic Qualifying course in Utah, also qualifies for Boston Marathon. Starts on Antelope Island, travels across paved road, cross a 7 mile causeway and finish remaining miles into Layton City., Joe Coles, 801-335-4940, joe@onhillevents.com, laytonmarathon.com, onhillevents.com

October 15, 2011 — Bikes, Bands, & Brews, Grand Junction, CO, Poker ride, Bikes, Bands, Brews, Mike Driver, 970-904-5708, mdriver@live-trainrace.com, live-trainrace.com

Mountain Bike

Tours and Festivals

September 23-25, 2011 — San Rafael Swell Mountain Bike Festival, Emery County, UT, Fall Festival in Wedge Overlook in Emery County begins Friday afternoon with registration, warm-up bike ride, meal and prize drawing. Saturday: Day-long rides to see the San Rafael Swell, returning to meal. Sunday begins with breakfast and one last group ride, ending at noon; family-oriented.

, 435-637-0086, meccabikeclub@etv.net, bikethestwell.org

September 24-25, 2011 — Trek Dirt Series Mountain Bike Camp, Fruita, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Jo Fergie, 604-905-8177 (Canada), info@dirseries.com, dirseries.com

October 4-8, 2011 — Alison Dunlap Adventure Camp, Moab, UT, Five-day Intermediate/Advanced MTB Skills Camp, Rim Village condos at 4 pm., Alison Dunlap, alisondunlap@comcast.net, alisondunlap.com

October 5-9, 2011 — Outerbike, Moab, UT, Outerbike will be an opportunity to ride your dream bike on world famous trails, including Slickrock. Participants will receive bike demos for 3 days, lunch at the trailheads, and admission to evening parties and films., Sean Hazell, 800-845-2453, biking@westernspirit.com, outerbike.com, westernspirit.com

October 14-16, 2011 — Hurricane Mountain Bike Festival, Hurricane, UT, Ride with us on some of the most stunning trails in the world with Zion National Park as your backdrop. Fun festivities, awesome demo bikes, beer garden, dutch oven dinner, prizes & more!, DJ Morisette, 435-635-5455, hu@otesports.com, otesports.com

October 27-30, 2011 — 5th Annual Moab Ho-Down Bike Festival, Moab, UT, Offers group shuttle rides, amateur film festival, townie tour, Super D Race, DH Race, dirt jump comp and an outrageous costume party!, Tracy Reed, 435-259-4688, info@chilebikes.com, moabhdown.com

Utah Mountain

Bike Racing

September 17, 2011 — 12 Hours of Sundance, Sundance Resort, UT, 7 am to 7 pm, Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

September 17, 2011 — Widowmaker Hill Climb, Snowbird, UT, 10 AM, 3000' vertical race to the top of the Tram, Gad Valley, Snowbird Resort.,



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James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

September 17, 2011 — Rockwell Relay: Road/MTB Combo, Wasatch Mountains, UT, Mixed relay race traveling both paved roadways and dirt trails., Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

September 18, 2011 — Tour de Suds, Park City, UT, 7 mile mtb climb from City Park to top of Guardsman Pass, 1,700 elevation gain. Participants urged to don 'festive' costumes and celebrate the end of the mtb season in a spirited manner! , Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

October 1, 2011 — 6 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, 13 mile long course in the UT desert combines sweet single track , with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories. , Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

October 8-9, 2011 — 24 Hours of Moab, Moab, UT, The 17th Annual 24 Hours of Moab offers solo, duo, 4 and 5 person team categories in men's, women's and coed classes., Laird Knight, 304-259-5533, 304-614-5091, heygranny@grannygear.com, grannygear.com

October 10-11, 2011 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, hwsg@infowest.com, Merrill Barney, , seniorgames.net

November 5-6, 2011 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track , with some technical sections, and great climbs. , Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

Regional Mountain

Bike Racing

September 17, 2011 — USA Cycling Marathon MTB National Championships, Bend, OR, Kelli Lusk, 719-434-4200, klusk@usacycling.org, usacycling.org

September 18, 2011 — Velopark Hari-Kari STXC, Wild Rockies Series, Eagle, ID, 20-40 min Short-track, depending on category. 1.2 mi course rolling, tight corners. 11 am start time., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

September 24-25, 2011 — Boise State Collegiate MTB, Boise, ID, Brian Parker, brianparker@u.boisestate.edu, facebook.com/boisestacycling

October 1-2, 2011 — USA Cycling 24-Hour MTB National Championships, Colorado Springs, CO, Kelli Lusk, 719-434-4200, klusk@usacycling.org, usacycling.org

October 28-30, 2011 — USA Cycling Collegiate Mountain Bike National Championships, Granby, CO, Chad Sperry, chad@gorge.net, usacycling.org

October 29, 2011 — 24 Hours of Bootleg, Boulder City, NV, 6 hour, 12, hour, and 24 hour categories. Held at Bootleg Canyon, near Las Vegas, solo and relay divisions,

Keith Hughes, 702-525-1087, keith@sunsetracing.com, 24hoursofbootleg.com

Utah Weekly

Road Race Series

Cyclesmith Rocky Mountain Raceways Criterium Series — Utah Crit Series, West Valley City, UT, A and B Flite off at Noon C and D Flite off at 12:50, 6555 W. 2100 S. March 5,12,26, April 5,12,19,26, May 3,10,17,24,31 June 7,14,21,28 July 5,12,19,26, August 2,9,16,23,25,30, September 6,13,20,27., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Salt Air Time Trial Series — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center; 4/7, 4/14, 4/28, 5/12, 5/26, 6/9, 6/23, 6/30, 7/14, 7/28, 8/11, 8/25, 9/8, 9/15, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

SBR Time Trial Series — Orem, UT, Starts at 7pm, free to participate Flat 6 mile out and back ,321 South Vineyard Road Orem, UT 84058, updates on facebook., Joe Johnson, 801-225-0076, 949-412 0587, joe@sbrutah.com, sbrutah.com, facebook.com/sbrsports

Utah Road Racing

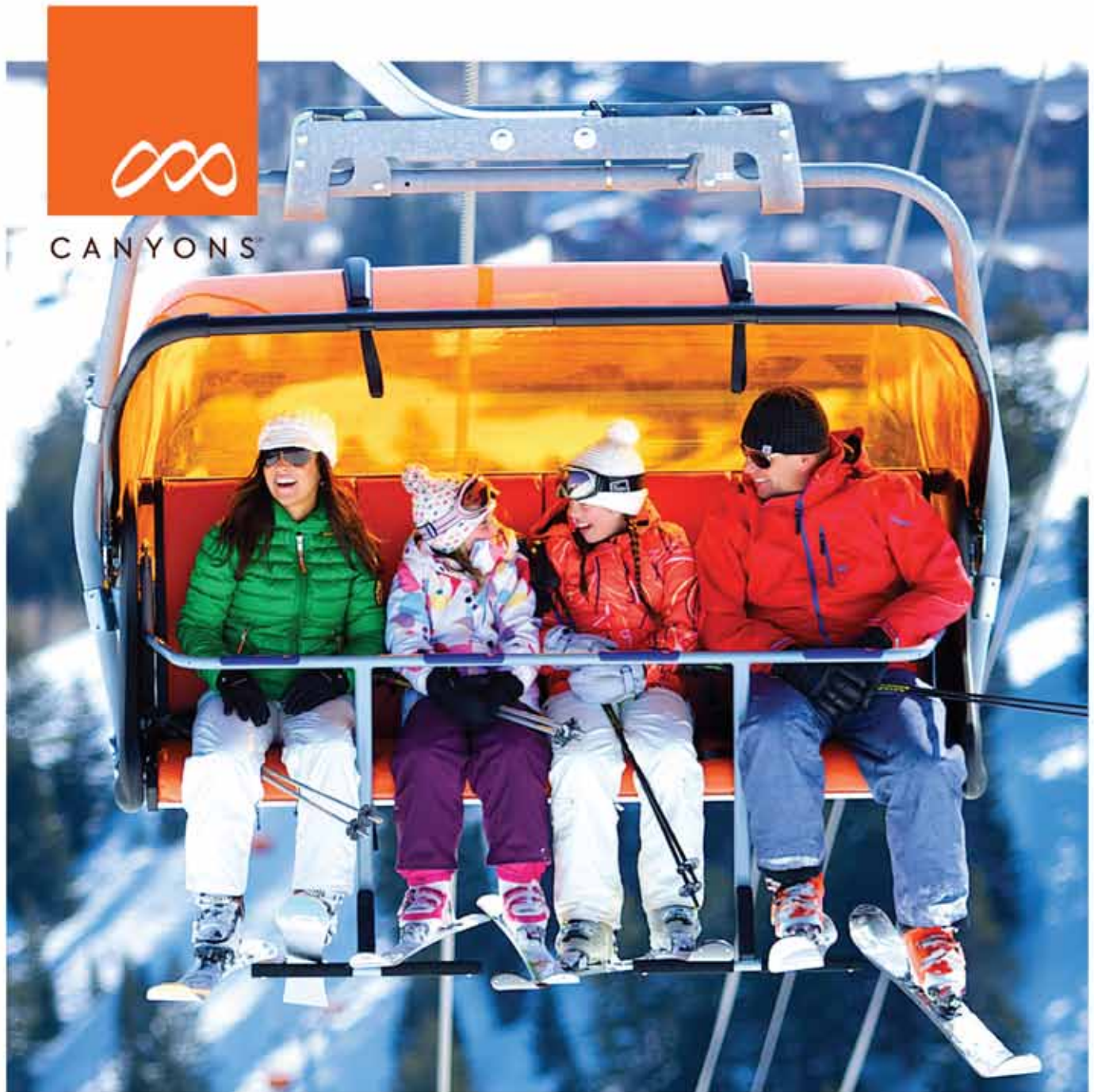
September 16-18, 2011 — Salt to Saint Relay, Salt Lake City, UT, Utah's most exciting bicycle relay, 425 mile relay race from Salt Lake City to St. George following Hwy 89. Solo, 2, 4 and 8 person team categories. Riders will push themselves, their sleeping habits, their cycling abilities and their idea of a good time to new limits., Geoffrey Montague, 435-313-3188, geoffrey.montague@gmail.com, Clay Christensen, 801-234-0399, info@salttosaint.com, salttosaint.com

