

WEST MOUNTAIN CYCLING JOURNAL

cycling utah



**MAY IS BIKE MONTH!
RIDE YOUR BIKE!**

**DIRT
PAVEMENT
ADVOCACY
RACING
TOURING**

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SPEAKING OF SPOKES

Early Mornings, May Events, and Bicycling



Life needs art. A cool bike sculpture in front of the pARTnership gallery on 5th West and 5th S. in Salt Lake City. Photo: Dave Ward

By David Ward
Publisher

It's Saturday morning, April 19, at 4 a.m. and my alarm goes off. I moan, having gone to bed just four hours before. I had planned to retire early, having only managed four hours of sleep the previous night. But I took the pleasant opportunity

to visit till midnight with my two sisters who unexpectedly stayed the night.

The reason for the early rising was the Salt Lake Marathon Bike Tour. My wife, Karma, and I had planned on and been looking forward to this ride as our first bike event of the year. I realize that many cyclists are well into their

cycling season at this point. But due to the combination of being an avid, or more to the point, addicted skier, J. R. Smith's Cycle Camp at the indoor spin facilities of the Sports Mall, and uncooperative weather, I had ridden outside only a handful of times before this morning.

So despite the early hour and lack of sleep, it was refreshing to line up at the Olympic Legacy Bridge at the top of the University of Utah campus. I really enjoy this ride for the simple fact of being able to ride for 26 miles through city streets without regard to stop lights or signs and with no consideration for traffic. It is just a great experience to have once a year.

Except for a stiff southerly breeze, the weather cooperated. It was quite warm, 54°F, and mostly clear. We stopped only once, to snap a couple of photos, received our medallion from organizer Cindy Yorgason (kudos to her for a great job in pulling off this event each year) and raided the goodies alley.

The toughest part was yet to come. We had arranged to be transported to the start so we could make this into a longer ride by pedaling home. This 26 miles ridden thus

far was already my longest ride of the year, but now Karma and I had to pedal our tandem into that stiff southerly breeze for an additional ten miles to get home. By the time we arrived, I was whipped.

But it was a good ride, and a fun way to start my cycling events for this year. Since then, I have been perusing Cycling Utah's Calendar of Events and event ads. I am overwhelmed by the number of events offered. In May alone, a cyclist can choose from an event each weekend.

For recreational riders, May 3 is Bike2Bike's Ghost Town Century in Tooele County which takes participants through many of the old mining towns. The West Yellowstone Spring Cycle Tour serves up a sumptuous spread of springtime lakes and mountain vistas. May 17 brings the Cycle Salt Lake Century, one of Utah's most longstanding cycling traditions. Finishing out the month on May 31 is the Bikes For Kids Charity Bike Ride, during which 1000 bikes are given to 1000 kids.

Beyond recreational riding, there is a vibrant and well-organized racing community. For years, Ed Chauner has promoted and organized the Intermountain Cup Mountain Bike Racing Series. An Intermountain Cup race is scheduled for each weekend: The Showdown at Five Mile Pass on May 3, Wimmer's Bicycle Race on May 10, the Soldier Hollow Hammerfest on May 17, the Stan Crane Memorial XC on May 26 and the Sundance Spin on May 31. Mountain bike racers, this is the month for you.

Road racers are equally well-served. The Utah Cycling Association (UCA) is as well organized as it has ever been, and it oversees a healthy and plentiful race calendar. For May, there is the Buffalo Stampede Road Race on May 3; the Salt Lake City Downtown Criterium (which is also the State Criterium Championships) on May 10; the Bear Lake Road Race on May 17; the Garden Creek Cap Road Race on May 24 and the Skull Valley Time Trial State Championships on May 31.

Clearly, we are still in the early stretch of an exciting bicycling season. You will to search Cycling Utah's Calendar of Events and event ads, as I am doing, and plan your participation in those events which will satisfy your cycling desires and goals.

Shifting gears, I was perusing my latest issue of Bicycling and saw an article entitled, "The New Best Cities for Cycling". "Best" lists always capture my attention. I am always curious to see if any place, event, object or other thing that I may have a connection to manages to make it on these lists. Frankly, I did not expect, and so was surprised, to find Salt Lake City listed. The article picked three cities as "The Most Improved" (Washington, D.C., Louisville, and New York City [also a surprise]), five cities as "Still the Greatest" (Portland, Seattle, Chicago, San Francisco and Boulder) and "5 For the Future" (Salt Lake City, Los Angeles, Boston, Columbus, and Fargo-



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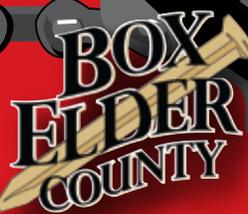
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BIKE MONTH

May is National Bike Month — Get out and Ride!

By Pat Dierks

For more than a century bicycles have been an important part of the lives of most Americans, and to recognize the role the bicycle has had in our lives Utah is joining the rest of the nation in celebrating May as National Bike Month.

Governor Huntsman has officially signed a proclamation declaring May as Bike Month in Utah. To kick off bike month activities, UTA Rideshare is promoting every Wednesday throughout the month of May as "Bike to Work Wednesday" to encourage commuters to give up their single-occupant vehicle one day each week in an effort to help raise awareness of bicycling as a sustainable transportation mode choice.

Bike Week will be celebrated along the Wasatch Front May 12 – 17. In Salt Lake City "Cycle Salt Lake Week" will include a full array of events throughout the week.

The 5th Annual Pedal Pusher Film Festival kicks off the celebration with a hand picked film from the Bicycle Film Festival as well as Salt City Sprints, a Track Stand Competition, Silent auction and music by the Vile Blue Shades. Ride your bike! There will be Valet Bike Parking available. This is a benefit for the Salt Lake City Bicycle Collective and will take

place at 7:30 p.m. at the Depot at the Gateway, 400 W and South Temple. Come and show your support and appreciation to the many volunteers and staff who make up the Salt Lake Bicycle Collective by supporting this outstanding event.

On Tuesday, May 13th join Mayor Peter Corroon, Mayor Ralph Becker, and Mayor Russ Wall in the annual Mayor's Bike to Work Day ride which is an early morning ride from Liberty Park to the Salt Lake County Government Center and then on to the City and County Building in Salt Lake City. Bagels and beverages will be served at both the destination points. The police escorted ride will start at 7:30 a.m. from the northeast corner of Liberty Park. In Utah County you can join UTA Rideshare and Mayor Lewis Billings in Utah County's annual Bike to Work Day event. Join Mayor Billings on Tuesday morning for a Mayor's Bike to Work Day ride. Festivities begin at 7:30 a.m. and go until 9:00 a.m. The bike ride with the mayor officially starts at 8:00 a.m. sharp. Free bicycle helmets will be given away to the first fifty participants of the ride.

On Friday, May 16th the 13th Annual UTA Rideshare Bike Bonanza will once again take place at Gallivan Plaza in downtown Salt Lake City. Whether you are a novice or hard-core rider or just think-

ing about taking up cycling you'll find something to do during this fun-filled evening. This year two Specialized bicycles will be given away as well as a gift certificate for an electric bicycle and many other prizes. Join Mayor Ralph Becker in a police escorted ride around Salt Lake City and then for one hour after the ride have your photo taken with Mayor Becker on a tandem bicycle. Stop by one of the many vendor booths and bring your bike in for a free check-up. There will also be a group ride course for cyclists of all ages. The first 75 children will receive a free bicycle helmet. You can also pick up your registration packet for the Cycle Salt Lake Century at the event as well.

In Summit County on May 16th, Mountain Trails will be hosting Bike to Work Day. Visit MountainTrails.org for more information.

On the 17th, Northern Utah riders can take part in the Cache Valley Bike Festival from 10 am to 2 pm at Merlin Olsen Park in Logan. Visit www.usu.edu/ucc/bikes for more information.

Other bike week events include the Live Green Downtown Sustainable Living Festival organized by the Downtown Alliance on Saturday, May 10th. This event takes place at Library Square (226 East 400 South) from 10:00 a.m. to 6:00 p.m. The annual Intermediate

NO EXIT

© Andy Singer



Mountain Bike Tour will take place 2:00 p.m. – 5:00 p.m. on Sunday May 11th. The Tailwinds Bicycle Tour of Historic Downtown SLC will take place Monday, May 12th

at 6:00 p.m. Both tours will start at Popperton Park which is 11th Avenue and Virginia St., and both

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The love of cycling begins early.

UTA Rideshare's 2008 Bike Bonanza

Friday, May 16th | Gallivan Center, 4:00-8:00 p.m.

Bring your family, friends, and bikes to the 13th Annual Bike Bonanza. Win bike tools, helmets, t-shirts and more! Plus all the following events and attractions:

- Drawings for two Specialized bikes and an Eco Moto electric bike
- Free food and drinks
- Group riding bicycle obstacle course
- Free bike tune-ups
- A police-escorted bike ride around downtown with Mayor Becker (6 p.m.)
- Cycling vendor booths
- Photos with Mayor Becker on a tandem bike (6:30-7:30 p.m.)
- Free helmets for the first 75 kids

And be sure to pick up your registration packet for Saturday's Cycle Salt Lake Century Ride.

Mayors' Bike to Work Day, Tuesday, May 13.
Bring your bike to Liberty Park at 7:30 a.m. and catch a ride to work with Mayors Peter Corroon and Ralph Becker.

Cycle Salt Lake Week is May 10 to May 17.
For times and locations of other bike week and National Bike Month events, visit utarideshare.com or call 287-2062.

























ROUTE 211

Marty Jemison Reflects on Pro Road Career and Touring Company



Marty Jemison rode for seven years in the European pro peloton.

By Greg Overton

"I just loved riding my bike. After college, I wanted to travel and I loved riding, so bike racing seemed like a good way to do that." That's how Marty Jemison began to explain a ten-year European racing career that earned him the respect of the peloton and super domestique status for two of the sport's best teams, WordPerfect and US Postal.

Jemison came to racing late; after graduating with a BS in Economics from the University of Utah in 1989, the Salt Lake City native began to race locally. After three years of racing domestically, he was traveling and riding his bike, a lot, in Europe as a member of the WordPerfect professional team.

I sat down with Marty at a local café for a conversation about his career as a bike racer, the sport of

cycling, and how he has continued to travel and ride his bike after his racing career as owner and proprietor of a bicycle touring company. The Jemisons, Marty, wife Jill and seven-year-old daughter, split residences between Park City and Gerona, Spain. I was able to catch up with him just before their move to Spain for the summer.

Cycling Utah: What was your first year racing in Europe?

Marty Jemison: My first year in Europe was 1990, as an amateur. I raced three seasons there, in France, 1990, '91, and '92.

CU: Talk about your first impressions once arriving in Europe.

MJ: On the bike, back here in the states, I was a Cat. 1, strong enough to ride at the front in just about any race I encountered. When I arrived in France, I remember, there would be these 150 rider pelotons, sometimes strung out in single file. I couldn't even see the front sometimes for two or three hours at a time. And I'd absolutely just be on the rivet, flat out. I might have ten or fifteen guys behind me and a hundred and fifty guys ahead of me. And, honestly, I thought it was just the greatest thing in the world.

Subsequently, over time, I was able to chip my way up the group, towards the front.

CU: Do you think that moving up in the group was due to your fitness improving, or was it the experience of riding in that kind of environment, learning the game so to speak?

MJ: Oh, fitness improved greatly, the difference was huge.

CU: A result of the mileage, many hard miles?

MJ: Absolutely. Yeah, it was like two different worlds. It was like the toughest couple of races I'd ridden here, but over and over, every time out. My training increased to 20,000 miles a year for the remainder of my racing career.

CU: We've heard about the structure of racing there, among the riders themselves and the culture of the racing fraternity, sometimes assigning the finish and then sharing the winnings.

MJ: (laughing) It's interesting, and I struggle with the word mafia, and they actually use the word there, but we use it differently over here, we perceive it differently on this side of the Atlantic. It's more of a fraternity of riders who all know each other, and now I really respect it, but there are guys over there who have been racing for years and years together; sometimes they are teammates and sometimes they're not. So some of these guys are best of friends and have been since they were kids. And what happens is these guys are able to go all around France, to the many clubs and be offered a leader's role in the team. They become fully supported with an apartment, car, expenses, even a salary, they get all kinds of sponsorships. So these riders will be spread over these clubs, but they are all still best of friends, with a bunch of young amateurs supporting them. So the mafia, so to speak, is all these guys who have grown up together, racing together; and they have this system. Somehow there's a leader chosen for the day's race, and they divvy up who did what in the race. In some

ways it's complicated, and in other ways it's not complicated, and it helps keep riders in the game. One guy just makes a decision that day on what you contributed to the race and they split up the prize money based on that. Learning the ropes of the sport there as a foreigner can be brutal, was brutal; however, I was able to do it. I won races or was consistently on the podium, and when a rider does that, it immediately sends a vibe through France. That vibe is such that, you're good, you're strong; and that you're the real thing.

CU: Then you've earned their respect.

MJ: Exactly. It took a lot of work and it's very hard to get there.

CU: So, did you become part of their circle, or were you the good American rider?

MJ: Oh no. I was the good American guy, certainly. I was basically on my own, you know, but I had a good club that supported me and rode for me once I had proven my capabilities. But there was a little bit of politics in the club with one guy who played both sides a bit. In some races, he rode for me, and in those races it was great, and in others he drew the line in the sand and would do races on his own where he rode with the mafia. I was never part of that fraternity.

CU: Was he an older guy still trying to move up or a young guy trying to break in like yourself?

MJ: Same age, yeah, but we became really good friends and we still are. He became a moto guy [motorcycle commissaire] in the Tour de France. His name is Stephen Piriac, and he's the number two moto for the Tour. We've remained very good friends, and he became a very good teammate and would support me in the long races and stage races, and then he'd ride a lot of criteriums, where he rode in the mafia.

CU: Do you think the group of American racers who found some success in Europe before you, Greg LeMond, the 7-11 team and so forth, made it easier for your generation to gain respect there? Or was it the same battle for you as for them?

MJ: I think, for me, it was very much like those guys because I was still very much on my own and had

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www.blackbottoms.com - custom@blackbottoms.com 866-566-8285', and two images of cycling jerseys: one green and red with 'EPG' and 'Wentworth' logos, and one blue and white with 'Blackbottoms' and 'Spank' logos."/>

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to make my own way there. All of that was my own penetration into the system. Wherever I was riding, they weren't very aware of American riders at all. Everyone knew LeMond and maybe [Andy] Hampsten, but I was basically on my own.

CU: So, from that, how did you catch the attention of the WordPerfect team, your first as a professional?

MJ: Pretty much all on my own again. I approached them with my resume, and I immediately received a rejection letter. But I was the current US National Champion, and rode very well in the Worlds Road race.

CU: Where you finished in 20th place.

MJ: Yeah, but I really had to sell them my resume. Really, they had no interest until I started showing them results in France. I'd won, like, 17 races in France, and finished top ten in 52 out of the nearly 100 races I'd entered there. I was consistently in the top level, and finished top ten in half of my races there. So, they looked at that, and my national championship jersey, and that's how I cracked in. Plus they did their homework and talked to people, and found out who I was and what I was.

CU: The WordPerfect team Director then was Jan Raas, a legendary rider and team director, so it's not like this was a group of rookies or publicity seekers. Was there a hometown connection, Utah rider and Utah sponsor?

MJ: That may have helped, but they had no room for that unless that rider had the ability to help the team. I still had to sell myself and be persistent, both on the bike and in my pursuit of the team. It all worked out very well, but if I had not done those years in France, those hard years, and if I were not the national champion, and had I not been so persistent, you know, all those things were key, key, key, right down the list.

[Raas was quoted at the time, "I know he's 28 years old. I saw him in the Tour Du Pont, and I think he's a good rider... We didn't take him on because he's an American. He happens to be an American, but he's also U.S. national champion and a good climber."]

CU: Talk about the process of approaching a team for a contract. Did you go to them in person? Were they responsive?

MJ: No, it was done electronically. The fax machine. And they were pretty responsive – they sent a decline almost immediately, that said, 'nope, sorry we're not interested.' I turned it around and sent it right back and said, 'No way. I'm not going to just take a simple decline letter.' Because I really felt like I could deliver the career that it turns out I did deliver. I knew I could ride in the professional peloton and beat many of those guys, so I just had to tell them. It took a few faxes, maybe three or four. I don't even remember any phone calls, but there must have been one or two. But it was really done through the old fax machine.

CU: Were you given a time and place to show up?

MJ: Exactly. I think it was Rotterdam or something; it was one of the coldest places I'd ever been. I got my bike, my clothes, did the team photo and presentations and flew home.

CU: Were you given a training pro-

gram and direction and an itinerary to return?

MJ: Yeah, pretty much. It was a bit of do this, do that, and return on this date. You'll be picked up at the airport at this time, and living at this place, etc. etc. I didn't even know until later which races I was going to be doing, so I just trained as well as I could for anything and everything.

CU: What were those first days on the team like?

MJ: I think within the first two weeks I took, like, 17th at Het Volk.

CU: Did they tell you to go out and put the hammer down, or to work for this guy or that guy, do what he says?

MJ: No, not really, they just let you race. They let you race until you show them what you can do. Slowly, though, the guys will learn if you're strong and you get pulled into a domestique roll.

CU: They learn they can trust you or count on you?

MJ: Right, they know you're going to show up and do your job and ride hard. But it was a powerhouse team with top riders, so I was more than thrilled to work for those guys, to keep them out of the wind.

CU: And you gained a reputation as a strong rider. In cycling parlance, a hard guy.

MJ: Right, I was always riding in good form for the harder races. I loved the long Spring Classics, Fleche Wallone and Liege Bastogne Liege, and the multi day races, 8 days or more. I remember team management making comments as they planned the tough races, 'Oh yeah, send Marty.' because I was able to finish and contribute to the team. I was never really riding in the bottom of the team. If I were there as a domestique, I was working for the top guys. I mean, I finished all the races, never was really injured, never was sick. Some riders tend to get stronger as a race, whether a long single day race or stage race, goes along, and I seemed to be one of those guys.

CU: In the early days as a pro, was there a particular rider, a coach, or anyone in the team who took you under his wing, showed you the ropes?

MJ: No one. No one at all. But you know, like any tough environment, after a few weeks you get the right, you know, facial gestures or looks from certain people and it lets you know that you're gaining their respect. And I got that from most of my teammates after a while. But you know, initially they didn't know who I was or how or why I got on the team. You have to prove yourself. Just like any situation, really. You may get in the door, but that doesn't mean you're not going to be kicked out the door if you don't show that you belong. Once I did that, everything was good, and I showed that I belonged in the group.

CU: Was there a rider that you admired or took pointers from?

MJ: I think (Viatcheslav) Slava Ekimov. He was a professional's professional and amazing. He was the person to watch if you wanted to know how to be professional or take care of yourself. He was the ultimate pro.

CU: Did you have heroes in the sport, or riders that you wanted to emulate before going to Europe?

MJ: No, not at all. I was oblivious to the sport itself. As an amateur, I remember one day when I won a

race in France, and on the same day Sean Kelly won a race nearby. The next day, my teammates were excited that my photo was in the newspaper alongside the great Sean Kelly. I was like, 'Oh, who's that guy?' I was pretty much in the dark.

CU: You came to bike racing late, after graduating college.

MJ: (laughing) It's crazy, yeah, it's absolutely nuts.

CU: You had a quick rise, especially locally. Had you always ridden recreationally or for fitness?

MJ: Yeah, It was wide-open throttle once I started racing, but I started riding in high school, really. I commuted. Right in that transition of whether to get a car or a bike, I chose a bike and rode that to school, rode it everywhere I went. I was more interested in the bike, honestly, than, you know, getting a cool car. I just had more of a love for bikes. I rode the canyons as well as commuting. I'd never seen a race at that point, didn't even know what the Tour de France was when I first started riding. I had no idea then. I truly fell in love with the bicycle before the sport. Now, I think you can't be an American and not know about the Tour de France.

CU: Thanks in part to you and your teammates at US Postal.

MJ: Yeah, I guess you could say that, huh? That's a nice way to think

about it. Back then I didn't know what the sport was. Until someone said to me, 'You should try racing because you're strong, a good rider.' And my reaction was, "What? How do you do that?" I mean I really had no idea what racing was. I honestly didn't know the first thing about it.

CU: How did you make the transition so quickly once you began racing?

MJ: Once I started racing, I knew I was suited to it, and in a pretty short time I had become a Cat. One rider here, but I knew I wanted to go to Europe. I had no interest in continuing to race in the States. It wasn't big enough for me, and I wanted to go see the big show. And in Europe, being an amateur is a big show. I didn't know how long, or even if, I would stick with it, but I knew about a year in advance that it was what I wanted to do.

CU: Did you set specific goals at that point?

MJ: No, not really. I mean, it's easy to tell people that you want to take a year after graduating college and travel Europe or something before starting a real career. For me, that included racing bikes. I did well enough that I was hungry to go back after that first year there.

CU: Did you have a career in mind, other than racing? A more traditional life?

MJ: Not after that, no. Nothing else. I dabbled a bit. I sent off some resumes in the financial world and the like, and had some responses, but no. No, I never followed up on those.

CU: Was it a matter of full investment, a conscious decision to put all of your eggs in the bike racing basket?

MJ: Sort of. But it really evolved as it went. I mean, you have to be full throttle to do it, but those three years in France helped. I guess at some point I made the conscious decision that I would continue as long as I was progressing in it. But I just loved it. I loved racing.

CU: You loved it on the road, the culture, the travel? What was the attraction?

MJ: Everything. I loved living in Europe, I loved travel and I loved the test of racing, physically. While I was at the University of Utah, all I wanted to do was get out of here and travel. Cycling took me all over the world. Paid for (laughing). It's kind of cool.

CU: Talk about racing locally as an amateur. Who were some of your contemporaries here?

MJ: Well, Steve Johnson [now CEO of USA Cycling] was a major

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BIKE CULTURE

Things We Carry on Our Bikes



Top: Mr. Shane and dog Jason at the Salt Lake Marathon Bike Tour. Photo: Dave Ward.

Zed Bailey does his shopping at NPS Market Square and often ends up carrying over \$100 worth of groceries in a Burley Bike Cart. Photo: Alyssa Bailey.

Right: A photo from Cuba of a very impressive use of a bicycle for utilitarian purposes. Try doing this in Sugarhouse! Photo: Tom Diegel

By Ron Ferrucci

We are living in an automobile age. Cars have become ubiquitous in our culture. People drive everywhere, and for many people, particularly teenagers, cars are tantamount to freedom. Cars are considered a necessity to many people, particularly for, as Cycling Utah's own Lou Melini noted, transporting anything larger than a cup of coffee. Lou also noted that many people even assume you need a car for that. A discussion with a friend—after 'delivering' a bamboo sapling to her in my

bag—got me to thinking about my own experiences of transporting things by bicycle, particularly the more unwieldy and odd objects (a bamboo sapling is slightly on the delicate side). Through extensive and painstaking research, mainly sitting in front of my computer with a cup of coffee and sending off a few e-mails, I set out to answer the question "what are the things we carry?"

Grocery shopping: a slightly mundane activity for which many people drive. Some people often buy enough food in a week to feed a small army, so it makes sense

that they would drive a tank to go shopping, but for most grocery shopping is easily manageable by bike. Working the bike valet at the Salt Lake City Farmer's Market, I observed a number of means by which market patrons transported their goods home. These included backpacks as well as baskets, racks, and panniers attached to their bikes. Though these are usually more manageable loads, transportation of larger loads than usual is not impossible. Lou has transported 50 lbs of sugar, in panniers I assume, and Michel Wise, treasurer of the SLC Bike Collective, used his Kogswell Porteur to transport 50 pounds of canned goods. Michael used to bring his Xtracycle (a trailer that extends the bike by replacing the rear wheel) through Costco and just filled it up as he did his shopping.

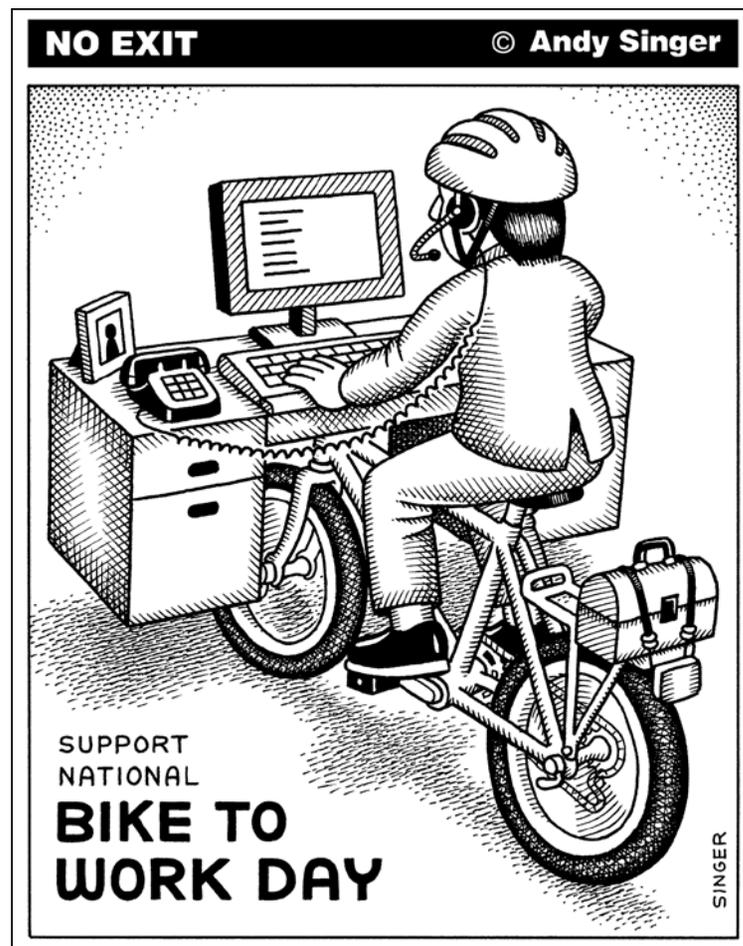
Bicycle frames and wheels tend to be a bit unwieldy and hard to carry, at least safely, by bike. I have had to do both at different points in time. You get some interesting looks when you are riding with another bicycle strapped to your back. Recently, I carried a set of wheels home strapped to my bag—eliciting laughter from the shop owner and his wife. Others have had the pleasure to partake in transporting bicycles by bicycle. Saturday Cycles' own Stephen Wasmund once carried a bike frame on the rear rack of his bike, and Steve S., who has us both topped, carried a whole bike at once (wheels off). I know a few people that have carried unicycles with them, which is sort of like carrying a spare wheel. What I would like to see is someone carrying a bike while riding a unicycle.

Recently, Zed of SaltCycle.com(munity) had a suggestion for organizing a bike move, as has been done in Portland (<http://www.streetfilms.org/archives/bike-move/>). Now I have never had to completely move, even in the same town, by bicycle, but if anytime is justified for automotive transport that this would be it, particularly in the case of heavy furniture. Hard, yes; impossible, no. Chelsea once transported a bookcase. Fred 'walked' a chair home (I assume he rode the bike while pulling the chair), and Steve S. transported a 21" television home on his bike. In addition, Michael transported a fridge (Xtracycle), two filled water cooler bottles, and water cooler tower.

