

VOLUME 20 NUMBER 6

FREE

AUGUST 2012

**CYCLING MAGAZINE**  
**MOUNTAIN WEST**

# *cycling utah*

**2012 UTAH, IDAHO,  
& WESTERN EVENT  
CALENDAR  
INSIDE!**

**TOUR OF  
UTAH  
PREVIEW  
AND  
COURSE  
MAPS  
INSIDE!!**

**OUR 20TH  
YEAR!**

**DIRT  
PAVEMENT  
ADVOCACY  
RACING  
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TRIATHLON  
COMMUTING**



## SPEAKING OF SPOKES

## Le Tour and More

By David Ward

I have just emerged from a Tour de France fog. Every July, I change my internet home page from [velonews.com](http://velonews.com) to avoid seeing who won that day's stage, warn all to avoid spilling the news and come home in the evening just to stay up late watching that day's contest. By the time I do that over three weeks, I am sleep-deprived, my head swimming with sprints, climbs and breakaways, and battling withdrawal. Yes, I am a Tour junkie.

With the Tour finish a week old, it is time to reflect on this year's action. First, Team Sky was impressive. Despite Vincenzo Nibali's repeated promises and, indeed, attempts, along with a few feeble efforts by Cadel Evans and Jurgen Van Den Broeck, to attack and break Team Sky's stranglehold on all the favorites, this team methodically crushed all these efforts.

As impressive as Team Sky was, Bradley Wiggins was somewhat disappointing. Disregarding some of the most unattractive sideburns I have seen, I kept waiting for him to stamp his authority on the Tour on at least one of the tough mountain stages. Those are the champions you really remember. It never happened. Rather, he was overshadowed by his own teammate, Chris Froome.

That being said, he had no match on the two time trials, not even close. It seemed even Wiggins himself recognized he needed an overwhelm-

ing performance to resurrect himself from a theretofore underwhelming performance. His fist pump at the end of the final time trial when he demolished all others said it all. Nevertheless, without his overpowering team, I don't think Wiggins would have won.

Meanwhile, the fan favorite, Cadel Evans was never a factor. It seemed evident right from the prologue that he was not on his best form. I kept hoping he would race into good form before reaching the mountains, but instead he just got shelled off the back.

This Tour's revelation, sort of, was Peter Sagan. While he had already made quite a splash, and shown himself impressive at the Amgen Tour, he had not yet really made a name for himself in the major European races. He certainly wasted no time rectifying that by winning the first stage, and following that up with victories on stages 3 and 6. Along the way, he crushed the competition for the green sprint jersey. On top of that, he was enjoyable and quite likable.

For us Americans, Montana native T. J. Van Garderen did us proud. He raced away with the white jersey for the best young (age 23 or under) rider and eventually replaced Evans as BMC's team leader. It is nice to have a new American hope.

In truth, the most compelling jersey competition was the polka dot mountain jersey. The impetuous and beloved French rider, Thomas Voeckler, took this jersey with an impressive tour de force on the pen-

ultimate mountain stage and secured it on the final mountain stage. His facial expressions while attacking are comic and, by themselves, worth an award.

One of the greatest things about the Tour is that, even if the overall winners of the yellow and other jerseys are often determined well before the final stage, each individual stage, though influenced by the tussles for the overall jerseys, is a separate race and exciting to watch. It is three weeks of the finest bicycle racing one can watch, with each stage providing its own intrigue and exciting finish. Watching FDJ directeur sportif Marc Madiot encourage, cajole, and cheer Thibaud Pinot as he won stage 8 is one my enduring memories from this Tour.

Well, there is much more I could go on about. As always, even if some parts of the Tour were less than compelling, each day's racing was exciting. And with all its various facets, there was always something to be excited about.

The Tour is a great event. I love this race.

\*\*\*\*\*

While withdrawal is usually immediate, this year's pain was softened by the Olympics which began one week after the end of the Tour. The road race was the first event of the Olympics and, given the dominance of Team Sky during the Tour and the nature of the course, Mark Cavendish was quickly tabbed as the man whose race it was to lose.

Indeed, the hype became so overwhelming that his victory almost seemed a foregone conclusion. Unfortunately, it was the type of hype that often precedes failure. Bad luck. And in the days before the race, a strategy seemed to be developing among the other teams to try and shed the sprinters, particularly Cavendish, during the nine climbs of Box Hill. As I considered this, it seemed to me very possible that this strategy might very well work.

And as we all know, it did. Frankly, I like Cavendish, and I would have liked it if he won. But the

hype became tiresome, and finally foreboding. So in a sense, it was nice to see it did not play out as many expected and, indeed, concluded it would.

And who could not be happy for 39-year-old Alexandr Vinokourov? He crashed out of last year's Tour and failed to win, as he had hoped, a stage in this year's Tour. Racing his last race before retiring, it was exciting to see him win. (And in the process, teach a young Rigoberto Uran to never take his eye off a wily old pro.)

\*\*\*\*\*

Shifting gears, it is confession and apology time. My friend, Elliot, and I had decided to ride to the top of Suncrest, a high ridge separating the Salt Lake and Utah valleys. For those familiar, there is a long, steep semi-circular section of this climb, at least a half mile long, toward the top. As Elliot and I started up the bottom of this section, Elliot flatted. Since he climbs faster than me, I went on ahead.

Well, I arrived at the top but Elliot never did. Heading back down, I found him where I had left him, having troubles fixing his flat. I had stopped on the descending side of the road while Elliot was on the ascending side. We chatted for a minute, and I realized I needed to cross the road to help.

Without thinking, I clipped in and began a u-turn across the road. As I did so, I heard screaming, probably profanities and vile names, rapidly approaching from above. I was turning directly in front of a rider descending at around 45 mph. Through some stroke of good fortune, a collision was avoided, and he was gone as fast as he had approached.

I felt so stupid, and have wished ever since that I could apologize. So, I am confessing my sin here. If the unknown rider whom I almost killed is perchance reading this, please know I felt, and still feel, incredibly stupid, and am very sorry. Thankfully, neither one of us suffered anything worse than a terrible scare.



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**cycling utah** is published eight times a year beginning in March and continuing monthly through October.

**Annual Subscription rate:** \$15

(Send in a check to our P.O. Box) No refunds on Subscriptions.

Postage paid in Murray, UT

Editorial and photographic contributions are welcome. Send via email to [dave@cyclingutah.com](mailto:dave@cyclingutah.com). Or, send via mail and please include a stamped, self-addressed envelope to return unused material. Submission of articles and accompanying artwork to **cycling utah** is the author's warranty that the material is in no way an infringement upon the rights of others and that the material may be published without additional approval. Permission is required to reprint any of the contents of this publication. **cycling utah** is printed on 40% post-consumer recycled paper with soy-based ink. **cycling utah** is free, limit one copy per person.

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Cover: Jake Stocking leads the Pro Men's field in the Big Cottonwood Hillclimb on July 7, 2012. Race winner Tyler Wren is in red on the left.  
Photo: Dave Iltis. More photos will be posted on [cyclingutah.com](http://cyclingutah.com)  
See results and story in this issue.

## Dr. Michael Cerami

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**TOUR OF UTAH PREVIEW**

**Tour of Utah Spectator Guide - Get Ready to Watch from August 7-12, 2012**

By Bill Cutting

The Larry H. Miller Tour of Utah has grown from a respected, amateur cycling race in to one of only four internationally-sanctioned, multi-stage, American pro cycling events in 2012. Boasting 545 miles of racing and 38,500 feet of elevation gain, the Tour showcases some of the most beautiful and challenging cycling terrain in North America.

The Tour of Utah is the world's first major professional stage race that follows the Tour de France and the 2012 Olympic Games. Many athletes who will have competed in these two pinnacle events will travel to Utah in August for our race. The Tour of Utah is free to all spectators and easily accessible to anyone who wants to catch the spirit of professional cycling.

There are a host of exciting activities that take place in and around the stage starts and finishes, so be sure to check out the exciting venues—both urban and rural—the Tour will visit.

Also, be sure to check out the Ultimate Challenge, our amateur ride that traces Queen Stage Five on the very same day as the pros will ride it. This year the Ultimate Challenge features intermediate finish lines of 34 and 75 miles in Heber and Alpine, respectively. Registration closes Sunday, August 5 at midnight.

Finally, get involved in the community outreach project dedicated to fighting childhood obesity, the Echelon Project.

**Following the Tour**

Check out the Tour Blog for the latest updates, musings and analy-

ses, pre, during and post-event. It's a great way to connect with other fans. Coverage of the race will be provided online on your desktop or mobile device via TourTracker, Powered by Adobe. Visit the AppStore or Android Store to download these apps. And for the first time, the final two hours of every stage can be seen LIVE on FSN, from 2:00 to 4:00 p.m., Mountain Daylight Time. Check your cable or satellite listings for exact channel information. Daily race wrap-up show will air nightly, August 7-12, on KJZZ TV, channel 14. If you are following on twitter, follow @cyclingutah. Also look for the twitter hashtag #tou12.

**Tour of Utah Guide and Where to Watch**

Have you ever wondered where to go to be able to get the best view of the 2012 Tour of Utah? These are the best places to watch the pros battle it out to prove they have what it takes to conquer America's Toughest Stage Race.

**Stage One: Ogden to Ogden, Presented by Zions Bank Tuesday, August 7**

**Stage Type: Road Race**  
**Total Distance: 131 mi. (211 km); 8,939 ft. (2,724 meters) of climbing**  
**Typical Conditions: 80°- 90° F**  
**Start: 10:15 a.m.; Estimated Finish: 3:45 p.m.**  
**Start/Finish/Expo Location: 25th Street and Washington Blvd.**  
**Vivint Autograph Alley: 9:15-10:00 a.m.**  
**Lifestyle Expo, brought to you by Geigerig: 9:00 a.m. - 4:00 p.m.**

For 2012, the Tour of Utah kicks off not with a prologue, but with a road stage. The route starts in downtown Ogden and "warms up" in Ogden Canyon. Along the way racers will trade attacks through Morgan County's lush ranchlands and canyons, pass two massive reservoirs, travel the back side of North Ogden Pass, and summit the infamous Trapper's Loop from both directions. After all that, look for a thrilling bunch sprint when the peloton returns to the finish in downtown Ogden.

The Weber-Morgan County landscape stretches across three centuries: 19th century family farms, 20th century historic downtown Ogden, and 21st century high tech outdoor sports company headquarters. Saturdays in summer, ride your bike to the Ogden Valley Farmers and Artists Market, a weekly festival of art, music and nature's bounty.

With the official start/finish of the race located on historic 25th Street in Ogden, the course offers several great vantage points for fans to see the race pass by twice from one location.