September 17, 2011 — Rockwell Relay: Road/MTB Combo, Wasatch Mountains, UT, Mixed relay race

traveling both paved roadways and dirt trails., Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

September 24, 2011 — Harvest Moon Criterium, UCA, Ogden, UT, UCA Points Race, 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets., Ben Towery, 801-389-7247, teamexcelsior@gmail.com, teamexcelsior.com

October 3-6, 2011 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. Skill divisions I, II, and III., Kyle



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Case, 800-562-1268, hws@infowest.com, seniorgames.net

October 8, 2011 — City Creek Bike Sprint, Salt Lake City, UT, 10 am, 5 1/2 mile climb up City Creek Canyon, road or mountain bikes., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

Regional Weekly

Road Race Series

Idaho Cycling Enthusiasts Time Trial/Hillclimb Series — ICE Series, Pocatello, ID, Time Trials are flat, hill climb is up either Scout Mountain or Pebble, dates TBA., David Hachey, 208-241-0034, dmhachey@gmail.com, idahocycling.com

SWICA Criterium Series — SWICA Criterium Series, Boise, ID, Tuesdays starting in May 2011. Local training crit series at Expo Idaho West lot., Kurt Holzer, 208-890-3118, idahobikeracing@yahoo.com, idahobikeracing.org

Regional Road Racing

Utah Road Touring

September 16-18, 2011 — Moab Century Tour, Moab, UT, Weekend of road cycling with rolling and climbing route options including the infamous "big nasty" (3000 feet elevation in 7 miles). Warm Up ride Friday, recovery ride Sunday, century route and timing chip option., Beth Logan, 435-259-3193, info@skinnytirevents.com, skinnytirevents.com

September 17, 2011 — Randy's Fall Colors Classic, BCC SuperSeries, Salt Lake City, UT, Sugarhouse Park over Big Mtn, Coalville, Wanship, Browns Canyon, and back via I-80 over Parleys, self-supported century., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 17, 2011 — Bike for Life, Salt Lake City, UT, Be part of this fun fully supported ride through the quiet neighborhoods of Salt Lake and then along the south end of the Salt Lake International Airport (the gates will be open!), and then out to Saltair and the Great Salt Lake Marina. This is the perfect ride to wrap up the season and to help raise funds for the Utah AIDS Foundation. The out and back route is flat with little traffic. Fifty and twenty five mile options. Starts at 8:00 am at Liberty Park., Nathan Measom, 801-487-2323, nathan.measom@utahaids.org, utahaids.org

September 17, 2011 — Bryce Canyon 200 K, Southern Utah Brevet Series, Panguitch, UT, Brevets are self support, timed, distance cycling events, route begins in Panguitch and loops around to Bryce Canyon, Tropic and Circleville before returning to Panguitch., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org

September 17, 2011 — Wonder Woman Century, Payson, UT, Ride for women by women, fun surprises, great food and awesome finisher's jewelry, 7:30 am 100 milers, 9 am metric century, 10 am 30 milers., Mahogani Thurston, 801-318-1420, wonderwomanride@gmail.com, foreverfitevents.com

September 24, 2011 — Heber Valley Century, Heber, UT, Only Biathlon century in the USA. Benefiting Hess Cancer, 8 am, 100 mi, 65 mi, 50 mi, 25 mi options, fully supported, starting from Southfield Park (1000 W 100 S), Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 24, 2011 — Biker's Edge - Ride4yellow Time Trial, Syracuse, UT, It's your reason 2 ride benefiting Huntsman Cancer Institute and Southern Sudan Humanitarian. Known as the race of truth, it's just you against the clock. Ride out to Antelope island and back along the Great Salt Lake and enjoy the speed of this pancake-flat course. This event qualifies for UCA Points. 8am start., Jeff Sherrrod, 801-654-2886, jeff@myreasontoride.org, Shawn Snow, 801-230-0914, shawnmyreasontoride.org, reason2ride.org

September 24, 2011 — Watchman Century, St. George, UT, Starts in Washington City, Utah where Dixie truly begins. This ride will take place in Southwestern Utah where the sun shines more than 300 days a year. On this ride you will travel through Sand Hollow State Park and view the majestic scenery of Zion National Park., Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

September 24, 2011 — Moab Double Whammy 200K Brevet (125 miles), BCC SuperSeries, Moab, UT, Moab is ground zero to mountain biking, yet also offers great potential for endurance roadie events. Join us for this self-supported ride. This is a double out and back route which starts in Moab, travels to the end of Arches National Park. From there it backtracks and then climbs up to Canyonlands National Park, before returning to Moab. A brevet is a nationally certified, self-supported, timed, ultra distance event. Co-sponsored by Bonneville Cycling Club and the new RUSA.org chapter: Salt Lake Randonneurs., Don Williams, 801-641-4020, roadcaptain@bbtc.net, Richard Stum, 435-462-2275, info@bgear.com, bccutah.org, RandoRichard.com

September 24, 2011 — Aptalis Cystic Fibrosis Cycle For Life, Morgan, UT, The 35 mile Morgan Valley Loop is a beautiful ride located in the high Morgan Valley of the Wasatch Mountains. The 65 mile includes a breathtaking loop up Trappers Loop and around the Pineview Reservoir., Laura Hadley, (801) 532-2335, utah@cff.org, cff.org/Chapters/utah

October 1, 2011 — Josie Johnson Memorial Ride, Salt Lake City, UT, This memorial ride is dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, Sugarhouse Park at 10:30 am, to mouth of Big Cottonwood Canyon and back., Ken Johnson, 801-205-1039, kjlivetobike@gmail.com, josiejohnsonride.com

October 1, 2011 — Emigration 2 Morgan Tour, Salt Lake City, UT, A recreational charity ride benefiting the Cystic Fibrosis Foundation (CFF), a scenic tour up to and around Pineview Reservoir, 65 or 130 mile lengths. Start time is 8 am at the Morgan County Fairgrounds., Daniel Lilly, 801-657-2627, daniel@

mycyclingsource.com, mycycling-source.com/utah-road-bike-race.html

October 8, 2011 — Breast Cancer Awareness Ride, American Fork, UT, Breast Cancer Charity Ride, 22 mi casual ride for women and men; food, SWAG, & raffle prizes; Registration fees go to The Breast Cancer Research Foundation., Trek Bicycle Store of American Fork, 801-763-1222, info@trekaf.com, trekaf.com

October 15, 2011 — Tour de St. George, St. George, UT, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile options., Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

October 22, 2011 — Wish 100, Beauty and the Bike, St. George, UT, Women only cycling event. Several course lengths will be offered, allowing everyone from the experienced cyclist, to the novice, to have an amazing time. The course will wind through scenic St. George and end with a festive finish line celebration, fun for the whole family., Jessica Rogers, 801-262-9474, events@utah.wish.org, wish100-utah.com

November 26, 2011 — Saturday Fatter-day Ride, Saratoga Springs, UT, 3rd annual ride to benefit the Utah Food Bank. Burn off a bit of turkey and pie calories riding to the top of Sun Crest. Bring a donation for the Food Bank as your "entrance fee.", Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

Regional Road Touring

September 10, 2011 — CF Cycle For Life, Middleton, ID, leaves from Middleton and goes through the scenic Emmett Valley. 35 or 65 mile options. Fundraiser for Cystic Fibrosis Foundation., Brandi Hawkins, 208-724-9436, 240-482-2853, bhawkins@cff.org, cff.org/Chapters/utah/index.cfm?id=17415&event=17415

September 11, 2011 — Tour de Tahoe - Bike Big Blue, Lake Tahoe, NV, 9th Annual, ride around Lake Tahoe on the shoreline, fully supported with rest stops, tech support and SAG. 72 miles, 2600 vertical gain. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, tgff@bikethewest.com, bikethewest.com

September 11-16, 2011 — The Amgen People's Coast Classic, Astoria, OR, The Amgen People's Coast Classic bicycle tour is a six-day charity event benefiting the Arthritis Foundation. Join us for 2, 4, and 6-day options along the beautiful Oregon Coast., Tai Lee, 206-547-2707, tlee@arthritis.org, thepeople-scoastclassic.org, arthritis.org

September 17, 2011 — Tour de Vins, Pocatello, ID, Bike Tour - 16.5, 25, 32, 48, & 58 mile options, ride through Buckskin and Rapid Creek, fundraiser for Family Service Alliance (family violence prevention), start at 8 am at corner of Humboldt & 5th Ave in Pocatello., Sarah Leeds, 208-232-0742, sarahl@fsalliance.org, FSAlliance.org

September 18, 2011 — Wine Ride #2, Boise, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

September 24, 2011 — West Yellowstone Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots. Supported ride., Sara Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 24, 2011 — Absolute Bikes Taylor House Benefit Century Ride, Flagstaff, AZ, Group road ride in the high-altitude cool pines of Northern Arizona, 7 am from Flagstaff Medical Center, check in and day of registration starting 6 am. There are 45, 65, and 95 mile route options., Anthony Quintile, 928-779-5969, flagstaff@absolutebikes.net, absolutebikes.net/taylor

September 24, 2011 — Gran Fondo Las Vegas, Las Vegas, NV, Las Vegas to Lovell Canyon and back, 100 miles - 8000 of climbing. A Gran Fondo is a long distance, timed cycling event (not a race) that welcomes competitive, amateur and recreational cyclists of all abilities.