If you are going to engage in vigorous physical activity, why take it easy on route to the activity. Jen carried a 60-pound internal frame backpack on her way to begin a weeklong backpacking trip, which I am sure was a good warm up for her trip. No soccer mom mini-van for Lou, who carried soccer equipment for practice for 16 kids. I think he needs a 'soccer dad' sticker for his bike. CU editor Dave Illtis carried a bowling ball on the back of his bike growing up. From what he said, it acted like a bit of a gyroscope. He has also carried skis and poles for a few blocks to go skiing.

Animal transport can be a tricky situation by bike, though some animals may be easier to transport than others. I often see people transporting their dogs by bike, but I would not want to try to transport a cat by bike. Chelsea has done it, though, and confirmed that it was a nightmare. Krishna recently found an injured Robin, which she transported to the aviary in a box in her bike trailer.

Home improvement and gardening often require car transport, but some have overcome that need. Not wanting to lose the gardening soil that they had built up over time when moving to their new



place, Shea transported it all to their new place by trailer, even down to the last cubic yard. Nikki transported a cherry tree and rose bush. Sometimes during home improvement efforts one has to dispose of rubbish—large amounts of heavy, bulky, rubbish. When Shea had 50 old car and truck tires sitting in the shed that needed to be disposed of, did they just call someone to haul them away? Recruit a friend with a truck? Nope, on the bike trailer they went...10 at a time...with rims. Jen transported lumber and chicken wire for construction of a compost bin, and at one time carried a 40 lb roll of canvas.

Work materials tend to be heavy and bulky, and can be quite formidable to transport by bicycle. Giles transported 150 feet of rain gutter and 400 lbs of particleboard on a bike cart. Work materials can also be a bit on the fragile side, as in the case of the replacement glass that Fred had to transport for his job as a building superintendent. I wonder whether he needed replacement glass for the replacement glass. This would clearly be one of those times that one rides carefully.

Romance and bicycles do not seem like they would go together. How romantic is it to ask someone on a date and say "meet me there" rather than "I will pick you up," or to pick someone up on your handlebars? Sometimes, however, bicycle transport can prove that romance is alive. Renae had a futon transported by her lover for seven blocks, which was then decorated with roses (car-

ried in his mouth). Now that is what I call romantic. And I think that Michael could make money renting out his Xtracycle with the deck and footboard attachments.

Readers of CU may be familiar with the bike collective's valet services at the Salt Lake City Farmer's Market, but some may not know that all our equipment and supplies are transported completely by bicycle. That includes bike parking sign and E-Z Up canopy (weighing in at 38 pounds). All this has been carried at different times using my trailer, Michael Wise's Xtracycle, and Brian Price's radioflyer wagon. I even balanced it all between the seat and handlebars of my bike a few times.

The stuff we carry runs the gamut from the mundane to challenging to romantic. We transport stuff to move, to eat, and to work, and sometimes just to have fun. Whether it is to go somewhere where the fun begins, or frankly to test the limits of our ability to transport things by bike. There is nothing so gratifying as knowing you can transport anything without resorting to petroleum. As Steve Wasmund pointed out "[t]here's a definite joy to be found in schlepping yourself and your stuff around under your own power." Amen to that brother.

Editor's note: People in SE Asia and other areas of the world use rickshaws to carry large amounts of stuff by human power. For the story and photos, see "Biking in Southeast Asia" in our August 2007 issue online at cyclingutah.com.

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HEALTH

Hamstrung Part 2 - Exercises for Your Hamstrings

By Erik Moen PT, CSCS

We left off a couple of months ago with the importance of hamstring flexibility and some basic practical ideas on normalizing your hamstring flexibility. Flexibility of the hamstring is not enough. Completion of hamstring fitness includes strength and coordination. The best ways to overcome physical deficits are repetition, perfect practice and application to a specific sport skill.

Strength and Coordination

Historical hamstring strength training for the bicyclist suggests for the bicyclist a goal of 2:1 quadriceps to hamstring strength ratio. Since then, people have made further suggestions of increasing the quadriceps to hamstring ratio of 5:4. Science has not determined the appropriate hamstring strength ratio for optimized performance. Most coaches and sports professionals would agree that the hamstrings are an important part of bicycling.

Hamstring function

I liken the hamstring to that of a rudder for the knee. Irregular loading of the hamstring may result in aberrant external (outward) rotation of the tibia and fibula (bones of the lower leg).

There are a few hamstring exercises that promote strength and coordination. Poor coordination will lead to misdirected force at the knee. This is often aberrant motion of the tibia relative to the femur. Irregular rotation/motion of the tibia leads to irregular patella-femoral mechanics. Irregular patella-femoral mechanics lead to the most common ailment to bicyclists, anterior knee pain or the patella-femoral compression injury. Clinical evidence from my office demonstrates that athletes with overuse injuries of the anterior knee often times have poor hamstring strength.

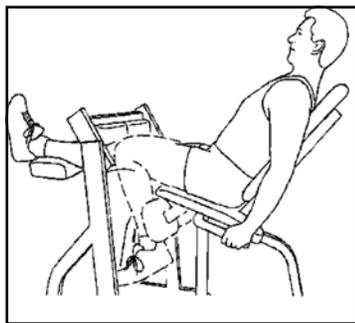
The Exercises

A crucial issue to performing these hamstring exercises well is the control of tibia rotation through your worked range of motion. People have different architecture at the knee some people will have natural off-center rotations of the tibia in relation to the femur. If your body allows, you should strive to keep knee and foot positioned forward during your hamstring exercises. As I like to say, "Keep it square".

Another important issue is keeping the foot/toes held upwards in a neutral foot position. No floppy feet. This detail helps keep the knee more stable during your hamstring loading (minimizing shift of tibia on femur). All exercises should be done with perfect form. Form maintenance should be a determinant of repetitions/sets.

The hamstring curl is a good, basic hamstring exercise. Single leg is preferred to double. Single leg work demands individualized attention on each leg. Double leg work may allow a weak leg to "cheat" through the motion. I prefer the seated hamstring curl <Figure 1> over the other options of prone or kneeling. The seated position allows you to watch the trajectory of your leg through the exercise and has the necessary range of motion for the motion of bicycling. Start with a weight that allows 2 sets of 15 rep-

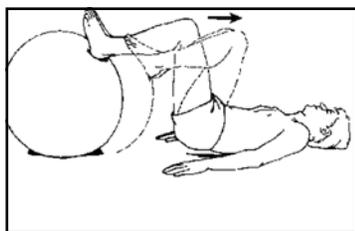
etitions with good form.



(Copyright VISUAL HEALTH INFORMATION (VHI))

Figure 1: single leg ham curl

My second favorite hamstring exercise is bridged rolls on a theraball <Figure 2>. This promotes endurance strength with a high level of required coordination. Lie on your back with your calves on a theraball (goal= hips and knees at 90degrees to start). Tighten your stomach and back, push down through the ball through your calves/heels which should start to lift your torso up off the ground. Bridge up 2-4 inches in height (a fist height). Next, slowly roll the ball forward and back through a range of motion representative of the pedal stroke. Pay keen attention to keeping the knees and feet in a good position. There should be no slumping/arching of your back in relation to pelvis. Pelvis and back stay "neutral" or flat. Goal repetitions are 30 and goal sets are 4-6.



(Copyright VISUAL HEALTH INFORMATION (VHI))

Figure 2: bridged rolling

Hamstring coordination is important. Strength without coordination does not get you very far down the road. My two favorite coordination exercises are as follows; single leg forward bends and single leg pedaling at low cadence.

Single leg forward bends are simple. Stand on one foot with foot braced in stable stance and knee slightly bent. Tighten your trunk and slowly bend forward from the hip. Keep your back/pelvis flat. Bend as far forward as 90 degrees



Figure 3: single leg forward bends

(advanced), start with 45 degrees <Figure 3>. Use a mirror to ensure good form. Hold the lowered position for a few seconds and then

return. Start with body weight in upwards of 20 repetitions and then move towards holding onto a weight through your motion.

Single leg pedaling at low cadence requires keen attention to all the muscles involved in the pedaling motion. Single leg pedaling is best performed on a stationary trainer. Goal cadence of 60rpm allows for increased awareness of pedaling muscles. Work your pedal stroke to minimize accelerations/decelerations (aka clunks and bangs, you will know what I mean). Focus on working throughout the entire pedal stroke. I often encourage my athletes to feel like they are lifting a snowshoe out of the snow for the back part of the pedal stroke. This analogy does not work well for all parts of the country. Your single leg pedals can be performed 30-60 second bouts per leg at 4-6 repetitions.



One-legged pedaling

Bottom line; your hamstrings are important for strong bicycling! Strength cannot come without development of coordination. Appropriate function (which includes assumed bicycle postures) cannot come without appropriate flexibility. Ride smartly!

Erik Moen PT, CSCS owns Corpore Sano LLC. He is a physical therapist who specializes in bicycling biomechanics and bicycle-related injury treatment. www.bikept.com.

COACH'S CORNER

Stealth Training

By Tyler Servoss

Any time spent training while your spouse/family/significant other is asleep, or your normally at work does not count against you!

Being an endurance athlete and having a family, career, school, or all of the above can be a challenge. How do you balance it all? The answer is elusive, but following are a few ideas and tips that have worked well for others.

Call it Stealth or Low Impact Training. It not so much the idea of going out and doing intervals until you puke. It is more about finding the time to ride and making the least encroachment into other non cycling areas of your life. You can find out more about specific training programs by working with one of great local coaches or hitting the cycling section of your favorite book store.

These are some of the cornerstones of stealth training.

Early Mornings

Most all of us can find a little more time in the early mornings. When daylight allows, you can get in some great road training before your spouse or significant other wakes up. In the off season, you can throw down on the trainer. Two major factors in a successful early morning program are getting to bed at a decent hour and finding a training/accountability partner. The first is rather self explanatory, early to bed, early to rise etc. The later can make a significant difference in your commitment to your plan. If you know your buddy will be on your door step at 4:30 a.m. you are more motivated to get up and get out.

Commuting

Some of us can pull this off, some cannot. Let's assume you are at a reasonable distance from your place of work. Most any distance will work, but longer distance may have to be done less frequently. Often commuting by bike may not be much longer than commuting by car in heavy traffic.

Commuting light as training requires some foresight and planning. Being able to ride unencumbered is a big plus. Can you bring in a change of clothes on those days that you drive or send clothes with a co-worker? Is there a shower available? Where can you securely store your bike?

Once you develop a system commuting can provide you with extra ride time you may not have tapped before.

Lunch Hour Rides

These can be a great way to break up the day. Lunch rides may require skipping breaks, taking a slightly longer lunch, or eating at your desk. Many of the same considerations undertaken for commuting will be helpful for lunch rides as well.

Having access to a shower can be pivotal to the success of both commuting and lunch rides. You may have to be creative in finding a shower. Check to see if any co-workers work out during the day, or commute. Ask the facilities department or property manager. Consider riding to a near by gym and then finishing the ride in street clothes. Through 15 years of commuting I have showered in the basement of a mortuary, the little known shower in the basement of a large office building, and even in facilities located in adjacent businesses.

Simple Things

Take the stairs. Park as far from the door as you can and walk. Do calf raises or squats while you talk on the phone. Keep a water bottle at your desk and practice hydrating.

Contract and relax your abs and other muscle groups while you sit in your chair or drive. Ever little bit can make a difference in your ability to go faster on the bike.

Perhaps the greatest benefit of Stealth can be the balance created in other areas of your life. Your mental well being will be enhanced by using your time more efficiently and stressing less about where to fit in a ride during "prime time". My motto in these matters is "Happy Wife, Happy Life."



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CALENDAR OF EVENTS

Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!



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Deseret Peak BMX — www.deseret-peakcomplex.com, Tooele

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May - October — Rad Canyon BMX, Practice Tuesdays 6:30-8:30

pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

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

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

July 25-28 — Rad Canyon BMX, ABA GREATSALT LAKE NATIONALS. radcanyonbmx.com, 9700 S. 5250 W., South Jordan, (801) 824-0095

For more BMX track info, visit cyclingutah.com



Advocacy Groups

Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m.

at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 487-6318.

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

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

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

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

Mooseknuckler Alliance — St. George's Advocacy Group, www.mooseknuckleralliance.org

Mountain Trails Foundation — Park City's Trails Group, (435) 649-6839, (435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

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

Utah Bicycle Coalition — Statewide advocacy group, utahbikes.org

Volunteer to help build the Bonneville Shoreline Trail (801) 485-6975 or visit www.bonneville-trail.org.

2008 Cycling Events

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

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

May 3 — GOTS, Bike and Outdoor Toy Swap, Wild Rose, 702 3rd Ave, SLC, (801) 533-8671, wildrosesports.com

May 3-4 — Young Riders Bike Swap, May 3 (8-5pm) & May 4 (11-3pm), Annual White Pine Touring swap to benefit The Young Riders youth based mountain bike program, great time with food and raffles, dropoff May 1st (3-7pm) and May 2nd (noon-9pm), 'The Yard' 1251 Kearns Blvd., Park City, (435) 649-8710 or (435) 659-1188 or visit www.youngriders.com

May 10-17 — Cycle Salt Lake Week, weeklong festival with bike races, Bike Bonanza, Cycle Salt Lake Century Ride, Bike to Work day, and more!

May 10 — Bikes for Kids Charity Bike Swap, held at Cottonwood Cyclery, 2594 E. Bengal Blvd, Salt Lake City, (801) 942-1015, bikesforkidsutah.com

May 10 — Downtown Alliance's

Live Green Festival, 10 am to 6 pm at Library Plaza, Downtown Salt Lake City, www.livegreenslc.org

May 10 — 5th Annual Pedal Pusher Bicycle Film Festival, showings will include films from the Bicycle Film Festival never before seen in Utah, live music afterwards, benefit for the SLC Bike Collective, 7:30 pm, The Depot at The Gateway, 400 W. and S. Temple, Salt Lake City, (801) FAT-BIKE slcbikecollective.org

May 11 — Intermediate Mountain Bike Tour 2:00 – 5:00 p.m., Meet at Popperton Park at 11th Ave. & Virginia St. in SLC. Cost: free. More info: Brian Price physics.brian@gmail.com

May 12 — Tailwinds Bicycle Touring Downtown Historic Tour of Salt Lake City, Meet at Popperton Park at 11th Ave. & Virginia St. in SLC at 6:00 p.m. Cost: free. More info: Grant Aagard (801) 556-3290 or grant@tailwinds-tours.com

May 13 — Salt Lake County and City Mayor's Bike to Work Day, Presented by the Salt Lake County Mayor's Office and the Salt Lake County Bicycle Advisory Committee. Join us for a mellow ride with Mayor Peter Corroon, Mayor Ralph Becker, Mayor Wall, and other city mayors under Salt Lake City Police escort. Bike from Liberty Park to the Salt Lake County Government Center at 2100 S. State St. and then will continue on to the Salt Lake City Bldg at State and 400 S., Meet at 7:30 a.m. at the northeast corner of Liberty Park, 700 E. 900 S. Cost: free. More info: Charlie Kulp, ckulp@slco.org, www.slcbac.org

Wednesdays in May — UTA Bike to Work Wednesdays, Ride your bike to work! Show your support of biking as a viable commute option by biking to work every Wednesday throughout May. For additional information visit www.utarideshare.com or call Pat Dierks at 287-2062.

May 13 — UTA Rideshare Bike to Work Day in Provo City, West side lawn of the Historic County Courthouse in downtown Provo (University Avenue/Center Street), 7:30 - 9 am, Bike Ride with Mayor Lewis Billings at 8 am sharp, free food and drinks, bike swag, and complimentary bike tune-ups For more information contact Stacey Adamson at sadamson@rideuta.com or (801) 227-8958 Visit www.utarideshare.com for event updates.

May 15 — Road Home Bike Tuning. Free bicycle tune-ups at the Road Home, 5-6 pm, 210 S. Rio Grand St. (455 W.) sponsored by the SLC Bike Collective. More info: www.slcbikecollective.org or 801-FAT-BIKE

May 16 — UTA Rideshare Bike Bonanza, Music, food, prize drawings, expo, free bike tune ups, activities for kids and much more! Join us at the Gallivan Center (239 S. Main Street) from 4:00 – 8:00 p.m. Pick up your registration packet for the Salt Lake Century Ride at the event too. Cost: free. Visit www.utarideshare.com for event updates. More info: Pat Dierks pdierks@rideuta.com or (801) 287-2062, www.utarideshare.com

May 16 — Summit County Bike to Work Day, and Commuter Cup Challenge, free breakfast at certain locations, Encouraging Park City and Summit County to Bike



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Tours and Festivals

2008 Events

May 17 — Cycle Salt Lake Century Ride, Salt Lake to Antelope Island and back, 35, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00 AM., (801) 596-8430 or Fax (801) 322-5056 or cscentury@mac.com, Online registration at www.cyclesaltlakecentury.com or download a Registration Form 2006 Course Map

May 17 - Cache Valley Bike Festival, workshops, races (fastest and slowest), bike decorating, bike toss, and more, 9 a.m. to 2 p.m. at Merlin Olsen Park (300 E Center St.), Logan, Utah, Aggie Blue Bikes @ 435-797-0964 ext. 3 or at aggiebluebikes@gmail.com or www.usu.edu/ucc/bikes.

May 17-18 — Cole Sport Bike Swap, supports the Mountain Trails Foundation, 1615 Park Avenue, Park City, (435) 649-4806, mountaintrails.org

May 21 — Ride of Silence. Ride to raise cycling safety awareness among motorists, police, and city officials. This is a free ride that asks cyclists to ride no faster than 12 mph and remain silent during the ride. Meet at 7:00 p.m. at the Gallivan Center (239 S. Main Street). More info: Raleigh Fehr raker@msn.com or www.rideofsilence.org

June 7 — National Trails Day, Volunteer on Trail Projects, call Eric Spreng at REI, (801) 486-2100 for info.

June 7 — National Trails Day, 9 am, Meet at White Pine Touring at the Rail Trailhead, Coffee and bagels, Project TBA, (435) 649-6839, (435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

June 14 — Venture Outdoors Festival, 3-10 pm, Millcreek Township Festival, cycling clinics, cycling gurus on hand, Canyon Rim Park, 3100 S. 2900 E, (801) 466-0686, millcreekoutdoors.org

June 18-21 — IMBA World Trails Summit, IMBA Summits bring mountain biking advocates, land managers, ski resort professionals, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Patti Bonnet patti@imba.com, 303-545-9011, IMBA.com

July 12 — Utah Tour de Donut, 21 mile circuit race and donut eating (subtract time for eating donuts each lap), bike safety rodeo, kids race, American Fork, UT, (801) 763-1216, utahtourde-donut.com

September 22 — World Car Free Day, worldcarfree.net

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

May 1-4 — IMBA Trail School, Flagstaff, AZ, Anthony Quintile anthony@absolutebikes.net

May 15-16 — IMBA Trail School, Durango, CO, Mary Monroe, mary@trails2000.org

May 16-18 — San Rafael Swell Mountain Bike Festival, 22nd Annual, Emery County, (435) 637-0086

May 22 — Seasons Bike Film Premiere, a look at the lives of downhill racers, slopestyle competitors, and big mountain freeriders from the producers of Roam, Brewvies Cinema Pub - www.brewvies.com, 7:00 pm and 9:00 pm, Jason Mitchell 801-358-3315, www.FeedTheHabit.com - \$7 advance tickets available online, jason@feedthehabit.com

May 22-26 — Black Hills Fat Tire Festival, rides, races (hill climb, XC, Super-D), Film Festival, and more, Rapid City, South Dakota, (605) 394-5225, bhfattirefestival.com

May 24 — 2nd Annual Amazing Earthfest, in Kane County, Utah, 5 pm Trail Ride, Joy Jordan Woodhill Trail, 12 mile, non-technical, hard-packed loop on BLM, featuring expansive views of the Kaibab Plateau and the colorful cliffs of the Grand Staircase. Meet at the Fredonia Welcome Center on US 89-A, Fredonia, Az. Note: Utah is on daylight savings time. Arizona is on standard time, Rich Csenge, 435-644-3735, jiw@gwi.net, www.amazingearthfest.com

May 29 - June 1 — IMBA Trail Care Crew, trail building, Emigration Canyon, Salt Lake City, Sarah Bennett, sarah8144@msn.com

May 30 - June 1 — NUMB Fest 2008, three fun and action packed days of organized riding and festivities. There will be organized trail rides each day based on ability level with gatherings in the evening involving food, beverage, revelry, and prizes provided by the event sponsors. All events are in & around the Uintah Basin, AND there is no charge or entry fee, Vernal, Uintah County, Utah, contact Altitude Cycle, 435.781.2595, www.northeasternutahmtb.org, coop@northeasternutahmtb.org, jory@northeasternutahmtb.org, troyboy@northeasternutahmtb.org

June 7 — National Trails Day, Volunteer on Trail Projects, call Eric Spreng at REI, (801) 486-2100 for info.

June 19 — Seasons Bike Film Premiere, a look at the lives of downhill racers, slopestyle competitors, and big mountain freeriders from the producers of Roam, Jim Santy Auditorium - Park City Library, 8:00 pm, Jason Mitchell 801-358-3315, www.FeedTheHabit.com - \$7 advance tickets available online, jason@feedthehabit.com

CYCLESALT LAKE CENTURY
MAY 17, 2008

Start Time 7:30 AM, Utah State Fair Park, 155 North 1000 West
 Three Ride Lengths 36, 67 and 100 Miles. For More Information
 and Online Registration go to www.cyclesaltlakecentury.com or
 Call Jon R. Smith 801.596.8430 Fax 801.322.5056

Sponsors:
 REI, Bingham Cyclery, active.com, England Carrier Services, UTA RIDESHARE, PAPA JOHN'S, BAR CLIF, BICYCLING MAGAZINE, Reddy Ice, TARGET, The Salt Lake City Mayor's Bicycle Advisory Committee, Tailwinds Bicycle Tuging LLC, Sports Medicine Center of Utah, The Salt Lake City Mayor's Bicycle Advisory Committee, Bingham Cyclery, England Carrier Services, UTA RIDESHARE, PAPA JOHN'S, BAR CLIF, BICYCLING MAGAZINE, Reddy Ice, TARGET, The Salt Lake City Mayor's Bicycle Advisory Committee, Tailwinds Bicycle Tuging LLC, Sports Medicine Center of Utah, The Salt Lake City Mayor's Bicycle Advisory Committee.

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June 21-22 — Wild Rockies 11th Annual Boise to Idaho City Tour, Boise to Idaho City (camp over night) and back to Boise, Darren Lightfield 208-388-1971, wildrockies.com

June 18-21 — IMBA World Trails Summit, IMBA Summit will bring mountain biking advocates, land managers, ski resort professionals, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Trail Care Crew too, Patti Bonnet patti@imba.com, 303-545-9011, IMBA.com

July 14-15 and July 17-18 — Rocky Mountain Bicycles Dirt Series Women's Mtn Bike Camp, Park City. Contact (604) 905-8177 (canada) or info@dirseries.com for more info.

July 21-22 — Rocky Mountain Bicycles Dirt Series Women's Mtn Bike Camp, Sun Valley, ID. Contact (604) 905-8177 (canada) or info@dirseries.com for more info.

June 15 - September 5 — Great Divide, Canada to Texas, dirt, Adv. Cycling Association, (800) 755-2453

July 9-13 — Girlfriends Go Tours: Park City Mtn Experience. Mountain Bike Clinic & Summer Camp for Women. All inclusive 5-day bike camp. For more info, www.girlfriendsgo.com or Lynn, (435) 640-3931

August 14-24 — IMBA Trail Care and School, Long Valley, ID, IMBA.com

August 16-22 — Cycle the Divide, starts in Steamboat Springs, CO, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

August 28-31 — IMBA Trail Care and School, McCall, ID, IMBA.com

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

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

September 27 — Endurance Festival, run, trail run, road cycling, mountain biking, duathlon and off-road duathlon events, entertainment and more, Old Town Pocatello, ID. www.