Downtown Ogden: Historic 25th Street will host the Start and Finish for this 131-mile Stage One. With such a long stage, including four Ski Utah King of the Mountain climbs, the start is scheduled to begin at 10:15 a.m. Come out at 9 a.m. to visit the team parking area and Autograph Alley for the Rider Sign-In activities.

Trappers Loop: Check out a great spot to see two Ski Utah King of the Mountain climbs without mov-



Above: Levi Leipheimer (right, shown here in the 2011 Tour of Utah) will be back to defend his Tour of Utah crown. Photo: Dave Iltis.

ing an inch! Located on State Route 167, straddling Weber and Morgan Counties, the summit of Trappers Loop near the access road to Snowbasin Ski Resort is the spot.

Climbers will fight for KOM points

Continued on page 16

**CHOICE OF FABIAN CANCELLARA**



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## ADVOCACY

**Road Respect: Helping Cars & Bikes Get Along on Utah's Roads**

The Road Respect Tour carried the message of safe and predictable riding throughout the state of Utah. The educational tour also allowed local communities to showcase new bike facilities. Photo: Evelyn Tuddenham

By Tara McKee

Road Respect: Helping Cars & Bikes Get Along on Utah's Roads

As cyclists, most of us who share the roads with cars love to commiserate with stories about the cars, trucks and buses which cut us off, take sudden right turns in front of us, drift into our lanes or honk loudly at us as they drive closely by. But we also grumble about our fellow bikers who defiantly ride through stop signs and red lights, become a menace to pedestrians on sidewalks and break other rules of the road, making it easier for motorists to paint the rest of the two-wheeled crowd as a bunch

of scofflaws. Though the offenders in either group are a small minority, it can be easy to judge the other faction by their jerks. The tension between cars and bikes can be only too evident in the streets and safety is always a concern. In a run-in between a car and a bike, cyclists are well aware of their disadvantage. A spindly cyclist versus a fast-moving, powerful 2-ton vehicle with large blind spots always ends badly for the cyclist no matter who is at fault. The Road Respect campaign, now in its 2nd year, aims to help break that tension and bring about a more understanding and safer atmosphere between motorists and cyclists.

This year's Road Respect cam-

paign kicked off with a June 3rd press conference at the Bicycle Transit Center in Salt Lake City. About thirty core riders began a week-long tour of the state in which they rode over 500 miles of Utah's roads, dressed in the yellow and black Road Respect kits and visibly evident to cars and trucks in both rural and urban areas of the state. As Utah Highway Patrol Col. Daniel Fuhr noted, "They're going to be a moving billboard to educate folks on road safety and bike safety."

The riders began the first full day of the state tour in Beaver, Utah. The group met with the town's mayor and some of the city council who indicated their firm support for cycling safety and respect between the motorists and bicyclists. Representatives from Beaver became the first to sign the Road Respect pledge. Mayor Mark Yardley issued the Road Respect proclamation supporting the campaign and its message of bicycle safety with a call for Beaver's residents to be more aware of cyclists on streets and highways. During the remainder of the week, the Road Respect pledge board would be carried to 19 other Utah communities to be signed by their town government representatives and residents and many of Utah's mayors added a strong show of support by also reading the proclamation.

Burke Swindlehurst, retired pro racer and native son of Beaver, and founder of the Crusher in the Tushar mountain bike race rode out with the Road Respect riders for the first miles of the day's ride, before he turned and headed back to help with

the kids' bike rodeo in Beaver. The Road Respect riders continued their ride straight into the wind for Cedar City and St. George. In Cedar City, the riders paused for a special Native American ceremony with a prayer for a safe journey as led by medicine man Wilford Jake, a member of the Paiute/Shoshone tribe.

When the riders came into St. George, they were joined by a large group of local riders, city officials and St. George mayor, Daniel McArthur and his wife Bunny. The mayor and his wife led the group on their vintage Schwinn tandem through town and onto the Riverside Trail to ride to the Crosby Family Confluence Park for a rally with games and activities for families which reinforced the message of bicycle safety. The rally was well-supported by local cycling clubs, bike shops and local businesses which also set up booths. A great addition to the Road Respect community rallies for 2012 ensured that the message wasn't just being preached to the choir. Vintage car shows were held along the route in towns such as Richfield, Draper and Bountiful. The car shows brought in car enthusiasts who were also able to hear the Road Respect message about how to safely share the road with cyclists.

The Road Respect (RR) Tour continued through the week as the riders rode from Panguitch to Richfield and then joined with Moab's local residents for a great out-and back ride to Dead Horse Pt followed by a three-mile family ride through Moab's residential streets and along the town's bike paths. The RR tour continued

on, visiting Vernal and Roosevelt on Thursday for their first tour of eastern Utah. Friday's ride began in Park City with a big rally and wound through Midway, Orem, Alpine and into Draper for well-attended Road Respect bash. Mayor Becker kicked off the final day's ride, by leading out for the first few miles as local riders joined the RR group in cycling through the streets of Salt Lake City. Saturday's ride continued with stops in other Wasatch Front communities before the big finish and concluding Road Respect event in Logan.

Not only did the tour bring the message of cycling safety to the communities, but the communities had opportunities to show off their new bike lanes, new bike/ped paths and their "Share the Road" signs, which remind motorists that bicycles belong on the road also and to expect them there. Across the state, in rural areas as well as suburban and urban regions, communities are seeing the benefits of sharing the road with bicyclists. Motorists are realizing that cyclists aren't trying to force them off the road and are starting to believe that cyclists do in fact have an equal right to the road. Utah's new bike friendly areas are finding other great benefits: safer, more inviting streets, increased property values, and a better environment and quality of life. Road Respect's education program hopes to continue to pass on the message that mutual respect between all road users, regardless of the number of wheels they ride upon, will make the roads safer for all of us.

**DRIVE WITH RESPECT**

- ◆ Give cyclists at least 3 feet of space
- ◆ Always watch for cyclists
- ◆ Don't underestimate cyclists' speed
- ◆ When driving near a child on a bike, be prepared for the unexpected
- ◆ When turning left, yield to cyclists approaching from the opposite direction



Learn the Rules at:  
**RoadRespect.Utah.gov**

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**RIDE WITH RESPECT**

- ◆ Ride single file when impeding traffic
- ◆ Ride the same direction as traffic
- ◆ Always use hand signals
- ◆ Be visible
- ◆ Remember, the same laws that apply to motorists apply to cyclists

PRODUCT REVIEW

# Bar Fly is a Great Alternative for Mounting a Garmin Computer



Above: The Bar Fly (front) is a great alternative for mounting a Garmin Computer. The stock Garmin mount is shown for comparison on the stem.

it out, though, I was satisfied that it was reasonably solid. Still, mounting a \$350 (or more) Garmin bike computer with, essentially, hardy rubber bands? Come on.

So, I was pleased, though not surprised, when I learned of the Bar Fly, an aftermarket mount for Garmin bike computers. I had the opportunity to test one, and I do like it.

The Bar Fly attaches to the handlebar, and then extends around and in front of the stem. This, of course, is what

from other forces that might damage it or knock it off the mount.

One criticism of the Bar Fly has been the lack of a definite "click" when the computer's wings seat in palm of the mount. I actually see this as a benefit. While I noticed the lack of a click, I also noticed that I could twist the computer just ever so slightly to make its alignment spot on and it would stay. It is still seated and secure, but this factor eliminates my anxiety of seeing a non-aligned computer. (Truth is, this non-alignment is so slight, if it exists at all, that only OCD types like me are bothered by it. However, in the cycling world, I have realized that we OCD types exist in much great proportion than in the world at large.)

I have only two criticisms. Well, three actually. First, the straight lines on the mount need to go. Smooth, curving edges are far more pleasing to the eye. A bicycle is mostly curves and smooth edges, not hard, sharp angular lines, and it would be nice if the Bar Fly blended better. Second, the palm of the mount where the computer attaches should be such that the computer sits a little further down. I felt I needed to raise the computer slightly to get the right viewing angle, and that raised the profile more conspicuously above the line of the stem and handlebar. The third criticism? The price tag of \$39. This seems rather high for what is, in essence, a piece of plastic. It is, however, a high quality plastic, Delrin. And, so far, the Bar Fly has no competitor. (That, of course, will likely

change.) The developer has said it will address this issue somewhat, along with adding an additional but as yet unspecified new feature, with the introduction, prior to Interbike, of the Bar Fly 2.0. Frankly, something closer to \$20-25 would be more palatable and likely more marketable.

Despite these minor criticisms, the Bar Fly is a great accessory. I won't be going back to the old mount. Category 4 to HC rating: Category 1 (almost perfect).

What's on your mind?  
Send your feedback and letters to the editor to: [dave@cyclingat.com](mailto:dave@cyclingat.com)

By David Ward

Two years ago, I finally purchased a Garmin bike computer when the Edge 500 was introduced. Tightwad that I am, I had refused to buy the pricier models. Still, at \$350, I was surprised at what seemed to be a cheap, flimsy mount. After I figured

makes the Bar Fly a great product. No longer is the computer attached to my stem, where I have to strain my eyes further down to see it. I can quickly and easily flick my gaze to the computer when I want to view my data. Nor is it on the handlebar taking up space where I like to place my hands. And it is much better protected in the event of a crash and

## The Bicycle Collective Needs Your Help

Everyone needs a bike, especially those generally "in need". Help the Bicycle Collective fill that void by dropping off your used bikes or parts (in any condition) to one of their five Community Bike Shop locations spanning from Ogden to Provo ([bicyclecollective.org/en/locations](http://bicyclecollective.org/en/locations)-a-hours).

Last year the Bicycle Collective provided over 1000 repaired bicycles to 40-50 non-profits through their Bikes for Goodwill Organizations Program. Through this program case workers from other local 501(c)(3) non-profits pre-qualify and refer worthy clients to the Bicycle Collective to get a free bike. The bikes are used as transportation to get to work, job interviews, or the grocery store.

In addition to bikes, the Collective still needs a small army of volunteers for Valet Bike Parking at events like the Farmers' Market and the Twilight Concert series. It doesn't get much easier than hanging out in the park and listening to great music and people/bike watching. Volunteers should contact Dawn Horton ([valet@bicyclecollective.org](mailto:valet@bicyclecollective.org), 801-410-2179)

The Park Tool School ([www.parktool.com/clinics\\_training](http://www.parktool.com/clinics_training)) is still taught in SLC every Monday starting at 6pm at the Community Bike Shop (2312 S. West Temple). Classes don't build on each other, so jump in at any time. Participants will learn how to true wheels, adjust derailleurs and brakes, and general skills. See the Collective's website ([www.slcbikecollective.org](http://www.slcbikecollective.org)) or call 801-FAT-BIKE for a schedule.