Fully supported., Deb Bowling, 818-889-2453, embassy@planetultra.com, granfondolasvegas.com

September 25-October 1, 2011 — OATBRAN, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 20th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully Supported motel style tour., Curtis Fong, 800-565-2704, 775-588-9660, tgff@bikethewest.com, bikethewest.com

October 1, 2011 — No Hill 100, Fallon, NV, 30 mile, a 60 mile, and a 100 mile tour, fully supported. Event shirts, giff bags, lunch (for metric and century riders), post event BBQ at noon for all riders, 8:30 am ,Churchill County Fairgrounds., Gene Ponce, president@churchill-countycyclists.com, churchill-county.org/parksnrec/index.php?ctr=152

October 8, 2011 — A Ride in the Clouds Century, Cloudcroft, NM, Women's only century ride, Lincoln National Forest, starts at an elevation of over 9,400 feet. Visit to the National Solar Observatory, benefiting COPE Women's Shelter., Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

October 8, 2011 — Park to Park Pedal Extreme Nevada 100, Kershaw-Ryan State Park, NV, The ride starts and finishes at beautiful Kershaw-Ryan State Park situated in colorful and scenic Rainbow Canyon. 103 and 38 mile options. Also family fun ride., Dawn Andone, 775-728-4460, cathedralgorge_vc@lcturbonet.com, Jonathan Bruner, 775-726-3564, kershaw@lcturbonet.com, lincolncountynevada.com/Lincoln-County-Nevada-Pedal.html

October 15, 2011 — RTC Viva Bike Vegas, Las Vegas, NV, 4th Annual, All new and exciting century ride, 60-mile, and 15-mile routes! Benefiting the Nevada Cancer Institute and Las Vegas After-School All-Stars., Alison Blankenship, 702-676-1542, blankenshipa@rtcnsnv.com, Jodi Gutstein, 702-676-1692, gutstein@rtcnsnv.com, rtcnsnv.com

October 15, 2011 — Goldilocks Las Vegas, Las Vegas, NV, 2nd Annual Goldilocks Las Vegas! Fully supported 'boutique' women's only bike ride with multiple mileage route options. Rainbow Family Park at 7:30 am., Dani Lassiter, 801-635-9422, dani@goldilockside.com, goldilockside.com

November 5, 2011 — Tri-States Gran Fondo, Mesquite, NV, 112 miles, 7,500' of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deb Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondo.com

November 12-13, 2011 — Bike MS 2011 Las Vegas, Las Vegas, NV, Fundraiser for the National Multiple Sclerosis Society. Fully supported, 30,65,100 mile on Saturday to Red Rock Canyon Loop, 35, 65 miles on Sunday to Lake Mead. Start/Finish Ruvo Center for Brain Health., Linda Lott, 775-827-4257, 702-736-1478, linda.lott@nmss.org, bikems-nevada.org

December 31-January 1, 2011 — New Year's Revolution, Goodyear, AZ, Celebrate the end of one year and the beginning of the new year as we Ride out the Old and Ride in the New Year, 2 different routes in warm & sunny Arizona, 3 distances each day (100, 70, 50), Bob Kinney,

801-677-0134, bob@bike2bike.org, Bike2Bike.org

Multisport Races

September 17, 2011 — Kokopelli Triathlon, SGRC Twin Tri Series, St. George, UT, Sprint and Olympic distances at Sand Hollow, post-race food included., D Weideman, info@bbscrti.com, bbscrti.com

September 17, 2011 — Western Colorado Triathlon, Loma, CO, Olympic: 1500m swim, 24 mile bike, 6.2 mile trail run - Highline State Park, 8 am, Camping available, Hotels in Fruita - only 15 minutes from start. Sprint: 750, swim, 15 mile bike, 3.1 mile trail run., Chris Reed, 970-274-1232, chrisreed@ascent-productions.net, ascentproductions.net, imathlete.com

September 24, 2011 — XTERRA USA Championship/ XTERRA Utah, XTERRA America Tour, Ogden, UT, XTERRA Utah, two distance options: 750m / 19k mountain bike / 5k trail and 1.5k swim/ 30k mountain bike/ 10k trail run; XTERRA USA Championships (invite-only): 1.5k swim / 30k mountain bike / 10k trail run., Ann Mickey, 877-751-8880, info@xterraplant.com, xterraplant.com, xterratah.com

September 24, 2011 — Rhino Relay, Yuba State Park, UT, Ultimate team relay adventure race, navigate 70 miles of backcountry with your team of 6 - trail running, mountain biking, basic orienteering, and a short swim, Rhino, 760-402-0049, 760-613-4510, graham@rhinorelay.com, rhinorelay.com

October 7-9, 2011 — Cedar Mt. Adventure, Milestone Adventure Experience, Brian Head, UT, Adventure Race consists of two race lengths, 4hr and 8hr with map and compass running from check point to check point using various clues and passing challenges, a ropes course, and Mt. Biking., Chad Thiriot, 435-668-1107, buildmilestone@gmail.com, milestoneadventure.com

October 8, 2011 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K., Kyle Case, 800-562-1268, hws@infowest.com, seniorgames.net

October 8, 2011 — Fall Finale, Salt Lake City, UT, The best spectator venue in the state. Following an epic bike course the run finishes in the Olympic Oval., Cody Ford, 801-558-2503, cody@ustrisports.com, ustrisports.com

October 15, 2011 — Pumpkinman Triathlon, Boulder City, NV, 7 am start, Lake Mead National Rec Area. Sprint, Olympic & Long Courses., D Weideman, info@bbscrti.com, bbscrti.com

October 22, 2011 — Powell3 Triathlon Challenge, Page, AZ, Olympic and Sprint Distances in Lake Powell. The transition area over looks Wahweap Marina and some incredible red rock cliffs., Joe Coles, 801-335-4940, joe@onhillevents.com, powell3.com, onhillevents.com

October 29, 2011 — Lake Mead Triathlon, Boulder City, NV, Full triathlon on River Mountain Trail Loop, 750 m swim, 24 mile bike, 9 mile downhill run, Keith Hughes, 702-525-1087, keith@sunsetracing.com, sunsetracing.com

November 5, 2011 — Telos Turkey Triathlon, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-678-4032, shaun@t3triathlon.com, t3triathlon.com



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November 12, 2011 — Turkey Triathlon, St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 9 am and 2 pm. Indoor swim, outdoor run and bike legs., Aaron Metler, 435-627-4560, aaron.metler@sgcity.org, sgcityrec.org

Cyclocross

Clammy Cross — American Fork, UT, Sept 24, Nov 26, Dec 10, 9:30 am, Art Dye Park, 573 E 700 N, Josh McCarrel, 801-756-5014, 801-520-9622, joshwmcc@gmail.com, clammycross.blogspot.com

August 30-October 25, 2011 — SBR Utah Mid-Week Cyclocross Series, Orem, UT, Tuesday Night CX Series. All categories of racing including a "First Timer" race. Demo Bikes available. Prizes and prizes every night of racing! 727 N. 1550 E., Orem, 84057, Canyon River Corporate Center, Joe Johnson, 801-225-0076, 949-412 0587, joe@sbrutah.com, sbrutah.com, facebook.com/sbrsports

September 14, 2011 — CrossVegas Cyclocross Race, Las Vegas, NV, UCI Cat I event, Elite Men and Women only, also Industry Race at Desert Breeze Soccer Complex during Interbike., Brook Watts, 303-907-3133, contact@crossvegas.com, crossvegas.com

September 17-November 9, 2011 — Cyclesmith 'Cross Series, Tentative Dates, Salt Lake City, UT, Tentative info: Sept 17,24 and Oct 9,16,23, Nov. 6,13,20 location: September events: Big Cottonwood Park Sports Complex, 4300 South 1300 East, October and November events: This is the Place State Park; Categories: A, B, C for Men; Women A,B; Jr 10-13 and 14-17; Masters 35, 45, Master B and Singlespeed, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

October 1, 2011 — Utah Cyclocross Series Race #1 at Utah State Fairpark, Utah Cyclocross Series, Salt Lake City, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

October 1-2, 2011 — Sandy Point Beach Race Weekend #1, Southern Idaho Cyclocross Series, Boise, ID, Kick off CX race for SICX., Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

October 2, 2011 — Utah Cyclocross Series Race #2 at Utah State Fairpark, Utah Cyclocross Series, Salt Lake City, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

October 8, 2011 — Utah Cyclocross Series Race #3 at Ft. Buenaventura, Utah Cyclocross Series, Ogden, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

October 8-9, 2011 — Moose Cross, Southern Idaho Cyclocross Series, Victor, ID, Two-day cross festival in conjunction with Grand Teton Brewing Oktoberfest in Victor, ID. Post race gathering, host housing available., David Bergart, 307-690-4373, dave@moosecross.com, moosecross.com, cxidaho.com

October 15, 2011 — Utah Cyclocross Series Race #4 at Weber Fairgrounds, 1000 N. 1200 W, Utah Cyclocross Series, Ogden, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

October 22, 2011 — Utah Cyclocross Series Race #5 Wheeler Farm Cross out Cancer, Utah Cyclocross Series, Salt Lake City, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

October 22-23, 2011 — Crosstoberfest, Ketchum, ID, Idaho State CX Championships, River Run Plaza, Base of Bald Mountain, Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

October 22-December 17, 2011 — Grand Valley Cyclocross Series, Grand Junction, CO, 10 am, A, B, Mens, Womens divisions. Various course venues, Events on 10/22, 11/5, 11/19 and 12/3, 12/17, Mike Driver, 970-904-5708, mdriver@live-trainrace.com, livetrainrace.com

October 22, 2011 — Southern Idaho Cyclocross Series - Bernie Fisher Park, Southern Idaho Cyclocross Series, Kuna, ID, Southern Idaho Cyclocross Series - Bernie Fisher Park., Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

October 29, 2011 — Utah Cyclocross Series Race #6 at Wheeler Farm, Utah Cyclocross Series, Salt Lake City, UT, At Wheeler Farm, 6351 S. 900 E, SLC, Halloween Cross Double Weekend, Halloween Costume Contest Parade right after Kiddie Cross, Matt Ohran, info@utcx.net, utahcyclocross.com

October 30, 2011 — Utah Cyclocross Series Race #7 at Wheeler Farm, 6351 S. 900 E, SLC, Utah Cyclocross Series, Salt Lake City, UT, Halloween Double Cross weekend, Matt Ohran, info@utcx.net, utcx.net

November 5, 2011 — Utah Cyclocross Series Race #8 at Heber Fairgrounds, Utah Cyclocross Series, Heber City, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

November 5, 2011 — SICX: Lake View Park, Southern Idaho Cyclocross Series, Nampa, ID, This is a great race right in the main park in the wonderful city of Nampa., Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

November 12, 2011 — Utah Cyclocross Series Race #9 at Mt. Ogden Golf Course, State Championship, Utah Cyclocross Series, Ogden, UT, At the Mt. Ogden Golf Course, 1787 Constitution Way, Ogden, UT 84403, Matt Ohran, info@utcx.net, utahcyclocross.com

November 13 — Cutthroat 'Cross, West Valley City, UT, Hunter Park, 3600 South 6000 West, West Valley City (Parking on 3500 South side of park), Directions: Highway 201 Westbound, left on 56th West, right on 3500 South, Hunter Park on the left, 10:30 AM, Dan Roper, 970-274-6455, endomasterdr@gmail.com, cutthroatcross.blogspot.com