EnduranceFestival.com, info@EnduranceFestival.com, (866) 8-ECO-FUN or 208-233-3798

October 2-5 — Take Your Kid on a Mountain Bike Ride and IMBA Trail Care Crew, Boise, ID, byrdscycling.com, merlinlxm@cable-one.net

October 24-26 — Chile Ho-Down Bike Festival, 3rd annual festival includes group rides, a dirt jump contest, Halloween costume party, prize giveaways and just an all around good time, possibly a DH race, Chile Pepper Bike Shop, 435-259-4688, www.chilebikes.com



General Info

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

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

Weekly Series Races

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

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

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

2008 Utah MTB Races

May 3 — Showdown at Five Mile Pass, 14th Annual, Intermountain Cup #3, Lehi, UT, XC, Ed Chauner at (801) 942-3498, intermountaincup.com

May 10 — Wimmer's Bicycle Race XC, Intermountain Cup #4, Sherwood Hills Resort, Logan, UT, (435) 752-2326, intermountaincup.com

May 17 — Hammerfest at the

Hollow, Intermountain Cup #5, Soldier Hollow, Midway, UT, Ed Chauner at (801) 942-3498, intermountaincup.com

May 24 — Sundance/Parks Sportsman Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849, sundanceresort.com

May 26 — Stan Crane Memorial XC, Intermountain Cup #6, Draper, UT, Ed Chauner at (801) 942-3498, intermountaincup.com

May 31 — Sundance Spin, Utah State Open Championship, Intermountain Cup #7, Sundance, UT, XC - Ed Chauner, 801-942-3498, intermountaincup.com

June 1 — Bountiful Bomber Downhill Race, Utah DH Series, Bountiful, UT, (801) 375-3231, go-ride.com

June 7 — Deer Valley Pedalfest, Intermountain Cup #8, Deer Valley, UT - Ed Chauner, 801-942-3498, intermountaincup.com

June 14 — Chris Allaire Memorial, Utah State Open Championship, Intermountain Cup #9, Solitude, UT, XC - Ed Chauner, 801-942-3498, intermountaincup.com

June 21-22 — Wolf Mountain Mayhem Downhill Race, DH/Super-D/Dual/Quad X, Utah DH Series, Wolf Mountain Resort, (801) 375-3231, go-ride.com

June 21 — The 12 Hours of the E100, 12 hour endurance race with site fee to benefit National Ability Center, Individual and Two and Four person Team Categories, Park City, thee100.com, (435) 649-2129, thee100.com

June 21 — Sundance/Parks Sportsman Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849, sundanceresort.com

June 26-29 — NORBA National Mountain Bike Series #4, XC, STXC, DH, Dual Slalom, Deer Valley, UT, XC/ST/, (435) 884-3515, mtbnationals.com

July 5-6 — White Pine Downhill Race, DH/Super-D, Utah DH Series, White Pine Resort, Palmdale, Wyoming, (801) 375-3231, go-ride.com

July 12 — Blue Mountain Bike Chase, 25 mile XC race, Monticello City Recreation, Monticello, UT, (435) 587-2029, monticelloutah.org

July 12 — Park City Perfect 10 Endurance MTB Race, 7 a.m. to 5 p.m., solo M/F/SS, duo M/F/Co-ed/SS, 4-person M/F/Co-ed (no SS) categories, Deer Valley Resort at Silver Lake Village, Park City, (435) 659-1188 or visit parkcityperfect10.com

July 19 — Snowbird Mountain Bout, 21st Annual, Intermountain Cup #10, Snowbird, Ed Chauner at (801) 942-3498, intermountaincup.com

July 19 — Sundance/Parks Sportsman Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849 or sundanceresort.com

July 19-20 — Bald Mountain Challenge Downhill, DH and Super-D, Utah DH Series, Deer Valley, UT, (801) 375-3231, go-ride.com

July 26 — Taming the Tetons, Intermountain Cup #11, Jackson Hole, WY, Ed Chauner at (801) 942-3498, intermountaincup.com

July 26 — The Endurance 100/Mind Over Mountains, 100 mile team relay, 50 mile solo, Park City, thee100.com, (435) 649-2129

August 2-3 — Pomerelle Pounder, 2 DH, Utah DH Series, Wild Rockies Series #5, Burley, ID, (208) 388-1971, (801) 375-3231, go-ride.com, wildrockies.com

August 9 — Cook-Sanders Associates Wolverine Ridge XC Race, 15th Annual, Intermountain Cup #12, Series Finals, Jill Smith, jsmith@evanstonwy.org 307-783-6459 or Paul Knopf, pknopf@evanstonwy.org 307-783-6458; or 1-866-783-6300 ext. 470., evanstoncycling.org, intermountaincup.com

August 16 — Altra Widowmaker Hill Climb 8 AM, Ride to the top of the Tram from 9400 S and 2000 E,

Snowbird Resort, (801) 583-6281, sports-am.com

August 16 — Sundance/Parks Sportsman Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849 or sundanceresort.com

August 16-17 — Flyin' Brian Downhill Race, DH and Super-D, Utah DH Series, Brian Head, UT, (801) 375-3231, go-ride.com

August 21-24 — Great American Mountain Bike Stage Race, 4 stages, 280 miles, Brian Head, Utah, Tom Spiegel, teambigbear@aol.com or Jeff at (435) 884-3515 or teambigbear.com

August 23 — The Race for Everyone, a low pressure, easy entry event for any mountain biker, from ICUP regulars to 1st Timers, families and kids encouraged to attend, bike safety, bike setup, and more, benefits Kids on the Move, Sundance Resort, Contact Keith Payne 801.368.5321 or Mad Dog Cycles at (801) 222-9577, sundanceresort.com

August 23 — The Endurance 100/Mind Over Mountains, 100 mile, 100 km, and 50 mile individual races, Park City, thee100.com, (435) 649-2129

August 29-31 — Brian Head NMBS Championship Finals, race #6, XC/DH/4Xor DS/ST/Super D, (435) 884-3515, mtbnationals.com

August 31 - September 1 — Sundance Showdown, Super-D and DH, Utah DH Series, Sundance, UT, (801) 375-3231, sundanceresort.com

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

September 13 — 12 hours of Sundance, 7 am - 7 pm, Sundance Resort, (801) 223-4849 or sundanceresort.com

September 14 — Tour des Suds, 26th Annual, Park City, (435) 649-6839 or mountaintrails.org

September 14-20 TENTATIVE — The Endurance 100 ULTRA, Park City, thee100.com, (435) 649-2129

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

October 13-14 — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country, St. George, UT, 800-562-1268 or hws@infowest.com or senior-games.net

October 11-12 — 24 Hours of Moab, 13th Annual, Moab, UT, (304) 259-5533 or grannygear.com

2008 Idaho and Regional MTB Races

May 2-3 — 4th Annual New Belgium Brewing Company 18 Hours of Fruita, Highline Lake State Park, Loma Colorado, CO, (970) 858-7220, emgcolorado.com

May 4 — 6th Annual Coyote Classic, AMBC event, Avimor, ID, (208) 338-1016, knobbytireseries.com

May 10 — Sagebrush Scramble Short Track XC, Knobby Tire Series, Pocatello, ID, (208) 338-1016, knobbytireseries.com

May 23 - May 26 — The Chile Challenge, XC, SD, MX, DH, NMBS event, Angel Fire Resort, Angel Fire, New Mexico, racemsc.com

May 28, June 4, 11, 18, 28 — Wood River Cup #1-5, Short Track XC, (June 28 is Idaho STXC State Championship) Hailey, ID, (208) 481-0300, roadanddirt.org

May 31 — Moose Chase XC, Knobby Tire Series, Coeur D'Alene, ID, (208) 338-1016, knobbytireseries.com

June 2-3 — Janna Brimmer Memorial Salmon Idaho Slam, Wild Rockies Series, XC, DH, Salmon, ID, (208) 388-1971, wildrockies.com

June 14 — Pocatello City Creek XC, Knobby Tire Series, Pocatello, ID, (208) 338-1016, knobbytireseries.com

com

June 18 — Cache to Game XC Race, Mike Yokel Park, Jackson, WY, 12 mile MTB XC, Call (307) 733-5056

June 21-22 — Soldier Mountain XC and DH, Knobby Tire Series, Soldier Mtn. Ski Resort, Fairfield, ID (208) 338-1016, knobbytireseries.com

July 4 — 13th Annual WYDAHO Bike Race, XC, Grand Targhee Ski and Summer Resort Alta, WY, Andy at 1-800-TARGHEE ext. 1309 or awilliams@grandtarghee.com, grandtarghee.com

July 5-6 — White Pine Downhill Race, DH/Super-D, Utah DH Series, White Pine Resort, Palmdale, Wyoming, (801) 375-3231, go-ride.com

July 11-13 — Brundage Mountain Bike Festival, Wild Rockies Series, XC and DH, trail run, McCall, ID, (208) 388-1971, wildrockies.com

July 11-13 — Blast the Mass, Mountain States Cup, Snowmass Resort, Aspen, CO, racemsc.com

July 20 — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 690-9896, ucjh.org

July 26 — Taming the Tetons, Intermountain Cup #11, Jackson Hole, WY, (801) 942-3498, intermountaincup.com

July 26 — Galena Grinder Whit Henry Memorial Race XC and Marathon, Knobby Tire Series, Ketchum, ID, Don Shepler (208) 720-3019, (208) 726-4010 or don@galenalodge.com or 208-338-1016, knobbytireseries.com

July 26 — Laramie Enduro, 111 K mountain bike race, Happy Jack, Laramie, WY, 307-745-4499, laramieenduro.com

July 30, August 6, 13, 20?? — Teton Village Short Track XC Series, 6:30 pm, Teton Village, WY, (307) 690-9896, ucjh.org

August 2 — 24th White Knob Challenge, Knobby Tire Series, Mackay, ID, Kurt Holzer at (208) 890-3118 or 208-338-1016, knobbytireseries.com

August TBA — Durango MTB 100, Durango, CO, (970) 259-7771, gravityplay.com

August 2-3 — Pomerelle Pounder, 2 DH, Utah DH Series, Wild Rockies Series #5, Burley, ID, (208) 388-1971, (801) 375-3231, wildrockies.com

August 9 — Butte 100, Fundraiser for Mariah's Challenge, Butte, MT, Gina Evans, eatdirtpigpen@hotmail.com or 406-498-9653 and Bob Wagoner, bwtripleringprod@hotmail.com or 406-490-5641, tripleringprod.com

August 16 — Silver Creek Pedal and Plunge XC, Knobby Tire Series, Garden Valley, ID (208) 338-1016, knobbytireseries.com

August 16 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 690-9896, ucjh.org

August 29-31 — Tamarack Twister Idaho State, Knobby Tire Series Final, XC, STXC, DH, Dual Slalom, Tamarack Ski Resort, Tamarack, ID (208) 338-1016 or (208) 325-1035, knobbytireseries.com

August 23-24 — 24 Hours of Grand Targhee Mountain Bike Race, XC, Grand Targhee Ski and Summer Resort Alta, WY, Andy at 1-800-TARGHEE ext. 1309 or awilliams@grandtarghee.com,

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The "X" Rides - The Road is Out There May 3-4, 2008

Rachel, NV - 11th annual. Does Area 51 exist? Join the fun AlienFest 40-mile night road ride and 27-mile mountain bike ride to Area 51.

America's Most Beautiful Bike Ride - Lake Tahoe

June 1-3, 2008. Sold Out!
Stateline, South Shore Lake Tahoe. 15th Annual. A great Century Ride around beautiful Lake Tahoe in conjunction with the Leukemia & Lymphoma Society's Team in Training program.

Tour of the Carson Valley - BBQ & Ice Cream Social June 22, 2008

Genoa, NV - 2nd Annual tour of the beautiful Carson Valley. 44-Mile, 20-Mile Bike & Hike and Family Fun Ride. Live music, BBQ & Ice Cream Social.

Tour De Tahoe - Bike Big Blue • September 7, 2008

Lake Tahoe, NV - 6th Annual. Another opportunity to enjoy the end of summer and ride around Tahoe's 72-mile shoreline.

OATBRAN • September 14-20, 2008

17th Annual "One Awesome Tour Bike Ride Across Nevada" - Fully supported multi-day tour across the Silver State on US Hwy 50 - America's Loneliest Road, from Lake Tahoe to the Great Basin National Park.

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

September 19-21 — Cactus Cup MTB Race, Las Vegas, NV gobike1.com, (706) 549-6632

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

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



Road Racing

General Info

Utah Road Racing - USCF, Utah Cycling Association - James Ferguson, 801-476-9476, utahcycling.com

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

Utah Weekly Race Series

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

Salt Air Time Trial — Every other Thursday April 3 - September 18 (April 3,17, May1,15, June 12,26, July 10,24, August 7,21, September 4,18), I-80 Frontage Road West of the International Center, (801) 209-2479, utahcritseries.com

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

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

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

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

2008 Utah Road Races

May 3 — Ogden BDO Criterium, UCA Series, Location: BDO (600

W 12th St), Ogden, UT, info: The Bike Shoppe at (801) 476-1600 or thebikeshoppe.com

May 10 — Darek Leyde Memorial Criterium, UCA Series, a portion of the proceeds will be donated to cancer research, Rocky Mountain Raceways, Utah State Criterium Championship, Salt Lake City, (801) 209-2479

May 9-10 — Women's Road Racing Cycling Clinic, group riding, racing skills and tactics, bike safety, SLC, (801) 809-2570

May 17-18 — Bear Lake Classic, UCA Series, 52 miles, one lap around Bear Lake (Pro/1/2 and Ill's do 2 laps), flat on the west side and north, great rollers that are a blast on the east side, 8:45 am start at Blue Water Resort, All categories including competitive citizen's, 3 person TTT (men's and women's categories) 9am on Sunday, Bear Lake/Garden City, Kevin Rohrer, (435) 770-9852, loganraceclub.org or bearlake.com

May 24 — Garden Creek Gap Road Race, UCA Series, Pocatello, ID, Sam Krieg sam@kriegcycling.com or idahocycling.com or (208) 652-3532or (208) 233-0951

May 31 — Skull Valley TT, UCA Series, Utah State Time Trial Championship, Skull Valley, UT, Crystal Chambers, teaminertia_cyclingclub@yahoo.com or (801) 446-8183 or golsancycles.com

June 7 — Draper Challenge Hillclimb Race. Starts 8:00 am at Equestrian Center located at 1600 E. Highland Drive, Draper, UT, DraperTrailsDay.com or Ken Murdock at (801) 205-3700.

June 7 — Sugarhouse Crit, UCA Series, Sugarhouse Park, SLC, UT, (801) 209-2479

June 14 — Little Mountain Road Race, UCA Series, Utah State Road Race Championship (category riders), Logan (Newton), UT, loganraceclub.org, 435-563-6489

June 19-21 — Utah Summer Games, Time Trial, Hill Climb, Criterium, Road Race with overall Omnium, Righthand Canyon, Lund Hwy, Desert Mound?, Checkshani Cliffs, Cedar City, (435) 865-8421 or (435) 559-2925, utahsummer-games.org

June 21-22 — Cook-Sanders Associates High Uintas Classic Stage Race, UCA Series, 20th Annual, Kamas, UT to Evanston, WY, contact Jill Smith, jsmith@evanstonwy.org 307-783-6459 or Paul Knopf, pknopf@evanstonwy.org 307-783-6458; or 1-866-783-6300 ext. 470, evanstoncycling.org

June 28-29 — Gate City Grind Stage Race, UCA Series, Pocatello, ID, (208) 652-3532or (208) 233-0951 or idahocycling.com

July 11 — Farmington Festival Days Criterium, UCA Series, Farmington, UT, Tyler Servoss velo11@gmail.com or (949) 637-0159 or bebikes.com

July 12 — Porcupine Hillclimb, UCA Series, Big Cottonwood Canyon, Salt Lake City, 801-424-9216 or porcupinecycling.com

July 18-19 — Capital Reef Classic Stage Race, UCA Series, IIT, Criterium, 120 mile road race, Torrey, Utah, tasbr crazy@hotmail.com, 435-425-3491, capitolreef-classic.com

July 19 — Sundance Hillclimb, UCA Series, Provo, UT, (801) 223-4849 or sundanceresort.com

July 26 — Chalk Creek Road Race, UCA Series, also, juniors and masters Utah State Championship, Coalville, UT, 801-424-9216, porcupinecycling.com

August 2 — Mt. Ogden Road Race, UCA Series, 9 am start, Snowbasin, UT, 801-528-2907 or sessions11@msn.com, or mountainelement-sutah.com

August 2 — Felt Tour de Park City, UCA Series, 170 mile race through Northern Utah's beautiful mountain valleys, raffle. All men's and women's categories and masters. Contact: info@mountainraceworks.com, tourdeparkcity.com or Riley at 435-671-5053

August 9 — Huntsville 100 Road Race, UCA Series, Huntsville, UT,

(801) 576-1531, rmconline.com

August 13-17 — Tour of Utah, America's toughest stage race, five stages, Pro/1 Men only, (801) 558-2136 or tourofutah.com

August 15 — Tour of Utah, Downtown Salt Lake City Criterium for cat2/3 men, master's 3+, (801) 558-2136 or tourofutah.com

August 16 — Snowbird Hill Climb, 8 AM, registration from 6-7:30 am, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 933-2110, snowbird.com

August TBD — Tour de Gap Stage Race, in conjunction with the Iron County Fair, Parawon, UT, (435) 477-8380 or (435) 590.0196 or tourdegap.net

August 23 — Jeff Rogers Memorial Sanpete Classic Road Race, UCA Series, Spring City, UT, jeremysmithslc@yahoo.com or 801-558-7215, skiutahcycling.com

August 30 — Antelope Island Time Trial, UCA Series, Antelope Island, Utah, 10, km, 20km or ~40km depending on your category, 801-476-9476, ferg@natca.net, bmbbc.com

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

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

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

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

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

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

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

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

Idaho Weekly Race Series

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

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

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

2008 Idaho and Regional Road Races

May 9-11 — George's Cycles Time Trial Festival, \$10,000 purse, Boise, ID, (208) 343-3782, georgescy-

cles.com

May 17 — Galena Hill Climb Time Trial, Galena Lodge to Galena Summit, ID, (208) 726-7693, durance.com

May 18 — Bragging Rights Criterium, Sam Boyd Stadium, Las Vegas, NV, luv2bike.com, (702) 232-4175

May 20 — Idaho Cycling Enthusiasts Criterium Series, Holt Arena, Pocatello, ID, 208-652-3532, idahocycling.org

May 23-25 — Treasure Valley Stage Race, RR, TT, Crit, Boise, ID, teamdobbiano.com, (208) 412-3527

May 23-26 — Iron Horse Bicycle Classic, Road Race, TT, and Criterium, Omnium, Durango, CO, (970) 259-4621, ironhorsebicycleclassic.com/

May 24-26 — Summit Center Stage Race, Flagstaff, AZ, 928-214-9398, summitvelo.com

May 24 — Garden Creek Gap Road Race, Pocatello, ID, Sam Krieg sam@kriegcycling.com or idahocycling.com or (208) 652-3532or (208) 233-0951

June 7 — Lyle Pearson 200, team relay road race from Boise to Sun Valley, Boise, ID, (208) 343-3782, georgescycles.com

June 13 — Tour of Eagle, Eagle (9 miles northwest of Boise), ID, (208) 340-7224, roadbicycling.com

June 10 — Idaho Cycling Enthusiasts Criterium Series, Holt Arena, Pocatello, ID, 208-652-3532, idahocycling.com

June 15 — Intermountain Orthopaedics Idaho State RR and Criterium Championships, Boise, ID, Kurt Holzer at (208) 890-3118, lostrivercycling.org

June 18, 25 and July 9 — Wednesday Night Criterium Racing at the Fairgrounds, Boise, ID, teamico.org

June 20-22 — Elkhorn Classic Stage Race, Baker City, OR, (503) 652-3763, elkhornclassicstagerace.com

June 21 — Idaho State Time Trial Championships, 8 miles south of Bellevue, ID, 7am, (208) 726-7693, durance.com

June 28-29 — Dead Dog Classic Stage Race, Laramie, WY, deaddogclassic@hotmail.com, 307-742-4565, deaddogclassic.com

June 28-29 — Gate City Grind Stage Race, (208) 652-3532or (208) 233-0951, idahocycling.com

May 24-25 — Tour of the Bitterroot, RR, TT, Crit, Missoula, MT, (406) 531-4033 or tourofthebitterroot.com

July 13 — Grand Targhee Ski Hill Road Time Trial, 9 a.m., Alta, WY,

(208) 354-2354, peakedsports.com

July 19 — Well's Fargo Twilight Criterium, 22nd Annual, NRC race, Boise, ID, (208) 343-3782, georgescycles.com

July 20 — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 690-9896, ucjh.org

July 22 — Idaho Cycling Enthusiasts Holt Arena Criterium Series, Pocatello, ID, 208-652-3532, idahocycling.com

July 26 — Allan Butler Memorial Criterium, Idaho Falls, ID, contact Ron Bolduc at (208) 523-5347, alpinecycle@onewest.net, idahocycling.com

July ?? — BYRDS Tour of Idaho Junior Stage Race, tobincocaching@earthlink.net, (208) 343-9130 or (208) 343-2607, byrdscycling.com

August 2-3 — Snowbowl and Wupatki Road Races, Flagstaff, AZ, 928-214-9398, summitvelo.com

August 9 — Lamoille Hill Climb, 13 miles, 3100' of climbing, 9 am, Lamoille, NV, Dean Heitt (775)-738-2497, dgheitt@frontier.net, elkvelo.com

August 7-11 — USA Cycling Road Festival, Elite, Masters?, Junior, and Espoir National Championships, Orange County, CA, (719) 866-4581, usacycling.org

August 8-10 — Gateway Canyons Classic, Road Race, Time Trial, and Clinic, Grand Junction, CO, (970) 931-2458, luke@gtwycanyons.com, gatewaycanyonsbikerace.com

August 9 — Mt. Harrison Hill Climb, Triple Crown #1, Boise, ID, (208) 323-2376, aerocyclos.com

August 12 — Idaho Cycling Enthusiasts Holt Arena Criterium Series, Pocatello, ID, 208-652-3532, idahocycling.com

August 12-16 — Southeast Idaho Senior Games, criterium, hillclimb, road race, time trial, Pocatello, ID, Jody Olson, (208) 233-1212

August 16 — Table Rock Hillclimb, Triple Crown #2, Boise, ID, (208) 867-2488, georgescycles.com

August 30 — Mt. Charleston Hill Climb, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort, Las Vegas, NV, 702-449-6842, tingey.john@gmail.com, mountcharlestonhillclimb.com

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

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



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

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

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



2008 Utah and Regional Road Tours

May 3 — Tour de Fire, metric double century, Las Vegas, NV, 702-228-9460, tdfire.com

May 3 — Nephi 100, BBTC Super Series ride, Randy Sutherland Ride for ALS, self-supported, Springville to Nephi, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

May 3-4 — The "X" Rides, 'The Road is Out There', 10th Annual, 2 fun rides on and off Nevada's Extraterrestrial Highway (HWY 375), Rachel, NV, near Area 51, (800) 565-2704, bikethewest.com

May 3 — Ghost Town Riders Century, Benefits Valley Mental Health, Deseret Peaks Complex, 2930 West Hwy 112, Tooele, UT, (801) 677-0134, bike2bike.org

May 10 — Yellowstone Spring Cycling Tour 2008, Lakeside Ride, benefits Yellowstone Park Foundation, West Yellowstone, MT, (406) 646-9427, cycleyellowstone.com

May 10 — Pine Valley Mountain 300 K, self-supported brevet ride, Confluence Trailhead Park, St. George, Utah, (435) 586-7567 or subrevet.org

May 17 - June 1 — BRA SU, Bike Ride Across Scenic Utah Tour, 5 states, 5 National Monuments, 5 National Parks, 2 National Forests, and 5 Nations, (801) 677-0134 or bike2bike.org

May 24 — 2nd Annual Amazing Earthfest, in Kane County, Utah. Two free, highly scenic group bicycle rides. 8 am Road Ride, Kanab City to Johnson Canyon, 20 miles out and back. Meet at Knuckle Heads Bike Shop, 420 East 300 South (US 89), Kanab. Pre-ride refreshments provided., Rich Csenge, 435-644-3735, jiw@gwi.net, www.amazingearthfest.com

May TBA — Color Country Century, 8 am, unsupported ride, 100

miles, Cedar City, (435) 586-5210 or (435) 559-2925, colorcountrycycling.org

May 17 — Ride for Independence, National Federation for the Blind, Boise, ID, tvblindidaho.org

May 17, 2008 — Cycle Salt Lake Century Ride, Salt Lake to Antelope Island and back, 35, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00 AM., (801) 596-8430 or Fax (801) 322-5056 or cslcentury@mac.com, Online registration at cyclesaltlakecentury.com or download a Registration Form 2006 Course Map

May 18 — Santa Fe Century, Santa Fe, NM, (505) 982-1282, santafecentury.com

May 26 — McCool McMemorial Day 100, BBTC Super Series ride, SLC, UT, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

May 31 — Bikes for Kids with Dave Zabriskie, metric century (62 miles) plus 4 and 25 mile options in Salt Lake City and Murray. We will be giving away 1,000 bikes, helmets and jerseys to disadvantaged children in the Salt Lake Valley. The start time is 7:00 am at the Costco in Murray and a bike safety and rodeo will be held at 11:00 for all kids. Contact Teresa at (801) 453-2296 or tmay@finsvcs.com, bikesforkidsutah.org

May 31 - June 6 — Cycle Utah, St. George through the National Parks, 279 miles, Southern Utah, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

June 1 — America's Most Beautiful Bike Ride, 35, 72, 100 miles, 16th Annual, benefit for the Leukemia and Lymphoma Society, Stateline, South Shore Lake Tahoe, NV, (800) 565-2704, bikethewest.com

June 1 — Eureka 105, BBTC Super Series ride, Saratoga Springs, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

June 2? — Utah Lake Festival, Begin at Vivian Park, end at Utah Lake, bike ride begins at 10:00am, (801) 538-5216

June 7 — Little Red Riding Hood, women's only metric century ride, 35, 63, and 100 mile options, Wellsville, Cache Valley, (801) 474-2282 or bbtc.net

June 7 — Utah Summer Games Petroglyph Century, in conjunction with the Utah Summer Games, 50, 62, 100 mile options, Starts at the Cedar City Equestrian Center (just North of Hwy 56, west of Cedar City), through Hamilton, Kanarraville, New Harmony, Parowan, Summit, and Enoch, Cedar City, UT, (801) 677-0134 or (435) 865-8421 or bike2bike.org

June 7 — Hurricane 400 K, self-supported brevet ride, Hurricane Utah, (435) 586-7567 or subrevet.org

June 7? — Utah Independent Living Center's 5K "Run & Roll", hand-cycle, wheelchair & walk/run categories. (Best hand cycle time last year was 14:13). Meet east of the Redwood Recreation Center, 3100 So. Redwood Rd., SLC. Registration 8:30 am., race time 9:30. Cost (incl. T-shirt) pre-

race \$15, race day \$20. On-line reg. at ulic.org or call Cathy or Kim at 466-5565 voice or TTY.