-Jonathan Morrison

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COMMUTER COLUMN

Scott Sterzer: Family Man and Central Valley Commuter



Scott Sterzer commutes 19 miles to work each day.

longest running and perhaps the only monthly bicycle commuter column in the United States. With that in mind, I would like to introduce the next commuter profile.

Fifty-four year-old Scott Sterzer has eased into bike commuting and realized it is the right thing for him. He has improved his health, helped his wife get into cycling, gained some credible respect at the office, and has found another way to enjoy cycling. Here is what he has to say.

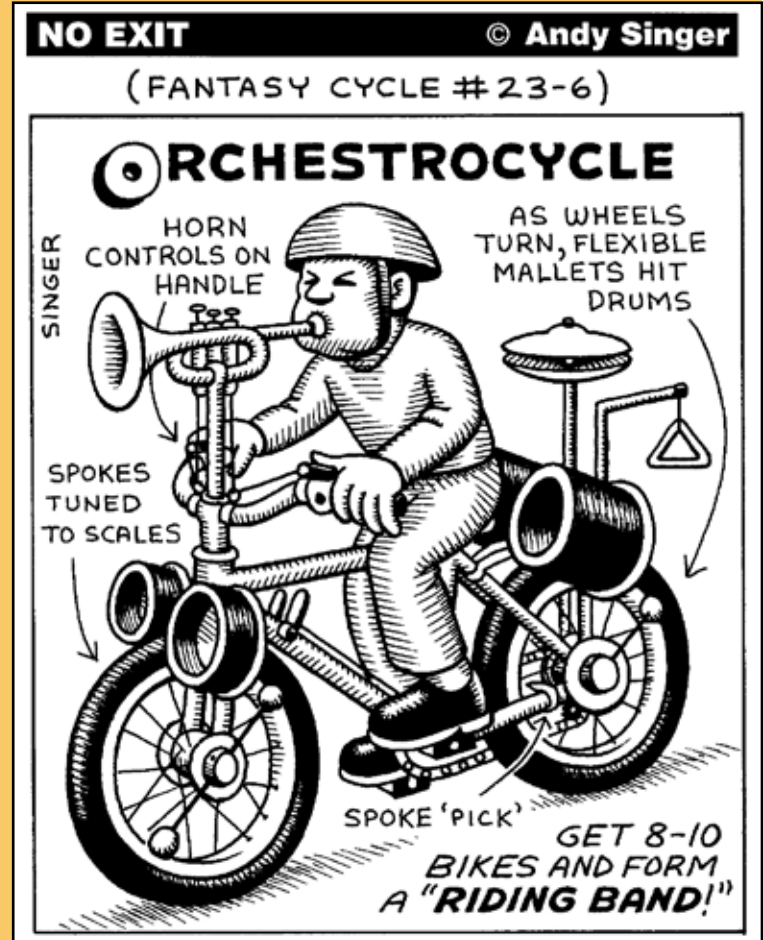
Cycling Utah: How did decision to bike commute begin?

Scott Sterzer: I started cycling in 2003 and have been a somewhat avid cyclist ever since. I've always set a goal to train throughout the winter, but have never been able to achieve that goal. And then last year I bought a sports car that doesn't do too well in the snow. I have utilized mass transit for about 5 years, but had always driven my car to the bus stop. I really didn't want to leave my new car parked on the street all winter, so I started riding my bike to the bus stop. Then I figured I might as well just ride in rather than take the bus. I commute the 19 miles to work each day and then ride to and from the TRAX station to get home.

C.U.: Scott, I realize your children are adults now, but what is the impact of family on your ability (or others with family) to commute to work?

S.S.: I would say that the primary impact that family has on commuting and vice versa is there are a million reasons to skip the commute because there is a soccer game, birthday party or whatever. Maintaining a consistent schedule has been the biggest challenge for me. I have found that if I commute in the mornings and take the train home in the evenings that I can avoid most conflicts, still get my ride in, and be there for my family. Obviously, it is more challenging for a person that needs to get their children off to school.

My family really didn't factor into the decision to start riding earlier in my life. Friends at work encouraged me to get a bike and ride with them from Rose Park to the Great Salt Lake Marina and back after work one day. I hadn't ridden in years, but thought it sounded fun so I got a cheap-o bike and started riding. However, having a family can certainly impact the ability to commute on a bike especially with younger



children that are involved in so many activities. Because cycling can take a fair amount of time, you have to find a schedule that allows you to ride without having a negative impact on the family. Having a supportive spouse is pretty key as well.

My wife is just getting into cycling. We got her a Cannondale cyclo-cross bike last year. She isn't very comfortable riding on the roads with traffic yet, so we enjoy riding around the lake in our community at Daybreak. She does worry about me on the roads, but is very supportive of my riding. I rarely ask for a bail-out ride, but when the snow or rain starts coming down pretty hard or we are in a hurry to go someplace, she will pick me up along the way. This can be challenging for her as she works full time as an office manager at a local doctor's office. I really try to avoid quitting part way through a ride as I was raised in the "No pain-no gain" era. Actually, cycling has made her life easier when it comes to gift buying. There is always something that I want/need for cycling and since I'm fairly particular about what I want, I generally do most of my own gift shopping. It works out well for both of us.

C.U.: What about the perception of "safety". Does that play a role in your commuting?

S.S.: Safety on the roads is always a major concern. I've always felt very comfortable riding on the city streets, but my wife has always worried about my safety. She seems to hear about every cyclist that has a run in with a car. I have had a few very close calls over the years and have learned several tricks that have seemed to really help. I have several very bright jackets that practically glow in the dark. In the winter months, it is critical to have a very bright light. I have a couple of 600-lumen lights that motorists can't help but see. That made a huge difference. I also ride as close as I can to the 'car' lane (I use the term loosely as we have every right to ride in that lane) so that motorists have a better chance of seeing me rather than being tucked as close to the curb as possible. Motorists just aren't looking for cyclists and you have to be seen to be safe. And finally, you really have to find a good bike route where the traffic isn't too heavy, there aren't a lot of side streets, and

By Lou Melini  
 month's column marks the beginning of the 9th year that the Commuter Column has been a regular part of Cycling Utah. This column is the  
 It's hard to believe that this

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the bike lanes or shoulders have reasonable space. That isn't always easy to do.

I think that one main reason people don't commute on their bikes is they are concerned about their safety. Commuting throughout the winter is especially challenging due to the slick roads. I can't count how many times people have called me 'crazy' for riding in the winter. That is probably due to the temperature, but icy roads can always be an issue. I would generally ride my road bike as long as the temperature was above 15 degrees and the roads weren't wet or icy. There were a few days last winter where I was forced into the lane in some places because there was snow in the bike lane. On days when there was just too much snow or the roads appeared to be icy, I would have to ride my mountain bike to the train station and forego the full commute. Lucky for me last year was a very mild winter and I was able to ride most days. I was able to ride 50 days from November 1st through the end of February. Not too bad considering I took over 2 weeks of vacation during that period.

C.U.: People in an office can drive me crazy with their talk of "how crazy it is to ride your bike to work". You received those same comments. Do statements like that influence how much you bike commute? How do you respond to negative comments about your bike commuting?

S.S.: Last winter I got a lot of comments about how crazy I was to be riding to work in the winter. To be

honest, I think most of those comments were delivered with a sense of awe. I really believe that those comments get me riding throughout the cold and wet days. I kind of thrived on hearing someone say, "You are insane!" I have to admit that it is hard to keep the feet and hands warm when it is 15 to 20 degrees, but if I just got my stuff together without thinking about the cold and hit the road, everything was good. I came across another winter commuter last year that said, "We aren't crazy. We are just living on the edge of exciting."

There are a lot of cyclists where I work. We have large bike racks that can accommodate 50 to 75 bikes and, thankfully, we have showers. No way I could ride 20 miles in the cold without a nice hot shower at the end! I mostly ride alone each day, but I do enjoy having someone to ride with. Not many of my co-workers like to leave home at 6:30 in the morning, which is when I generally leave, but it is quite nice to have some conversation along the way. A companion can also get you out riding on a day when you don't quite feel up to it as you have committed to meet them at a certain place and time. This is especially true when the temps are in the teens.

C.U.: I heard you lost 20 pounds and improved your health from cycle commuting!

S.S.: I ride for several reasons including my health. I really like to eat what tastes good to me, you know? Sometimes a nice Crown Burger and fries just really hits the

spot. Riding regularly allows me to pretty much eat what I want and still maintain my weight. I did lose 20 pounds last year and that was really from the cycling. Well...cycling and switching from eating a Dunford's chocolate cake donut every morning to yogurt and granola.

Also, I struggle with border-line high blood pressure and cholesterol. Regular cycling has really helped in those areas. At the fitness fair last year, they told me everything was great. They didn't bag on me about changing my diet and exercising more because all my levels had dropped into the acceptable range. That is the first time that has ever happened and I have to say it was really nice.

It was great to be riding in March and April and not feel like I had lost all the progress that I had gained riding last year. I have always planned to ride on my trainer or hit the gym regularly in order to maintain my leg strength throughout the winter months, but I've never been able to do it. By continuing to ride all winter, I have hit spring in better shape than I ever been in. I'm riding several miles an hour faster now than I've ever been able to do before and I still have all summer and fall to improve. It has been a fantastic change from my previous early-season fitness levels.

C.U.: What is your commute route? How do you incorporate the light rail and bus system?

S.S.: I live in Daybreak and work at the Gateway, downtown. I ride along 4000 West and drop down to 3200 West along Old Bingham Highway. This allows me to pass over Bangerter Highway, thus avoiding a potentially dangerous intersection. I stay on 3200 West all the way to 2100 South. From there I go to 2700 West staying on that road until it ends at 900 South. Then I go straight east into town. Most of this

route doesn't have too much traffic, not a tremendous amount of traffic lights, and fairly good-sized bike lanes. The industrial sections aren't very scenic, but you stay pretty safe.

The other route I've taken into town is a bit more challenging to describe. I make my way down to 1300 West and then go north to around 4800 South. Then I wind my way to 300 West and eventually West Temple. There are a lot more traffic lights and it is harder to maintain a good speed in order to stay on streets with less traffic.

I would suggest that prior to riding for the first time, your readers should drive the route first with an eye towards bike lanes, debris, cars parked in the bike lanes, etc. They should also talk to others that ride. Often times other cyclists can suggest good routes. Salt Lake City has a nice bike route map, but it doesn't extend out beyond the city's borders. I've not heard of any other cities that do this, but it would be very nice if they did.

Public transportation works out fairly well. There are more people riding bikes every day and the bike storage on buses and on TRAX is quite limited. Unfortunately, mass transportation isn't geared towards the cyclist. However, it can be really handy when the weather turns unexpectedly bad or you have a mechanical that can't easily be fixed. And then there are times when you are just too tired to ride and need a break. With buses, bike storage can vary from 2 to 6 bikes. On TRAX, you are supposed to only have two bikes in a single area and you are supposed to stay with your bike. This means that you stand the entire ride holding your bike in most cases. I ride TRAX and try to get to the section where there aren't any seats and bungee my bike to the rail. If I'm really lucky, there might even be an available seat nearby. Most days I end up standing.