November 19, 2011 — Utah Cyclocross Series Race #10 at Wheeler Farm, Utah Cyclocross Series, Salt Lake City, UT, Cross Out Cancer Ride will be held in conjunction with the race. Fundraiser for the Livestrong Foundation. Come out and try cyclocross. Silent Auction tool At Wheeler Farm, 6351 S. 900 E, SLC, Matt Ohran, info@utcx.net, utahcyclocross.com

November 19-20, 2011 — Sandy Point Beach Race Weekend #2, Southern Idaho Cyclocross Series, Boise, ID, Toys for Tots Fundraiser and Final Weekend. Idaho State Cyclocross Championships, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

November 26, 2011 — Eagle Island Cyclocross Series, Eagle Island State Park, ID, Eagle Island State Park, tentatively scheduled on Nov. 26, Dec 3, Dec 17. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs., Brad Streeter, 208-866-3384, brad@aero-specialties.com, idahocyclocross.com

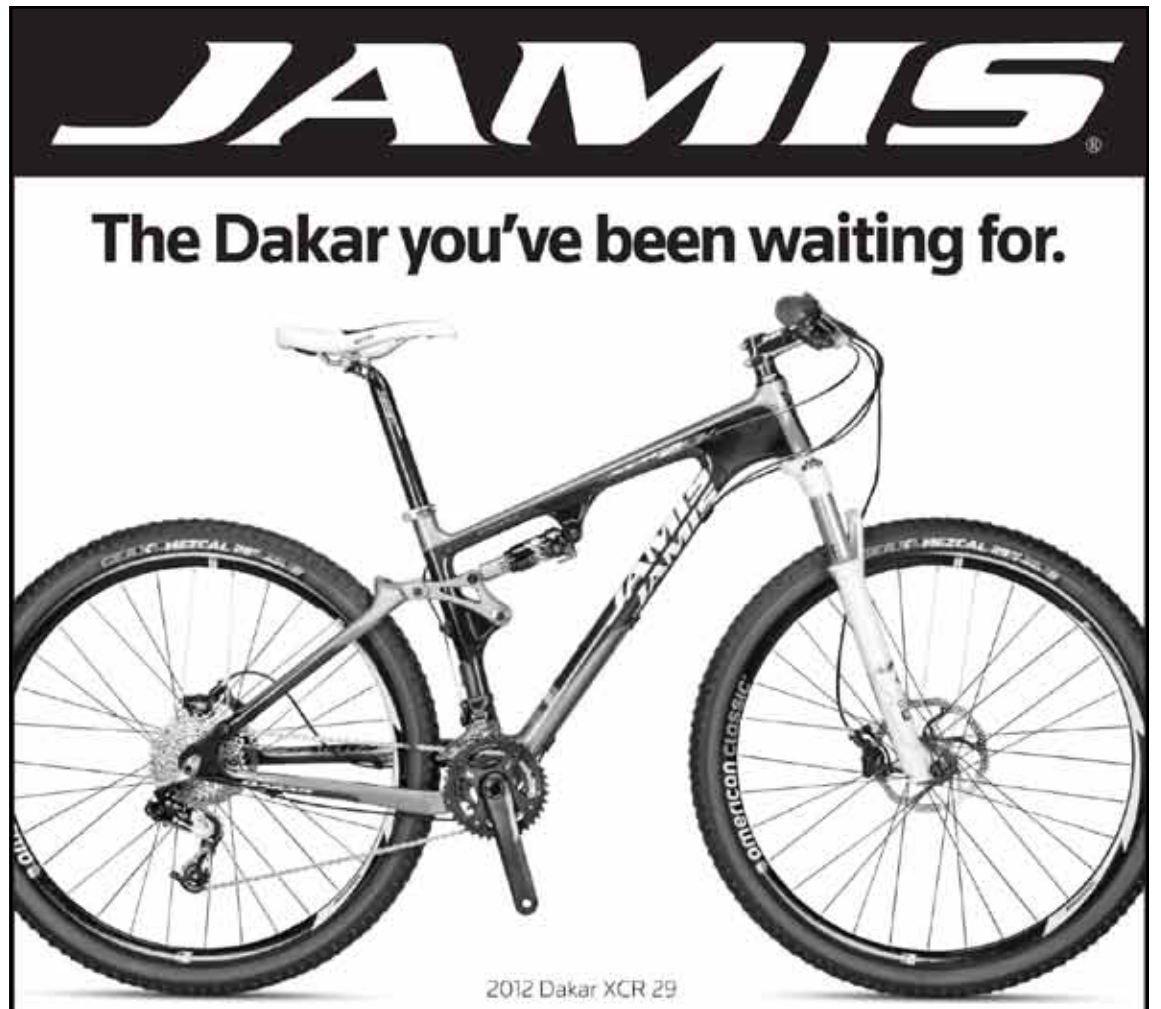
December 3, 2011 — Utah Cyclocross Series Race #11 at Ft. Buenaventura, 2450 A Avenue, Utah Cyclocross Series, Ogden, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

December 3, 2011 — Eagle Island Cyclocross Series, Eagle Island State Park, ID, Eagle Island State Park, tentatively scheduled on Nov. 26, Dec 3, Dec 17. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs., Brad Streeter, 208-866-3384, brad@aero-specialties.com, idahocyclocross.com

December 17, 2011 — Utah Cyclocross Series Final Race & Awards Party at Wheeler Farm, Utah Cyclocross Series, Salt Lake City, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

December 17, 2011 — Eagle Island Cyclocross Series, Eagle Island State Park, ID, Eagle Island State Park, tentatively scheduled on Nov. 26, Dec 3, Dec 17. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs., Brad Streeter, 208-866-3384, brad@aero-specialties.com, idahocyclocross.com

January 4-8, 2012 — USA Cycling Cyclocross National Championships, Madison, WI, Kelli Lusk, 719-434-4200, klusk@usacycling.org, usacycling.org/cx



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Riverton, UT 84065
(801) 523-8268
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Taylor's Bike Shop

MECHANIC'S CORNER

Do I Need Cycling Specific Shoes?

By Tom Jow

The short answer is yes, because cycling shoes are designed to make riding easier. The unique feature of cycling shoes is a very stiff sole. This stiff sole allows the rider to apply power to the pedals without straining the muscles of the foot. In addition, the shoes are designed for specific clip in pedal systems. Together, this makes riding more efficient, more comfortable and more fun. There is, however, a wide range of shoes available; how do we choose? Some riders, racers for example, will want the lightest, stiffest, highest performing shoes available. Others, such as mountain bikers or cycle-tourists need a shoe they can walk in. Once we find a shoe that suits our needs, how should it fit? When selecting shoes, many features are common to both mountain and road shoes so it is important to consider if we want a shoe for a single or multi-purpose.

Take mountain bike shoes, for example. These are shoes which can be used on both road or mountain bike. A top of the line mountain bike racing shoe will have a lightweight, stiff carbon composite midsole to transfer all the riders power to the pedals. This shoe is also very light. Weighing in at approximately 350 grams, these shoes are nearly the same weight of a sport road shoe.. Other features of top of the line shoes include supple mesh and durable reinforced leather uppers fastening with a buckle and Velcro straps. The ratcheting plastic buckle provides excellent adjust-ability and good foot holding security. Finally, an aggressive knobby tread and the option for toe spikes allows the rider to walk or run on a variety of surfaces. Sport level mountain bike shoes, at a lower cost, will have a nylon or fiberglass composite mid sole and 2 or 3 Velcro straps. The soles on this level shoe will also be a little softer flex in the toe which adds to walk-ability. This can be a good choice for recreational road riders or tourers who may be spending time off the bike having lunch, coffee, or aid station breaks on century rides. The most basic mountain bike shoe is sometimes referred to as the "hike-a-bike shoe." The heaviest in the category, not only

does it look like a hiking shoe, it walks like one too. These shoes still have a stiff midsole for cycling, but in front of the ball of the foot the sole is flexible to allow for walking. The outsole also has a rubber tread for traction on all surfaces. This used to be one of the more popular choices for touring riders until the introduction of dedicated touring road shoes.

The entry level road category starts with lightweight road touring shoes. Weighing less than all but the highest end mountain bike racing shoes, touring road shoes are the best choice for the recreational cyclist that wants a shoe with a walkable sole(great for spin class). The best features of this category of shoes are lightweight Velcro straps, a stiff, yet walkable midsole combined with a rubber outsole and recessed cleat area similar to mountain bike shoes. This allows the rider to walk with a normal step. As in the mountain category, higher level shoes become lighter and stiffer. Keep in mind, now, these shoes are not designed for walking. The difference is a smooth outsole with an exposed cleat mounted on the bottom. The absence of the traction tread greatly reduces the weight of the shoe. The smooth sole also allows a pedal system with a larger area to distribute pedal pressure under the foot for comfort and power. Another unique feature of road shoes is air vents in the sole. Sport and performance category road shoes begin to incorporate fiberglass and composite carbon fiber in the mid-soles. Also, the fastening system becomes more secure, offering three Velcro straps or 2 straps and a ratcheting buckle.

For the highest performance nothing beats a top of the line road shoe. As with most cycling equipment, the lighter it is the better. At this level shoes will weigh approximately 250 grams or less, with the lightest coming in right around 200 grams (each). To reach this lightweight, nothing is held back. The soles are now 100 percent carbon fiber. The plastic ratchet buckle is replaced with a lighter third Velcro strap. The lightest, most supple materials in the uppers to save weight and achieve the best fit. One thing they don't scrimp on at this level is fit. Some of these top level shoes have heat moldable footbeds and in some cases, heat

moldable uppers. This customization is the ultimate in shoe fitting. Which brings up the question, how do we size a cycling shoe?

As with most sporting footwear, we want to have a snug fit in the forefoot area, which is from the ball of the foot to the ankle. When shopping for shoes, try to visit the store in the afternoon (well before closing time) because feet tend to swell a little throughout the day. Bring the socks you intend to use or purchase some there. If you use a supportive footbed, be sure to install that in each shoe also. Keep in mind that sizes are not the same across all brands so it may take a few minutes to find your range. As you try on each shoe, begin adjusting the straps from toe to heel. Then, stand up and level your foot as if you are pedaling. Try to get a sense for where the toes are. They should be close to the end. If the shoe fits well there is little risk of toe bang. Many people have one foot longer than the other and those of you have to decide for yourself if you want one loose shoe or one tight shoe (I personally opt for one tight shoe). Sit back down, grab the shoe and wiggle it on the foot. Test the heel. A little slip is fine. Readjust the straps and repeat. A proper fitting shoe will have a snug forefoot, room for the toes and a snug heel. When you've found a pair you think fits, try a smaller one. It's the only way to tell.