June 9- July 3 — Great Alaska Highway Ride, Dawson Creek to Fairbanks, AK, rides@pedalerspubandgrille.com

June 14 — American Diabetes Association / Tour de Cure-Golden Spike Century, 25, 60, and 100 mile options. This ride is for a great cause in a beautiful rural setting. Box Elder High School, Brigham City, UT. For more information call (888) DIABETES - email Marshall Emsley, memsley@diabetes.org or register now at tour.diabetes.org

June 14 — Bob LeBow Bike Tour - "Health Care for All.", routes from 3-100 miles, ride benefits the TRHS Zero Pay Fund, helping support primary health care for our most indigent patients, Nampa, Idaho, asandven@trhs.org or 208-467-4431, trhs.org

June 16 — Up and Over 100, BBTC Super Series, self-supported century, bottom of Emigration Canyon to Park City, Coalville, and back, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

June 21 — Bike for the Cure Century, a benefit ride for the Susan G. Komen Foundation. 28, 34, 50, 60, and 100 options through Central Utah. Start and finish in Spring City, UT. Register on-line at active.com or contact Erika Stover (435) 283-2158 or cestover@mail.manti.com, sanpete.com

June 21 — Up and Over, BBTC Super Series ride, Salt Lake to Summit County roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

June 21 — Tour of Marsh Creek Valley, fully supported ride presented in conjunction with the Pocatello Riverfest! Options of 25, 62, or 100 miles on the lonely roads that traverse the lovely country between Pocatello and Malad Pass, then enjoy food, fun, and music at the Riverfest. Rob Van Kirk at (208) 652-3532 or (208) 233-0951, idahocycling.com

June 21-27 — Cycle Montana, Missoula-Anaconda-Missoula, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

June 22 — Tour of the Carson Valley, on former Pioneer, Pony Express, Stagecoach & Emigrant Wagon roadways. 14, 20, and 44 miles, Genoa NV, (800) 565-2704, bikethewest.com

June 22-28 — Utah Border to Border Tour, Kanab to Logan, 479 miles, (801) 556-3290, tailwinds-tours.com

June 28-29 — Bike MS: Harmon's Best Dam Bike Ride, Benefits MS Society and multiple sclerosis research, 40, 75, or 100 mile route on Saturday and Sunday, Cache Valley Fairgrounds (400 South 500 West), Logan, Utah, (801) 424-0112 or fightmsutah.org

June 28 — RATPOD (Ride around the Pioneers in one day), 130 mile tour, Dillon, MT, ratpod.org, (406) 549-5987

July 4 — Taterville 100, BBTC Super Series Ride, self-supported century, Wellsville to Idaho and back, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

July 4-6 — Northwest Tandem Rally, McMinnville, OR, nwtr2008@verizon.net, nwtr.org

July 4 - September 20 — Great Western Loop, Frisco, CO to Jackson Hole, to Oregon, California, Nevada, Utah and Frisco, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

July 12-13 — Dual State, Dual Century Weekend Challenge, two 100-mile rides or two 50-mile rides, Tremonton, UT, (801) 556-3290, tailwinds-tours.com

July 13 — Mt. Nebo Loop, BBTC Super Series Ride, self-supported century, start in Nephi to Springville to the Mt. Nebo loop, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

July 13-18 — Idaho Relaxed, bike

trails tour, Coeur d'Alene, ID, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

July 18 — Antelope by Moonlight Bike Ride, 13th Annual, This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious, ride goes from marina to the historic Fielding Garr Ranch, about 22 miles round-trip. Registration fee includes park entry, t-shirt and refreshments. For more information contact Neka Roundy, Davis County Economic Development, 801-451-3286 or tour@co.davis.ut.us, daviscountyutah.gov

July 19 — Bryce Canyon 200 K, self-supported brevet ride, checkpoint will be open at 6:15 am, ride at 7:00 am., Garfield County Fairgrounds at 800 North Main St. in Panguitch Utah, (435) 586-7567 or subrevet.org

July 20 — Upland Roller 100, BBTC Super Series Ride, self-supported century, Wanship, UT, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

July 24 — Chalk Creek 100, BBTC Super Series Ride, self-supported century, Park City to Coalville to Chalk Creek and back, roadcaptain@bbtc.net or (801) 598-0294

July 24 — Pedal Away Parkinson's, 10 mile benefit ride, 8 am, Gailey Park, 200 S 300 W, Kaysville, pedalawayparkinsons.com or redspike@comcast.net

July 26 — Pioneer Century, BBTC Super Series Ride, self-supported century, Morgan, UT, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

July 26 - July 30 — Family Fun Idaho, bike trails tour for the family, Coeur d'Alene, ID, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

July 27- August 1 — Bicycle Washington, Mead, WA to Colville to Mead, (541) 385-5257 or 800-413-8432, oregonbicycleride.org

August 2 — Felt Tour de Park City, Fully Supported Century Road Ride starting and finishing at Park City. 52, 108, 170 mile rides through Northern Utah's beautiful mountain valleys, great aid stations, raffle. Contact info@mountainraceworks.com for questions. Additional details can be found at tourdepartcity.com or contact Riley at 435-671-5053

August 3 — Pre-ride ULCER, BBTC Super Series Ride, self-supported century, Thanksgiving Point, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

August 4 — R.A.N.A.T.A.D. (Ride Around Nebo And Timp in A Day), Start at Sundance and ride down and around the Nebo Loop to Nephi and then back to the mouth of American Fork Canyon, over the Alpine Loop, finishing back at Sundance, 165 miles with over 12,000 feet of climbing, (801) 223-4849, sundanceresort.com

August 9 — ULCER, Century Tour around Utah Lake, 100, 74, 56, and 24 mile options, (801) 474-2282 or president@bbtc.net or bbtc.net

August 10 — Blue Cruise Wheels for Wellness, Meridian, ID, (208) 331-7409, bcidahofoundation.org

August 10-16 — Ride Idaho, 7 day supported bicycle tour, Pocatello, Driggs, Idaho Falls, (208) 344-5501, rideidaho.org

August 10-16 — Oregon Bicycle Ride XXII, Cave Junction to Etna, CA and back, (541) 385-5257 or 800-413-8432, oregonbicycleride.org

August 16 — Stanley Challenge, Boise to Stanley, unsupported, Boise, ID, (208) 867-2488, georges-cycles.com

August 16 — Sawtooth Century Tour, Ketchum, ID, mgilbreath@vengaventures.com, (208) 726-7285

August 17 — Promontory Point 120, BBTC Super Series Ride, self-supported century, 120 miles, Brigham City to Promontory, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

August 23 — Desperado Dual, 200 mile double century in Southern Utah, 100 mile option, Panguitch, UT (435) 586-7567, desperadodual.com

August 23 — Cache Valley Century Tour, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 8 am, 12 mi north of Logan on Hwy 91, 435-752-2253, cvveloists.org

August 23 — Bike the Bear Century, 50, 100 mile rides, Camp Hunt, Bear Lake, Garden City, UT, (801) 475-7488, jeborn@bsamail.org

August 23 — CASVAR 2008, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley - Afton, WY, info@casv.org, 307-883-9779, or casv.org

August 23-24 — Bike MS Road, Sweat, and Gears, benefits the MS Society of Idaho and multiple sclerosis research, 25-75-125 miles, McCall, ID, (208) 336-0555, bikems.org

August 23 - September 7 — BRA SU, Bike Ride Across Scenic Utah Tour, 5 states, 5 National Monuments, 5 National Parks, 2 National Forests, and 5 Nations, (801) 677-0134 or bike2bike.org

August 24 — Twin Counties Century, 8, 30, 66, and 100 mile options, Huntsville Park, Huntsville, UT, (801) 556-3290, tailwinds-tours.com

August 24 — The Big Ride, BBTC Super Series Ride, self-supported, 150 miles, Sugarhouse Park, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

August 24-30 — Tour of Southern Utah, St. George, Carmel Junction (via Zion National Park), Bryce National Park, Escalante, Torrey, Panguitch, Cedar City and back to St. George, planetultra.com, 818-889-2453

August 30 — Summit Challenge, to benefit the National Ability Center, 35 miles (Preview ride for the 2009 Summit Century), 8:00 a.m. at the National Ability Center in Park City, Contact: Jennifer Andrs Atkin, Special Events Manager, 435-200-0985, jennifer@discovernac.org, discovernac.org

August 31 - September 6 — North Rim Tour, St. George, to Jacob Lake, AZ, to the North Rim of the Grand Canyon, planetultra.com, 818-889-2453

September 1 — Hooper Horizontal 100, BBTC Super Series Ride, self-supported century, State Agriculture Building to Hooper and Back, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

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

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

September 7-13 — Southern Utah National Parks Tour, 233 miles through Cedar City, Zion, Bryce Canyon, Cedar Breaks, (801) 556-3290, tailwinds-tours.com

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

September 14-20 — OATBRAN, One



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

September 20 — Fall Colors Ride, BBTC Super Series Ride, self-supported century, SLC to Wanship, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

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

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

September 27 — Fifth Annual Josie Johnson Memorial Ride, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back. josiejohnsonride.com or call Jason at (801) 485-2906 or John Weis at (801) 278-3847

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

September 28 - October 4 — Monument Valley & 4 Corners Tour, Monticello, UT, (801) 556-3290, tailwinds-tours.com

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

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

October 11 — Las Vegas Century, 25, 50, and 109 miles, Jim Little (702) 360-4751 or vegasbikeclub.org, lvrideoman1@aol.com

October TBA — Bikes for Kids with Dave Zabriskie, dinner and silent auction, Contact Teresa at (801) 453-2296 or tmay@finsvcs.com, bikesforkidsutah.com

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

October 18 — Tour de St. George, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at 900E & 100S (Dixie State College), tourdestgeorge.com, 435-229-5443, info@tourdestgeorge.com.

December 31 - January 1 — New Year's Revolution, century each day, 50, 70, 100 mile options. Ride out the old year, Ride in the New Year, Benefiting Parkinson's

Disease, 8 am, Phoenix, AZ, Contact Bob @ 801.677.0134, bike2bike.org



2008 Multi-Sport Events

May 3 — Buffalo Duathlon, Duathlon, Sprint and International distances, Antelope Island State Park, Utah, Joe Coles, info@buffaloduathlon.com, 801-335-4940, www.buffaloduathlon.com

May 10 — St. George Triathlon, Sand Hollow Reservoir, St. George UT, sgtrifecta.com, race@sgfri.com, (702) 401-6044

May 17 — TriUtah Women of Steel Triathlon, 8 am, American Fork Recreation Center, 454 North Center, American Fork, UT, 300 meter pool swim, 10 mile bike, and 3 mile run, relay teams are welcome, triutah.com, info@triutah.com, 801-631-0965

May 24 — Sunrise Duathlon, run-bike-run, International Distance and Sprint Distance, Copper Hills High School, West Jordan, UT, hesstravis@hotmail.com, 801-520-9755, hesscancer.org

May 31 — Shark Attack Triathlon, 400 yd swim, 12 mile bike, 5k run, Also Kids race, Crystal Hot Springs, Honeyville, UT, Kelly McPherson, kellym@desertsharks.com, (801) 634-5490, desert-sharks.com

May 31 — Unicycle Triathlon, swim 400m, unicycle 2 miles, run 3k, South Jordan Aquatic Center, UT, copeland.thomas@gmail.com, (801) 913-8017, unicycleutah.tri-pod.com/id2.html

June 1 — IronMan Boise 70.3, 1.2 mile swim, 56 mile bike, 13.1 mile run, Boise, ID, (727) 942-4767, ironmanboise.com

June 7 — Salem Spring Triathlon, Knoll Park, Salem, UT, racetri.com, (801) 465-4318

June 7 — Vikingman, 1/2 distance triathlon, Burley, ID, 208-431-0463 or vikingman.org

June 14? — Pleasant Grove Triathlon, 14 and under Super Sprint (1 mile run, 3 mile bike, 250 yd swim), Sprint for all others (3.1 mile run, 8.5 mile bike, 500 yd swim), team categories also, pgfri.com, (801) 796-1745

June 14 — Utah Summer Games Triathlon, Olympic and Sprint, Sand Hollow Reservoir, Hurricane, Utah, utahsummergames.org/sports/triathlon.html, 435-865-8421 or email race@sgfri.com

June 14 — Battle at Midway Triathlon, Olympic Distance Tri, off-road duathlon, doggie doo-

athlon, Midway, UT, 801-450-8477, info@bamtriathlon.com or bamtriathlon.com

June 21 — TriUtah Cache Valley Classic Triathlon, Hyrum Reservoir, Hyrum, UT (near Logan, UT), Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

June 21 — Provo Triathlon, Olympic and Sprint, also kids race, Utah Lake State Park, Provo, UT, (801) 361-9425 or provotri.com

June 28 — DinoLand Triathlon, Olympic and Sprint, Vernal, UT, 435-789-7720 or www.dinotri.com

June 28 — San Rafael Classic Sprint Triathlon, Huntington, UT, 435-637-0207 or davecapalbo@yahoo.com

July 12 — TriUtah XANGO Echo Triathlon, Echo Reservoir, Coalville, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

July 12 — Cache Valley's Super Sprint Triathlon, 500 M swim, 12.5 mile bike, 5K run, Logan Aquatic Center, 7:30 am, cvsst.org or triathlon@cvsst.org or (435) 764-2319

July 19 — Scofield Triathlon, Olympic, Sprint and Novice, the highest elevation triathlon in the USA, Mountain View State Park Boat Ramp, Scofield, www.scofieldtriathlon.com, email info@scofieldtriathlon.com or (801) 557-6748

July 25-26 — Blanding Hillman Triathlon, Swim .75 mile, Bike 15 miles, Run 3.2 miles. Kids' triathlon July 25. Recapture Reservoir, Blanding, UT 435-678-1314 or email solsen@sanjuanschools.org or www.hillmantriathlon.info

July 26 — Burley Idaho Lions Spudman Triathlon, Burley, ID, burleylions.org/spudman.html

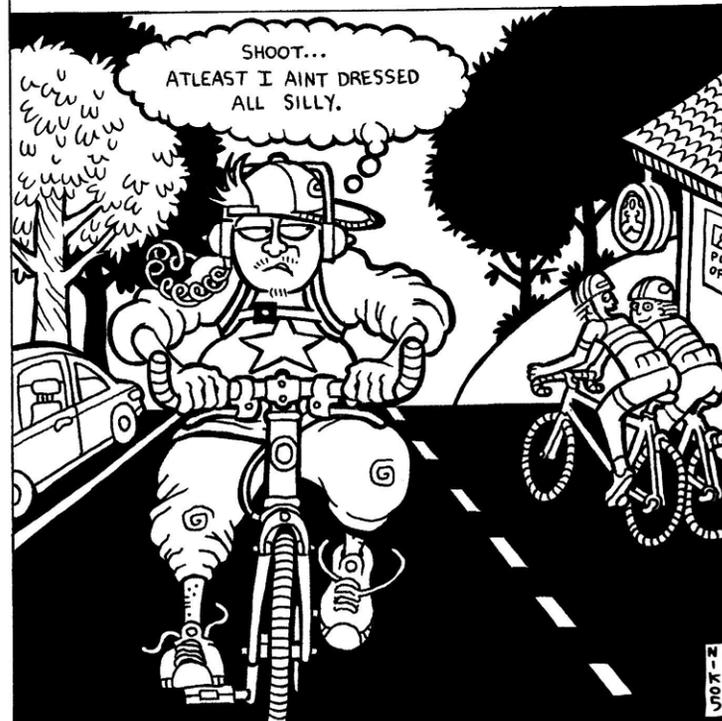
August 9 — Utah Half Triathlon, 1.2 mile swim, 56 mile bike, 13.1 mile run, Provo, UT, racetri.com, (801) 465-4318

August 16 — Xterra Mountain Championship, offroad triathlon, XTERRA: 1.5k swim / 30k mountain bike / 10k trail run, XTERRA Sport: 750m swim / 15k mountain bike / 5k trail run, Pineview Reservoir to Snowbasin, 1-877-751-8880, xterraplanet.com

August 23 — TriUtah Jordanelle Triathlon, Jordanelle Reservoir, Park City/Heber City, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run,

Quick Shot by Chad Nikolz

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15 mile bike, 4 mile run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

August 24 — Wild Ride XTERRA Regional Championship Mountain Triathlon, McCall, Idaho, (208) 388-1971, wildrockies.com

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

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

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

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

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

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

September 13 — TriUtah Ogden Valley Triathlon, Pineview Reservoir, Eden, UT, 1 mile swim,

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MOUNTAIN BIKE RACING**Holley and Holley Take Cholla Victories**

Pro rider KC Holley (Mad Dog Cycles) finished atop her class during the Cholla Challenge in Hurricane April 12.



A group of sport men 35-39 cruise into the singletrack at the Cholla Challenge in Hurricane.

to change it up a little and run the course backwards.

"I feel pretty good about the way the course was this year," he said. "I wanted to make it a little more challenging."

The course started in the same area but riders went out through last year's finish line and hit the slickrock singletrack first.

"I really like havin' the slickrock," said Jeff Frederick (UtahMountainBiking.com) who took 4th in beginner men 30-39.

He wasn't alone. Others liked having the sections of singletrack because it helped mix up the fast, flat course. This year, the first four miles of the nearly 11-mile course were relatively downhill, Simmons said, but then it climbed.

While it wasn't a leg burning climb like northern Utah races, the climb was meant to slow people down and add a challenge. But Simmons couldn't include it if he didn't run the course backwards.

Racing the opposite direction, though, was a killer through many of the washes and deep sand. Instead of going downhill through the thick terrain, KC Holley (Mad Dog Cycles) said riders had to crank through it going uphill. That aside, she liked the course better this year as it had more "flow."

Fellow pro women's rider Erika Powers, who finished 11 minutes behind Holley to take second with a time of 2:57:29, said she thought the course was harder this year because of the uphill washes.

Because their course was about four miles shorter than last year, overall times were faster. However, lap times were slower – but not by much.

Simmons thinks it's hard to slow down the pros. Overall though, that was true for many other categories too as the top rider had lagging lap times.

Pro men's rider Chris Holley (Mad Dog Cycles) got his season off to a great start finishing first with a time of 2:12:37 – nearly three minutes ahead of Bart Gillespie (Mona Vie/Cannondale) who took first in St. George March 1.

"He just rode away," Gillespie said.

Near the beginning of the second lap, Holley was at least 30 seconds behind Gillespie going into the ini-

Story and Photos by Ryan Dionne

The sun was shining bright but the breeze kept the course cool at this year's Cholla Challenge.

Last year, riders faced scorching southern Utah temps and some even suffered from dehydration and other heat-related issues, but April 12 was a perfect day for the second Intermountain Cup race of the season.

"The weather couldn't have been better," said race organizer Jerry Simmons.

But the roughly 215 riders will attest that the race conditions weren't the only good part of the day.

After hearing comments last year about how the race was the easiest of the season, racers were thrown for a loop when Simmons decided

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Jon Horenziak (McGhies) drops over a small ledge during the Cholla Challenge. He finished 2nd in sport men 19-29.

tial slickrock singletrack. But by the end of that lap, he caught and passed Gillespie. By the time the two riders were back to the slickrock, Holley started pulling away and was gone.

Throughout the last lap though, Holley said he continually checked behind him to see if Gillespie had surged, but he had nothing to worry about.

While he didn't race the Red Rock Desert Rampage, Holley said he rides better in the beginning of the season before everyone catches up and passes him in stamina and physical condition.

"Early races are always better," he said.

There wasn't much juggling in the pro men's category though as many of the riders who raced in St. George didn't make the trek to southern Utah for the Cholla.

That was true with the women too. Neither KC Holley nor Erika Powers had much to worry about in Hurricane as they were the only two pro women's riders compared to the seven at the rampage – and Holley didn't race in March.

Single speeders had a whole new pool of competition too as none of the riders who showed up for the rampage made a repeat visit at the cholla. In Hurricane, Von Edwards (Cutthroat Cycles) took the top spot on the podium with a time of 1:46:08 followed by Spike Huismann (Triple T Htg & Cooling) who came in 37 seconds back.

Michelle Hollingsed (Porcupine/Specialized Racing) kept her top spot among expert women with a time of 1:51:19 while the other three riders in the category finished within shouting distance of each other about 13 minutes behind their leader.

And local rider Ed Leon (Team Red Rock) claimed first place in sport men 19-29 with a time of 1:43:50 which was six minutes ahead of second place rider Jon Horenziak (McGhies).

From Hurricane, riders will head to Lehi for the 14th Annual Showdown at 5-Mile Pass. Then it's a race every weekend until the middle of June.

See results on page 28.



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|--|---|

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ROAD RACING

Krieg and Withrow Win Triple Valley



Above: Sam Krieg (Park City Jeep) bridging to the leaders in the circuit race to preserve his GC win.
Right: Brian Boudreau (DARE) using his speedskating acceleration to win the men's 3 circuit race. Photos: Dave Iltis



By Ryan Barrett

The Triple Valley Stage Race April 12-13 was a huge success in its first year on the Utah Cycling Association calendar. The action started fast and furiously with an 80-mile out-and-back road race in Skull Valley. A two man break formed early consisting of strongmen Chris Pietrzak (Porcupine/Specialized) and Taylor Kneuen (Rio Grande).

However, given the out-and-back, straight and relatively flat

nature of the course,

the breakaway remained in sight despite a decent gap. With a strong chase from the field, the two escapees were quickly brought back into the fold around 65 miles into the race. Not without soaking up a couple of sweet time bonuses that would come to play an important role in the race. Park City Jeep team new recruit Ira Tibbits tried his hand with a solo move with around 15k to go. He was brought back with around 10k to go. In the end, the group came together for a field sprint with Dave "Hardwood" Harward taking the "V" in front of Bryson Perry. Your less than humble author Ryan "Turbo" Barrett wound up 3rd in the ensuing field sprint after whining all morning about being sick and nearly skipping the event entirely.

In the women's event, Tiffany Pezzulo (Ivory Homes) took the road race victory in front of breakaway companion Kelsey Withrow (Park City Iron Man), with the field being led home by Kirsten Kotval (Park City Iron Man).

That evening featured an 8-mile hilly evening time trial in Herriman, and it was Park City

Jeep's "Slammin" Sam Krieg taking out the win. However, Krieg was still not the overall leader as one of the earlier breakaway riders from the road race, Taylor Kneuen, rode a stellar TT to finish 2nd, and maintained 16 seconds advantage on Krieg due to those pesky time bonuses gained in the road race. Tommy Nelson (American RADD) finished 3rd, while teammate Bryson Perry, a favorite for the stage, missed the turn around and took himself out of the running for the stage race overall.

Pezzulo continued her strong run in the women's event by winning the time trial in front of Nisie Antacle (Park City Iron Man) and Laura Howat (Ski Utah).

Sunday morning featured a 40-mile circuit race on a challenging 5-mile course. The author made the early move of about a dozen riders. After a dismal time trial, he (and by that I mean I) was not eager to contribute to the break, as there were several riders ahead of him on G.C. that could take the overall win. Things began to look a bit rosier for the author's team when teammate Ira Tibbits came across the gap with one other rider. Things started looking downright good when Krieg came across on his own with a lap to go. Krieg has still been unable to explain how exactly he rode away from all the other G.C. favorites, but we'll just be glad he did. With the entire Park City Jeep team now represented in the breakaway, it was full gas to the finish. In the end, Patrick Fasse (Ski Utah) won the stage in front of the author, and Ross Berger (Unattached). By making the break, Krieg ensured a G.C. win for the team. However, in a surprise twist, Ross Berger and the author leapfrogged to 2nd and 3rd respectively on G.C. by virtue of those no-longer pesky time bonuses.

The women's event was equally exciting and also came down to time bonuses in the final stage. Chantel Thackeray (Park City Iron Man) took a solo win, in front of teammates Kelsey Withrow and Kirsten Kotval. This shook up the final G.C. with Withrow taking the win, in front of Pezzulo and Thackeray.

See results on page 28.

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ROAD RACING

Harward and Patten Victorious in East Canyon Road Race

Race Winner Dave Harward (left) and Todd Hageman at the front. Photo: Carolyn Eslinger. Find your photo at Zazoosh.com

By Brandi Gorden

For the past two years, the day of the East Canyon road race has been the first 80 degree spring day. Unfortunately, this trend did not hold true for this edition. The sun shone amidst a clear blue sky but its warmth was swept away by cool winds. The riders were forced to wear arm warmers with wind vests over their jerseys. After trudging through a parking lot laden with mud pits and bumpy hard-packed dirt, the riders made it to the start line ready to mix it up. Five miles into the race, they encountered

the "Wall" whose menacing presence is to the East Canyon road race what the Mur is to the Tour of Flanders. After a lightening fast descent, the riders crossed the freeway and turned around at their respective points. They fought head and crosswinds before reaching the seemingly endless steady climb on the way back. Miles upon miles of increasing grade seared their muscles and numbed their minds but was soon alleviated when they reached the top and plummeted down the backside of the Wall at speeds approaching 50 mph. After flying past the resort, these strong

survivors surrendered their remaining energy to the finishing climb bringing 60 miles of torture to an end.

Men's Pro 1/2

A smile spread across the scruffy face of Dave Harward (Cat 1; Porcupine/Specialized), the winner of the Pro 1/2 men's race as I approached and asked him how the race unfolded:

DH: "My team destroyed it! The team worked awesome and in fact my teammate finished 2nd after doing a ton of work. We just tried to play it smart and made sure we were in all of the moves.

BG: "How did it all start?"
DH: "Going up the 1st climb it was pretty mellow and the group stayed together but then right at the top, Gardie was off the front and Alex Rock bridged to him and I bridged to them. We made it most of the way down the descent alone, but got caught. [Then there were] lots of little attacks. And then finally as we turned to go parallel with the freeway, Bryson and I got away & we stayed away out to the turn-around and about 1/2 way back on that road and then we got caught and I thought it was trouble at that point. But then one of my teammates [Ben Nichols] ended up off of the front part way of the way up the climb and when he got caught, then my other 2 teammates maintained what was going on. Chris Pietrzak, at the last 5K, kept it all together and kept it fast.
"...Nate Page attacked with about 3K to go and Chris brought it back at 1K and then the sprint started right at the bottom of the

hill. I jumped really hard and at 200 looked back and I was clear. A great day for the team."

BG: "You're a beast! That rocks!"

DH: "It was fun!"

Men's Cat 3

The men's Cat 3 race was filled with numerous brutal attacks and like the Pro 1/2 race, the group was shattered when they encountered "the Wall:"

BG: Tell me about the start of your race?

Chase Pinkham (Ski Utah): "The start was easy going. I didn't have time to warm up so 'the Wall' was a little bit rough. We got a little break going off the front [including] Aaron Olsen, Robert McGovern (ICE/Rocky Mountain Surgery) and Bill DeMong (American RADD)... We got reeled in pretty quickly. Aaron Olsen took off and stayed solo for almost 1/2 of the race before he was joined by Spence deBry (Ski Utah). They made it almost all the way up the 2nd to last climb until [three riders] broke off from the peloton and caught them... Aaron, Bill, a guy from PC Roasting [Nate Miller] and myself just worked together until the finish and I ended up 3rd. [Bill] just accelerated on finish climb, and I didn't really have anything in me to go with him (laughs). The PC Roasting guy got 2nd and Aaron dropped off and ended up 5th."

Women's 1-3

Laura Patten (Ski Utah), winner of the 2008 Tax Day Circuit race, laughed and blushed a bit when she saw me running after her to ask how the women's Pro 1/2/3 race went down.

LP: "Right off the line Kirsten (Kotval; PCIM) got out there in the front [and set]... tempo, and then we all settled in. [We] hit the climb [the Wall] and the tempo increased. Howat [Laura; Ski Utah] was up there setting it. Nisie [Antacle; PCIM] was still in there, and Kelly. [We were all] just hanging on... and then it splintered. There was a little lull and then [the road] pitched up... and at that point Kirsten was off [the back] and saying 'Nisie, Nisie!' meaning slow up or whatever... and at that point Howat like punches it a bit more. Jamie Leake was [still with us] and the 5 of us just rotated pulls all the way to the turn-around and all the way back. We hit the climb and at that point we're not rotating any more, just kind a hangin' and motoring through. Nisie took a jump and Jamie popped off and was dangling and then [we rode tempo to the top and then] officially dropped Jamie. We [she and Howat] were planning to attack there, but [at that point] it just didn't make sense so we just kept it rotating.

"[We] got the slow down effect going at the 1K mark and then and then I'm... just kind of waiting not sure. Howat at one point got [off the front] as we're approaching the 200 meter mark [and was] about 2 bike lengths ahead. I as on Nisie's wheel and then Kelly dropped off. I yelled up [to Howat when] Niece started going. Howat actually didn't here me [when I was saying] 'up-up-up' because I didn't want to attack on Howat. Then Niece went and I went [after her] and just got her at the line for 1st and then Niece got 2nd and Howat took 3rd. So, it was good."

See results on page 28.

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The Women's 1-3 lead group rolling in the dirt.
Photo: Traverse Zink Find your photo at Zazoosh.com

Bob's Bicycles and Park City Iron Man Sweep Hell of the North

Modeled after the original "Hell of the North", Paris-Roubaix, the Salt Lake version on April 5th, featured 10 laps of a 5 mile circuit for the Pro 1/2 men, with one stretch of about 1.75 miles each lap on dirt and gravel roads. As usual, it was a tough race with lots of flats, and it came down to two teams battling it out: Bob's Bicycles from Boise, ID and the hometown Park City Jeep-Goble Knee Clinic Team. Unfortunately for the author, two of the four Park City Jeep team members flatted on the dirt road section before the halfway point of the race. This left the Park City Jeep team outnumbered with three Bob's rider in the front group, the author (Ryan Barrett - Park City Jeep-Goble Knee Clinic) and teammate Sam Krieg and Mark Skarpohl from Canyon Bicycles. The Bob's Bicycles team

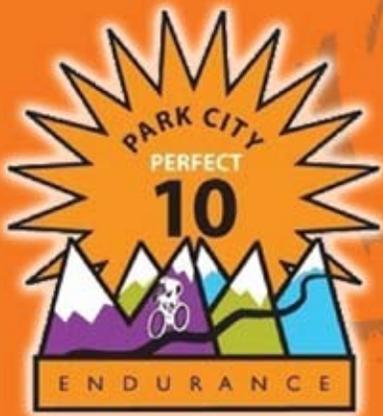
rode a very aggressive race keeping Park City Jeep on the defensive throughout. In the end, Justin Rose (Bob's Bicycles) took a solo victory, with teammates Calvin Allan and Matt Weyen outsprinting your faithful scrivener and teammate Sam Krieg for second.

As the Bob's Bicycles guys did not immediately return requests for an interview, I hereby leave my own soundbite: "We got waxed!! Everyone in Utah Cycling needs to step up to keep the rep up and show Boise how we can throw down the next time the Bob's guys come to town".