C.U.: Do you ride differently as a commuter than say as a recreational cyclist?

S.S.: Now that I'm a more serious commuter, I try to follow the rules of the road better. I also wave a thank you to vehicles that yield the right-of-way to me as a way to lessen the animosity that seems to exist between cyclists and drivers. When I was more of a recreational cyclist, I rode at a leisurely pace and rode mainly on sidewalks. Back then I had no idea that cyclists aren't allowed on (some) sidewalks and that it is actually safer in the road. There are still the occasional drivers that yell at you to "get out of the road!" and wave goodbye with a nice hand gesture, but overall I think most drivers are adapting to having cyclists on the road. Having Salt Lake City support cycling as well as they do certainly helps. Over the years, I've learned ways to remain safer and be more visible to surrounding traffic. I'm much better at hearing traffic approaching from the rear. The more you ride the more you learn to adapt and adjust to the surrounding environment. I have to say that a bike commute in the fresh air on a crisp morning sure beats sitting in rush hour traffic. Ya gotta love it!

C.U.: Scott, thanks for the interview and thanks for opening the 9th year of Cycling Utah.

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

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## TYLER'S JOURNAL

**Difficult and Dangerous Decisions to Pursue a Cycling Career**

By Tyler Wren

For the most part, competitive cycling in the United States is

an activity and profession for the privileged. Many of my peers in the domestic peloton have college degrees and are pursuing their sporting passion before settling down and getting a 'real' job. In other parts of the world, cycling often plays a much more prominent and essential part of people's lives. I've been fortunate to be a part of a truly international roster at Jamis/Sutter Home Pro Cycling Team and have heard firsthand some of the remarkable feats athletes go through to be a part of our beautiful sport. I wanted to share one of my teammates' stories this month in my journal to give you an insight into cycling from a different perspective.

I've been teammates with three Cubans during my career, and they each have extraordinary stories of how they ended up racing here in the States. Luis Amaran of Jamis/Sutter Home won the National Racing

Calendar in 2010 and is consistently one of the strongest riders in the domestic peloton, but he had to make some very difficult and dangerous decisions to defect from Cuba and pursue his cycling career. Luis has recounted to me a few times his harrowing escape from Cuba and their national cycling team during a racing trip to Spain. Realizing his immense talent on the bike and where it could take him outside of Cuba, he made a decision during that trip to leave his family and country behind and defect in search of a better life.

The Cuban National Team Coach would hold his riders' passports during trips outside of the country, to help thwart any attempts to defect. Luis successfully broke into the coach's hotel room and located and took possession of his own passport. He then left his belongings and team behind and hired a taxi to drive him

300 miles south where he knew a team director who had agreed to house and hire him. Luis did all this with the knowledge that he would be forever considered a traitor in his home country of Cuba and likely never see much of his family ever again.

It is safe to say that Luis has a lot more riding on his cycling career than someone like me. If I falter in search of my goals on the bike, I can move on and be happy having traveled the world and spent a few years as a professional athlete. If Luis fails, it means his massive gamble has not paid off, and that he left behind all that was dear to him for nothing. Fortunately, he's experiencing success and he is happy with the move he made. Luis has not seen any of his family since his escape, but he has made a new life and started a new family for himself here in the

States, marrying a Mexican woman and fathering a baby boy with her.

Being teammates with Luis and learning the path he took has inspired me to be a better cyclist myself, and I hope sharing his story here has given you some perspective on what cycling means to some of its participants. Keep riding! -Tyler

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

**Southern Utah Bicycle Alliance Kicks-off with a Bicycle Mini-Summit in September**

Southern Utah, centered around St. George, has long been considered a great place for cycling. Whether as visitors, commuters, casual recreational cyclists, serious racers or even elite Ironman competitors, Southern Utah has a large number of riders all eager for more places to ride safely. However, in spite of this growth in cycling, riders in St. George and the surrounding areas of Washington county, have not had a unified voice. There has been no group to speak up for the needs and interests of local cyclists or to serve as a resource to municipalities when planning cycling facilities or events. However, that has now changed with the recent formation of the Southern Utah Bicycle Alliance, currently being organized as a non-profit and headed by a seven-person board of directors including Craig Shanklin (President), Ryan Gurr (Vice President), Kai Reed (Secretary), Denise Purdue (Treasurer) and board members John Reed, Tom Dansie and Lucy Ormond.

The mission of the Southern Utah Bicycle Alliance is to promote the infrastructure, policies, attitudes, behaviors, and knowledge necessary to make bicycling safe, convenient, and inviting for residents of and visitors to Southern Utah. SUBA will work to help local communities reap the economic, health, and transportation benefits of increased bicycling.

One of its first priorities is to partner with Bike Utah to host the region's first Bicycle Mini-Summit on September 26 in St. George. The afternoon program will feature Trevor Ball, Utah Department of Health, Tom Danise, Town of Springdale, Scott Lyttle, Bike Utah, Kevin Lewis, St. George Convention and Visitors Office and more. The summit, entitled "Health, Wealth and Happiness...Cycling in Southern Utah" will be held from 1:00pm to 4:30pm at the St. George public library and will be followed by an open house and presentation at the new Intermountain Dixie Regional Health and Sports Performance Center from 5:00pm to 7:00pm. There is no charge to attend the summit. For additional program information or to RSVP, email [southernutahbicycle@gmail.com](mailto:southernutahbicycle@gmail.com).

To learn more about forming a local cycling advocacy organization in your area please contact Scott Lyttle at [sllyttle@bikeutah.org](mailto:sllyttle@bikeutah.org).

-By Craig Shanklin, President of Southern Utah Bicycle Alliance and Scott Lyttle, Bike Utah

**Park City Mid-Summer Trail Report**

Summer is in full swing, and so are the trail crews in Park City. With a handful of new trails now open, and some new tools to help you get to them, it's no wonder that IMBA designated Park City as the first Gold-Level Ride Center in the country! Thanks to committed organizations like Snyderville Basin Special Recreation District (Basin Rec.), Park City Municipal Corp., Local Resorts, and many private landowners, the area is quickly becoming one of the best riding destinations in the country.

Pinecone Trail: Open early July, this new trail is the "Gem of the Wasatch," especially when you combine it with last years new Armstrong Trail. The trail is 4 miles long and maintains the same perfect climbing grade of 6.5% that Armstrong has. Put the two trails together and you have the "Armcone" Trail. Special thanks to project manager, Basin Rec. for bringing Talisker, The Colony, and Jack Gallivan together to make this happen. These landowners had a huge hand in making this project possible.

H.A.M. Trail: Opened mid-June, and created so there could be a shorter loop option off of Armstrong trail (connects into Spiro Trail). The trail is just shy of one mile long and was funded by Park City Municipal; the land came from cooperation with Park City Mountain Resort.

Ramble On: Round Valley has 2 miles of new trail, which opens up the northeast corner to some great loop options now. Park City Municipal manages the Round Valley area and works closely with Mountain Trails to build and maintain the system, both summer and winter. This new trail continues from where Ramble-On tied into Rusty Shovel and continues all the way around to Rambler up in the valley (parallels the double track road called Silver Summit Connector).

Preserve Connection (Flying Dog Trail): Another project brought to us by Basin Rec.; this trail connection completes the popular Flying Dog Loop. You may recall, when riding the loop counter-clockwise you had to ride on the road for about a mile, this new trail keeps users on dirt all the way around! Trail work started on National Trails day, thanks to all that helped!

Interactive Map: MTF recently launched a new interactive map, the system spawns off of the popular [skidmap.com](http://skidmap.com) platform, but the MTF version focuses on the greater Park City area of trails. The system is feature rich with the ability to create and share routes with friends, or even export as a gpx file for use with GPS systems. Please go give it a test drive.

-Jay Burke

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## TOUR OF UTAH 2012

# Levi, Dave Zabriskie, Tyler Farrar, Chris Horner, Jens Voigt Among Top Riders to Race 2012 Larry H. Miller Tour of Utah

SALT LAKE CITY, UTAH (Aug 1, 2012) – Fresh from the Champs-Élysées in Paris and Box Hill in London, a number of noted professional cyclists eye the Wasatch Front to compete in the Larry H. Miller Tour of Utah. Race organizers confirmed team rosters today, which include three members of the Team USA road cycling team – Tim Duggan (Liquigas-Cannondale), Tyler Farrar (Garmin-Sharp-Barracuda), and Chris Horner (RadioShack-Nissan-Trek). Other top American riders confirmed are defending two-time Tour of Utah champion Levi Leipheimer (Omega Pharma-QuickStep) and seven-time-national-time-trial champion Dave Zabriskie (Garmin-Sharp-Barracuda). The UCI 2.1-sanctioned stage race, which will begin on Tuesday, August 7 in Ogden, will feature athletes from 23 countries this year.

A total of 17 professional teams accepted invitations to compete in the eighth edition of the Larry H. Miller Tour of Utah. A record seven of those teams also competed at the 99th Tour de France. On Monday, August 6, all teams will be introduced to the public at the KJZZ 14 Team Presentation Ceremony in Ogden at the Ogden City Amphitheatre. The next morning at 10:15 a.m., the six-day event kicks off in Ogden with a 131-mile road race, Stage One presented by Zions Bank.

“As the State of Sport, Utah is truly honored and pleased to launch the Tour of Utah again this year. The prestige of this international cycling event is underscored by our breathtaking vistas, and we welcome these world-class athletes and the worldwide audience who appreciate the growing acclaim for this competition,” said Utah Governor Gary R. Herbert.

There are a total of 11 Olympians in the field, including seven American riders who have competed in the Olympic Games from 2000 to 2012. At the Larry H. Miller Tour of Utah, 129 athletes will compete for six days across the mountains, valleys and plateaus of Utah, vying for UCI points, six different award jerseys and \$129,000 in total prize money.

“Cycling fans are going to have a real treat this year, seeing so many Grand Tour veterans and Olympians here in Utah. It’s a great opportunity for the rising stars of U.S. cycling to go head to head with the ProTeam squads. We expect large crowds along all the courses and at our host venues from start to finish. And with live broadcasts on FOX Sports Network and online with Tour Tracker this year, the Tour of Utah will be watched by a worldwide audience,” said Steve Miller, President of the Tour of Utah.