With so many brands and models of cycling shoes available, it's easy for every cyclist to find a shoe to suit their needs. In fact, there is really no longer a need to have shoes do double duty. Good shoes are available for every budget and fit. For women there are low volume (fore-foot height) shoes with a narrow heel. For men there is now both a regular and wide fit. There are lightweight, flexible soled shoes for tourists. For mountain bikers there are a full range of shoes from hike-a-bike style to stiff racing shoes with traction tread and spikes for mud. Road riders get the best of the lot ranging from basic to the most advanced with the lightest, stiffest carbon fiber soles, advanced fastening systems and custom fitting capability. For all cyclists, the best shoe is a cycling shoe.

Got a bike question? Email Tom at 1tomjow@gmail.com.



USA Cycling Collegiate Road National Championships coming to Ogden in 2012 and 2013

Colorado Springs, Colo. (August 26, 2011) — USA Cycling has awarded the 2012 and 2013 Collegiate Road National Championships to Ogden, Utah.

The events, to be held May 4-6, 2012 and May 3-5, 2013, will utilize a modified version of stage 1 the 2011 Larry H. Miller Tour of Utah for the road race. Riders will climb North Ogden Pass and circle Pineview Reservoir. The team time trial, a mainstay event of collegiate cycling, will take place on a scenic course with expansive views of the Wasatch Mountain Range while the criterium will start on 25th Street in front of the Ogden Amphitheater and follow a 'T' shaped course through Ogden's vibrant downtown district.

The Weber State University cycling team will be assisting the city of Ogden and the Ogden/Weber Convention and Visitors Bureau (OWCVB) in hosting the event.

"We are thrilled to host the Collegiate Road National Championships in Ogden," Mayor Matthew Godfrey said. "This is a perfect complement to our mission of being the outdoor recreation capital and will bring significant economic development to town along with some of the best collegiate cyclists in the world."

The two-year agreement between USA Cycling, the sport's national governing body, and the OWCVB is expected to bring nearly 500 competitors from over 100 schools spanning the entire country.

One of the country's premier event organizers, Breakaway Promotions will be overseeing the logistics and execution of the race. Breakaway Promotions has already had an impact in the area running the Larry H Miller Tour of Utah in 2008-2010 as well as several national championships both on and off road.

"We are very excited to partner with USA Cycling to host the Collegiate Road National Championships in Ogden," said Sara Toliver, President and CEO of OWCVB. "To showcase our scenic courses and incredible community support to these athletes is a fantastic opportunity."

The 2010 USA Cycling Collegiate Road National Championships in Madison, Wisconsin, consisted of over 350 competitors from 101 schools around the country.

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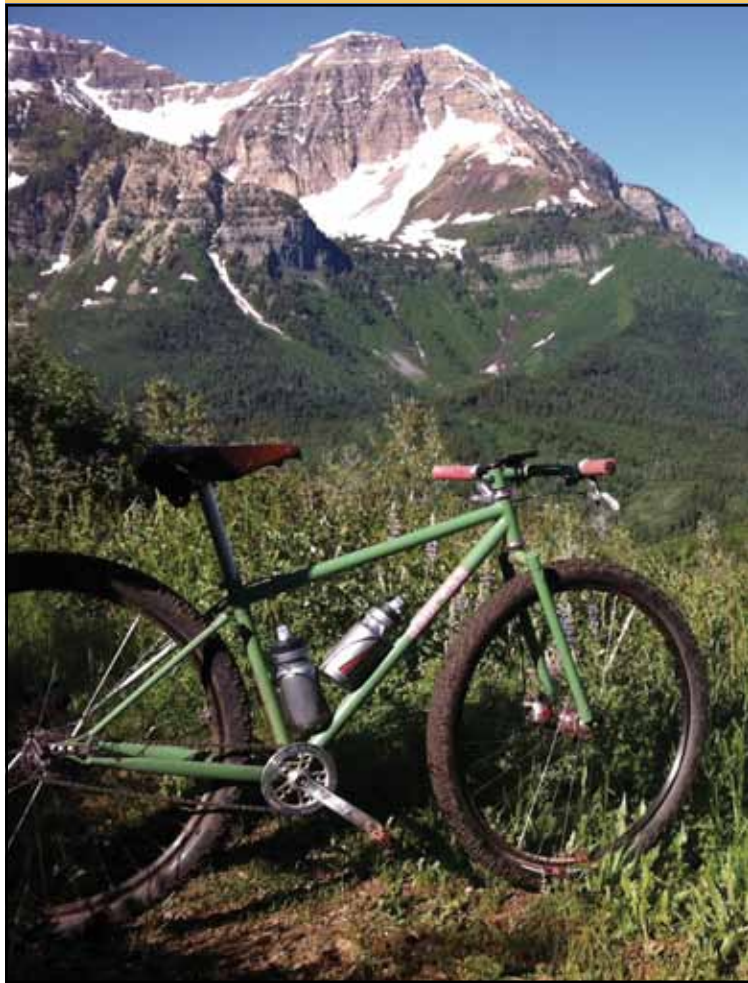
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Sabrosa Cycles - Hand Made in Utah



Sabrosa's singlespeed 29er is handmade in Utah. Photo: Tyler Servoss.

By Tyler Servoss

History of Sabrosa

In 2000 Jon Hanson was interested in having a custom 29er MTB frame built. When he was unable to find what he had in mind he invested the money in a welder instead and began to modify frames to meet his requirements. This often included cutting the drop outs off and replacing them with straight drop outs to accommodate single speed set-ups.

Those early experiments eventually grew into full blown frames; hand built to the riding styles and needs of each rider. If you can imagine it, Jon can probably build it. In the past 11 years, he has built more than 35 frames from his studio at his St. George home. An impressive feat for a man with a full-time job as an engineer and a family to maintain. Because he did not want to be pigeon holed into one particular type of bicycle, Sabrosa frames include tri-cycles, 29er single speeds, hard tail MTB's, commuter rigs, road touring and racing bikes.

Jon Hanson says "Every frame that leaves the Sabrosa studio is custom. We have no stock sizes, styles, colors or shapes. You decide what your fancy is, we discuss the options and then get to work."

Jon has learned a lot about the art of fitting the bike to the rider and prefers to visit with his customers in his workshop and take measurements and discuss riding style and preference. Those conversations can also be had over the phone and a measuring instructions packet can be sent via email.

First time on a Singlespeed:

Scott Rice is part of Jon's team and helps get the word out about the products that Sabrosa builds. He is also a coworker of mine at Comp Health Group and I was fortunate enough to be able to ride his one of a kind Sabrosa 29er single speed full rigid MTB. Riding a bike custom made for another rider can be a challenge. Scott took the time to adjust the bike to be a close fit for me by tweaking the stem length and saddle position.

My first plan was to join some friends for the annual 4th of July ride to the Francis Peak Radar domes east of Farmington. The prospect of 3,000 ft+ of climbing as a first time single speed rider proved daunting and I opted for a benches ride with less climbing and more rolling terrain.

On my second ride on the bike, when standing up on the climbs the chain began to creak and eventually the torque became too much, snapping the chain and sending me to the dirt. Some scootering and coasting brought me back to the trail head and my car. Lesson learned. Always carry a chain tool when riding a singlespeed.

Having never ridden a singlespeed I found that it requires a different approach. I had to learn to come into climbs with as much speed as possible and stay seated longer. It was much easier to spin out on the descents and flats as well. All that spinning definitely had a smoothing effect on my pedal stroke.

Cornering and descending on a rigid bike is a different experience from suspended bikes and required me to pick better lines and use more finesse over obstacles.

MOUNTAIN BIKING

Just Charge It – Cornering on a Mountain Bike

By Bryson Perry

In June, Mark Deterline gave us some great instruction on how to corner on a road bike in an article entitled Buy the Stamp. This month we are coming into some of the best off-road riding of the year, so we will now address cornering on an MTB.

This past weekend's Park City Point 2 Point was a course where cornering skill was a must. Especially on the TG, John's 99 and John's trails, you had to be on your game or lost major time. The keys to riding these trails fast consist of at least some fundamental skills, as well as the confidence to implement them.

As was discussed in the last article, the contact patch of a road bike tire is about the size of a postage stamp. On a mountain bike that patch is enlarged to roughly the size of your favorite credit card. Add to those static physics the fact that the contact patch of an mtb tire will drift and slide, you can't rely totally on continuous grip. So you have to gain the skill to keep your bike under control despite the more dynamic nature of MTB tread.

Generally speaking, to corner confidently on an MTB, keep in mind these five fundamentals:

- 1-Make sure your bike is set up properly before you start.
- 2-Focus on where you want to go.
- 3-Stay loose and relaxed; don't think about it too much, just go for it.
- 4-Do any braking BEFORE you enter a turn.
- 5-Once you are in the turn, rip it!

1- Before you start

Before hitting the trails you need to make sure your bike is ready to go. If your tire pressure is too high or too low it will greatly affect your traction in corners.

Also your tire selection will make a big difference. I suggest talking to staff at your local bike shop, explaining where you plan to ride. A good shop will ask questions about your skill level then suggest a tire well suited to your personal needs.

For riding in the Wasatch Mountains and on Draper trails, I like the Specialized Renegade, but a knobbier tire might be better for you. I run about 25 psi (pounds per square inch) in the front tire and 27 psi in the rear, both mounted to

ENVE twenty6 XC wheels. Your wheels may be different, but as a general rule if you are running tubeless you'll want to be around 25-30 psi.

If you are not running tubeless tires, come join us in the 21st century – innertubes are really only for emergencies now. For less than \$100 you can make any bike tubeless and run lower tire pressures that will give you more traction on the trails. Your suspension will also be more effective.

You will want your local shop to likewise set up your suspension based on your riding style, level and bodyweight; every shock, bike and rider is different. Once you've determined your ideal tire pressures based on those variables, make sure to check them before each ride.