The women's Pro 1-3 race was similarly dominated by the Park City Iron Man team with Kirsten Kotval taking a solo win in front of teammates Denise Antacle and Tiffany Pezzulo. Kotval, ever the queen of soundbites, said the day went "ok". When pressed she added, "yeah, I won".

-Ryan Barrett

See results on page 28



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MECHANIC'S CORNER

A Disk Brake Primer

By Tom Jow

Last month a friend of mine asked my advice about replacing the disc brakes on his full suspension mountain bike with Shimano V-brakes. Of course I asked, "why?" He responded that he had been having quite a bit of trouble with the pads rubbing on the rotors. "I've tried everything," he said. Finally his frustration boiled over on a White Rim Trip. He decided then he would switch back to cable brakes.

"What was everything?" I wondered. "Does he understand how bicycle hydraulic brakes work? Did he know all the possible adjustments?" despite appearing very complicated, the bicycle hydraulic disc brake is very simple. It just takes a little time to get to know each of the separate parts and their function.

The hydraulic brake system consists of four main parts: the brake lever and master cylinder, the caliper, the rotor and the brake line.

The brake lever is the one component that the rider interacts with. It consists of the body, upon which a master cylinder is attached, and the part we squeeze called the lever blade. The master cylinder is the reservoir for the brake fluid. It also contains a piston, which moves fluid into the brake line. The brake lever has two, sometimes three adjustments to be made. First, the horizontal angle of the lever can be changed on the handlebar. The most comfortable angle is adjusted to place the hand, wrist and forearm in a straight line. Next, a small screw in the lever body adjusts the resting position of the lever blade from the handlebar grip, called reach. Generally the reach is set closer for small hands and further for large. On some upper end models, it is also possible to adjust how much the lever blade moves when squeezed, called throw. Throw and reach are not purely independent of each other. For example, it might be challenging to have short reach and long throw.

On the action end of the system are the rotor and caliper. The rotor is a piece of machined steel or aluminum, or combination of both mounted to the wheel. They are not



Brake Piston in the 'In' position.

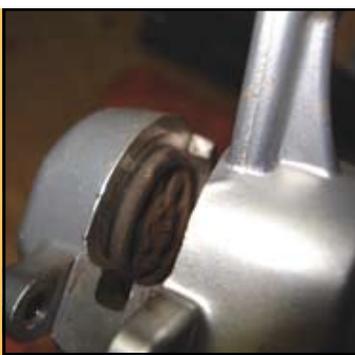
as fragile as they appear. However, they will bend under extreme force. Brake rotors come in different sizes; a larger diameter will provide more braking power. Changing the rotor size requires an adapter, specific for that brand, size and position (front or rear).

The brake caliper is mounted to the frame or fork; depending on the brand and size it may or may not have an adapter. The internal parts of the brake caliper include the brake pads and one, two or four moving pistons. These pistons, along with fluid behind them, are what squeeze the brake pads against the rotor. The brake pads and pistons are self-adjusting (more on this later). The caliper is adjustable laterally to provide clearance for the rotor to pass through. This can be done a couple different ways. Some manufacturers use thin washers between the caliper and mounting adapter to change the position of the caliper. The second method has the caliper manufactured with oval bolt holes.

Connecting the system together is a brake line consisting of a plastic inner liner and either plastic or metal on the outside. The fluid that moves through this line may be DOT automotive brake fluid or a specially designed mineral oil.

The way this all works is pretty simple. When the brakes are actuated, fluid moves from the master cylinder, through the brake line and into the caliper. Voila! We stop. It is easy, but there is more.

When the lever is squeezed, a piston pushes fluid from the reser-



Brake Piston in the 'Out' position.

voir through the brake line, into the caliper, forcing the pistons to clamp the brake pads against the rotor. In a two (or four) piston caliper, the fluid is routed behind each piston. When the brake is released, fluid returns back to the master cylinder. However, as the brake pads wear the pistons remain extended to keep a constant distance from the rotor. This is the self-adjustment mechanism. Therefore an increasing amount of fluid will remain in the caliper instead of returning to the reservoir.

Sometimes the self-adjustment needs a little help. Maybe the brake lever got bumped when the wheel was out. More often, heat from use may cause the rotors to change shape. That same heat will also affect the brake fluid and any air in the brake line in the form of expansion. The hydraulic brake is a closed system. Therefore, any expansion has nowhere to go, and it presses the pistons out. Usually when the brakes cool all returns to normal. Occasionally it may not. One or both pistons might not retract to its proper position in the caliper and the brake will continue to rub.

In any case brake pad clearance will need to be reset. If the brake caliper is positioned correctly, this can be accomplished a couple ways.

One way is to gently press the rotor against the brake pad that is rubbing. Another method is to remove the wheel, and insert a plastic (!) tire lever or brake pad spacer between the pads to move the pistons. However, when the brake pads are new, the pistons are fully retracted and don't have much room to move. Remember that closed system? With each of these methods, the pistons are reset back into the caliper. The brake pad clearance will be reset the next time the brakes are actuated.

"Aren't disc brakes complicated?" is a question often asked by new bike shoppers. Yes, and no is my answer. In detail and design, the hydraulic bicycle brake is very complex. On the other hand,

with an understanding of the basic principles, there is no reason to be fearful of them. This understanding, combined with good maintenance habits will keep your bike friction free and stopping smoothly. As for my friend's brakes, he called soon after with a question about his new brakes. "How do I stop squealing brakes", he asked. "I have a solution, but it's expensive", I replied.

Tom works at Wild Rose Sports in Salt Lake City. He has done sales, repairs, race team support and bicycle fitting for nearly 30 years.

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TRAIL OF THE MONTH

Riding The Goose

By Lukas Brinkerhoff

The Goose. If you haven't ridden the Goose then you won't understand. The Goose is a legend. It is a place that is revered by riders of all abilities and of all ages. Many consider it their open air temple and religiously attend to its ceremonies on a weekly basis. Riding the Goose is a religious experience.

I first rode the Goose back in '98. A friend had mentioned something about a trail that rivaled all the trails he had ever ridden. Then the tourists started rolling through the shop, grinning and bestowing such terms as "epic" and "best" to this trail. I finally was able to find out where exactly it was and I headed out with my girlfriend, sister and brother-in-law. It only took that one trip and I was hooked. We only managed to finish about half of the South Rim, but, nonetheless I was out again in a few weeks to finish the job. This second time I made it all the way to

the point and my life hasn't been the same since.

Riding the Goose can seem to some to be an addiction. Especially to spouses of those who ride it on a regular basis. I tend to see it the way the Mighty Mighty Bosstones see alcohol, in their words, "What you call the disease, I call the remedy, and what you're callin' the cause I call the cure." I can't remember how many frustrations and worries I hammered out on the Goose, but over the past 10 years I guarantee you they have been many. I've never felt that riding the Goose was a problem. Nah, the problem is when I don't get to ride.

Gooseberry Mesa sits outside of Hurricane, Utah, but if you didn't already know that you probably shouldn't be riding. To get to the trailhead, from Highway 9 in Hurricane turn onto Highway 59. Go one block farther and turn left. You will then climb up onto a mesa putting you above Hurricane. Stay on



Bryce Pratt

Photo: Lukas Brinkerhoff



Kim Christensen rocking the Goose. Photo: Bryce Pratt.

Highway 9 until you pass the Little Creek gas station. A couple miles later you will see a Scenic Byway sign and you should turn to the left. Drive down the dirt road to the white painted post that says Goose and turn left. Stay on that road until you get to the restroom and there is a kiosk.

It was designed by two brothers, Mike and Morgan Harris, who found the sand stone slabs some years ago. The Goose was born when these two brothers linked everything together with dots on the rocks and began riding it. Both brothers can still be found riding the trail on a regular basis, but now they are joined by hundreds of other riders who wouldn't recognize them and know to say thanks when they are spotted on the mesa.

The dots now link together both sides of the mesa and include several sub loops. The trail winds up, down, over and between sandstone rocks of differing sizes. The many subloops make different length rides possible. Most people will spend a few hours and only do about a 13 mile ride. Inexperienced riders may find the trail a bit intimidating at first. The lines link the trail together, but don't necessarily make it easy to ride. I've witnessed many newbie's walking their steeds up, over and around the many obstacles that dot the trail. The good side to this is those who stick it out and learn to ride the Goose are soon found seeking out new obstacles to make the trail more difficult. With areas known as God's Skate Park, it is easy to imagine the hijinx that go on.

The dots take riders up near vertical faces of sandstone. To the

uninitiated, the rocks may seem nigh unrideable, but to the experienced they simply require a different technique. The most common mistake when riding the Goose is to ride in the granny gear (the lowest gear) and try to slowly pedal up the steep inclines. It is much easier to maneuver when the rider uses a middle gear. This allows the rider to gain speed before the climb and then power through in only two or three strokes, using momentum to flow up and over the stones. Once a rider masters this skill, the Goose is open to long days of rocking it.

The Goose is technically open year round. You will find locals on the trail during every week-end regardless of temperature or weather. If you are planning a trip down south there are times that are better suited for riding. Early spring, when the snow still hasn't melted in Northern Utah, the Goose is perfect. Temperatures can range from 50 to 75 degrees, just enough to get a sunburn. The fall is also conducive to riding the mesa, but it is recommended to roll after September. Any time between those months, during what is known as summer, can be ridiculously hot and requires night riding or awaking before the sun does. Summer temperatures for the mesa can easily break 100 degrees.

Once you've decided when to ride, the next most important thing to do is make sure you are prepared. The desert is a dry place. Always pack water, even if you are riding during the middle of winter. It is crucial to stay hydrated while riding, even in cooler temperatures. The dry air can sap your body's water reserves quickly leaving you thirsty

when you feel as if you haven't shed a drop of sweat. During the winter months all riders should carry at least two liters of water. If you choose to challenge the summer heat, three liters will hardly suffice. Some riders carry up to six liters and still feel dry at the end of the ride. Also make sure you have sunscreen, a patch kit and a pump. This is the desert and there are plenty of cacti.

As I mentioned, the problem with riding the Goose is that once you rock it, you can't go back. It offers such a spectacular smorgasbord of riding possibilities that other trails just won't cut it any more. Riders that have done the Goose will rave about it until they get the chance to ride again. It is not uncommon to see cyclists relaxing at the trailhead after a hard ride, reveling in the fact that they survived. War stories are constantly shared among riding partners and vacations are planned around the mystic destination.

The only hope for a Gooseberry Mesa addict is constant therapy. It is suggested that the afflicted cyclist ride the Goose at least once a month, and more often if possible. In the case that getting to the mesa is not possible, the addict should ride other trails and just pretend to be on the mesa. Research has shown that visualizing the Goose while riding other trails can be a very effective treatment, but nothing can substitute for the real thing.

Bike Month - from page 3

are guided tours.

The Cycle Salt Lake Century concludes Cycle Salt Lake Week on May 17th with a ride from the Fair Grounds in Salt Lake City to Antelope Island and back and includes different mile options. The ride gets underway at 7:30 a.m. Visit cyclesaltlakecentury.com for details.

On Wednesday May 21st Utah cyclists will Ride in Silence to honor of those who have been injured or killed while cycling on public roadways and to raise awareness that cyclists, pedestrians, and motorists share the road. Visit rideofsilence.org for information about rides taking place across the U.S. and Canada. Cyclists are asked to ride no faster than 12 mph and remain silent during the ride. Meet at 7:00 p.m. at the Gallivan Center - 239 S Main Street. For more information on the local ride contact Raleigh Fehr at raker@msn.com. Support and raise awareness of Bike Month in Utah by celebrating the many biking events taking place throughout Utah.

For more information, see cycling utah's Cycling Events calendar section on page 6.



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COMMUTER OF THE MONTH

Professional Advice from a Northern Utah Bike Commuter

By Lou Melini

This month's commuter profile features Lukas Brinkerhoff, currently the manager of Sunrise Cyclery in Logan, Utah, the first profiled commuter from Cache County. He is also a print journalism student at Utah State University. Lukas formerly lived in St. George where he was a part of the Mooseknuckler Alliance that helped inspire the Cactus Hugger Festival and Tour de St. George.

Cycling Utah: Logan temperature readings in the winter indicate that it is a bit colder than here in Salt Lake City!! Do you get to school and work on your bike every day? When do you see "spring"? What do you do personally to help withstand the cold?

Lukas Brinkerhoff: I do commute every day to work and school. I personally grow a beard during the winter to keep my chin warm. Other than that, I wear a beanie, a jacket and nice thick gloves. I think the #1 thing to do when commuting is to change the least amount of times possible to make the whole thing easier. Spring usually hits around the end of March, but there are plenty of opportunities to commute during the winter.

C.U.: You had a very good article in the March issue of Cycling Utah. Are you a member of the advocacy committee in Logan? Can you summarize what they are doing? What about the pollution in Logan, what is the city doing about that?

L.B.: With regards to the last ques-

tion, there are not a lot of real solutions being advocated for the pollution, which does get bad here. I am not a member of the advocacy committee but I receive their updates. I try to make it to their meeting. I know most of the members and feel our community is in good hands. They are currently working on getting routes placed and creating a policy they can recommend to the communities in the valley. You may contact that group at cachempo.org.

C.U.: What is the Aggie Blue Bike Program?

L.B.: The Aggie Blue Bikes is a bicycle library that has been successful on campus. They allow students to check out bikes, teach weekly seminars and help out with what they can within the cycling community. I am not affiliated beyond helping with a few classes.

C.U.: You were once involved in with an advocacy group, The MooseKnuckler Alliance, in St. George. Was it a good experience? What were some of the negative aspects of the experience? Were the local cyclists supportive?

L.B.: Overall it was a good experience. It showed me what goes on behind the scenes and how great the cycling community is that is fighting for cyclists' rights. I personally have disdain for people in authority positions so I left the dealing with politicians with another Alliance member.

C.U.: There are advocacy groups in Cache, Weber, Davis, Salt Lake, Utah, and Washington counties, or in particular cities within those

counties. Should they be united with a paid State executive director? Should cyclists right to the road be further assured via a license?

L.B.: I'm not sure how I feel about an Executive Director. I do not think bikes should be required to be licensed. We already pay taxes and we do not cause wear on the roads.

C.U.: As a mechanic for over 12 years, what are your recommendations for maintenance on bikes? What are common maintenance mistakes that commuters need to be aware of?

Do you recommend slime in tubes? Mr. Tuffy's or spskins in tires?

L.B.: I will do the last question first. I personally don't use any kind of liner or slime. I've found that most flats can be traced to a definite lack of good bikema (Karma for bikes) I tend to only get a few flats a year and don't mind changing them. If my customers are getting a lot of flats I do recommend either Spskins or Mr. Tuffy's.

Maintenance? As a wrench I have found most people don't maintain anything on their bike. If they lube their chain, most commuters feel like they have overhauled their engine. The most neglected parts of a bicycle, in my opinion, are the bearing components. Here in Cache Valley where the winters are nasty and there is a lot of water on the roads, things get nasty very fast. I personally overhaul my bike on a regular basis up to 5 times a year. I have found that a little grease makes the pedaling easier and will prolong a bike's life by a significant amount. Most people prefer to ride a bike

until it can't be ridden anymore and than to scrap it and get another. I would much rather see someone spend the money to get a bike maintained then to see it end up in the landfill. I have seen well-maintained bikes last for decades.

For a serious rider/commuter, I feel greasing the bearings twice a year to be within order, once annually being the absolute minimum, especially if one rides in the wet or dusty conditions. The same goes for cables and housing, replace at least annually if the bike is being ridden nearly daily. Cables are the unsung heroes of your bicycle, they control braking and shifting, the things most people want to work perfectly. The life of cables can also be prolonged, keeping waste and cost down, by using a good lubricant such as Bike Aid. Chains should be measured for "stretch" annually by your favorite bike shop and replaced if worn.

The less "speeds" the slower the wear (10 speed chains wear faster than 9-speed which wear faster than 8-speed).

The most important thing is to take care of your steed. Seeing I ride my bike because of the impact I can have on the environment, it makes sense to keep my mode of transportation out of the landfill as long as possible. A little maintenance can go a long way.

C.U.: When should cyclists come to visit Logan to ride? What products does Sunrise Cycles have for the

bike commuter? Which accessories do you favor or not favor?

L.B.: Logan is best in the summer when the students go home and there are fewer residents. The weather is beautiful in the summer. Sunrise Cyclery has a full line of everything you need to commute by bike. Detours bags are my current favorite offerings. They are well designed, inexpensive and well built. Sunrise does have a Frequent Rider Program that rewards commuters with discounts based on how many days they leave their car at home.

Of the accessories you specifically asked, I do not use a mirror as I can easily look over my shoulder. I tried studded tires, but they seemed to slow me down and the roads are cleared quite early anyways.

C.U.: Thanks Lukas, I hope more cyclists take advantage of the Frequent Rider Program.

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

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saturdaycycles.com

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REI

(Recreational Equipment Inc.)

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Salt Lake City, UT 84109
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wasatchtouring.com

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wildrosesports.com

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Mad Dog Cycles

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maddogcycles.com

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parkssportsman.com

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racerscycle.net

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(801) 745-0101
peakstuff.com

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Bike Transit Center Proposed for Salt Lake City

UTA in partnership with Salt Lake City, the Salt Lake City MBAC, and UDOT are developing a plan for a bicycle transit center. The purpose of this planning project is to increase bicycle use as a viable transportation option by making bicycling more convenient and appealing to the public. This project includes design and operational planning, not construction.

What is a bike transit center? A bicycle transit center is much more than a few bike racks. It's a resource that reinvents the park-and-ride for bicycle transportation. Bicycle transit centers may feature secure indoor bike parking, bicycle repairs, bike rentals, showers, a shop for bike accessories and refreshments, and cycling information including maps, classes, registration and more. A bicycle transit center has the ability to add more cyclists to streets and parkways like no other public amenity can.

The proposed location for the bicycle transit center is downtown Salt Lake City at the Salt Lake Central Station (300 South 600 West). Once the contractor is selected, timelines for developing the plan will be based on an agreed-upon scope of work. If you have questions about this planning project, please contact Shaina Miron Quinn at squinn@rideuta.com.

Tour de Cure to Raise Money for Diabetes

In 2007, the fifth annual Utah Tour de Cure raised \$367,000.00 to support the American Diabetes Association's mission to prevent and cure diabetes and to improve the lives of all people affected by diabetes. This impressive amount was raised by 720 cyclists and made Utah the sixth largest Tour de Cure nationally. In 2008, Utah Tour de Cure organizers anticipate that 1,000 cyclists will raise over \$400,000 in the fight against diabetes.

The American Diabetes Association funds research, publishes scientific findings, provides information, education, programs and other services to people with diabetes, their families, health professionals and the public. The American Diabetes Association is also actively involved in advocating for scientific research and for the rights of people with diabetes.

Diabetes has a tremendous impact on the community. Nearly 21 million Americans have diabetes, including 154,000 Utahns; another 54 million Americans have pre-diabetes. This chronic disease is a leading cause of death—last year 213,000 Americans died from diabetes-related complications, more than breast cancer and AIDS combined. One out of every seven health care dollars is spent on diabetes, nearly \$174 billion a year in the U.S.

The Tour de Cure starts in Brigham City and winds through beautiful Box Elder County via Bear River City farmlands and freshwater marshes surrounded by arid desert lands. In June, ducklings and young shorebirds, such as American avocets and black-necked stilts, can be seen.

The Golden Spike Monument where the East met the West with our nation's first transcontinental railroad is at the apex of the century route. Cyclists continue to Tremonton and Garland, and then follow Bear River Valley, complete with amazing views, back to Brigham City.

Maps for the Golden Spike Century (100-mile route), Metric Century (60-mile) and Quarter Century (25-mile) are available at <http://diabetes.org/utahatourdecure>. More information is available at 888-DIABETES.

Bikes for Kids Utah Gears Up for Third Year

The third annual Bikes for Kids Utah fundraising bike rides to benefit underprivileged grade school kids in Utah is on Saturday May 31. Bikes for Kids Utah will provide new bicycles for 1,000 pre-qualified, underprivileged 3rd graders from the Boys & Girls Club Boys in Salt Lake, South Valley and Weber Counties. Also receiving bikes will be 3rd graders from Bennion, Heartland, Lincoln, Majestic, Moss, Plymouth, Riley, Sandy, Riley, McMillan, Liberty, Grant, Guadalupe and Washington elementary schools.

Along with the 1,000 bicycles, the children will also receive helmets, t-shirts and bike locks through proceeds accrued from sponsorships and the fundraising bicycle rides taking place on the same day as the bike giveaway so participating riders will be able to see the kids as they receive their bikes.

The fundraising rides include a family ride (5K), metric half-century (50K), and metric century (100K). Rest stops are provided for each ride. Depending on the ride, the stops include the Utah Food Service's Belgium Breakfast, Black Bottom's Watering Hole, La Caille's French Brunch, Murray Rotary Club's Snack by the Zoo and the Tucci's Finish Line Italiana Lunch.

Rides begin at 8:00 a.m. at the Intermountain Medical Center on 5121 South Cottonwood Street in Murray. Entry fees range in price from \$5.00 to \$50.00.

For ride details and to register to participate, or to volunteer to help with the event, please visit www.bikesforkidsutah.org or call 801-523-3730.

Salt Lake City Bicycle Collective, Trips for Kids, and Pedal Pusher Film Festival

The Collective provides refurbished bicycles and educational programs to the community, focusing on children and lower income households. In addition to their current Earn-a-Bike program, they have also become the official Salt Lake City Trips for Kids Chapter, a national program that helps disadvantaged youth explore their natural surroundings by mountain biking. In addition to youth programs and their normal shop hours, they want to promote confidence in the cycling minority, enter the Women's Only Open Shop Night on May 7th from 5-9pm. The Collective will also be hosting the Pedal Pusher Film Festival on May 10th, 2008 at the Depot. Featuring films from the International Bicycle Film Festival, music by the Vile Blue Shades, Silent Auctions, Roller Racing and Track Stand Competitions. The mission of the Salt Lake City Bicycle Collective is to promote cycling as an effective and sustainable form of transportation and as a cornerstone of a cleaner, healthier, and safer society. For more information, including crank addiction, visit www.slcbikecollective.org or call 801-FAT-BIKE.

Little Red Looking for Women's Charities

Bonneville Cycling Club is seeking applications from charitable organizations that deal with women's issues to apply for a portion of the proceeds that are raised from the 2008 Little Red Riding Hood bike event. Last year over \$17,000 was donated to charity on behalf of the 1700 women riders that participated.

Visit the club website at bccutah.org to review the criteria for selection. Awards will range from \$500 to \$5,000 each depending on the impact your group makes on the important issues facing women, how the funds will be used and your organization's level of participation at our Utah Lake Century event in August. Applications should be no longer than 1 page and submitted by May 22, 2008.

The Little Red Riding Hood event is celebrating its 22nd year and is one of the largest women's-only bike rides in the country. This year's event is Saturday, June 7th in beautiful Cache County and we start at 8 AM in Wellsville City Park. Register early since the ride is capped this year at 2250 cyclists.

Spokes - Continued from page 2

Moorhead). The article referenced Salt Lake's more than 80 miles of bike paths and lanes, but stated that it was Salt Lake's plans for the future that landed it on this list.

Specifically, Bicycling focused on the bike station being built as part of Salt Lake's Intermodal Hub and the planned citywide bike network. It warned, though, that to reach these goals progress will be needed on our "dominating car culture", and referenced native son David Zabriskie's nonprofit organization, "Yield to Life" and its goal to foster bicyclist/motorist relations.

While surprised, I was pleased to see Salt Lake on this list. First, it is an indication that Salt Lake is making substantial progress. As cyclists, we all yearn for the day when cycling the streets of Salt

Lake is less an adventure and more a pleasing way to get around. This recognition from outside, and from a very reputable source, lets us know that, while we have a long way to go, progress is being made.

Also, it implicitly recognizes the efforts being made by bicycling advocates in our valley. Many have labored substantially, and for the most part voluntarily, in achieving the progress and plans that have been achieved. It is inherently unfair to list names because of those not mentioned, but I have observed people such as Jason Bultman, Lou Melini, Rob McLeod, Dan Fazzini and Cycling Utah's editor, David Iltis, labor in these efforts for years. All cyclists have and will benefit from their work. I commend them and thank them for their untiring (or should I say, at times very tiring) efforts and dedication.

Jemison from page 24

place in Gerona? Is there lodging there for them?

MJ: No, there are hotel accommodations for them, and everything is arranged from the moment they arrive at the airport. I run it, really, very much like a professional cycling team. You are picked up at the airport and transported to your hotel, your bike is taken care of and good healthy meals are planned, everything is pretty much based on what I learned from being a professional team member, especially from the Dutch teams. Those guys were incredible. Everything is completely organized and comes off without a hitch organizationally, and that's what we do.

CU: What's the off-season like? What do you do while you're here in Utah?

MJ: Logistics, marketing, planning, and trying to stay fit. It's very busy.

CU: Do you ride during the winter?

MJ: I ski predominantly, and I ride when I can.

CU: You began offering US tours

this spring, right?

MJ: Yes, I was in Moab for the Skinny Tire Festival, and we did a Moab tour right after that. We stayed here instead of going to Europe for the Spring Classics.

CU: Are you hosting a clientele of Europeans coming here for the domestic tours?

MJ: Not yet, but I think we might. I hope so. Right now our website is in English only, and we are marketing in English speaking countries in Europe, but in the future, I hope to broaden that reach.

Marty Jemison is perhaps one of the most underexposed veterans from the small pool of successful American riders who have ridden in the European peloton. He was a top lieutenant for nearly a decade in the pro peloton, a professional who always did the job that was asked and also found success on his own, framing his career by winning both the US Amateur and US Professional National Championships. And he's found a means to continue enjoying his love of riding with his love of travel, still helping others along the way to pursue their own version of that dream.

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Jemison from page 5

player here. Scott Nielsen, Chris Rogers, Scott Johnson, Scott Lung, and Martin Stenger. All of those guys were competitive and very talented riders when I was here. And I know I'm failing to mention several others. Steve Johnson had a major impact on local racing, and in some ways was a leader in the manner of the system I found in France, that "M" word again (laughing). A lot of riders, myself included, had issues with that back then, but really he controlled things more like European racing than any of us knew.

CU: What teams did you race for locally?

MJ: MiDuole the whole time. From day one by the way. I was in Tom Bonacci's apartment when he had a list of team names and we chose that one. I had good friends on the team and had loyalty to it. Sometimes there were better teams, perhaps, and more serious teams, but I stuck with my guys, my team, and my friends on that one the whole time.

CU: Were you the leader of the team at the time?

MJ: No, no. We weren't quite that organized, with guys coming and going and guys having good days here and others there. It was maybe more of a club scene really, but with some very good athletes in the team. Maybe that's what Steve (Johnson) and his team, Pedali, was doing really well. He maybe understood the sport more so from a competitive and tactical viewpoint and was more organized to win races or something. We just always managed to get in the way and mess up his plans (laughing). Which made those guys have to suffer, at times tremendously, to win races. And in the end, it made all of us better riders.

CU: And that's one of the things

that make racing so much fun.