Omega Pharma-QuickStep of Belgium makes its Tour of Utah



debut in 2012 as the No. 4 ranked team on the UCI WorldTour. The current squad will be led by 2010-11 Tour of Utah champion Leipheimer, a California resident who attended high school in Salt Lake City. Leipheimer won a bronze medal in the time trial at the 2008 Beijing Olympic Games. He is joined in Utah by Slovakian twin brothers Martin and Peter Velits. Peter finished third overall at the 2010 Vuelta a España and 18th overall at the 2011 Tour de France. Martin won the 2010 time trial championship of Slovakia and is the current national road race champion of his country.

Liquigas-Cannondale of Italy returns for a second year to the Tour of Utah with six riders, this time as the No. 2 team in the world on the UCI WorldTour. The Italian team features Tim Duggan, the current U.S. National Road Race Champion, who finished in the main field (88th position) of the men’s road race at the 2012 London Olympic Games. He also finished 9th overall at the 2011 Tour of Utah. Joining him will be fellow American Ted King, a New Hampshire native, and Italian Valerio Agnoli, who wore the white jersey as the best young rider during the 2010 Giro d’Italia.

BMC Racing Team of the U.S. is currently ranked No. 5 on the UCI WorldTour and returns for its fourth Tour of Utah fresh off the Tour de France. The seven-man roster includes American Brent Bookwalter, a Michigan native who now resides in Asheville, N.C., and was second in the individual time trial at the 2010 Giro d’Italia. Teammate Johan Tchoop of Switzerland has performed well at the Giro d’Italia as well, finishing in the Top 15 in 2011 and 2012.

U.S.-based Team Garmin-Sharp-Barracuda, ranked ninth on the UCI WorldTour, is stacked with talent for Utah. Americans Zabriskie and Farrar are joined by Grand Tour veterans Tom Danielson and Christian Vande Velde. Farrar is fresh off the 2012 London Olympic Games, finishing 33rd overall in the road race on July 28. Both Zabriskie and Vande Velde represented the U.S. at the 2008 Beijing Olympic Games. Vande Velde posted the best finish at the 2011 Tour of Utah for the team at sixth overall. Rounding out the powerhouse team is American climber Peter Stetina, who finished third overall in the best young rider category at the 2011 Giro d’Italia.

Rabobank Cycling Team of the Netherlands, ranked 14th on the UCI WorldTour, makes its Tour of Utah debut in 2012. The squad brings

seven Dutch riders and 21-year-old Wilco Kelderman, who won the Best Young Rider classification at the 2012 Amgen Tour of California and was eighth overall at the Critérium du Dauphiné. Also coming to America’s Toughest Stage Race is Australian Michael Matthews, who won the UCI Under-23 World Road Race Championship in 2010. Dutchman Steven Kruijswijk finished eighth overall at the 2011 Giro d’Italia.

RadioShack-Nissan-Trek brings a full squad to Utah as the No. 7-ranked team on the UCI WorldTour. This Luxembourg-based team will be represented by Tour de France standouts Chris Horner and Jens Voigt. Horner represented the U.S. at the London Olympic Games for the first time and was the 2011 Amgen Tour of California champion. Voigt, a three-time Olympian from Germany, took a stage win at this year’s Giro d’Italia. Also look for Americans Matthew Busche and Benjamin King, both past U.S. National Road Race champions.

There are five UCI Professional Continental teams in this year’s race, representing the Netherlands, China, Canada, Germany and the U.S. Team Argos-Shimano of the Netherlands makes its first appearance at the Tour of Utah, bringing seven riders from Europe. The Dutch squad is led by German Patrick Gretsch, a 2011 Tour of Utah veteran with HTC-Columbia, who has top 10 Grand Tour stage finishes to his name including a seventh-place finish in the 2012 Tour de France prologue.

Based in China, Champion System Pro Cycling Team makes its Tour of Utah debut and is the first Asian Professional Continental team. The team includes two Americans known for climbing - Craig Lewis, a Stage 2 winner at the Tour de Beauce in June, and Chris Butler, formerly of the BMC Racing Team and a multi-time collegiate road national champion. Utah’s Burke Swindlehurst serves as the team’s assistant director sportif.

Another newcomer to Utah is Team NetApp of Germany. This young German team, in only its second year as a Professional Continental squad, made its first Grand Tour appearance earlier in the year at the 2012 Giro d’Italia. Some of the top riders who are expected to race in Utah include Marcel Wyss of Switzerland and young climbing sensation Leopold König of the Czech Republic. Matthias Brandle of Austria comes to Utah with several 2012 Giro d’Italia top-10 stage finishes.



RadioShack will be back this year, but will be riding for Chris Horner. Levi Leipheimer, last year’s winner, is now with Omega Pharma-QuickStep. Photo: Dave Iltis

Team SpiderTech powered by C10 is Canada’s first Professional Continental cycling team and makes its second appearance at the Tour of Utah. The squad includes American Lucas Euser, who finished in 10th overall at the 2011 Tour of Utah. Canadian teammate Hugo Houle placed third overall this year at Tour de Beauce. Joining Euser and Houle is former Canadian National Road champion Will Routley and three-time Danish national time trial champion Brian Vandborg.

UnitedHealthcare Pro Cycling Team is currently ranked fifth on the UCI America Tour Ranking. Based in California since 2002, this U.S. team enters its second year as a Pro Continental squad, and races for a fifth time in Utah. Joining the team for 2012 is Salt Lake City’s own Jeff Louder, the overall winner at the 2008 Tour of Utah. Along with Louder, the team includes German sprinter Robert Förster, a three-time stage winner at the Giro d’Italia, 2008 Olympian Philip Deignan of Ireland and Australian all-rounder Rory Sutherland, who is currently ranked second in the National Racing Calendar individual standings.

EPM-UNE of Colombia is another 2012 newcomer to the Tour of Utah. This all-Colombian squad finished as the top team on the UCI America Tour last year and is currently seventh on the UCI America Tour. The team started 2012 by winning the Vuelta Independencia Nacional. Two riders who finished in the top three of the Under 23 competition in that race will be in Utah, Eduard Beltran and Javier Gomez. Rafael Abreu Infantio finished on the podium in one stage and sixth overall at 2011’s USA Pro Cycling Challenge.

The top-ranked men’s team on the National Racing Calendar for USA Cycling is the Competitive Cyclist Racing Team. It is one of five Pro Continental American teams in this

year’s Tour of Utah. Racing last year as the RealCyclist.com Professional Cycling Team, the team continues to be led by 2009 Tour of Utah champion Francisco Mancebo of Spain. Coming off the overall win at the 2012 Cascade Classic in July, he also leads in the individual rankings on the NRC. He is supported by American all-rounder Chad Beyer and Dutch climber Thomas Rabou.

Bissell Pro Cycling makes its fifth consecutive appearance in the Tour of Utah. Having finished as the top team on the NRC in 2011, this UCI Continental team currently sits in third place. Bissell features USA National Criterium Champion Eric Young.

Another team returning to Utah is Optum Pro Cycling presented by Kelly Benefit Strategies, making its fourth consecutive appearance. The team is led by Americans Jesse Anthony, Andrew Bajadali, and Scott Zwizanski, the team currently sits second overall on the NRC team standings. Anthony won last year’s Stage One of the Tour of Utah in Ogden. Hometown pro Reid Mumford of Salt Lake City rounds out a roster of seven Americans and one Canadian for Tour of Utah.

Team Exergy makes its Tour of Utah debut in 2012. The team is led by Giro d’Italia stage winner and 2000 U.S. Olympian Fred Rodriguez. The team will also feature Americans Matt Cooke and Morgan Schmitt.

Composed entirely of American athletes under the age of 23 is the Bontrager Livestrong Cycling Team. Previously competing as Trek-Livestrong, it placed third in the team classification in the 2010 Tour of Utah. In 2012 racing, Ian Boswell took second at the Under-23 Liege Bastogne Liege event and teammate Joe Dombrowski won the 2012 Girobio, or “Baby Giro.” Also racing for the team is Salt Lake City resident Connor O’Leary.