2- Focus on where you want to go

As you come up to a turn on your MTB, the first thing you need to do is determine where you want to end up after it. Quickly scan the trail, pick your line and commit to it. Sometimes you will not be able to see the entire trail so you will have to take an educated guess as to what will be coming based on the terrain you have covered so far. The key, regardless, is to quickly look where you want to go – and go there.

It is so easy to look at that big rock or root on the trail and think "Oh [enter expletive of your choice], I'm gonna hit that." If this is you, my guess is that you are usually right. That is no way to ride with confidence. You must pick your line, focus on it then zone out the rest of the mess that could distract you and cause a mishap. Focus on riding your line as cleanly and smoothly as you can; avoid the temptation to think about not crashing, or even worse, about crashing.

3- Stay loose

The next step when you come up to the corner is to stay loose. Tight, stiff arms and legs don't absorb terrain – or little errors you may make along the way. Go into the turn with your feet at the 3 and 9 o'clock positions, ready to absorb upcoming obstacles. Grip the bar firmly so your hands don't slip off, but let your arms, back, shoulders and legs relax. If you pick your line then stay loose, you won't be as likely to get bucked if you do happen to hit something big and/or unexpected.

4- Brake before the turn

Cornering smoothly means you must carry the right speed into a turn. This will take practice. As you approach a turn, but before you enter it, you should brake with both the front and rear brakes to attain an appropriate speed.

Braking while cornering will straighten your bike's path of travel, changing your targeted line through the turn. It can also cause one of your tires to skid. Since front tire traction is your highest priority, avoid use of your front brake while cornering; you should only do so when absolutely necessary, and even then with great caution.

If you still have too much speed once you enter a turn, you will likely need to switch to rear brake only so that you can help work the bike through it. Skidding is not ideal but sometimes necessary to get the bike around if you carried too much speed into the turn. You will actually corner faster if you can brake beforehand then carry that speed through the turn.

5- Grip it and rip it

You have made it 75% of the way through the turn. Once you make it to this point it is time to look well ahead, potentially into the next one. Many people are still focused on the final 25%, but by this point the turn has essentially been navigated and it is time to get going again. Let the bike roll out of the corner, or pedal out of the corner if possible, to get back up to speed.

Momentum is what keeps the bike going straight. When you are riding at speed is it much easier to hold your line and go where you want to. If you go too slow, you will have to use more energy and focus just to keep your balance, instead of what you want to do – ride the trail cleanly and efficiently.

My motto is Grip it and rip it. But to go along with Mark's purchasing commitment motto, Buy the stamp, I guess I can go with Just charge it!

Bryson Perry is National Cycle Director and a Professional Cyclist for Life Time – The Healthy Way of Life Company . He leads MTB and road rides of all skill levels from Life Time Fitness in South Jordan, UT. Join him and the rest of the Life Time team for weekly rides and races. Email Bryson at: bperry@lifefitness.com.

Conclusion:

Although I do not see myself with a singlespeed as an only bike, the simplicity of the machine with its clean lines and simple mechanics is hard to resist for those days you just want to get out and ride.

Sabrosa Cycles are part transportation and part art. A pleasure to look at and a pleasure to ride. To learn more about the frames, view a photo gallery and read Jon's blog, visit www.sabrosacycles.com

Product review:

The bike I tested featured Avid disc brakes, Thompson seat post, Brooks saddle, a Stan's Notubes wheel set and of course a beautifully crafted lugged steel frame and hand built rigid fork.

The rigid frame offered enough give to cushion the ride some but would buck you around if you did not pick a good line. I am a bit of a purist and the simplicity of a rigid rear end is a plus in my book. There is no hiding on a bike like this and

the steel frame sent every ounce of energy straight to the pedals.

The bike also tracked through the corners very well and was easy to lean through. A definite boon for this frame design is the higher bottom bracket. I often strike a pedal when riding through obstacles on a 26er and with this bike did not strike once.

Climbing was a pleasure with the efficiency of power transfer, even if I felt overgeared at times, reaching for a shift that was not to be found.

TOUR OF UTAH

Medical Team Report from the Tour of Utah



Top: The Team at the prologue. Photo: Dave Iltis
Below: Dr. Cerami works on a Spider Tech rider at the time trial. Photo: Kandy Ranae

By Dr. Michael Cerami

As part of the medical team for the Tour of Utah, I was hoping for a good race that kept the riders injury free. Treatment for the athlete in these races generally falls into two categories: emergent care for accidents that happen on the race course and injury treatment performed at the host hotel medical suite. Different physicians are available for each category.

Dr. Ken Yonemura, the medical director, stated that it was a testament to the quality of the riders in a UCI 2.1 race that we only had a few crashes. The first on Stage 1 at the end to the second lap, where he had to get Chase Pinkham (Bissell prior Ski Utah rider) back on his bike after some road rash (he promptly finished 3rd in the field sprint to take 8th for the day). Stage 2 had two successive crashes in the last 5k to the finish but all of the riders were able to finish and only 4 needed bandaging. There was also the most dramatic crash (albeit not involving riders) with Medical Moto 1 on the Alpine Loop. Both riders walked away from the crash despite totaling a BMW motorcycle.

The medical team also supplied on-bike support for the Ultimate Challenge and the only medical incident occurred 18 miles from the start with more road rash. Ken and his wife Grace rode down the Alpine Loop on the tandem and hit 61 MPH on the Suncrest descent. They also supported the VIP fun ride in Park City with Eric Heiden & Bob Roll on Friday morning August 12th prior to

the time trial.

The level and budget of the teams dictated what kind of support would be needed as some larger international teams such as Radio Shack and Garmin Cervelo have budgets to transport support staff whereas smaller teams need all the help they can get.

In my experience, it doesn't matter what size team it is, all riders put themselves on the line 100% every day to either: a) keep the status they worked so hard to attain or b) to scratch and claw their way up the food chain to get in a break and possibly win a stage or finish high in the overall GC and get recognized.

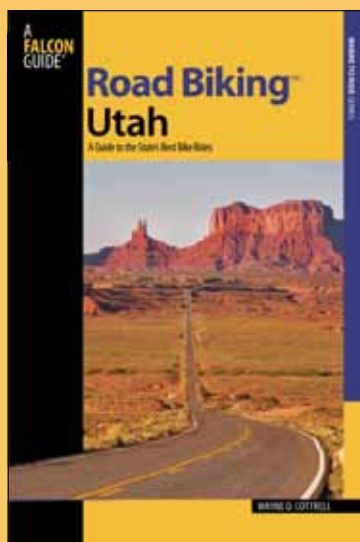
Bicycle racers push hard day in and day out and are constantly on the edge of what the body can tolerate. When these limitations are exceeded there are eventual breakdowns that need to be fixed quickly. It's also important for the treating physician to find distortions or problems that are non-symptomatic or sub-threshold in order to prevent future injury as well as enhance performance.

I saw athletes from 5 teams and provided a variety of services including chiropractic adjustments, Cold Laser therapy, extremity manipulation, Rock-taping and Frequency Specific Microcurrent. The riders were very thankful for all the help they received and it was exciting for me to watch their progress the following day secretly hoping they would ride strong and finish well.

As expected, as the race advanced there were more and more athletes seeking help. I worked Wednesday through Saturday night at the medical suite treating a variety of prob-

RIDE OF THE MONTH

Cache Valley North Cruise



A pair of cyclists enters Newton under blue skies and cirrus clouds.

By Wayne Cottrell

The Cache Valley North Cruise is arguably the "perfect" cycling loop because of its format: a ride that uses lightly trafficked roads that pass through small settlements, almost at evenly spaced intervals, with a few changes in terrain but no major climbs. The 40.3-mile ride starts in Smithfield and visits Amalga, Newton, Clarkston, Trenton, Lewiston, and Richmond in northern Cache County. The elevation varies from 4,413 feet across Clay Slough, between Amalga and Newton on SR 218, to 4,882 feet south of Clarkston on SR 142. The preferred route direction is clockwise so that most of the turns will be to the right.

Start at Richard V. Hansen Baseball Park in Smithfield, on SR 218 (100 North), near 400 West, 0.7 mile west of US 91. Smithfield is located in "northern" Cache Valley, which was once occupied by bands of the Northwestern Shoshone. During the early nineteenth century, Jim Bridger and other "mountain men" stashed their furs here, regularly returning to rendezvous and check on their "cache." The fertile land makes the Cache Valley one of Utah's most productive agricultural regions. The dairies here are also highly productive, with cheese topping the list of foods. Cycling is popular in Cache County, and you are bound to see other riders on this route. The roads of the Cache Valley North Cruise take in some roads that are used annually for cycling events, including the two-day MS 150, a metric century for women (Little Red "Riding" Hood), and a road race, starting in Newton, which periodically serves as the state championship. The Richmond-to-Smithfield portion of the ride traverses the same

lems including hip pain, knee and foot pain as well as neck shoulder and back problems. I also saw a variety of officials from the UCI, Cycling USA, members of the race promotion management staff as well as motorcycle riders. An added treat was being able to have the evening meal with the teams at the end of the day.

I had the most fun on Friday at the Miller Motor Sports Park for the Time Trial. I got there after office hours and was able to pre and post treat a number of riders in the medi-

cal bay as they had plenty of time and easy access to me.

The Cache Valley North Cruise route as Lotoja (albeit in the opposite direction), an annual 203-mile event that is the longest one-day bicycle race in the United States. Smithfield (population 9,535 in 2008; Cache County's second-largest city) is located some 7 miles north of Logan. The city is named in honor of John Glover Smith, the area's first Mormon bishop. Head west from Richard V. Hansen Baseball Park on SR 218. You will pass through Amalga (population 480, named for the Amalgamated Sugar Company, a sugar beet processor) and Newton (population 803; the name is a shortened form of New Town). In Newton, SR 218 becomes SR 23, then SR 142. The latter highway bends right and heads north to Clarkston (population 754, named for Israel Justus Clark, an interpreter of Native American languages who settled here), then right again in Clarkston to head east to Trenton. The Martin Harris Pageant, a musical re-creation of pioneer and Mormon history, is held each August in Clarkston.