MJ: Yeah, exactly. They wanted to have things work perfectly and bing bing bing, win the race. We usually, and other teams and riders, too, managed to get in there and mess it up as often as possible. It really made them work for it. It actually pissed them off (laughing). The thing I don't understand, as I look back on it now, is why they'd (Pedali) get so upset about it. American racers seem to get kind of pissy about that. In Europe we'd thrive on it. If someone came along and made the race harder, we'd love it. I mean, that's what we're here for.

CU: Talk about current racing. Do you follow the sport, the young riders coming up?

MJ: To some degree, but it's really just what I catch on television or newspapers. It's not really enough or consistent information that I can grasp and form good opinions about who is the next big thing or anything like that. I follow the sport to the extent that I can. I still love the sport.

CU: You've expressed some interest in the past in perhaps coaching a team or taking an administrative role with a team. Is that still interesting to you?

MJ: Yes, absolutely. It could happen, and I think in some respects I would be thrilled. But it's a lot of days away from home, and I'm not sure I'd be thrilled about that part. Some teams, like CSC, have several directors who come and go, so there isn't one director who is on the road all year long. So if there was a role where I could have a decent lifestyle, and not be on the road constantly; you know as a rider I was in a hotel over 250 days a year, and I don't want to do that again. But something like half that or similar, I would love to do that. I would absolutely love it.

CU: Do you have interest in creat-

ing a team, a domestic team?

MJ: Absolutely. If the opportunity presented itself and the backing were there, I would love the chance to take something and build on it. But it's been tough to build American programs, and there'd be a handful of people vying for basically zero jobs.

CU: Do you see other riders from Utah? You and Levi Leipheimer are good friends.

MJ: Yes, we talk when we can. We are friends, and if I see him, we will chat. But he's on a program where he is trying to do things and is very specific. In that situation, you have a small circle of people that you talk to all the time, and then there is no one else that you talk to. Right now, I'm not in that small circle and have no reason to be. If I see him in Gerona or out on a training ride, I'll jump in when I can and we will visit for an hour or so. He's on a set of rails right now that are galactic, but yeah we talk and get caught up every chance we have.

CU: Some people found it curious in last year's Tour de France that the Discovery team played the younger rider, Alberto Contador, as team leader instead of the older and more experienced Leipheimer. Did you find that odd? Do you think it was based on ability, team politics, or just down to covering the team's interests?

MJ: I don't know, I think it was all of those really. And I think it maybe had something to do with Levi's personality, too. My personal opinion is that I think Levi is comfortable being that person who is just below the person that everyone is talking about. I think he is really good, and I think he is a great teammate, and maybe not as aggressive as others in that regard. He's basically a really good guy, and that may not equal the ultimate victory. I will miss seeing him in the Tour this year. I think he is closer to his prime both mentally

and physically, and I think this could have been the year to see Levi seriously attack the Tour de France.

CU: Okay, let's switch the subject slightly to drugs in cycling. You were racing right in the middle of the drug years of cycling, at least in the years when the public was made aware of it. Were you ever offered or encouraged to accept that decision as a means to level the playing field? Did you ever see it as part of the team culture?

MJ: No. My awareness was sort of nonexistent. I started to become aware later in my career. Maybe around my sixth or seventh year as a pro, I started to realize and say to myself, 'oh, now I know why this guy or that guy is going so fast.' But I knew that I was winding down, that my career was going to be done. And I felt some satisfaction that I had been a good strong pro for several years and I had the respect of the peloton. I think it was pretty evident at that time that you might need to jump on some of those programs if you wanted to win. But you know, I had been fighting these guys hard for years and I could feel good about how I did it. So I didn't have to make those decisions for those last couple of years of my career. I knew I could ride in the top third of the peloton and support my top two or three guys. I knew I could do that no matter what other riders were on. And that was good enough for me.

CU: Was there awareness that this guy or that guy was doing something, on a doping program?

MJ: I think it evolved that way, yeah. But you know, I spent a decade trying to figure out what was making these guys go so damn fast. Being stupidly naive for the first five or six years, I just thought, 'oh, they must be training harder.' So I trained harder, but I had the respect of the entire peloton, even from the guys who were taking drugs because of my work ethic and my ability on the bike, because if they knew you were clean, they really respected you.

CU: Was it ever a topic of conversation in the group?

MJ: You know, not really. And today, with all of the information and hindsight available, people don't understand that. But all the answers are so much clearer now, with all of the information, true or not, to make the case and see who was and who wasn't doing it. Back then I was deep inside the sport, part of the couple hundred guys we're talking about here, and I didn't know. It seems clear to me now, too, with all of the knowledge gained since then, but at the time, no. Unless you were doing it, you were really on the outside. You heard little whispers, but nothing more than that really. And you'd hear rumor as well. I remember, early in my career, hearing stories of guys who were on a \$60,000 a year program, and thinking to myself, 'wow, I don't even make \$60k a year!' (laughing). I was so naive that even when it all started coming out, I heard a French rider, one of the guys who came forward, mention my name. I think he was asked about particular riders whom he felt were clean, and he mentioned my name. He said, 'you know, Marty was good, but he could have been great.' It took a couple of years and finding out what was going on at the time before I really knew what he meant. But you know, when I look at it, I finished top ten or twenty in all these World Cup races, and did well in stage races, and now to know what other guys, riders who were beating me by sec-

onds sometimes, were doing? Yeah, I think I had the engine to be great, maybe not win the Tour de France, but I think other big victories, yeah. I really think I had that kind of engine. I think I could have won a lot more races, had a much bigger resume. But you've just got to say, "Whatever." And move on, feeling good about your career. The world's not a perfect or even playing field.

CU: Let's talk about your life now. You've got a touring company.

MJ: Yep, Marty Jemison Cycling Tours.

CU: How long have you been running this company?

MJ: Five years now this spring.

CU: Do you lead all of the tours yourself?

MJ: Yes, occasionally we will have tours that may overlap and I may have to leave one a day or so early to go to another, but predominantly, I am the leader of each one.

CU: Do you offer recreational tours, or racing tours?

MJ: Mostly regional, recreational tours, with the finest in dining, routes and experiences. It's cycling vacation touring with mid to high-end accommodations, riding about fifty miles a day. It's not a hammer type of ride, but most of our clients are pretty fit and can ride the distance fine. We do not drop anyone from the group, and always convene at intersections and summits of climbs. Every route is ridden and planned by myself. It's a painstaking process, but the end result is great for the participants. Accommodations and meals are planned with the participants' experience and immersion in the culture as a key. You'd have to have local knowledge to find most of these dining and hotel destinations.

CU: Do you rely on your racing and training experience for your tour routes?

MJ: Absolutely. It's the most important thing to me to have the most exciting routes for the riders we host. Sometimes, we may take an alleyway or little side street, and sometimes even a bike path for a short distance in order to get around traffic areas or to get to a particular restaurant or something. You can't just look at a map and draw out point A to point B. You have to know the area.

CU: How many employees do you have?

MJ: It depends on the year and the tours for that year. Usually, we'll have six people - four on the tour and a couple in the office. We do offer a Tour de France trip, and for those we'll have more staff, maybe six on the road and then two or three at the office.

CU: Is the office here in Utah or in Europe?

MJ: It's wherever we are. We're always available. With computers and cell phones, we take the company wherever we go. Our toll free number rings wherever we happen to be.

CU: Do you live in Europe consistently through the season?

MJ: Yep, we live in Gerona, Spain, from April until October, and in Park City the rest of the year. It's very complicated logistically.

CU: Do your clients arrive at your

Continued on page 23



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ADVOCACY

Dutch Cycling - Build it and They Will Ride

By Charles Pekow

Imagine a nation where a "chain of cycling infrastructure" works as smoothly as a chain on the best bicycle. A country where the national and local governments, non-profit cycling groups and cycling-related businesses work together to create an infrastructure, culture and policies that do more than pay lip service to bicycling -- but give it a major role in getting people from here to there. And not in a third world nation where people can't afford cars or fuel runs in short supply, but an advanced Western democracy. A country with more bicycles than people. A country where a national Mobility Memorandum put out by the federal government says "all authorities will stimulate walking and the use of the bicycle as the main means of transportation and as a link in the journey chain from door to door." A land where 70 percent of the population at least "occasionally" rides a self-propelled two-wheeler recreationally.

You can find such a country if you travel across the Atlantic. In fact, the Netherlands is so proud of its bicycling policies that its Ministry of Transport, Public Works and Water Management has put out a guide to show the world how the Dutch do it -- in several languages, including English.

So what makes the land of the klompen also the land of the bike shoe? For one thing, geography. The land lies relatively flat and the country is small -- about twice the size of New Jersey.

The country takes the if you build it, they will come by bike approach. "Good bicycle facilities are simply a necessity to facilitate the many cyclists. These good bicycle facilities keep bicycle use high and continue to grow," explains Pex Langenberg of the Dutch Directorate-General for Passenger Transport in the guide's introduction.

Still, a study in Holland in 2005 showed that people took a bicycle on 27 percent of their trips -- even more than walking at 18 percent. Contrast that with the good old U.S.A. where about .4 percent of trips to work involve the non-motorized two-wheeler, according to the latest Census Bureau survey. (The comparison is far from exact, as the Dutch finding involves all trips.)

And it's not as though the Dutch have shunned the motorcar. "People who do have a choice between using the car or bicycle for their short trips tend to alternate in their respective use," says Cycling in the Netherlands, the guide.

Local attitudes play a decisive role. In some cities, inhabitants take up to 40 percent of their trips

by bike. "Accepting the cyclist as a 'normal' traffic participant with equal rights in the '50s and '60s has been a crucial factor in these cities," the guide says. In some other cities, the cycling rates fall to a relatively low 15 to 20 percent. "Here, the rise of the car coincided with a more manifest pro-car policy and a spatial structure which was more in line with the car," the guide notes.

The lesson from both attitudes the ministry draws is that creating the infrastructure precedes a very gradual and long-term result. "Political choices made in the '50s and '60s still resound in our present time," it noted.

Bikes cost an average of 579 Euros (about \$920 American dollars) in 2005. That's more than what Americans pay on average -- which ranged from \$806 for road bikes to \$113.49 for youth bikes last year, according to Swivel, a web-based database.

And just like in the United States, theft remains a big problem with about 750,000 cycles pilfered annually. Fewer than half the thefts even get reported to police and "only a small percentage of all the bicycles stolen are ever returned to their rightful owners."

And, of course, the Dutch face the same safety problems as American cyclists. But "because cyclists are more dominant in the overall road picture and because more traffic participants have cycling experience (and) higher bicycle use often goes together with lower car use, thus reducing the chance of conflict with car traffic," bicyclists are safer, the ministry concludes. Bicycle use also breeds safety because "high bicycle use creates more support for bicycle policy, so that more is invested in a safer cycling infrastructure," the guide states.

But in one important regard, the Dutch are way behind their American contemporary riders. Disturbingly, the guide is illustrated with helmetless Dutch cyclists, indicating that maybe the Dutch haven't paid enough attention to the safety issue. The publication even acknowledges that "wearing a bicycle helmet for daily trips is unusual in the Netherlands. Only competitive cyclists or mountain bikers tend to wear a helmet for their sport. Some parents give young children bicycle helmets. Usually, the helmet is simply packed away for good before the offspring are 10 years old. There is certainly no support for mandatory helmeting. The fear exists that making it mandatory would cause a drop in bicycle use."

Generally, the country likes to leave policy to local control. Outside the cities, provinces coordinate policies to make sure bike trails don't end at city borders. And the nation sets policies such as requiring transportation stations to include bicycle parking.

Some cities maintain policies that seem extremely radical in their support of bicycling. In Groningen, for instance, a compact city of 180,000, people take a whopping 40 percent of trips by bicycle. Back in the '70s, the city enacted parking restrictions so severe that you almost have to bike or take a bus to get from one zone to another.

And the capital city of Amsterdam sports not one but 14

bicycle policies, one in each city area, which the city bicycle policy officer tries to coordinate. While the setup allows local control, "this creates differences in implementation, producing problems in coordinating the bicycle network. To achieve good policy, the policy officer must spend considerable time in negotiation," the guide reads.

Amsterdam, however, has learned to reduce downtown traffic congestion by creating Park and Ride centers outside crowded areas -- garages where the price of parking includes a rental bike. The users are split among regular commuters, tourists and occasional visitors.

Within the 21st Century, Dutch municipalities have adopted a code for central cities that calls for separate bike lanes or paths on arterial roads with speed limits of 50 kilometers per hour (about 31 mph). The code doesn't require separate bicycle facilities on residential streets with speed limits of 30 km/hr (about 18.6 mph). To distinguish them, cities color the bike lanes red where they're on the main road instead of a separate path. But as the guide acknowledges, "unfortunately, many roads fall betwixt and between: too busy for residential area, certainly lots of crossing movements and no space for autonomous bicycle paths. Solutions for these grey roads are still being sought."

And it's not only rules and lanes that have caught the attention of municipal planners -- the city of Utrecht has even developed a coordinated strategy about where to put your bike when you've reached your destination. Back in 1996, the municipality, faced with a hodge-podge of different types of parking facilities, hired a contractor to develop a uniform bike parking policy. The city pays for bike parking development and maintenance with revenue generated in part by auto parking fees. When designing auto parking garages and lots, planners must consider bike parking needs and if necessary, convert up to two percent of the auto spaces into bike parking.

And government pro-bike policy promotes private pro-bike policy. The Hoofdbedrijfschap Detailhandel (trades council) of Groningen suggested in 2004 that retailers "consider creating bicycle sheds in private premises in a shopping center or town center. It does the merchants as much of a favor as it does the cyclists: with fewer bikes parked on the streets, more out-of-town motorists can find the scarce parking spaces.

Of course, cultural differences make bicycling policy easier in the Netherlands than in the United States. Cities are more compact and people live closer to work, shopping and other destinations. But as the Dutch have shown, choices a society makes in one era affect the next. Just as we would have a more hospitable bicycling environment today if we had taken earlier opportunities (such as the oil crunches of the 1970s) to expand our bicycling infrastructure, if we use opportunities today (such as rising gasoline prices), the next generation will be more inclined to pedal, or as they say in Dutch, fietsen.

Utah Bicycle Coalition Kicks Off Share The Road License Plate Initiative

During the upcoming summer and fall, the Utah Bicycle Coalition (UBC) will be raising funds to make available a Utah Share the Road license plate. Collected funds will be used to pay the required fees for the special group license plate decal program offered by the Department of Motor Vehicles (DMV). Per DMV guidelines, special group plates consist of a five-character combination on the right with the special group sticker on the left and a descriptive phrase or slogan on the bottom.

The UBC has a goal of raising \$18,000 by November 2008. This level of funding will provide for 2500 plates. Once the plates are ready for distribution, interested vehicle owners will be able to order these plates on a first come first serve basis when they register their vehicles. The annual cost will be a \$25 fee that will go to the UBC in addition to the conventional registration fee. Several other non profit organizations, such as Clean Fuel-Clean Air, Utah Housing Opportunity, and Firefighters, have similar special group plates available through the DMV (see <http://www.dmv.utah.gov/licensespecialplates.html>).

In order for the donations to go to the UBC, the Share The Road license plate will need legislative approval. Senator Wayne Niederhauser (Sandy) has agreed to carry this initiative in the 2009 legislative session. Plates could be available as soon as fall 2009.

In addition to generating some funding for bicycle advocacy, this will be another method for cyclists to express their support and encourage safety for cyclists on Utah roadways. For more information on the Utah Bicycle Coalition, visit utahbikes.org or contact Ken Johnson kjliveto-bike@gmail.com.

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cycling utah's 2008 Bicycle Club Guide - Part II

Editor's Note: If you missed getting your club listed, you have a third chance. We will publish part III of the club guide soon. If you would like your club listed (it's free), please email dave@cycling-utah.com for details.

See our April issue online for part I.

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Website - www.bikeman.com

Type of Cycling - Mountain Bike Racing, Road Racing, Cyclocross
Location - Woolwich, Maine (Salt Lake City Chapter)

Club Statement - From collecting medals at the Masters World's, to the top podium step of NCS mountain bike races, Team Bikeman has a long history of top performances around the country. If you would like info on becoming a part of one of the top amateur teams in the country, please E-Mail our Team Director (alan@bikeman.com).

Bountiful Mazda/Bountiful Bicycle Center Cycling Club

Sponsors - Bountiful Mazda, Bountiful Bicycle Center

Contact - David King, 801.510.6626, davidbiking@gmail.com

Website - www.bmbbc.com

Type of Cycling - Group Road Rides, Road touring, Mtb Recreational
Location - South Davis County, Utah
Club Statement - Growing from a "house-of-pain, you'll-never-drop-me" core of head-to-head road bikers in the mid-90s, the BMBB Cycling Club has grown into a diverse group of both social and racing enthusiasts of road and mountain biking. Currently, we have about 100 members and offer several weekly rides as well as several off-season training opportunities. The Club also provides many opportunities and events to raise money for local causes and charities. Our main focus is to provide opportunities for individuals to ride in a club environment and enjoy club social events. Stop by Bountiful Bicycle Center to get to know one of our sponsors and talk to the staff about our club and cycling in the Davis County area.

CRC - Carbon Road Cyclists

Sponsors - BicycleWorks
Contact - Fuzzy Nance - 435-637-BIKE - FuzzytheBikeGuy@msn.com
Website - FuzzysBicycleWorks.com/clubs

Type of Cycling - Road Training for Race & Tri', Racing
Location - Price, Utah
Club Statement - Spreading the joy of Speed & Lycra around the Castle Valley. Saturday Training Rides, Advocacy for "Share the F#@&ing Road" awareness and building the Bicycle Culture. Working toward a Price Stage Race and an annual Century around Emma Park/Scofield loop.

The Fan Cycling Club

Sponsors - KJZZ The Fan, Canyon Bicycles Draper, Guthrie's Bicycles, Timpanogos Cyclery, Blackbottoms Cycle Wear, Jamba Juice.

Contact - Rod Boynton (801) 494-4055 rodneyboynton@yahoo.com
Website - TheFanCycling.com

Type of Cycling - Road Racing, Road Touring, Mtb Riders who'd like to get in shape too!

Location - Salt Lake and Utah County, Utah
Club Statement - The Fan Cycling Club is soon to be Utah's biggest cycling club. The Fan offers three to four weekly rides from beginner to advanced pace. Rides are scheduled one month in advanced and are led at the pace listed. Rides will be leaving weekly from Canyon bicycles, in Draper Guthries, in SLC and Racers Cycle Service, in Provo.

Visit www.thefancycling.com for a full list of the club rides and details.

North Eastern Utah Mountain Bike Association (NUMB)

Sponsors - Altitude Cycle
Contact - Altitude Cycle 435.781.2595 coop@northeasternutahmtb.org, jory@northeasternutahmtb.org, troyboy@northeasternutahmtb.org

Website - www.northeasternutahmtb.org
Type of Cycling - Recreational Mountain & Road Cycling

Location - Vernal, Uintah County, Utah
Club Statement - NUMB's goal is to promote safe and responsible riding in the North Eastern Utah Area. We look to advance our area as a riding mecca and a mountain biking travel destination. NUMB looks to improve trail growth by building and maintaining trails. We promote comradery and kinship among the riders of Utah, Colorado, and the South West. NUMB is also responsible for organizing regular group rides and holding the world famous NUMB Fest.

(PCIM) Park City Iron Man

Sponsors - Park City Ironman, Hillbilly High Rollers, Bingham Cyclery, Ivory Homes, Northwave, Rudy Project, Back in Motion, Chiropractic, Carb Boom
Contact - Nisie Antacle, 801.440.0290, nisie77@hotmail.com, Kirsten Kotval, k.kotval@att.net
Website - WWW.KARVECYCLING.COM

Type of Cycling - Road Racing, cyclocross

Location - Park City, Utah

Club Statement - Park City Iron Man is a cohesive group of competitive, energetic, diverse, well-rounded women and men dedicated to: promoting sponsors in both competition and the community, developing young female riders, and striving for athletic excellence through healthy and supportive means. We focus on road racing on the local category 1-2-3 level; in addition to supporting teammates that race nationally. We look forward to another competitive year with our seasoned sponsors and teammates.

Park City Jeep-Goble Knee Clinic

Sponsors - Park City Chrysler, Jeep, Dodge, Goble Knee Clinic, Seven Cycles, Reynolds Cycling, Canyon Bicycles, Sienna Development, Northern Engineering Lake, Louis Garneau, Krieg Cycling, Elete, Sigma, Maxxis, Lin, Extreme Gel, Hakenya

Contact - Team Mascot: Ryan Turbo Barrett, 801.358.0108, turbo_ryan@hotmail.com

Website - <http://www.loganraceclub.blogspot.com/>

Type of Cycling - Road Racing. We also dabble in unicycling and hamster wheels.
Location - The club is based in Logan, but we pretty much spread the love all over the Wasatch Front. And beyond.
Club Statement - We are the Cat 1-2 team for the Logan Race Club and have been the top ranked 1-2 team in Utah for the past six years. We are trying to stay on top, but everybody else wants to win too for some reason. We are all about brotherly love, keeping it real, and winning bike races. Our focus is on the UCA events, but for an occasional dose of humility, we try to hit up a few NRC events a year.

Team Exclerator

Sponsors - Price Orthodontics, The Bike Shoppe, Vitality Nutrition, Mountain Valley Health Services, Business Law Associates, Slacker Scak, Bunnell Concepts

Contact - Ben Towery, 801-774-7551, teamexclerator@gmail.com

Website - www.teamexclerator.com
Type of Cycling - RR, tours, epics and Cyclocross

Location - Clinton, Utah

Club Statement - We are a new club in the Weber/Davis County area supporting racers of all abilities and ages.

Team Inertia Cycling Club

Sponsors - Golsan Cycles, Waterford Preparatory School, Optimum Mortgage, IDS Document Services
Contact - Crystal Chambers, 801-446-8183, teaminertia_cycling-club@yahoo.com

Website - www.golsancycles.com

Type of Cycling - Recreational road and mountain, Racing Enthusiasts, cycling promotion and advocacy.

Location - South Jordan, Utah

Club Statement - Inertia is a group for people wanting to ride their bikes and be introduced to other people who ride. A non-elitist approach is taken even with the racers. We will be restructuring our racing team for 2009, interested racers cat 3 and up please apply, women too!!

Salt Lake Cycling Club, Canyon Bicycles of Salt Lake

Sponsors - Canyon Bicycles, Rocky Mountain Bicycles

Contact - Mike Hanseen 801-278-1500, inahurry@canyonbicycles.com

Website - www.canyonbicycles.com

Type of Cycling - Road Racing, MTB Racing, Club rides

Location - Holladay, Utah

Club Statement - Canyon Bicycles in house club is Salt Lake City Cycling or SLCC. We are an open club and anyone can join. We are about equal opportunity and having a blast on and off our bikes. We offer weekly club rides, annual training camps, exclusive sales and much more.

Utah State University Cycling (USU Cycling)

Sponsors - Sunrise Cyclery, Carmichael Training Systems, USU Outdoor Recreation Center, Condies Foods, Louie's Electric, Dunn Reality, Evan Lefevre Chiropractic, SE Needham Jewelry

Contact - Eric Gardiner, 801-660-9173, ericgardiner@gmail.com, Scott Bradshaw 435-713-4391 scott.bradshaw@aggiemail.usu.edu

Website - www.usu.edu/cycling

Type of Cycling - Collegiate Mountain, Cyclocross, and Road

Location - Logan, Utah

Club Statement - The goals of USU Cycling are: to provide an opportunity for fair and safe competition for collegiate cyclists; to support a diverse group of events including road racing, cyclo-cross and mountain biking, and to promote an increase in the number of members of the club, the number of events promoted by the club and the level of competition.

Young Riders

Sponsors - Tifosi, TOSH Park City, Mountain Trails Foundation, Sumsion Orthodontics, Jans, White Pine Touring, Deer Valley Resort

Contact - Coach: Tom Noaker, tnoaker@allwest.net, 435.901.1766

Website - www.youngriders.com

Type of Cycling - Mountain, Road, Downhill

Location - Park City, Utah

Club Statement - The Young Riders Junior Race Team expands in 2008 to include Road, Cross Country, and Team-Endurance events. New this year is a Downhill Race Team coached by Travis Anderson. The popular Recreation Program directed by Heinrich Deters offers day and seasonal Beginner, Intermediate, Advanced and Coed-Adventure groups for ages 8-17. DRIVE LESS, RIDE LOTS!

Zions Bank Z-Team

Sponsors - Zions Bank
Contact - Marty Nowling (Captain) -- 801/844-5107 or 801/792-0635 -- Marty.Nowling@zionsbankcorp.com and martytnowling@gmail.com

Website - www.zteamcycling.net

Type of Cycling - Charity Road Team and Triathlon Team

Location - Salt Lake City, Utah

Club Statement - The Z-Team is comprised of riders of all abilities and welcomes employees and clients, as well as friends and family members of bank employees. The team holds one training ride per month and participates in many different charity rides from February through October including: Skinny Tire Festival, Salt Lake City Marathon, Cactus Hugger, Ghost Town Century, Salt Lake City Century, Harmon's MS 150, ULCER, LOTOJA, Moab Century, Heber Valley Century, and Park City Century. All riders are welcome to join the team!

BOOK REVIEW

Mountain Bike Maintenance Helpful on Some Levels

By Tom Jow

Mountain bikers, in general, are do-it-themselves kind of people. And necessarily so since many times bicycle repairs must be done on the trail in order to get back to the home or car. Performing preventative maintenance is important to have a smooth running machine in addition to reducing the chance of needing those on trail repairs. The book, "Mountain Bike Maintenance" by Guy Andrews, aims to make understanding and performing mountain bike repairs a little easier.

Andrews, a former technical editor for "Mountain Biker International" magazine, includes information to suit cyclists of all abilities. Chapters cover the basics of mountain bike anatomy, the nuances of frame alignment and everything in between. Published in 2005, instructions to service current technology such as hydraulic disc brakes, UST tubeless and suspension are both necessary and important. He even includes information on packing a bike for airline travel, an ever-increasing occurrence.

Each chapter begins with an overview of the component system to be presented. For each task there is a list of tools and step-by-step instructions. The instructions are well written, in a casual non-scientific manner, with helpful tips scattered throughout each section in the sidebars.

Simple repairs are explained very well. As the tasks became more complicated, however, it appeared seemingly less important steps for some procedures were omitted. In fact, I often turned back to previous pages looking for more information. The photographs are helpful but still lacking in quantity.

Overall, "Mountain Bike Maintenance" does a good job with the basics, including bike set-up, suspension settings and cleaning instructions. But getting into more advanced repairs, the book may leave some beginners a little confused. Readers with a mechanical aptitude should be able to read between the lines for some of the repairs while those readers looking for assistance with the newest technology of brakes and suspension may find information a bit inadequate. Technology has come a long way in mountain bike design, and it is unfortunate for Andrews that there is just not enough room in one book for every procedure of every brand to be included. I find that while "Mountain Bike Maintenance" is helpful on some levels, it misses the target for readers who want to learn service techniques for the most modern technology.

"Mountain Bike Maintenance" by Guy Andrews, 2005, published in U.S.A by Globe Pequot Press, ISBN 0-7627-4088-4

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ROAD RACING

Tax Day Circuit Race

By Brandi Gorden

April 19th, 2008 — Temperatures in the mid 50s with some showers and wind were predicted to befall the riders in Inkom, Idaho, but these predictions turned out to be incorrect, as most weather forecasts have been the entire season. Instead, the sun was out accompanied by occasional bursts of cool wind. Long-sleeved jerseys and knickers were tucked away in favor of short sleeves and shorts. Throughout the race, at the finish line situated at the top of the climb, the sky cycled rapidly between bouts of sun with patches of blue sky visible between the gray-tinted clouds and periods of complete cloud cover with winds blasting across the snow covered ground sending an arctic chill through the officials' and spectators' bones.