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### **12 & Under**

1. Britton Dexter; 0:44:31

2. David Ressa; [UtahMountainBiking.com](#), 1:11:53

### **9 & Under**

1. Sage Goldfine 0:11:29

2. Daniel Garringer 0:11:56

3. Draeden Jensen; [UtahMountainBiking.com](#), 0:18:03

4. Tylan Parkinson; [UtahMountainBiking.com](#), 0:19:23

5. Hale Nickell 0:20:37

### **9 & Under Female**

1. Audrey Garringer 0:42:18

**Beginner Male 19-29**

1. Andrew Brook 2:20:13

2. Mike S. Olson; 4Life/Mad Dog Cycles, 2:54:55

### **Beginner Male 30-39**

1. Cameron Avery; Helium Components, 1:17:28

2. Christopher White; Revolution/Peak Fasteners, 1:22:59

3. Bradley Nickell 1:28:14

4. Kevin Casto; [UtahMountainBiking.com](#), 1:40:54

5. Brad D. Toland 1:41:02

### **Beginner Male 40-99**

1. Bob Seeburger; Black Water(VA), 1:08:48

2. Dave Fields 1:23:19

3. Justin Sampson; [UtahMountainBiking.com](#), 1:29:16

4. Steven Brook 1:31:17

5. Adam Reynolds; [UtahMountainBiking.com](#), 1:43:39

### **Beginner 13-15**

1. Tristan Gunn 1:12:45

### **Beginner Women**

1. Tasha Heilweil; Skyline High School, 1:19:21

2. Rachel Hutchings; [UtahMountainBiking.com](#), 1:38:55

3. Jenna Johnson; My Dad, 1:57:04

### **Clydesdale**

1. Aaron Mullins; Racer's Cycle Service, 1:30:03

2. John Twitchell; [UtahMountainBiking.com](#), 1:34:56

### **Expert Male 19-29**

1. Paul Davis; Top Gear, 2:09:05

### **Expert Male 30-39**

1. Nathan Drozd; Euclid, 2:00:58

2. Ken Costa; Revolution, 2:06:47

3. Tim G. Hoddnett; 4Life/Mad Dog Cycles, 2:12:06

### **Expert Male 40-99**

1. Kevin Moffitt; 4Life/Mad Dog Cycles, 2:00:12

2. Jonas Croft; Revolution/Peak Fasteners, 2:00:32

3. Reed Topham; CarboRocket, 2:05:12

4. Michael C. Engberson; [UtahMountainBiking.com](#), 2:06:08

5. Mitt Stewart; [UtahMountainBiking.com](#), 2:11:12

### **Expert Female**

1. Heather Clarke; 4Life/Mad Dog, 1:49:15

2. Alison Vrem; Revolution/Peak Fasteners, 1:50:35

### **Male 50-99**

1. Asa Kelley; Contender Bicycles, 1:57:30

### **Male 57-99**

1. Scott Mills; Canyon Bicycle, 1:13:34

2. Craig D. Williams; 4Life/Mad Dog, 1:13:35

3. Brad A. Mullen; 4Life/Mad Dog Cycles, 1:14:20

4. Rick Morris; Sage Cycles/UMB.com, 1:16:43

5. Lewis Rollins; Contender Bicycle, 1:17:38

### **Pro Male**

1. Chris Holley; 4Life/Mad Dog Cycles, 1:48:34

2. Jonny Hintz; Roosters/Bikers Edge, 1:49:07

3. Casey Zaugg; Coco Nutz Fuel/UMB, 1:50:07

4. Kevin Day; Kuhl, 1:51:59

5. Sam Sweetser; Cole Sport Racing, 2:06:31

### **Pro Female**

1. Kara Holley; 4Life/Mad Dog Cycles, 1:35:17

2. Meghan Sheridan; [UtahMountainBiking.com](#), 1:39:08

3. Katherine O'Shea; Torq Nutrition, 2:04:49

### **Single Speed**

1. Dave Benson; UMB, 1:44:22

### **Sport Women**

1. Stephanie Earls; Revolution/Peak Fastener, 1:14:39

2. Cat Kalwies; [UtahMountainBiking.com](#), 1:20:32

3. Bonnie Schreck; Revolution/Peak Fasteners, 1:29:54

4. Taylen Debus-Villasenor 1:31:42

### **Sport/Expert 13-15**

1. Adam Lee; [UtahMountainBiking.com](#), 1:53:46

2. Hayden M. Sampson; [UtahMountainBiking.com](#), 2:01:45

3. Tyler Mullins; Racer's Cycle Service, 3:27:45

### **Sport/Expert 16-18**

1. Brad Thurgood; Racers Cycle Service/Timp, 1:44:37

### **Sport Male 19-29**

1. Dallin Hatch; [UtahMountainBiking.com](#), 2:13:09

### **Sport Male 30-34**

1. Jacob Case; Bountiful Bicycle, 1:46:07

2. Ian Beatty; [UtahMountainBiking.com](#), 1:46:44

3. Darren E. Stifrand; [UtahMountainBiking.com](#), 1:54:21

4. Ben Hutchings; [UtahMountainBiking.com](#), 2:01:44

### **Sport Male 35-39**

1. Jeff Wilson; Bountiful Bicycle Center, 1:39:33

2. Jason Savage; Bountiful Bicycle Racing, 1:40:48

3. Jared Richards; 4Life/Mad Dog Cycles, 1:42:04

4. Christian Burrell; [UtahMountainBiking.com](#), 1:53:32

5. Greg Gibbs; Cambridge Triathlon, 1:58:52

### **Sport Male 40-99**

1. Stephan Bergen; [UtahMountainBiking.com](#), 1:36:55

2. Steve Mayer; Cloud 9 Paragliding, 1:38:46

3. Shane Myers; Fueled by Mila, 1:39:20

4. Luis Rosa 1:43:22

5. Don Stokes 1:45:13

### **Female 35-99**

1. Angela Johnson; Revolution, 1:31:44

2. Alisa Thompson; Lifetime Fitness/Infinite, 1:34:20

3. Sally Reynolds; [UtahMountainBiking.com](#), 1:49:32

### **Wasatch Back 50, USC Series, Wasatch Mountain, UT, July 21, 2012**

#### **Pro Male**

1. Alex Grant, Salt Lake City 3:41:02

2. Matthy Beukes, South Africa 3:45:25

3. Ben Auferheide, Wilson 3:50:13

4. Gert Heyns, South Africa 3:52:25

5. Casey Zaugg, Cedar Hills 3:53:37

#### **Pro Female**

1. Evelyn Dong, Bend 4:34:34

2. Meghan Sheridan, Park City 4:41:11

3. Jen Hanks, Salt Lake City 4:42:00

4. KC Holley, Salt Lake City 4:47:04

5. Erin Swenson, Provo 4:49:46

#### **Male Expert 30-39**

1. Aaron Campbell, Farmington 1:46:03

2. Aaron Hagge, Ogden 4:20:16

3. Gabe Klamer, Jackson 4:23:51

4. Aaron Phillips, Salt Lake City 4:28:46

5. Brian Tolbert, Heber 4:33:03

#### **Male Expert 40-99**

1. Michael Pikey, Jackson 4:23:17

2. Jonas Croft, Salt Lake 4:29:05

3. Link King, Cave Creek 4:29:22

4. Mitt Stewart, Sandy 4:32:47

5. Reed Topham, Salt Lake City 4:37:23

#### **Singlespeed**

1. Corey Larrabee, Draper 4:11:58

2. Daniel Zvirzidin, Provo 4:19:01

3. Mike Barklow, Midvale 4:23:39

4. Josh Mortensen, Eden 4:40:40

5. Chris Pace, Star Valley Ranch 5:04:55

#### **Male Expert 19-29**

1. Michael Muhlestein, North Salt Lake 4:23:33

2. Dylan Cirulis, Salt Lake City 4:27:48

3. Zach Peterson, Bountiful 4:32:33

4. Darrell Roundy, Provo 4:41:54

5. adam cole, park city 4:48:15

#### **Female Expert**

1. Jill Damman, Park City 5:04:47

2. Amy Arriola, Park City 5:23:43

3. Christie Johnson, Park City 5:27:41

4. Ellen Guthrie, SLC 5:34:58

5. alison vrem, salt lake city 5:41:25

#### **Male 50-99**

1. Chris Bingham, Salt Lake City 4:17:08

2. John Higgins, Salt Lake City 4:25:10

3. Kevin Moffitt, Orem 4:36:40

4. Gary Gardiner, Salt Lake City 4:45:02

5. Kelly McGrew, Colorado Springs 4:56:38

#### **Sport Male 40-49**

1. Danny Larisch, Riverton 4:49:42

2. Gardner Brown 5:00:33

3. Alex Kim, SLC 5:16:18

4. Keith Payne, Orem 5:34:18

5. Darren Wiberg, Payson 5:43:06

#### **Sport Male 30-39**

1. Kevin Larkin, Draper 4:48:35

2. Christian F. Faatz, Heber City 4:57:17

3. Jason Aslesen, Park City 4:59:21

4. Eric Ault, Goshen 5:00:36

5. Alex Smith, SLC 5:01:50

#### **Sport Male 19-29**

1. Phillip Reiter 4:13:39

2. Jason Wolf, Salt Lake City 5:04:43

3. Bryson Deppe, South Jordan 5:20:11

4. enoch pitzer, north salt lake 5:28:03

5. Ryan Gobour, Sandy 5:36:30

#### **Sport Female 35-99**

1. Stephanie Earls, Salt Lake City 5:21:33

2. Kristi Micmilli, Provo 6:08:32

3. Gayle Olpin, Cedar Hills 6:16:21

4. Blythe Larrabee, Sandy 6:18:56

5. Lynda Saffell, Salt Lake City 6:48:50

#### **Sport Female 19-34**

1. Erin McDermott, Park City 6:01:39

2. Kaitlin Barklow, Midvale 6:02:58

3. Juel Iverson, Salt Lake City 6:47:31

4. Jody Hansen, Corvallis 7:27:21

#### **Male 60-99**

1. Dwight Hibdon, Park City 5:23:39

2. Brad Mullin, Salt Lake City 6:07:48

3. Bruce Argyle, Lehi 6:09:25

4. Bill Dark, Park City 6:21:50

#### **Beginner Male 19-34**

1. Austin Woolley, Orem 7:01:07

2. Richard Woolley, Orem 8:00:13

#### **Beginner Male 35-99**

1. Rob Walter, Salt Lake City 6:01:35

2. Tate Jensen, Salt Lake City 6:03:56

3. Jim Gilliland, Layton 6:46:58

4. Ryan Minor, West Jordan 7:37:21

#### **Beginner Female**

1. Shauna Paxman, CEDAR HILLS 7:29:07

#### **Clydesdale 200+**

1. Wayne Graham, Heber City 6:01:07

2. Karl Shuman, Sandy 6:48:37

#### **Junior 13-15**

1. Drew Palmer-Leger 44:15:00

2. Haley Batten 44:33:00

3. Josh Peterson 47:01:00

4. Sienna Leger-Redel 49:54:00

5. Sydney Palmer-Leger 52:24:00

#### **Junior 16-18**

1. Tyler Mullins 51:21:00

#### **16th Annual Chris Altaire Memorial, Intermountain Cup, Solitude Resort, UT, July 28, 2012**

##### **12 & Under**

1. Jack Youngblood 0:56:22

2. Meryn Passney; Timp Cyclery/LHM Chevy/Provo, 0:58:01

3. Dylan Fairchild 1:00:13

4. LJ Stringer 1:11:53

5. David Ressa; [UtahMountainBiking.com](#), 1:12:04

##### **9 & Under**

1. Daniel Garringer 0:14:46

2. Maggie Youngblood 0:15:05

3. Hale Nickell 0:20:38

4. Draeden Jensen; [UtahMountainBiking.com](#), 0:20:46

5. Audrey Garringer 0:28:07

##### **Beginner 16-18**

1. Stephen Peterson; UMB, Mt. Biking, 0:48:00

2. Devin Spencer; Skyline, 1:03:11

# BICYCLE SHOP DIRECTORY

## Southern Utah

### Brian Head/Cedar City

**Brian Head Resort Mountain Bike Park**  
329 S. Hwy 143 (in the Giant Steps Lodge)  
P.O. Box 190008  
Brian Head, UT 84719  
(866) 930-1010 ext. 212  
[brianhead.com](http://brianhead.com)

**Cedar Cycle**  
38 E. 200 S.  
Cedar City, UT 84720  
(435) 586-5210  
[cedarcycle.com](http://cedarcycle.com)

### Hurricane

**Over the Edge Sports**  
76 E. 100 S.  
Hurricane, UT 84737  
(435) 635-5455  
[otesports.com](http://otesports.com)

### Moab

**Chile Pepper**  
702 S. Main  
(next to Moab Brewery)  
Moab, UT 84532  
(435) 259-4688  
(888) 677-4688  
[chilebikes.com](http://chilebikes.com)

**Poison Spider Bicycles**  
497 North Main  
Moab, UT 84532  
(435) 259-BIKE  
(800) 635-1792  
[poisonspiderbicycles.com](http://poisonspiderbicycles.com)

### Rim Cyclery

94 W. 100 North  
Moab, UT 84532  
(435) 259-5333  
(888) 304-8219  
[rimcyclery.com](http://rimcyclery.com)

### Uranium Bicycles

284 N. Main Street  
Moab, UT 84532  
(435) 259-2928  
[uraniumbicycles.com](http://uraniumbicycles.com)

### Price

**BicycleWorks**  
82 N. 100 W.  
Price, UT 84501  
(435) 637-7676  
[fuzysbicycleworks.com](http://fuzysbicycleworks.com)