After a surprisingly steep descent, and after crossing SR 23, enter Trenton (population 510, named after Trenton, New Jersey—true). Once east of Trenton, get off the highway by turning left to head north on 1600 West. This road will take you into Lewiston (population 2,030, named after William H. Lewis, the local ward's first Mormon bishop), a sprawling city that stretches to the Idaho border. Turn right and head east on SR 61, into the center of Lewiston. Turn right onto Main Street (there are a mini-mart and vending machines on the corner, as well as a park), and head south to 1600 South, where you will turn left to continue heading east. The road bends right, then left, descending to

cross the Cub River (allegedly named by Brigham Young), then climbing, until eventually intersecting with US 91. Turn right, onto the wide shoulder. Enter Richmond (population 2,364; conflicting accounts on the origin of the name)—note the Pepperidge Farm (yummy!) factory on the right. Richmond is home to Casco (Fat Boy ice cream sandwiches and Casco ice cream bars—you surely deserve one of these if you complete this course) and Seago Milk (evaporated milk). Continue through Richmond on US 91; enter Smithfield some 4 miles to the south. Turn right at the signal to return to SR 218. Look for the Richard V. Hansen Baseball Park on the left, less than 1 mile after making the turn. The park is named in honor of Richard Hansen, the longtime coach of the Smithfield Blue Sox, a semipro baseball team that has won several state championships.

Excerpted from Road Biking Utah (Falcon Guides), written by avid cyclist Wayne Cottrell. Road Biking Utah features descriptions of 40 road bike rides in Utah. The ride lengths range from 14 to 106 miles, and the book's coverage is statewide: from Wendover to Vernal, and from Bear Lake to St. George to Bluff. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery.

Wayne Cottrell is a former Utah resident who conducted extensive research while living here — and even after moving — to develop the content for the book.

out all of the passion and support of the volunteers, staff, and sponsors. I feel fortunate to be a part of this event every year and get excited to see our community pull together to host such a wonderful event.

Dr. Michael Cerami is an avid cyclist and sports chiropractor. He operates Utah Sports and Wellness located at 1550 East 3300 South in Salt Lake City. More information can be found at www.UtahSportsandWellness.com

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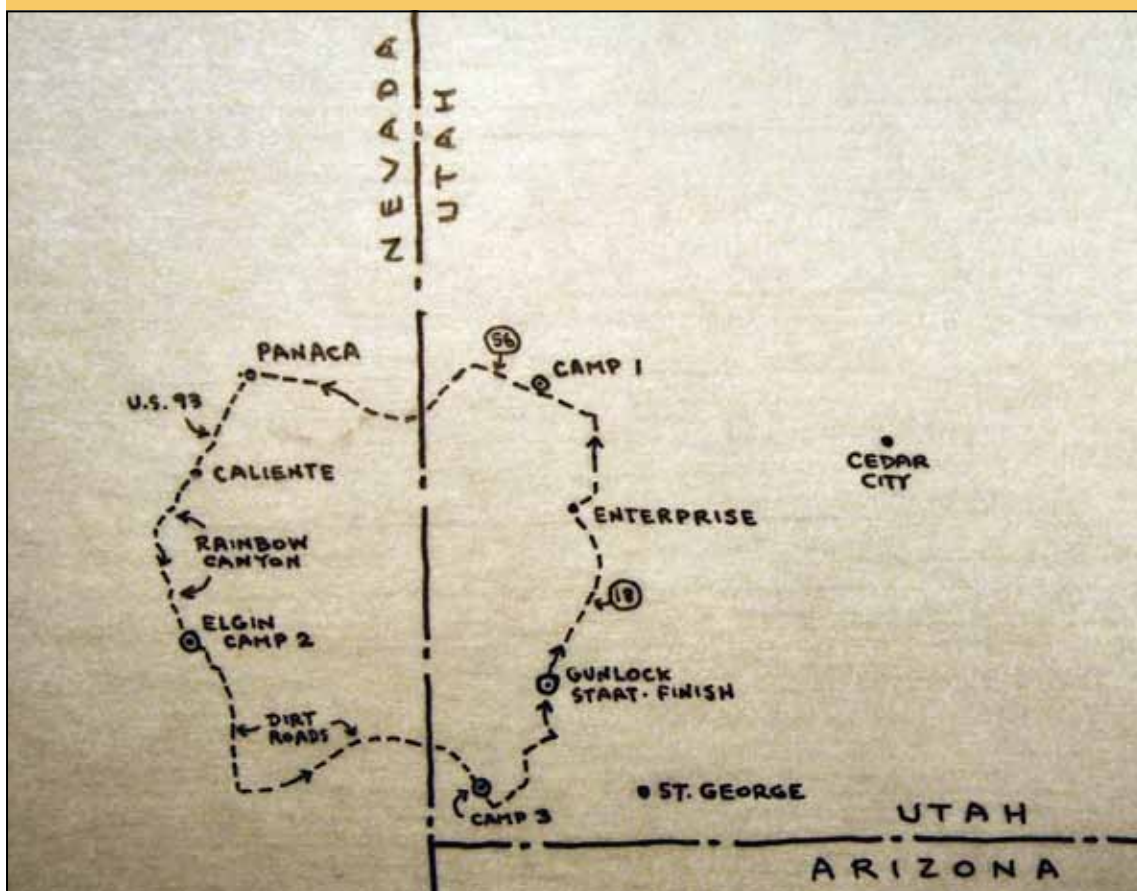
TOURING

A Short Bicycle Tour of Southwestern Utah and Southeastern Nevada

Left: Roz is cruising east toward the Beaver Dam Mountains of Utah.

Above: Roz and I are heading west to the Nevada line near the end of our first day of riding.

Right: Late afternoon showers are approaching from the southwest as we climb onto the southern slopes of the Beaver Dam Mountains.



By John Roberson and Roz Newmark

To begin this story, one has to think back to those soggy days of last April when the prospects of a warm, dry summer seemed so far away. The unseasonably cool and wet weather of spring looked like it would go on forever. Like all serious desert dwellers, we were glad of the moisture, but we were anxious to get outside for some fun during our precious spring break. Roz and I had planned a quick,

4-day tour of the deserts immediately west and south of Salt Lake City, but the prospects of more rain and snow on top of the record amounts we'd already received during April were a bit much for us. It was break time and we desperately needed to get outside.

After checking out the National Weather Service forecast one last time, my sweetheart and I looked at each other and decided, then and there, to go to Plan B. We loaded up the truck and headed south to St. George, Utah. Our Plan B would take us out into the canyons and valleys west and south of St. George along the Utah/Nevada state line. We would ride through a lot of pinyon and juniper country as well as parts of the Mojave Desert ecosystem in the very southwest corner of Utah. We knew the deserts would be beautiful, but we hoped we'd see some sunshine, too. We would travel carrying all that we would need.

Day 1: St. George to Escalante Valley

After spending the night at a

cheap motel in St. George, we drove up the Santa Clara River to Gunlock State Park and parked the vehicle in the boat ramp parking lot. The ramp was being refurbished, but the ranger on duty assured us we'd be out of the way. We paid our fees, loaded up the bikes and rolled on up the road to the north.

It was a glorious spring day there along the banks of the Santa Clara River. The sun was shining and the air was deliciously clean, with a few of those gentle "puffy white" cumulus clouds floating here and there in a bright blue sky. We moved slowly upstream, getting the feel of our loads, stopping frequently to make subtle adjustments. Flowers were blooming everywhere. We pedaled through the sleepy community of Gunlock, stopping to smell the lilacs and to check out the abundant bird life along the rushing river. After a few leisurely miles we began a short, steep climb that took us up onto the flats above the river valley and on to the town of Veyo. We resisted the temptation to stop for pie in Veyo (when we're on tour we are nearly always ready

for pie!) and carried on to the north along Utah 18. The road was quiet that morning, and there was plenty of shoulder for us to use. We also had a bit of a tailwind to help us with the gentle uphill grade that would take us up and over the pass towards the town of Enterprise. Things were looking very good. There were flowers everywhere, and the junipers and sage that covered the hillsides and valley flats were multiple shades of vibrant green.

We passed the entrance to the Mountain Meadows Massacre historical site and decided to stop for a look-see. We rode up the short path to the crest of a small hill where we found a grand view of the "meadows" below where the infamous massacre occurred so long ago. I was impressed by the development of the site. It wasn't much more than a wide spot in the road when I passed this way on another tour years ago. I was pleased that the powers-that-be had acknowledged the importance of those tragic events.

We continued north up the road and over the pass, then coasted on, down the hill beyond and into the southern reaches of the Escalante Valley. The valley itself was lush and green in the late-afternoon sunshine, with meadows and hay-fields stretching out to the north and east. We took a short detour into Enterprise, Utah and spent a delightful hour or so at Marv's Restaurant. We met and chatted with Marv and his wife and were made to feel very welcome. The fish dinners we gobbled as an afternoon "snack" were delicious!

After letting everything settle a bit we headed back out of town. With the help of a healthy afternoon tailwind we sped north to Beryl Junction and the intersection of routes 18 and 56. By this time it was getting to be rather later in the afternoon, and the winds from the south had intensified. We took a break in the lee of an abandoned store, then headed west toward the Nevada border.

When we're out on a tour, we especially enjoy the early-morning and late-evening hours of the day. The local folks are home from work, so the roads are usually quieter, and the light quality of those hours can be wonderfully soothing and inspiring. Despite the severity of the side-winds that evening, we settled into

an easy pace and enjoyed the views.

We ended our first day on the edge of a circular field a few hundred feet from the roadway, tucked into a mix of green grasses. It was a fine camp spot. The site was flat, and there was nothing to obscure our views in any direction. The winds mellowed out as the sun set, and the cool evening air filled with the sounds of birds and sweet smells. We set out the ground cloth and pads, unstuffed our sleeping bags and bivy sacks, then settled down to marvel at another magnificent Utah sunset.

Day 2: Escalante Valley to Rainbow Canyon, Nevada

After a satisfying breakfast of java, oatmeal, fruit and nuts, we loaded up and carried on down Highway 56 to the west. The air was calm and fresh on this morning, but we found ourselves bundling up a bit to ward off the morning chill. As we approached the Nevada line we took a short detour to check out the community of Modena. There isn't much to the town now, but it clearly was an active railroad town at one time. The shells of once-impressive buildings stood here and there, and Roz and I found ourselves envying the peaceful solitude enjoyed by those folks who still live there.