Cat 4 Women – 2.5 laps, 25 miles

The Utah Cat 4 women's peloton entered a growth spurt around the start of last season. Before that time, the ladies were generally lucky to have around 5 or 6 riders. Now, there has consistently been around 10-12, and occasionally as much as 20+ as seen in the 2007 Bear Lake Road Race.

The race began with Brandi Gorden (Ski Utah) and Kristen Vincent (Ski Utah) leading the women through the neutral zone at an easy 13mph led by the blaring music from the car of the UCA men's points leader, Sam Krieg. When he pulled off, the ladies brought the pace up to a steady 22mph. Every rise they encountered was met with a surge led mostly by Jillian Gardner (Canyon Bicycles of Draper) and Jamie Carter (Ski Utah). The increased aggression was easily met by the field. Few riders took pulls which caused a bit of upset among the ranks and the speed eventually lagged. When talks of track-standing began, Gorden

hopped on the front and drove the ladies to the start of the climb. Mere seconds into the jaunt, an attack was launched and quickly countered by a few women. As they made the first right hand turn where the gradient shot up dramatically, the group was shattered into a line of stragglers. A few women held it together at the front while others were left to fend on their own. Although the descent was fast with speeds approaching well over 30 mph, even by positioning themselves in a tuck, some riders were unable to close their gaps largely due to the headwind on the way to the climb impeding their progress.

After 2.5 grueling laps with fierce headwinds and 3 times up the monstrous climb, Jamie Carter, Breanne Nalder (Ski Utah) and Jillian Gardner were able to pull off 1st, 2nd and 3rd place respectively.

As the Cat 4 women's peloton transitions from the meager numbers of its adolescence into full blown adulthood, these strong and talented developing riders will feed into the Cat 1/2/3 women's ranks ensuring as much continued fierce competition and aggressive racing as the corresponding men's fields.

Pro/1/2/3 Women – 4.5 laps, 45 miles

Four teams and one unattached new Cat 3, Jamie Leake who dominated the Cat 4 women's field last season, lined up for the Pro/1/2/3 women's race. The wave of bright orange from the Bountiful Mazda team could not be ignored and seemingly gave them an advantage at the start of the race.

At some point during the 2nd lap, Kris Walker (Bountiful Mazda) drifted to the back of the group and began discussing tactics with her teammates. Laura Patten (Ski Utah) — affectionately called "The Hammer" by her teammates and who recently upgraded to Cat 2 after

her success at the 2008 Valley of the Sun Stage Race — saw this as her opportunity to launch an attack. After the race, she commented that the strategy for today's race was for her and her teammate Laura Howat (Cat 1; Ski Utah) to attack whenever the opportunity presented itself no matter what. Fortunately her chance had arrived. The move was covered by Courtney Hill (Cat 3; Bountiful Mazda) who stayed glued to her wheel for the majority of the race. Kirsten Kotval (Cat 1; PCIM) hopped in the front and began the chase hoping to reel in the two women. Howat stayed in the pack and let the other women work hoping that they would tire themselves out increasing the chances that her teammate could stay away and pull off the win for Ski Utah.

On the penultimate lap, Patten and Hill were locked together and focused for the grind up the leg numbing climb. They were followed by the first chase group made up of Kotval, Howat and 2 Bountiful Mazda women, then the group of Chantel Thackeray (Cat 3; PCIM) and Kelly Dailey (Cat 3; Bountiful Mazda) with Jamie Leake burying herself to latch back onto the second chase group.

At the bottom of their last time up the climb, Laura Patten saw the first chase group rapidly closing the gap to her and Hill. She then laid everything on the line and attacked her breakaway mate. As she passed the 200m mark, she remained in the saddle—teeth bared—and powered herself to a hard earned win. The chase group was unable to catch Hill as she hung on for a well deserved 2nd place while Kris Walker took 3rd.

Pro/1/2/3 Men – 7.5 laps, 75 miles

Ten Cat 3 men lined up with 30 Cat 1/2 men ready to tackle a long and grueling race that would take them up a climb threatening to fill their leg muscles with more and more burning lead on each successive lap.

The race jumped off with an impossibly fast surge the first time up the climb and the riders were introduced to the masochistic torture that awaited them 7 more

times. Nate Page (Cat 1; Contender Bicycles) and Mike Sohm (Cat 2; Porcupine/Specialized) broke away from the pack some time between the 1st full lap and the 3rd lap and began a journey of endless hammering. From the point of view of Spence deBry (Cat 3; Ski Utah), Dave Harward (Cat 1; Porcupine/Specialized) got on the front and blocked for his teammate up the road. Soon after, he turned to deBry and said something along the lines of: "I don't think you want me setting the pace, Spence!" Spence agreed and sat in to conserve energy. Throughout the race, from his perspective, no attempts were made to pull back the 2 leaders.

By the time the Pro/1/2/3 men were finishing their 3rd lap, the wishy-washy sky decided to douse the riders in an extended period of sun and mostly clear skies. The wind gusts at the top of the climb ceased as Page and Sohm crested the climb. Forty seconds later, a chase group of 12 appeared containing such riders as Chase Pinkham (Cat 3; Ski Utah)—a dominate rider in the junior field last season—and Patrick Ramirez (Cat 2; Contender Bicycles), a native of New Mexico first introduced to the Utah cycling scene when he joined the Park City Cycling Academy program a few years back and who has kept himself among the top riders in the Cat 2 field.

The sky began its cycle of warm sun and cloudy with frigid wind gusts as the riders were finishing their 4th lap. Page and Sohm still led the race followed by the main pack about 2'30" back now containing about 16 riders with Dustin firmly attached.

At the completion of the 5th lap, the leaders were glued together with a gap of around 2'. Page tossed his bottle and became visibly more focused. The main group had dwindled to 12 men still containing Pinkham and Ramirez, the latter who stood and hammered right before the line to gain a bit of momentum before the start of the descent. One minute later, a visually strong and focused Fasse continued to chase now helped by Nichols.

As the 6th lap wrapped up,

Harward plus one teammate, Craig Kidd (Cat 2; ICE/Rocky Mountain Surgery Center), Robert McGovern (Cat 3; ICE/Rocky Mountain Surgery) and Sam Krieg (Cat 2; Park City Jeep) had broken off and formed a new first chase group hot on the tails of the 2 leaders. Pinkham now rode alone followed closely by Ramirez. More than 3' later and after a few stragglers passed by, the group of Patrick Fasse and Nichols was now joined by Arnim who had closed his previous gap. A feeder held out a bottle of water for Patrick and asked if he needed it. He flashed a wide smile and promptly asked for a beer instead.

More cycles of sun and blistering cold wind ensued mere minutes apart shortly before Page and Sohm, still leading the race, neared the finish line. Nate Page broke away and soloed to victory. Christopher Pietrzak (Cat 1/2; Porcupine/Specialized) tore up the remaining 200m passing a tired Mike Sohm and took 2nd leaving the former breakaway man with 3rd. Dave Harward charged up to take 4th place and the rest of the field filed past the finish line mostly alone and visibly spent.

The winner of the race, Nate Page is a 24 year-old soon to be Summa Cum Laude graduate of the University of Utah. The fullness of his cheeks and eagerness of his smile reveal the youthful enthusiasm and passion he has to take on the challenges of bike racing. His win is surely only a preview of many more feats to come during the 2008 cycling season.

See results on page 28.

2008 Utah State Championship



June 1: Bountiful Bomber -- Bountiful, Utah

June 21-22: Wolf Mountain Mayhem* -- Eden, Utah

July 5-6: White Pine Pow-Ow* -- Pinedale, Wyoming

July 19-20: Bald Mtn. Challenge* -- Deer Valley, Utah

August 2-3: Pomerelle Pounder -- Pomerelle, Idaho

August 16-17: Flyin' Brian* -- Brian Head, Utah

August 31-September 1: Sundance Showdown* -- Sundance, Utah

* Super-D race too!









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RACE RESULTS



Cholla Challenge 2008, Hurricane (Warner Valley), Utah, April 12, 2008, Intermountain Cup Mountain Bike Racing Series - Race # 2

12 & Under
1. Griffin Park; 0:14:12
2. Benj Bullock; 0:16:12
3. Brent Blackwell; Team Red Rock 0:16:56
4. Cale Pilling; Revolution/Peak Fasteners 0:17:13
5. Makenzie Nielson; Contender Bicycles 0:17:25
6. Braden Nielson; UtahMountainBiking.com 0:17:40
7. Zach Crane; Revolution/Peak Fasteners 0:17:59
8. Jonas Peak; Young Riders 0:18:00
9. Rachel Wedge; Revolution/Peak Fasteners 0:18:16
10. Zachary Peterson; Utah MountainBiking.com 0:18:56

9 & Under
1. Joshua Peterson; UtahMountainBiking.com 0:06:08
2. Shawn Nielsen; UtahMountainBiking.com 0:06:09
3. Thayne Reid; Revolution/Peak Fasteners 0:06:10
4. Cameron Larson; Revolution/Peak Fasteners 0:06:11

5. Joe Pilling; Revolution/Peak Fasteners 0:06:15
6. Hyrum Crane; Revolution/Peak Fasteners 0:07:00
7. Scott Abbott; Revolution/Peak Fasteners 0:07:20
8. Brinley Harr; Law Office of Brad Harr 0:07:28
9. Jonny Wedge; Mad Dog Cycles 0:07:57
10. Jordan Christensen; Team Red Rock 0:08:19

Beg Men 19-29
1. Jared Gibbons; 0:55:57
2. Eric Ellis; UtahMountainBiking.com 0:58:28
3. Ryan Volmar; 1:05:45
4. Andrew Youngkin; UtahMountainBiking.com 1:17:28
5. Joshua Moody; 1:24:50

Beg Men 30-39
1. Derrick Ransom; UtahMountainBiking.com 0:55:16
2. Davud Allen; 1:02:07
3. Brandon McFarland; 1:05:39
4. Jeff Frederick; UtahMountainBiking.com 1:07:17
5. Corbin Young; 1:11:16
6. Keith Manley; 1:22:04
7. Sean Gylj; 1:15:46

Beg Men 40+
1. Jim Jackson; UtahMountainBiking.com 0:54:42
2. Michael MacDonald; 0:54:45
3. Kevin Moffitt; Mad Dog Cycles 0:57:45
4. Brian Wells; 0:59:15
5. Troy Houston; Team Red Rock/Mega Pro 1:04:27
6. Russ Margetts; UtahMountainBiking.com 1:03:45
7. Jason Sparks; UtahMountainBiking.com 1:03:17
8. Steve Barker; 1:12:54
9. Scott Hunsaker; UtahMountainBiking.com 1:32:22

Beginner 13-15
1. Max Herron; Brothers Bikes 1:01:31
2. Kyle Jackson; UtahMountainBiking.com 1:15:58
3. Andrew Moore; Team Red Rock 2:14:23

Beginner 16-18
1. Joseph Moffitt; Mad Dog Cycles 0:58:10
2. David Sneed; 1:22:04
3. Theo Klesan; Team Red Rock/ Mega Pro 1:25:20
4. Kyle Adams; 1:37:00

Beginner Women
1. Robin Lyons; 1:07:10
2. Meri Bruin; UtahMountainBiking.com 1:07:56
3. Sandra Frei; Team Red Rock/Mega Pro 1:13:45
4. Cyndi Frieling; 1:17:08
5. Patty Sorenson; Mad Dog Cycles 1:17:24
6. Ann Rivera; 1:21:57
7. Alesha Cramer; Racers Cycle Service 1:24:57
8. Leisl Harr; Law Office of Brad Harr 1:25:48
9. Sara Walkenhoist; 2:17:02

Women 35+
1. Dot Verbrugge; Mad Dog Cycles 1:03:43
2. Robin Kirker; 1:07:43
3. Jolene Nosack; UtahMountainBiking.com 1:07:46
4. Rhonda G. Hypio; Revolution/Peak Fasteners 1:09:50
5. Lisa Saturnino; Team Sugar/White Pine 1:11:28

6. Tasha Keyes; Racers Cycle Service 1:15:27
7. Kendra Clark; UtahMountainBiking.com 1:23:12
8. Theresa Carr; Revolution/Peak Fasteners 1:24:28
9. Ruth Flanagan; Revolution/Peak Fasteners 1:51:14

Clydesdale
1. Jonathan Rose; Revolution/Peak Fasteners 0:56:59
2. Ben Willits; 0:57:30
3. Greg Johnson; Mad Dog Cycles 0:58:49
4. Aaron (23) Mullins; Taylors Bike Shop 1:01:36
5. Jeff Rose; Revolution/Peak Fasteners 1:02:22
6. Eric Rose; Revolution/Peak Fasteners 1:04:28
7. Russell Meeks; 1:08:11
8. Wade Wyatt; 1:24:34

Exp Men 19-29
1. Ryan Krusemark; Kuhl/Scott 2:30:12
2. Daniel Nelson; Racers Cycle Service 2:30:38
3. Jeremy Thatcher; Allegiant Air 2:30:59
4. Jason Smith; Revolution/Peak Fasteners 2:32:10
5. Brandon Cross; 2:34:00
6. Jon Hansen; Racers Cycles Service 2:38:55
7. Brian(25) Tolbert; Kuhl/Scott 2:41:36
8. Reed Abbott; Mad Dog Cycles 2:46:02
9. Ryan Blaney; Kuhl/Scott 3:07:59

Exp Men 30-39
1. Mark Johansen; Racers Cycle Service 2:28:21
2. Justin Wilson; Revolution/Peak Fasteners 2:29:15
3. Brad Newby; Team Red Rock/ Mega Pro 2:30:31
4. Ryan Ashridge; Revolution/Peak Fasteners 2:30:55
5. Bryan Gillespie; MonaVie/Cannondale 2:31:35
6. Paz Ortiz; Porcupine 2:33:18
7. Scott Wetzel; 2:33:41
8. Brian Jeppson; Cedar Cycle 2:37:16
9. Ammon Pate; 2:38:55
10. Joel Zenger; Racers Cycle Service 2:47:00

Exp Men 40+
1. Fred Porter; Kuhl/Scott 2:30:19
2. Daren Cottle; Porcupine/Specialized Racing 2:31:39
3. Brad Keyes; Racers Cycle Service 2:35:25
4. Bob (10) Saffell; Revolution/Peak Fasteners 2:36:35
5. Karl Vizmg; Mad Dog Cycles 2:42:46
6. Sam Moore; Canyon Bicycles 2:37:44
7. Dave Fassnacht; Porcupine Cycling 2:45:55
8. Mike Cannon; 2:54:32

Expert Women
1. Michelle Hollingsed; Porcupine/Specialized Racing 1:51:19
2. Jenelle Kremer; Revolution/Peak Fasteners 2:04:14
3. Jody Anderson; Revolution/Peak Fasteners 2:04:17
4. Heather Gilbert; Cutthroat Racing 2:04:50

Men 50+
1. Jordan Swenson; 1:40:51
2. Roger Gillespie; MonaVie/Cannondale 1:43:27
3. Kevin Johansen; 1:47:50
4. Larry Tucker; Racers Cycle Service 1:48:36
5. Gary Strabala; NuVision 1:50:46
6. Steve Moss; 1:53:07
7. Jeff Kingsford; 1:53:59
8. Stan Larrabee; UtahMountainBiking.com 1:56:20
9. John VanWagoner; UtahMountainBiking.com 1:56:24
10. Lewis (12) Rollins; Contender Bicycle 1:59:31

Men 57+
1. Dwight Hibdon; Mad Dog Cycles 1:45:40
2. Brad Mullen; Mad Dog Cycles 1:47:53
3. Jim Westenskow; Ogden 1:20:05
4. Gene Poncelet; 2:10:48
5. Doug Cottle; Porcupine 2:11:07
6. Barry Moore; Team Red Rock 2:18:35
7. Steve Holcomber; 3:09:59

Pro Men
1. Chris Holley; Mad Dog Cycles 2:12:37
2. Bart Gillespie; MonaVie/Cannondale 2:15:25
3. Alex Grant; Rocky Mountain Bikes 2:18:02
4. Chris Sutter; NAV Cyng 2:18:12
5. Eric Rasmussen; Porcupine/Specialized Racing 2:22:07
6. Matt Ohran; MonaVie/Cannondale 2:23:55
7. Richard Abbott; Revolution/Peak Fasteners 2:27:46

Pro Women
1. Kara Holley; Mad Dog Cycles 2:46:08
2. Erika Powers; Revolution/Peak Fasteners 2:57:29
Single Speed
1. Von Edwards; Cutthroat Cycles 1:46:08
2. Spike Huismann; Triple T Htg & Cooling 1:46:45
3. Steve Boyd; Jans 1:51:18

4. Lynn Ware Peak; White Pine/ Sugar 2:02:27
Sport Women
1. Gina Rau; 1:54:18
2. Bobby Kirk; 2:01:00
3. Jennifer Kuleski; 2:02:34
4. Catherine Reay; UtahMountainBiking.com 2:08:10

5. Lacy Williams; Zion Cycles 2:10:29
6. Brittany Kener; Mad Dog Cycles 2:13:10
7. Leslie Knowlton Fredette; Uintah Cutthroat 2:17:34
8. Alison Vrem; 2:19:12
9. Jennie Wade; Revolution/Peak Fasteners 2:26:05
10. Whitney Thompson; White Pine Touring 2:30:17

Sport/Expert 13-15
1. Merrick Taylor; Cedar Cycle 1:52:08
2. Justin Griffin; UtahMountainBiking.com 1:56:10
3. Conner Smith; Autoliv 1:59:38
4. Eric Lyons; Autoliv 1:02:04
5. Chandler Harr; Law Office of Brad Harr 1:05:42
Sport/Expert 16-18
1. Tanner Cottle; Porcupine/Specialized 1:44:55
2. Keegan Swenson; Young Riders 1:45:46
3. Logan Phippin; Kuhl/Scott 1:48:02
4. Danny VanWagoner; UtahMountainBiking.com 1:51:39
5. Jed Harr; Law Office of Brad Harr 2:19:06

Spt Men 19-29
1. Ed Leon; Team Red Rock 1:43:50
2. Jon Horenziak; McGhies 1:49:46
3. Kyle Cramer; Racers Cycle Service 1:52:47
4. Ryan Van Wagoner; UtahMountainBiking.com 1:53:15
5. Jason Moir; 1:53:46
6. Jeff Olin; Luv2Bike 1:55:52
7. Garrett Kener; Mad Dog Cycles 1:58:18
8. Tyler Margetts; UtahMountainBiking.com 1:59:15
9. Jeff Sorenson; Mad Dog Cycles 2:27:33
10. John Jec; 2:28:42

Spt Men 30-34
1. Justin Jensen; Revolution/DNA 1:41:21
2. Gary Rock; Team Red Rock 1:43:03
3. Jesse Sorenson; Mad Dog Cycles 1:47:09
4. Danny Christensen; Team Red Rock/Mega Pro 1:48:52
5. Jared Royer; 1:50:36
6. Mike Oblad; Ellsworth/Hyland Cyclery 1:52:27
7. Jason White; 2:00:00
8. Matthew Judd; 2:00:06
9. Jonathan Hall; UtahMountainBiking.com 2:01:57
10. Andrew Hypio; Revolution/Peak Fasteners 2:05:26

Spt Men 35-39
1. Brian Oliver; UtahMountainBiking.com 1:39:46
2. Stephen L. Hales; Revolution/Peak Fasteners 1:46:32
3. Greg Larson; Revolution/Peak Fasteners 1:48:26
6. Steve Moss; 1:53:00
5. Darren Harris; UtahMountainBiking.com 1:52:36
6. Greg Myers; UtahMountainBiking.com 1:53:25
7. Stephan Bergen; UtahMountainBiking.com 1:55:34
8. Warren Worsley; Cole Sport 1:56:55
9. Denmark Jensen; UtahMountainBiking.com 1:57:03
10. Ryan Keating; Revolution/Peak Fasteners 2:01:17

Spt Men 40+
1. Doug Rock; Team Red Rock/Mega Pro 1:42:21
2. Keith K.(19) Payne; Mad Dog Cycles 1:45:43
3. Trent Wignall; Revolution/Peak Fasteners 1:46:38
4. Dave Smith; Team Red Rock/Mega Pro 1:47:57
5. Jay Griffin; UtahMountainBiking.com 1:48:56
6. Jim Harper; Revolution/Peak Fasteners 2:01:09
7. Reed Topham; 1:52:08
8. Vincent Gest; ColVita 1:53:00
9. Brad Sneed; UtahMountainBiking.com 1:56:18
10. Kris Nosack; UtahMountainBiking.com 1:56:52

Cat 4 Male
1. Rob Brasher; Spin Cycle Racing
2. JOHN Thomas; PROCPINE
3. KURT Wolfgang
4. Sean Fessenden
5. Karsten Shumway; Team Inertia
6. NATHAN Timms; SPIN
7. Cortlan Brown; FFKR/Sportsbaseonline.com
8. Joshua Hickman; wright/park city rides
9. MIKE Meldrum; PROCPINE
10. Shane Dunleavy; Ski Utah Cycling Team

Cat 4 Female
1. BREANNE Nalder; Ski Utah Cycling Team
2. JAMIE Carter; Ski Utah Cycling Team
3. MELANIE Helm; INTERMOUNTAIN FINANCIAL
4. Shanna Matheson; Ski Utah Cycling Team
5. Kris Vincent; Ski Utah Cycling Team
6. Kara Harris; Ski Utah Cycling
7. Jennie Wade; Revolution
8. APRIL Jones; KENDATIVE
Cat 5-Citizens Male
1. REED Mycoff; SAMBUCCA CONTENDER

Junior 10-12 Male
1. Samuel Allen; Canyon Bicycle Draper
Junior 13-14 Male
1. Tanner Allen; Canyon Bicycle Draper
2. Andrew Penman; Biker's Edge
Junior 15-18 Male
1. Chase Pinkham; Ski Utah Cycling Team
2. Tanner Cottle; Porcupine / Specialized Racing
3. Aaron Zwiebel
Junior 10-18 Female
1. Jenna Gardner; PCIM
Pro 1-2 Male
1. Justin Rose; Team Bobs-Bicycles.com
2. Calvin Allan; Team Bobs-Bicycles.com
3. Matt Weyen; Team Bobs-Bicycles.com
4. RYAN Barrett; Park City Jeep - Goble Knee Cl
5. SAM Krieg; Park City Jeep - Goble Knee Cl
6. MARK Skarpoth; CANYON BICYCLES SLC
7. Robert Lofgran; Porcupine/Specialized Racing
8. BEN D'huist; Park City Jeep - Goble Knee Cl
9. Eric Jeppson; Biker's Edge/Destination Homes
10. Steven Parker; I.C.E.
Cat 1-2-3 Female
1. Kirsten Kotval; PCIM
2. Denise Antacle; PCIM
3. Tiffany Pezzulo; Team Ivory Homes
4. Rachel Gieslewicz; MONAVIEW/CANNONDALE
5. Sonia Maxfield; Porcupine / Specialized Racing
6. Chantel Thackeray; PCIM
Cat 3 Male
1. Brian Boudreau; DARE
2. Todd Taft; Ski Utah Cycling Team
3. Jason Asay; TAHITIAN NONI
4. NICK Endahl; RMCC/CYCLESPO
5. Connor O'leary; FFKR Architects' Sportsbaseonl
6. Nathan Armin; FFKR/SBO P/B TOUR OF UTAH
7. Chase Pinkham; Ski Utah Cycling Team
8. robert MCGovern; ICE/ROBS RIDE ON BIKE&SNOW
9. Sean Hoover; Canyon Cycle Draper
10. KRIS Arnett; SKI UTAH
Masters 35+ Male
1. Andre Gonzalez; CANYON BICYCLES
2. John Mckone; X-MEN
3. Jesse Sorenson; CANYON BICYCLES
4. Scott Allen; Canyon Bicycles
5. Jon Gallagher; Cole Sport
6. Mitch Mcbeth; Porcupine/Specialized Racing
7. Steve Warsock; Porcupine/Specialized Racing
7. Jason White; Canyon Bicycles
9. Jonathan Gardner; Canyon Bicycles
10. Daren Cottle; Porcupine/Specialized Racing
Masters 45+ Male
1. Donald Armstrong; PAUL TRACY.COM
2. Jeff Clawson; Canyon Bicycles
3. LOUIS Riel; CANYON BICYCLES
4. MARK Zimbelman; BOUNTIFUL MAZDA
5. Jeff Ure; Bountiful Mazda Cycling Team
6. Gary Gardiner; Bountiful Mazda
4. Dan Broadbent; Mi Duole
8. Gary Porter; Bountiful Mazda Cycling Team
9. Darrell Davis; Contender Bicycles
10. Michael MacDonald; Bountiful Mazda
Masters 55+ Male
1. Shannon Storrud; Porcupine Cycling
2. Phil Pattison; Team INERTIA
3. Henry Ebell; Canyon Bicycles of Salt Lake
Masters 35+ Female
1. MARGARET Douglass; SKI UTAH
2. NANCY Alkaces; SKI UTAH
Cat 4 Male
1. Doug Rock; Team Red Rock/Mega Pro 1:42:21
2. Keith K.(19) Payne; Mad Dog Cycles 1:45:43
3. Trent Wignall; Revolution/Peak Fasteners 1:46:38
4. Dave Smith; Team Red Rock/Mega Pro 1:47:57
5. Jay Griffin; UtahMountainBiking.com 1:48:56
6. Jim Harper; Revolution/Peak Fasteners 2:01:09
7. Reed Topham; 1:52:08
8. Vincent Gest; ColVita 1:53:00
9. Brad Sneed; UtahMountainBiking.com 1:56:18
10. Kris Nosack; UtahMountainBiking.com 1:56:52