### St. George

**Bicycles Unlimited**  
90 S. 100 E.  
St. George, UT 84770  
(435) 673-4492  
(888) 673-4492  
[bicyclesunlimited.com](http://bicyclesunlimited.com)

### Bike Fix

41 N. 300 W., Suite D  
Washington, UT 84780  
[bikefixutah.com](http://bikefixutah.com)  
(435) 627-0510

### High Knees Cycling

2051 E. Red Hills Pkwy Unit 1  
St. George, UT 84770  
(435) 216-7080  
[hkycling.com](http://hkycling.com)

### Red Rock Bicycle Co.

446 W. 100 S.  
(100 S. and Bluff)  
St. George, UT 84770  
(435) 674-3185  
[redrockbicycle.com](http://redrockbicycle.com)

### Springdale

**Zion Cycles**  
868 Zion Park Blvd.  
P.O. Box 624  
Springdale, UT 84767  
(435) 772-0400  
[zioncycles.com](http://zioncycles.com)

## Northern Utah

### Logan

**Joyride Bikes**  
65 S. Main St.  
Logan, UT 84321  
(435) 753-7175  
[joyridebikes.com](http://joyridebikes.com)

### Mt. Logan Cyclery (Peaks Training)

880 S. Main St., #150  
Logan, UT 84321  
(435) 770-9255  
[mtlogancyclery.com](http://mtlogancyclery.com)

### Sunrise Cyclery

138 North 100 East  
Logan, UT 84321  
(435) 753-3294  
[sunrisecyclery.net](http://sunrisecyclery.net)

### Wimmer's Ultimate Bicycles

745 N. Main St.  
Logan, UT 84321  
(435) 752-2326  
[wimmersbikes.com](http://wimmersbikes.com)

### Park City/Heber

**19 Sports**  
710 Main St., Suite 3104  
Park City, UT 84060  
(435) 649-1901  
[nineteensports.com](http://nineteensports.com)

### Cole Sport

1615 Park Avenue  
Park City, UT 84060  
(435) 649-4806  
[colesport.com](http://colesport.com)

### Dharma Wheels Cyclery

6415 N. Business Park Loop Rd. #J  
Park City, UT 84098  
(435) 615-6819  
[dharmawheelscyclery.com](http://dharmawheelscyclery.com)

### Jans Mountain Outfitters

1600 Park Avenue  
P.O. Box 280  
Park City, UT 84060  
(435) 649-4949  
[jans.com](http://jans.com)

### Mountain Velo

2080 Gold Dust Lane  
Park City, UT 84060  
(435) 901-8356  
[mountainvelo.com](http://mountainvelo.com)

### Slim and Knobby's Bike Shop

520 N. Main Street, #D  
Heber City, UT 84032  
(435) 654-2282  
[slimandknobbys.com](http://slimandknobbys.com)

### Stein Eriksen Sport

At The Stein Eriksen Lodge 7700 Stein Way  
(mid-mountain/Silver Lake)  
Deer Valley, UT 84060  
(435) 658-0680  
[steineriksen.com](http://steineriksen.com)

### White Pine Touring

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

### Vernal

**Altitude Cycle**  
580 E. Main Street  
Vernal, UT 84078  
(435) 781-2595  
[altitudecycle.com](http://altitudecycle.com)

## Wasatch Front

### WEBER COUNTY

### Eden/Huntsville/Mountain Green

### Diamond Peak

Mountain Sports  
2429 N. Highway 158  
Eden, UT 84310  
(801) 745-0101  
[diamondpeak.biz](http://diamondpeak.biz)

### Needles Peak Ski and Bike

4883 W. Old Highway Road  
Mountain Green, UT 84050  
(801) 876-3863  
[needlespeak.com](http://needlespeak.com)

### Ogden

**Bingham Cyclery**  
1895 S. Washington Blvd.  
Ogden, UT 84401  
(801) 399-4981  
[binghamcyclery.com](http://binghamcyclery.com)

### Skyline Cycle

834 Washington Blvd.  
Ogden, UT 84401  
(801) 394-7700  
[skylinecyclery.com](http://skylinecyclery.com)

### The Bike Shoppe

4390 Washington Blvd.  
Ogden, UT 84403  
(801) 476-1600  
[thebikeshoppe.com](http://thebikeshoppe.com)

### DAVIS COUNTY

### Biker's Edge

232 N. Main Street  
Kaysville, UT 84037  
(801) 544-5300  
[bebikes.com](http://bebikes.com)

### Bingham Cyclery

2317 North Main Street  
Sunset, UT 84015  
(801) 825-8632  
[binghamcyclery.com](http://binghamcyclery.com)

### Bountiful Bicycle Center

2482 S. Hwy 89  
Bountiful, UT 84010  
(801) 295-6711  
[bountifulbicycle.com](http://bountifulbicycle.com)

### Masherz

1187 S. Redwood Road  
Woods Cross, UT 84087  
(801) 683-7556  
[masherz.com](http://masherz.com)

### Top Gear

145 S. Main Street  
Bountiful, UT 84010  
(801) 292-0453  
[topgearbicycles.com](http://topgearbicycles.com)

### SALT LAKE COUNTY

#### Central Valley

**Cottonwood Cyclery**  
2594 Bengal Blvd  
Cottonwood Heights, UT 84121  
(801) 942-1015  
[cottonwoodcyclery.com](http://cottonwoodcyclery.com)

#### Millcreek Bicycles

3969 Wasatch Blvd.  
(Olympus Hills Mall)  
Salt Lake City, UT 84124  
(801) 278-1500  
[millcreekbicycles.com](http://millcreekbicycles.com)

#### Salt Lake City

**Beehive Bicycles**  
1510 South 1500 East  
Salt Lake City, UT 84105  
801-839-5233  
[beehivebicycles.com](http://beehivebicycles.com)

#### Bicycle Center

2200 S. 700 E.  
Salt Lake City, UT 84106  
(801) 484-5275  
[bicyclecenter.com](http://bicyclecenter.com)

#### Bicycle Transit Center (BTC)

600 West 250 South  
Salt Lake City, UT 84101  
(801) 359-0814  
[bicycletransitcenter.com](http://bicycletransitcenter.com)

#### Bikewagon

680 West 200 North  
North Salt Lake, UT 84054  
(801) 383-3470  
[bikewagon.com](http://bikewagon.com)

#### Bingham Cyclery

336 W. Broadway (300 S.)  
Salt Lake City, UT 84101  
(801) 583-1940  
[binghamcyclery.com](http://binghamcyclery.com)

#### Contender Bicycles

875 East 900 South  
Salt Lake City, UT 84105  
(801) 364-0344  
[contenderbicycles.com](http://contenderbicycles.com)

#### Cyclesmith

250 S. 1300 E.  
Salt Lake City, UT 84102  
(801) 582-9870  
[cyclesmithslc.com](http://cyclesmithslc.com)

#### Fishers Cyclery

2175 South 900 East  
Salt Lake City, UT 84106  
(801) 466-3971  
[fisherscyclery.com](http://fisherscyclery.com)

#### Go-Ride.com Mountain Bikes

3232 S. 400 E., #300  
Salt Lake City, UT 84115  
(801) 474-0081  
[go-ride.com](http://go-ride.com)

#### Guthrie Bicycle

803 East 2100 South  
Salt Lake City, UT 84106  
(801) 484-0404  
[guthriebike.com](http://guthriebike.com)

#### Hyland Cyclery

3040 S. Highland Drive  
Salt Lake City, UT 84106  
(801) 467-0914  
[hylandcyclery.com](http://hylandcyclery.com)

#### Performance Bicycle

291 W. 2100 S.  
Salt Lake City, UT 84115  
801-478-0836  
[performancebike.com/southsaltlake](http://performancebike.com/southsaltlake)

#### REI (Recreational Equipment Inc.)

3285 E. 3300 S.  
Salt Lake City, UT 84109  
(801) 486-2100  
[rei.com/saltlakecity](http://rei.com/saltlakecity)

### Salt Lake City Bicycle Company

177 E. 200 S.  
Salt Lake City, UT 84111  
(801) 746-8366  
[slcbike.com](http://slcbike.com)

### Saturday Cycles

605 N. 300 W.  
Salt Lake City, UT 84103  
(801) 935-4605  
[saturdaycycles.com](http://saturdaycycles.com)

### SLC Bicycle Collective

2312 S. West Temple  
Salt Lake City, UT 84115  
(801) 328-BIKE  
[slcbikecollective.org](http://slcbikecollective.org)

### Sports Den

1350 South Foothill Dr  
(Foothill Village)  
Salt Lake City, UT 84108  
(801) 582-5611  
[SportsDen.com](http://SportsDen.com)

### The Bike Guy

1555 So. 900 E.  
Salt Lake City, UT 84105  
(801) 860-1528  
[bikeguyslc.com](http://bikeguyslc.com)

### Wasatch Bike Support

2795 S 2300 E  
Salt Lake City, UT 84109  
(801) 618-0049  
[wasatchbikesupport.com](http://wasatchbikesupport.com)

### Wasatch Touring

702 East 100 South  
Salt Lake City, UT 84102  
(801) 359-9361  
[wasatchtouring.com](http://wasatchtouring.com)

### Wild Rose Sports

702 3rd Avenue  
Salt Lake City, UT 84103  
(801) 533-8671  
[wildrosesports.com](http://wildrosesports.com)

### South and West Valley

#### Bingham Cyclery

1300 E. 10510 S.  
(106th S.)  
Sandy, UT 84094  
(801) 571-4480  
[binghamcyclery.com](http://binghamcyclery.com)

#### Bingham Cyclery

10445 S. Redwood Road  
South Jordan, UT 84095  
(801) 446-8183  
[binghamcyclery.com](http://binghamcyclery.com)

#### Canyon Bicycles

762 E. 12300 South  
Draper, UT 84020  
(801) 576-8844  
[canyonbicycles.us](http://canyonbicycles.us)

#### Canyon Bicycles

11516 S District Drive  
S. Jordan, UT 84095  
(801) 790-9999  
[canyonbicycles.us](http://canyonbicycles.us)

#### Infinite Cycles

3818 W. 13400 S., #600  
Riverton, UT 84065  
(801) 523-8268  
[infinitecycles.com](http://infinitecycles.com)

#### Lake Town Bicycles

1520 W. 9000 S.  
West Jordan, UT 84088  
(801) 432-2995  
[laketownbicycles.com](http://laketownbicycles.com)

#### REI (Recreational Equipment Inc.)

230 W. 10600 S.  
Sandy, UT 84070  
(801) 501-0850  
[rei.com/sandy](http://rei.com/sandy)

#### Revolution Bicycles

8801 S. 700 E.  
Sandy, UT 84070  
(801) 233-1400  
[revolutionutah.com](http://revolutionutah.com)

#### Salt Cycles

2073 E. 9400 S.  
Sandy, UT 84093  
(801) 943-8502  
[saltcycles.com](http://saltcycles.com)

#### Taylor's Bike Shop

2600 W. 12600 S.  
Riverton, UT 84065  
(801) 253-1881  
[taylorbikeshop.com](http://taylorbikeshop.com)

#### Taylor's Bike Shop

3269 W. 5400 S.  
Taylorsville, UT 84118  
(801) 969-4995  
[taylorbikeshop.com](http://taylorbikeshop.com)

### UTAH COUNTY

#### American Fork/Lehi/Pleasant Grove

**Bike Barn**  
201 E. State St.  
Lehi, UT 84043  
(801) 768-0660  
[bikebarn@hotmail.com](mailto:bikebarn@hotmail.com)

#### Bike Peddler

24 East Main  
American Fork, UT 84003  
801-756-5014  
[bikepeddlerutah.com](http://bikepeddlerutah.com)

#### Infinite Cycles

1678 East SR-92  
Highland/Lehi, UT 84043  
(801) 766-5167  
[infinitecycles.com](http://infinitecycles.com)

#### Timpanogos Cyclery

665 West State St.  
Pleasant Grove, UT 84062  
801-796-7500  
[timpanogoscyclery.com](http://timpanogoscyclery.com)

#### Trek Bicycle Store of American Fork

Meadows Shopping Center  
356 N 750 W, #D-11  
American Fork, UT 84003  
(801) 763-1222  
[trekAF.com](http://trekAF.com)