The south winds of the previous day were gone and we found ourselves cruising along nicely with the help of a gentle flow of air from the north. The open country was generally flat, and there was a decidedly greenish quality to the scene, but here and there we could see the rough and rocky geology of the region exposed in nearby bluffs and ridges.

We crossed into Nevada and began the steady climb to Panaca Summit. The open flats gave way to pinyon and juniper, and stretches of hazy color where fields of purple and yellow wildflowers grew. We stopped here and there to stretch and munch and, at one point, to chat with an old touring buddy who just happened to be driving through on his way from California to Salt Lake.

By the time we made the summit, it was mid-day. The sun shone brightly and the cool breezes of the morning had petered out. It was warming up! However, the riding conditions couldn't have been better as we dropped off the summit

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and, for the most part, coasted the ten miles into the peaceful town of Panaca, Nevada.

Everything was picture-perfect in Panaca. The trees were in full-leaf, the lawns and gardens of the town's residents looked very inviting, and the grocery store had all the salty snacks and cool drinks we could ask for. We settled onto the lawn of the local ward house and relaxed in the shade for a while to talk about the next phase of our adventure.

Just west of Panaca we hooked onto U.S. 93, a fairly busy road that services much of eastern Nevada. We started heading south through a well-watered valley on a very reasonable highway shoulder. There were ranches and pastures and hay fields, and plenty of roadside homes. We were left with the impression that we were seeing this part of Nevada at its best. We followed the road through the valley, then into a canyon that had been carved over time by Meadow Creek. After a few miles of twisty turns, the creek and roadway led into the town of Caliente, Nevada.

Caliente clearly is a railroad town. A series of tracks divides the community into two parts. There is a modest "downtown" and plenty of cozy little houses everywhere. We were impressed by the friendliness of the folks we met, but it was apparent that, like many rural towns across the country, Caliente had seen better days.

We sat at the bar of a restaurant in the late afternoon, had another deliciously-greasy meal washed down with plenty of iced tea, then moseyed out of town. The main highway climbs west up, and out of the canyon, but we were determined to carry on south through Rainbow Canyon, on a minor paved road that paralleled the creek.

The traffic died down to nothing as we followed the twists and turns of the lush, green canyon. There were birds and flowers everywhere, and the sounds of the creek mingled with those of the occasional train that used the canyon to haul freight to and from Las Vegas and points west. The riding was as good as it gets: a quiet road in the early evening; a gentle downgrade; beautiful vistas and surprises around every bend in the canyon; and a subtle north breeze to push us along.

We finished that day on a minor bluff above the road and the "ghost

town" of Elgin, Nevada. The sun had long disappeared over the canyon rim to the west, and we set up our simple camp as the last light of the day faded away. We watched the stars come out into a clear sky as we listened to the yips of a family of coyotes on the hillside on the far side of the canyon. We slept well, but we were awakened now and then by the passing of freight trains on the tracks below.

Day 3: Rainbow Canyon to Beaver Dam Mountain, Utah

The morning light gave us better views of Elgin. An old schoolhouse seemed to be all that remained of the town, although here and there we could make out the foundations of long-gone structures out in the brush on either side of the creek. We continued riding south alongside the creek, but at this point the road had turned into a well-graded dirt road. We took time to refill our bottles with filtered water from the creek knowing we might not find water until the following day. Our normal carrying capacity is about six liters each, and we know that that quantity will meet our needs for at least 24 hours.

After a few miles of easy morning riding through groves of cottonwoods and past the occasional creek-side ranchette, the canyon opened up. We were able to see raw and rugged mountains off to the south, and we found ourselves moving further away from the serenity of the creek. We left the road at Lyman Crossing and began to climb steeply to the east along the less well-developed Rainbow Pass Road. By this time the coolness of the morning had given way to a bright, hot sunny day. The juniper and pinyon were long gone, replaced by the otherworldly shapes of Joshua trees and greasewood. There were still plenty of flowers everywhere, but we definitely had left the high desert of the Great Basin and entered into the drier regions of the Mojave.

We spent hours meandering east through the Tule Desert along a very serviceable dirt road called the Snow Valley Road. The clear skies of the morning were tempered by occasional shadows cast by beautiful cumulus clouds that continued to build as the day progressed. Everything about the countryside was green and lush. The desert plants looked vibrant and healthy, and birds flitted here and there all day long. We passed quite a few healthy-flowing springs and wells, but we didn't see a single soul until quite late in the afternoon, and only after we had crossed back into Utah. The clarity of the air and vibrancy of the living environment around us were irresistible, so we found ourselves stopping frequently to check out any little thing that caught our eyes.

Late in the afternoon we dropped off a surprisingly steep bluff into Beaver Dam Wash. We forded the creek at the Little Ranch Preserve then began the climb up and onto

Ultimate Challenge - Continued from page 2

and were off. I waited a few more minutes before heading upward once more.

The nice thing is, at this point, the grade actually eases a little. It was enough that, instead of using everything just to turn the crank over, I could actually get back into a decent rhythm. Soon, the broom wagon came by again, and told me I only had a mile to go. She was trying to be encouraging, but I thought I only had about one-third of a mile, and I had to bolster my resolve while my heart was sinking.

I know this canyon well, and in my right mind, I would have known she was wrong. But I was just surviving, and just continued to push one crank after another. Indeed, after about a third of a mile, I saw the first Snowbird entrance. I thought this was the finish, but could see no finish banner. Thinking then that the finish was at the next entrance, thus the lady in the broom wagon saying I had another mile, I again

resolved to keep pushing onward.

But as I began to rise above this first entrance, I looked down and saw barricades and an announcer's booth. There was no announcer (he had apparently gone home), and the barricades were being taken down. But it was the finish, and that was all I cared about. I turned around and headed into the finish where Elliot awaited me. I was cooked, but I had made it.

In fact, I was not last. One person finished behind me. I am still not certain how to feel about that. In the Tour, you know, it is a hot competition to finish last and still finish. But then this was not a race, and in the end, I was only trying to just make it.

The Challenge is a great ride. It is a great test, and though not prepared, I passed. This is the first time I have ever climbed over 10,000 feet in a single day. I have come close on several occasions, logging around 9000 - 9500 feet. I hope to be better prepared next year, and to have a more enjoyable ride.

I was surprised not more people

accepted this challenge, there being 200-300 who signed up. In 2009, I rode the Etape du Tour, an event which, like the Ultimate Challenge, takes riders on the exact stage to be ridden by the professionals just a few days later. In 2009, the Etape drew 10,000 riders, including several current and former professional riders. A timed ride, much like a gran fondo, it has become so popular that this year two separate Etapes were staged.

I would like to see the Challenge develop in this same way. I am hoping the promoters will continue with the Challenge, developing ways to draw more riders. And I hope local and regional riders will become excited about the Challenge, and bolster its numbers. It is an event that deserves to be continued and to continue to be the "ultimate challenge".

the southwest flanks of Beaver Dam Mountain. The evening hours had begun, and the "traffic" began to pick up a bit. At one point we stopped to relocate a desert tortoise from the middle of what had become a well-graded road. As we continued to climb we could see rainsqualls here and there to the south and west. They were moving our way, so we stopped off the side of a very minor road and pitched our tarp tent just in time. Hunkered down in our breezy shelter as the light of the day faded away, we enjoyed a tasty meal and the delightful sounds and smells of a cool desert rain.

Day 4: Beaver Dam Mountain to Gunlock State Park

It rained, off and on, throughout the night, but the morning light brought calm, crystal-clear skies and superior sights and smells. We lingered over our morning meal as we waited for the sun to dry our shelter, then we loaded up and carried on down the road. By mid-morning we intersected Old Highway 91 and pavement. This highway was once the main route into Utah from the south, and we occasionally passed the remains of what must once have been retail operations along the side of the road. The traffic was light as we made the slow climb up and over the Beaver Dam Mountains. We took a break at the top to munch a snack or two and to layer-up for the cool cruise down the other side.

The plummet from the summit was a breeze, and the red rock cliffs and mountains to the north were glorious in the clean desert light. We stopped a lot on the way down, in part to give our hands a break, but also to make our adventure last just a bit longer. We eventually bottomed out at the Santa Clara River, then slowly climbed the few remaining miles back up the river to Gunlock Reservoir and the parked truck. After loading up, we headed back home, relishing and reliving the successes of our Plan B along the way. After many years and many trips we remain convinced that there really is no better way to experience new ground or old familiar places than from the seat of a touring bicycle.

Mountain Trails Foundation News

The trail crew has been busy working on a new hand-cut connector trail (yet to be named) from lower Rambler (on the Highway 40 side just past the old Rambler car) over to the new Rusty Shovel trail. At just over a half mile long, this will be a fast and flowy beginner/intermediate trail that will give users several different loop options utilizing Rusty Shovel, without having to leave the single-track.

Park City Municipal Corporation, in conjunction with the Mountain Trails Foundation hosted the grand opening for the Armstrong Trail, Tuesday August 16th. The Armstrong Trail will provide public recreational access to the recently purchased Armstrong Open Space, located in the Thayne Canyon area. The trail is backcountry 'singletrack' in nature and has been designed at moderate grades and as an 'uphill only' trail for cyclists. The trail will provide an option for users who may prefer to avoid the steeper grades and higher traffic volumes on the adjacent Spiro Trail. This will be the first directional trail within the Park City trail system. The Armstrong Trail, in conjunction with Snyderville Basin Special Recreation District's design for the Pinecone Ridge trail, currently slated for completion in 2012, will provide users with a direct link from the Silver Star area to the Wasatch Crest Trail. Both trails were partially funded through a Summit County Restaurant Tax Grant.

For more information visit mountaintrails.org

Heather Holmes Wins Singlespeed World Championships

Utah's Heather Holmes won the Singlespeed World Championship mountain bike race in Kilfinane, Co. Limerick, Ireland, on August 27, 2011.

She topped the women's field on a cool day in Ireland, and promptly received the prized winner's tattoo following the race. Following a good start, Holmes noted in a blog post, "My second lap was again enjoyable, with awesome single track and perfectly flowing trails. I was a bit anxious by now though, as no one was passing me. I started to think 'Hum, I might be getting a tattoo today.'" She finished strongly to win, stating, "After I crossed the line I was taken to an area for a photo, and then placed in front of a table with a tattoo gun and ink. After much discussion I finally decided that my left arm would be a good place for the prize, and I was very happy with the design."



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