Triple Valley Stage Race, UCASeries, Tooele Road Race, Salt Lake Valley TT (Herriman), Tooele Valley Circuit Race, April 12 - 13, 2008
STAGE 1 (Tooele Road Race)
Pro 1/2
1. Dave Harward; Porcupine-speid 3:12:27 (26)
2. Bryson Perry; American R.a.d.d. 3:12:27 (13)
3. Ryan Barrett; Park City Jeep 3:12:27 (7)
Womens 1/2/3
1. Tiffany Pezzulo; Team Ivory Home 2:25:18 (30)
2. Kelsey Withrow; Pcm 2:25:18 (19)
3. Kirsten Kotval; Pcm 2:26:45 (10)
Men Masters 45+
1. Gary Swain; Sbr Sports 2:10:09 (20)
2. John Mckone; Team Northwave 2:10:09 (13)
3. Donald Armstrong; Paultracy.com 2:10:09 (7)
Men Masters 35+
1. Aaron Rennert; Spin Cycle Rac 2:12:21 (20)
2. John Thomas; Porcupine 2:12:21
3. Nate Timms; Spin Racing Tea 2:12:21 (7)
Men Cats
1. Courtney Wood 1:41:12 (20)
2. Clark Stokes 1:41:12 (13)
3. Peter Emery; Guthrie Bike 1:41:12 (7)
Men Masters 55+
1. Shannon Storrud; Porcupine 2:10:09 (20)
2. William Webster; Lander Cycling 2:31:31 (13)
3. Lee Bourne; Contender 2:44:10 (7)
Womens Cat4
1. Lindsay Zizumbo 1:56:53 (20)
1. Jillian Gardner; Canyon Bicycles 1:56:53 (13)
2. Breanne Nalder; Ski Utah Cycling 1:56:53 (7)
Junior Women
1. Jenna Gardner; Pcm 0:39:35
Junior Men
1. Bruce Hoffman; American Radd 2:05:56
2. Eijai Oxford; Montana Junior 2:06:11
3. Wyatt Hatch; Montana Junior 2:06:42
Mans 35+ Women
1. Margaret Douglass; Ski Utah Cycling 1:56:53
2. Michelle King; Paultracy.com 1:56:53
STAGE 2 (Salt Lake Valley TT)
Pro 1/2
1. Sam Krieg; Park City Jeep 0:16:55
2. Thomas Kneuen; Spin Cycle R.a.d.d. 0:16:55
3. Taylor Nelson; American R.a.d.d. 0:17:05
Womens 1/2/3
1. Tiffany Pezzulo; Team Ivory Home 0:20:00
2. Nisie Antacle; Pcm 0:20:04
3. Laura Howat; Ski Utah Cycling 0:20:12
Men Masters 45+
1. Mark Schaefer; Paultracy.com 0:17:32
2. Jeff Clawson; Canyon Bicycles 0:17:35
3. John Mckone; Team Northwave 0:17:37
Men Cats
1. Aaron Olsen; Ffkr-sbo P-b to 0:17:01
2. Kevin Shepherd; Mi Duole
3. Elliott Smith; Team Inertia 0:17:27
Men Masters 35+
1. Andre Gonzalez; Canyon Cycles 0:17:39
2. Scott Allen; Canyon Bicycles 0:17:42
3. Bruce Bilodeau; Canyon Bicycles 0:17:55
Men Cat4
1. Ken Webster; Spin Racing 0:17:48
2. Aaron Rennert; Spin Cycle Raci 0:17:56
3. Michael Kaeske; Bi Cycling Magaz 0:18:00
Men Cats
1. Brett Wilking; Porcupine Cydi 0:18:26
2. Courtney Wood 0:19:06
3. Chad Burt; Porcupine-canyo 0:19:16
Men Masters 55+
1. Shannon Storrud; Porcupine 0:20:57
2. William Webster; Lander Cycling 0:22:07
3. Chip Williams; Lander Cycling 0:22:46
Womens Cat4
1. Jillian Gardner; Canyon Bicycles 0:21:27
2. Breanne Nalder; Ski Utah Cycling 0:22:02
3. Alison Frye; Ski Utah Cycling 0:22:04
Junior Women
1. Jenna Gardner; Pcm 0:30:05
Junior Men
1. Eijai Oxford; Montana Junior 0:22:53
2. James Page Jr; Montana Junior 0:23:30
3. Clayton O'leary; Montana Junior 0:23:46
Master 35+ Women
1. Michelle King; Paultracy.com 0:22:07
2. Margaret Douglass; Ski Utah Cycling 0:23:55
STAGE 3 (Tooele Circuit Race)
Pro 1/2
1. Patrick Fasse; Ski Utah Cycling 1:33:40 (26)
2. Ryan Barrett; Park City Jeep 1:33:40 (23)
3. Ross

2. Kevin Wilde; Porcupine / Specialized Racing
3. ALEX Obbard; SPIN CYCLE RACING
4. Jeffrey Johnson; BD Medical
5. ALLAN Johnson; BOUNTIFUL MOTORS
6. Mark Pasternak; Contender
7. Daniel Stites
8. MARK Nielson; REVOLUTION-PEAK FASTENERS
9. dave Benson; epo
10. RYAN Woolston; PORCUPINE CYCLING

8. Shawn Jordan 3:12:40
9. Walter Kruesi; Porcupine Cydi 3:13:06
10. Nate Sorenson; Highlander Bike 3:13:07
Mens Masters 55+
1. Shannon Storrud; Porcupine 3:30:29
2. William Webster; Lander Cycling 3:55:54
3. Chip Williams; Lander Cycling 4:13:29
4. Lee Bourne; Contender 4:16:22
5. Henry Ebell; Canyon Bicycles 4:29:35
Womens Cat4
1. Alison Frye; Ski Utah Cycling 3:24:17
2. Jamie Carter; Ski Utah Cycling 3:25:23
4. Breanne Nalder; Ski Utah Cycling 3:25:32
2. Jillian Gardner; Canyon Bicycles 3:24:58
5. Lindsay Zizumbo 3:28:12
6. Shanna Matheson; Ski Utah Cycling 3:34:47
7. Brandi Hoffman; Ski Utah Cycling 3:36:27
Junior Women
1. Jenna Gardner; Pcm 2:12:35
Junior Men
1. Eijai Oxford; Montana Junior 3:27:08
2. Wyatt Hatch; Montana Junior 3:28:40
3. Clayton O'leary; Montana Junior 3:29:13
4. James Pope Jr; Montana Junior 3:38:08
5. Matthew Capozzoli; Montana Junior 3:39:06
6. Conor O'leary; Montana Junior 3:46:56
7. Grey Osment; Montana Junior 3:55:23
8. Bruce Hoffman; American Radd
9. Julian Fowkes
10. Dana Hoffman; Ogden One
Master 35+ Women
1. Michelle King; Paultracy.com 3:25:51
2. Margaret Douglass; Ski Utah Cycling 3:37:48

Tax Day Circuit Race, Pocatello, Idaho, April 19, 2008
Cat 1/2/3
1. Nate Page; Contender Bicycles 2:52:37
2. Christopher Pietrzak; Porcupine/Specialized Racing 2:52:37
3. Mike Sohni; Porcupine/Specialized Racing 2:52:37
4. Dave Harward; Porcupine/Specialized Racing 2:52:37
5. Ross Berger 5:03:17
6. Ryan Barrett; Park City Jeep 5:03:18
7. Eric Jeppson; Bikers Edge-des 5:03:22
8. Brad Gehrig; Salt Lake Cycli 5:03:23
9. Brent Cannon; Contender Bicyc 5:03:27
10. John McDaniel; Ffkr-sbo P-b to 5:03:28
8. Ira Tibbitts; Park City Jeep 5:03:38
9. Patrick Fasse; Ski Utah Cycling 5:03:38
10. Braden Bingham; Team Rio Grande 5:03:39
Womens 1/2/3
1. Kelsey Withrow; Pcm 3:47:02
2. Tiffany Pezzulo; Team Ivory Home 3:47:37
3. Chantel Thackeray; Pcm 3:49:14
4. Kirsten Kotval; Pcm 3:49:39
5. Nisie Antacle; Pcm 3:50:13
6. Laura Howat; Ski Utah Cycling 3:50:26
7. Sandy Hyra; Squadra Velocit 3:51:36
8. Kelly Crawford; Bountiful Mazda 3:51:50
9. Karen Appleby-kr; Bountiful Mazda 3:52:41
Men Masters 45+
1. John Mckone; Team Northwave 3:20:50
2. Mark Schaefer; Paultracy.com 3:21:04
3. Jeff Clawson; Canyon Bicycles 3:21:14
4. Jamie Longe; Canyon Bicycles 3:21:43
5. Gary Porter; Bountiful Mazda 3:21:47
6. Jerald Hunsaker; Bountiful Mazda 3:21:50
7. Gary Swain; Sbr Sports 3:22:05
8. David Ryan; Fitzgerald's Bi 3:22:09
9. Kirk Cowley; Ffkr-sbo P-b to 3:22:12
10. Donald Armstrong; Paultracy.com 3:22:17
Men Masters 35+
1. Nate Armin; Ffkr-sbo P-b to 4:41:30
2. Chase Pinkham; Ski Utah Cycling 4:41:32
3. Jon Schofield; Biker's Edge - 4:41:59
4. Connor O'leary; Velosport Racin 4:42:15
5. Herron Kennedy; Cu Cycling 4:42:20
6. Brian Boudreau; Dare 4:42:27
7. Gary Swain; Sbr Sports 4:43:01
8. Jared Inouye; Biker's Edge 4:43:07
9. Jason Madsen; Kaladi-subway 4:43:08
10. Sean Hoover; Canyon Cycle Dr 4:43:34
Mens Masters 35+
1. Andre Gonzalez; Canyon Cycles 4:09:32
2. Scott Allen; Canyon Bicycles 4:09:35
3. Bruce Bilodeau; Canyon Bicycles 4:10:33
4. Mike Hanseen; Salt Lake Cycli 4:11:45
5. Mark Larsen 4:12:05
6. Mark Miller; Canyon Bicycles 4:15:09
7. Charles Schuster 4:17:35
8. Greg Deyle; Porcupine Cydi 4:17:37
9. Jonathan Gardner; Canyon Bicycles 4:20:08
Men Cats
1. Aaron Rennert; Spin Cycle Raci 3:31:59
2. Michael Kaeske; Bi Cycling Magaz 3:32:43
3. Darin Wilson; Spin Cycle Raci 3:32:59
4. Erik Harrington; Rocky Mountain 3:33:00
5. Alan Stettler; American Radd 3:33:08
6. Shawn Hanka; Bi Cycling Magaz 3:33:20
7. Rob Brasher; Spin Cycle Raci 3:33:22
8. Dustin Thiel; Porcupine 3:33:26
9. Karsten Shumway; Team Inertia 3:33:26
10. Sam Todd; Porcupine Cydi 3:33:32
Men Cats
1. Brett Wilking; Porcupine Cydi 3:10:59
2. Courtney Wood 3:11:12
3. Chad Burt; Porcupine-canyo 3:12:02
4. Sean Jeppson 3:12:05
5. Matthew Anderson 3:12:15
6. Peter Emery; Guthrie Bike 3:12:16
7. Mart Rosello; Porcupine-canyo 3:12:29

Hell of the North, UCA Series, Salt Lake City, Utah, April 5, 2008

Mountain Bike Racing

Road Racing

Hell of the North, UCA Series, Salt Lake City, Utah, April 5, 2008

Mountain Bike Racing

Road Racing

Hell of the North, UCA Series, Salt Lake City, Utah, April 5, 2008

Mountain Bike Racing

Road Racing

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May 31st, 2008

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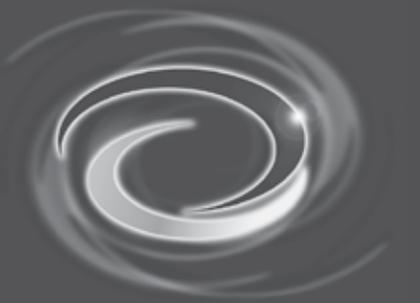
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- 7. Kelly Dailey; Bountiful Mazda 2:20:47
 - 8. Chantel Thackeray; PCIM 2:20:47
 - 9. Jamie Leake; The Fan Cycling 2:26:15
- Cat 4**
- 1. Jamie Carter; Ski Utah Cycling Team 1:31:22
 - 2. Breanne Nalder; Ski Utah Cycling Team 1:31:23
 - 3. Jillian Gardner; Canyon Bicycles 1:34:01
 - 4. Anna Dingman; Team Delphine 1:34:40
 - 5. Diane Evans; Bountiful Mazda 1:34:43
 - 6. Dina Mishev; Fitzgerald's Bikes 1:34:46
 - 7. Anna Podgorney; ICE/Rocky Mountain Surgery 1:35:11
 - 8. Andrea Richardson; ICE/Rocky Mountain Surgery 1:36:48
 - 9. Brandi Gorden; Ski Utah Cycling Team 1:38:19
 - 10. Kris Vincent; Ski Utah Cycling Team 1:44:42
- Junior**
- 1. Jenna Gardner; PCIM 1:03:59

East Canyon Road Race, UCA Series, East Canyon Resort, Utah, April 26, 2008

- Class 1/2**
- 1. David Harward
 - 2. Chris Pietrzak
 - 3. Craig Kidd
 - 4. Cameron Hoffman
 - 5. John McDaniel
 - 6. Todd Hageman
 - 7. Eric Jeppsen
 - 8. Ben D'Hulst
 - 9. Alex Rock
 - 10. Nate Page
- Class 3**
- 1. Billy Demong
 - 2. Nathan Miller
 - 3. Chase Pinkham
 - 4. Curt Doman
 - 5. Aaron Olsen
 - 6. Elliot Smith
 - 7. Tanner Putt
 - 8. Robert McGovern
 - 9. Jon Schofield
 - 10. Josh Carter

- Class 4**
- 1. Joshua Hickman
 - 2. Rob Brasher
 - 3. David Welsh
 - 4. Dustin Thiel
 - 5. Taylor Foss
 - 6. Nate Timms
 - 7. Seth Bradley
 - 8. Colby Tanner
 - 9. Cortlan Brown
 - 10. Ryan Weststenskow

- Class 5: Group 1**
- 1. alex Obbard
 - 2. cad Burt
 - 3. casey Marker
 - 4. lance Lindberg
 - 5. jeffrey Johnson
 - 6. rex Shupe
 - 7. russell Thompson
 - 8. todd Cressner
 - 9. alan Griffey
 - 10. jeff Caldwell

- Class 5: Group 2**
- 1. todd Hamblin
 - 2. nyan Lemone
 - 3. mark Kimble
 - 4. eric Martin
 - 5. jim White
 - 6. steve Schooveer
 - 7. jacob Hamvlin
 - 8. eric Moody
 - 9. dave Kamsay
 - 10. derryll Spencer

- Class 35**
- 1. John Mckone

IMBA Trail School and Trail Work to Take Place in Emigration Canyon

On the weekend of May 30th through June 1st the International Mountain Biking Association (IMBA) will be dispatching a Trail Care Crew team to Salt Lake City to conduct a trail building school and trail work in Killyon Canyon, one of the higher drainages in upper Emigration Canyon. Friends of Emigration Canyon Trails & Open Space is hosting the event and invites trail users of all types to participate in this informative and fun-filled event. The IMBA crew will conduct an afternoon classroom session on Friday, May 30th, followed by two days of trail building and rehabilitation on site.

The Killyon Canyon Trail, once a popular route for mountain bikers making a loop from Little Mountain Pass, has fallen into disuse over the last few years due to severe ongoing erosion. Never formally constructed or maintained, and existing on a patchwork of private, Forest Service, and Salt Lake City Watershed property, the Killyon Canyon Trail came to life as a sheep trail that simply followed the drainage bottom. Lack of design features and maintenance has meant the slow disintegration of this trail over time.

During a previous IMBA Trail Care Crew visit two years ago some rerouting and rehabilitation of the Killyon Canyon Trail took place on private property. That property owner graciously allowed IMBA staff and volunteers to reroute the trail out of the drainage bottom where it was collapsing into the stream, and move it up onto the adjacent slope. This year we will likely be moving more trail out of the drainage bottom and rehabilitating some sections of trail. All sections of trail slated for work this year are on Salt Lake City Watershed property. Although final approvals have not yet been granted Salt Lake City Watershed has shown a real interest in improving existing trails on their property in the past and is committed to stemming erosion caused by trails and the resulting impacts that erosion has on stream life and landscapes.

This is a great opportunity to learn what it takes to care for trails and become a better, more informed trail advocate. There is no charge to participate in this event and you can register by going to <http://go.imba.com/slc>. Attendees are encouraged to attend both the class room session and the onsite clinic and trail work. You can also contact Sarah at Friends of Emigration Canyon Trails & Open Space for more information. Her email address is sarah8144@msn.com.

-Sarah Bennett

- 2. David Sharp
 - 3. Scott Allen
 - 4. Mike Hanseen
 - 5. Al Threster
 - 6. John Dainton
 - 7. Aaron Jordin
 - 8. Gary Porter
 - 9. Rob Sorenson
 - 10. James Ferguson
- Class 45**
- 1. Mark Schaefer
 - 2. Mark Zimbelman
 - 3. Jeff Clawson
 - 4. Jamie Longe
 - 5. Donald Armstrong
 - 6. Dave Ryan
 - 7. Clyde Done
 - 8. Stephan Waspacki
 - 9. Gary Gardiner
 - 10. Louis Riel
- Class 55**
- 1. Daniel Moser
 - 2. Mark Bates
 - 3. Brad Rich

- 4. Jim Gilland
 - 5. Phillip Pattison
- Juniors**
- 1. Jedd Cox
 - 2. Keith Powell
 - 3. Julian Taylor
 - 4. Matt Taylor
 - 5. Dallen Broalbeat
 - 6. Dana Hoffman
 - 7. Brody Thresher
 - 8. Darnyn Chipman
- Female Class 1/2**
- 1. Laura Patten
 - 2. Nisie Antacle
 - 3. Laura Howat
 - 4. Kelly Crawford
 - 5. Jamie Leake
 - 6. Chantel Thackeray
 - 7. Lori Frandsen
 - 8. Sonia Maxfield
- Female Class 4**
- 1. Alisha Welsh

- 2. Alison Frye
 - 3. Jamie Carter
 - 4. Breanne Nalder
 - 5. Mary Wilcox
 - 6. Lisa White
 - 7. Brandi Gorden
 - 8. Lisa Fitzgerald
 - 9. Kelly Powers
 - 10. Kara Harris
- Female Class 35**
- 1. Sheri Dunleavy
 - 2. Nancy Alcabes

2008 National Mountain Bike Series Finals Relocates to Brian Head

GRANTSVILLE, Utah (April 30, 2008) –Brian Head, Utah, will host the National Mountain Bike Series Finals Presented by Trek VW, on August 30 and September 1, after Tamarack Resort, Idaho, had to remove itself from the schedule.

"I am really delighted that we have been able to resolve this crisis so quickly and cleanly. We've only crossed one state line, and we don't even have to change our date," said series director Jeff Frost, of event management company Blue Wolf. "And it is great to be returning to Brian Head. We were very impressed with this venue when holding a series round there two years ago."

Traci Brown, director of the mountain bike park at Brian Head, said: "We are very excited to have the NMBS back, not only from the sporting side, but also it's so great to have America's top mountain bike pros come play in our back yard. What better opportunity to showcase the caliber of our venue?"

Events scheduled for the National Mountain Bike Series Finals Presented by Trek VW include: Cross Country, Short Track, Dual Slalom, Downhill, Super D, and Marathon.

Started in 1991, Brian Head Mountain Bike Park rises from a base elevation of 9600 feet and rises to 11,000 feet. 40 miles of single-track trails are maintained within the park boundary, and there is easy access to Forest Service trails beyond. A chair lift serves the downhill trails, and the gravity riders will benefit from a second pro/expert level downhill course 'Lil' Gritty' that was tested in the 2007 Utah Downhill Series. In addition to the cross-country and downhill trails, the park features terrain parks that include jumps, dips, ladders and wooden elements.

The 2008 National Mountain Bike Series (NMBS) comprises six rounds and is the premier mountain bike racing series in the United States. For more information and to see the complete 2008 NMBS calendar, visit www.mtbnationals.com.

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TOURING

Cuba is a Bicycle Touring Paradise



Above: Ashley Patterson rolling past the "mogotes" in Pinar Del Rio that have stellar (but illegal) rock climbing.

Right: Che - Always Free.

Story and Photos by Tom Diegel

Our trip to Cuba started with the potential of a trip to Panama. I was intrigued by the concept of paddling some of the rivers in Panama and possibly combining that with a bike trip there, so I visited the library to pick up one of the Panama guides. As it turns out, the Cuba guidebook was right next to it and it piqued my interest. While I had known of some old friends who had visited there and I had seen and liked the Buena Vista Social Club, it hadn't occurred to me to try an adventure in such an unknown place. But a quick glance looked intriguing so I picked up the book and brought it home.

Each country's Rough Guide/

Lonely Planet/Let's Go guidebooks have a small section on "bicycle touring". The Rough Guide to Panama said that there were very few roads, but at least they had a lot of traffic. That didn't sound that appealing, so I looked for the same section in the Cuba book. It said something to the effect of: "Cuba is a bicycle tourer's paradise. 50 years of US embargo has rendered a society that doesn't have a lot of cars, but has an amazing network of beautiful, small roads". Now we were talking. Then I went to the US State Department's official website on Cuba, where it stated in no uncertain terms that Cuba was a communist/terrorist state where any interaction with Cuban people was likely to be encouraging subversive action against the US, and we were likely to be under secret surveil-

lance at all times. This sealed the deal: we knew that Fidel Castro was an aging charismatic dictator in fatigues whose cigar-chomping, epic speeches, and 50 years of thumbing his nose at US presidents had resulted in a uniquely-suppressed society, but we also knew that the Cuban people were not terrorists in training and would likely greet cyclists with open arms. And for our own country to deny us the freedom to travel to this fascinating country in the efforts of preserving our own freedom; well, we felt compelled to go.

A couple of other things helped us along in our decision making; a book was published last year titled "The Handsomest Man In Cuba" (reviewed in the Fall 2007 Cycling Utah) and another book simply called "Bicycling Cuba". The former is an entertaining account of an Aussie woman who spent several months cycling solo all over the island, and the latter is a guidebook written by a Vermont-based 'boomer couple that has good routes and suggestions for lodging. We did have to learn a bit about how to actually get to Cuba; contrary to popular opinion, travel to Cuba is actually legal for Americans who aren't on an officially-sponsored trip, it's just illegal to spend money there! But even though no US-based airlines fly to Cuba, with a little bit of research and the knowledge that our neighboring countries have many flights to Havana per day, it's not difficult to find your way there.

Cuba is a 700 mile long island with a wide variety of topography to satisfy any level of cyclist. There are three significant mountainous areas; the Oriente in the Far East, the South/Central Mountains, and - for a couple of hundred miles



West of Havana, Pinar Del Rio. We chose the latter for its ease of access from Havana, wide variety of both beaches and mountains, and reputation for great beauty and stellar roads. In addition, despite the fact that Havana is home to over 2 million people, the density of the city and the relatively low volume of cars made it easy to ride right out of the center of town without having to take any additional transportation, so after a couple of days of walking around Havana sightseeing (and listening to bands play the BV Social Club soundtrack for cheesy gringos sipping mojitos) we headed for the countryside.

One of the best aspects of cycling in Cuba is the lodging. After the fall of the Soviet Union Cuba spent most of the '90s in what they call the "Special Period", which apparently is a wry euphemism for "severe economic depression". Without the Soviets' consistent demand for sugar, the economy - already ailing from years of the US embargo - was devastated. As part of the rebuilding effort, Castro's government recognized the value of tourism and therefore allowed the inception of "Casa Particulares"; basically, Bed and Breakfasts where individual homeowners simply rented out spare rooms in their

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homes to foreigners. This enables travelers a great opportunity to meet the ultra-friendly Cubans and eat their excellent home-cooked food virtually every night instead of staying at the noisy, infrequent, and somewhat dingy (and expensive) state-run hotels. Whenever we rolled into a new village or town, we would get asked (but not harassed) by people who would take us to an available Casa. We soon realized that the Casa owners had to pay these "agents" a finder's fee, and therefore realized that collecting the Casa owner's business cards and exchanging them with other travelers enabled the Casa owners to keep more of the money from our stay, which we felt was important because the government licensing fees for the Casas are expensive and are required year-round, despite the fact that the tourist season only lasts from November to April (too hot in the Summer and too much rain in the Fall).

Once out on the roads in Pinar Del Rio we realized that our romantic visions of beautiful roads snaking through lush tropics with almost no traffic was indeed a reality. While what little motorized traffic there was consisted mostly of big stinky trucks (full of people; major-league carpooling is a way of life in Cuba) and pre-1959 American cars (that were indicative of how far we've come in terms of emission controls since then) the vast majority of "traffic" was horse-drawn buggies, 20 year-old Soviet bicycles, and pedestrians. As we moved between the mountains and the sea, varying our hilly days and flat days (and avoiding severe headwinds by going with West with the prevailing winds near the ocean and rolling through the low but steep limestone mountains in the center) there were days where we'd see only about one vehicle per hour. And while we weren't sure if it was due to the lack of surface-abusing traffic or civic pride in what roads were there, generally the road conditions were excellent with only a little gravel only in the most remote locations.

As we got closer to towns the traffic would increase, but towns also represented another important

aspect of post-Soviet Cuba that we took advantage of: the concept of "Organoponicos". Recognizing the agricultural value of copious rain and sun, their 100-year reliance on sugar, tobacco, and rum as "staples", and the resulting fact that many Cubans were malnourished during the Special Period, the Castro government mandated that towns create their own community gardens, which became very successful. We were amazed to see copious quantities of leafy greens (that we thought did well in more temperate climates) growing right next to banana orchards and orange trees, and these generally supplied the Casas where we stayed with their produce. As with many Latin countries, however, meat (of all types) was king, and many of the meals were pretty meat-based (with one memorable night in a small coastal fishing village where our gracious hostess served up literally several pounds of "langosta", or lobster). Much of our daily caloric intake came from what we were calling "power bananas"; these small but super-stout, filling, and incredible-tasting bananas seemed to last well in a handlebar bag and cost about 2 cents apiece. And of course, no trip to Cuba is complete without delving into the important tobacco culture; our one off-the-bike day was taken as a hike to a local plantation where the owner showed us how Cuba's famous cigar tobacco is seeded, planted, replanted, harvested, and dried to make the "world's finest" cigars. Being neophyte smokers, we gave it a try and - despite having previous aversions to cigar smoke - the vanilla, honey, and lemon-dipped cigars that he gave us were surprisingly tasty once we learned not to inhale deeply.

Among the many interesting things we experienced in Cuba; a guy alongside the road in the middle of nowhere selling pieces of cake, a guy with a B.O.B.-like trailer that he towed behind his body as he ran 100 km every weekend (including midday siestas of painting images of Che Guevara), the cave where Che spent the days of Cuba's successful repudiation of the US's Bay of Pigs invasion, seeing the crazy juxtaposition of Canadian-filled beach resort hotels against a backdrop of an entire population that earns not much more than a dollar per day, a kid riding a Cervelo road bike with clipless pedals and a ragged old pro jersey (who is now sporting a pair of shorts I gave him), the owner of a small coffee plantation on a dead-end road with an impeccably-swept floor - of dirt, and a town's primary fruit seller that literally had pigs and chickens raging through his house.

Cuban society is an amazing place of contradictions that provided hours of conversation fodder as we

pedaled side-by-side on the rolling, deserted roads: the people are basically not allowed to leave the island, are issued food rations, and are incredibly limited economically, yet we have never seen a society that - at least to these gringos - seemed to be so full of friendly people, had

little or no homelessness, drug use, alcoholism, or overpopulation as well as having 100% literacy. And despite 50 years of neglect by its next-door neighbor, they not only had no animosity towards the US or Americans, they were very excited that we were there. With the inevi-

table demise of the Castro regime, change in Cuban society is bound to happen (just in the past few weeks Cubans are now allowed to enter the nicer "tourist-only" hotels and cell phones have just become approved for use), and - as bike tourists - it was difficult to decide if changing Cuban society to reflect more US-centric ideals and economics would/will be a good thing or not for the people.

In any case, as it currently stands, Cuba is a country that is not only has had a profound effect on the US over the past 50 years but is also bicyclist's paradise, and visiting there before the effects of possibly-inevitable Americanization is a fascinating experience in a unique culture.

More photos can be seen here: <http://tinyurl.com/6b8lr7>

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