### Payson

#### Utah Trikes

40 S. Main  
Payson, UT 84651  
(801) 804-5810  
[utahtrikes.com](http://utahtrikes.com)

#### Downhill Cyclery

36 W. Utah Ave  
Payson, UT 84651  
(801) 465-8881

### Provo/Orem/Springville

#### Bingham Cyclery

187 West Center Street  
Provo, UT 84601  
(801) 374-9890  
[binghamcyclery.com](http://binghamcyclery.com)

#### Mad Dog Cycles

360 E. 800 S.  
Orem, UT 84097  
(801) 222-9577  
[maddogcycles.com](http://maddogcycles.com)

#### Mad Dog Cycles

936 E. 450 N.  
Provo, UT 84606  
(801)

**CYCLOCROSS****Trebon and Duke Win Raleigh Midsummer's Cross Race at Deer Valley**

Above: Tim Johnson leads race winner Ryan Trebon through the barriers. Photo: Dave Iltis See more at [cyclingutah.com](http://cyclingutah.com) See results in this issue.

**By Jared Eborn**

You want to talk about pre-race motivation?

Nicole Duke found her muse.

Riding without a professional contract and contemplating a season away from the top-level cyclocross races she's used to competing in.

But when Raleigh-Clement Cycling sponsored a mid-summer cyclocross race at Deer Valley on July 24 in conjunction with the DealerCamp bicycle trade show, Duke booked a flight to Utah and lined up in a very competitive field.

Why? A \$15,000 contract with Raleigh-Clement was on the line for the winner.

"I didn't know if I'd be racing this year," Duke said, after smoking the field on a very rough and challenging course at Deer Valley. "But I thought I'd give it a shot. It was an opportunity I felt like I had to take a chance at."

Leading from the start, Duke didn't let off the gas until she hit the finishing straight – realizing she had earned that pro contract which would allow her to compete on a high level.

"It was tough, it was bumpy," Duke said to cycling media gathered at Deer Valley for DealerCamp. "It was a shock to the system to have a race this early."

Utah's Kathy Sherwin was part of a three-woman chase group, along with Caroline Mani and Kari Studley, trying to track down Duke but the contract was too much motivation to deny.

On the men's side, a start-packed

field gave the crowd at the tradeshow plenty of fireworks on one of Utah's biggest holidays.

Ryan Trebon overpowered Tim Johnson, Jonathan Page, Ben Berden and Allen Krughoff to take the win as he launched an impressive attack on the fourth lap and pulled away from Johnson for the victory.

The men also had a professional contract to race for and after the offered filtered through the results and already-signed racers, Krughoff was given the contract offer which he happily accepted.

Page, a new Utah resident and riding without a primary sponsor for the 2012 season, reportedly had the option to take the contract but Raleigh-Clement and Krughoff eventually came to an agreement.

The event capped off the first day of DealerCamp and proved a welcome, albeit extremely early, opportunity to shake the dust off some knobby tires and feel some pain.

The course was rough, rocky and challenging. With loose sharp rocks, tight turns after barrier dismounts and a tricky downhill turns from pavement to loose dirt with a bit of an air-inducing transition curbs, the circuit left racers gasping for breath.

Or, maybe, the 7,000 feet of elevation had something to do with that.

Regardless, the oddly-timed cyclocross race was a hit in most regards. With four start times and six fields, the action was relentless and a built-in spectator base created some excitement, good-natured heckling and left cross racers anxious for fall and winter to arrive.

**TRIATHLON COACHING****Am I A Swimmer, A Cyclist, A Runner, Or A Triathlete?**

By Cari Junge

In the Sport of Triathlon:

What do you call the athlete first out of the water? Correct, a high-level 'swimmer'

What do you call the athlete with the fastest bike split? Yes, a high-level 'cyclist'

What do you call the athlete with the fastest run time? Correct again, a high-level 'runner'

What do you call the athlete first to cross the finish line? Not just the winner, but... a high-level 'tri-athlete'.

The athlete with the fastest split in one given leg of a multisport race is no doubt dialed sport-specifically. He has mastered performance in that leg of the race, proving to be fastest in that environment, regardless of what he did before or after.

The athlete that crosses the finish line first has maximized swim-to-bike-to-run economy, transitions, biomechanics, pacing, nutrition, overall speed and so much more. This athlete is a master of multisport racing (in this case of three sports), and the winning triathlete.

Truly, we are all triathletes by participating in the sport that includes swim-bike-run legs before the finish, whether we perform recreationally, competitively or professionally. The above analysis was resolved from conversations with a good friend years ago during our post-race recaps, and personal jab sessions. We would reflect on our individual performances and note the field that won on different levels, recognizing there might be worth in clarifying performance titles when racing multisport.

There are many faces of triathlon. For point sake, there are those with pure passion for the experience, the camaraderie and/or healthy structure as they strive for a safe and comfortable pace. There are those with power and precision in one given sport, while the other leg(s) of the race appear to hinder them overall. And then there's the multisport master who can pull it all together with strong overall results.

Across the past few months, we have explored and resolved tips for dealing with the impact of Mother Nature on training and racing. We realized the importance of evaluating the facts from race day, especially when it wasn't our best, and take time to step back and fine tune before our next big goal event. The message this month explains benefits of dedicating what I call [Mind.Body.Sport](http://Mind.Body.Sport) time to nurture single-sport mastery as a multisport athlete. And in doing so, it's important not to lose sight of your title and performance guidelines as a triathlete- even if those around you knock your worth.

Some say the sport of triathlon was birthed from bad blood- or friendly competition- between the swimmer, the cyclist, and the runner. The Hawaiian Mid-Pacific Road Runners and Waikiki Swim Club would debate back in the mid 1970's over who was fitter, the swimmer or the runner. And when Eddy Merckx, the Belgian cyclist, was named as having the highest recorded maximum oxygen uptake of any athlete measured, the cycling community joined the field. The battles began in 1978 when a swim to bike to run 'triathlon' conceived in Mission Bay in the early '70s was expanded upon for the first long-distance triathlon on the Big Island of Hawaii.

Today you might breathe some

thick air on the road when a cyclist and a triathlete are within bike length's distance. The very scientific data out there shows that cyclists tout the triathlete as having poor bike handling skills and therefore dangerous to ride with, let alone in a pack. We are often reminded of the extravagant hoarding of stuff on the bike- secret stashes, creative ways to use electrical tape, or personal diaries of photos and mantras visible for motivation. Of course the lightest and most expensive componentry out there compensates for weight added by the frills.

If I've made enemies of a few of you triathletes for stirring the pot, please know that I've competed in triathlon for over 20 years. I've fielded many levels of banter, and I've created rituals to initiate it, therefore finding yet again great pleasure from the sport. There was a period of time during my triathlon career when I did some bike racing, and I was represented by a local bike shop. As many offer, I was able to bring my bike in for regular tuning and maintenance which was always a good laugh for the techies servicing 'the triathlete who's a cyclist wanna-be'. The first time I brought my time trial bike, near kid size given my stature, 'Joe' (we will call him) picked it up to mount on a bike stand and belted a 'FU^&%\*&^%' that sent most customers running. Oops, forgot to tell him about my wad of chamois cream stashed under the saddle just in case, and at the time this was post-race flavor. From that point on, my creative expressions became gifts for triathletes to become more efficient and authentic, and for Joe to get more pissed off.

Getting back to the message for today, let's focus on the benefits of a triathlete putting mind and body into the sport of cycling for performance gains as a triathlete. I believe in order to de-sensitize from the jabs and knocks of the sport-specific masters, we need to understand the root of the criticism, nurture those areas requiring special attention, embrace our differences, and then take on the challenges.

**TOP FIVE REASONS WHY 'RESEARCH SHOWS' CYCLISTS TORMENT US**

1. [Who](#) gets a medal for simply crossing the finish line at a bike race?

2. [Between](#) support vehicles and rolling buffets, no wonder why And the support along the way is nearly unheard of, let alone those who couldn't fix a flat if their finish depended on it.

3. [Tape](#) is for real needs, not to attach chapstick to handlebars or gel packs to the headset.

4. [Learn](#) how to drink and ride, corner the round-a-bouts, cue road etiquette, signal a stop- basic road etiquette, duh?!

5. [There's](#) one thing that doesn't belong in a group ride- a triathlete with aerobars!

**TOP MIND.BODY.SPORT TIPS FOR STRENGTHENING CYCLING SKILLS AS A TRIATHLON BE A SPECTATOR**

Get your head in the game and prioritize watching the best locally and internationally. Ironman races on tv are a great opportunity for the sport and for us athletes to see the best cruise through transitions. When it comes to mastering cycling sport-specifically for multisport, watch a full stage (or 20 for that matter) of the

Tour de France. Watch pedaling technique, bike handling on breakaways, and tactics not allowed in triathlon as a sport. Many times, that's how we learn best, by studying what we cannot do.

Go to a stage or 5 of the Tour of Utah where you can see firsthand real action. Hyper focus on the racers' efficiencies and economies of riding the bike on your training ground. Watch body signals, muscle recruitment to achieve certain tactics, and facial expressions talking. Catch the time trial given that's as close as a bike race will get to your triathlon cycling.

**TRAIN ECONOMICALLY**

Apply the specificity principle to your cycling-specific training whenever possible. If you dabble with cycling group rides, events, or races (which is not necessarily encouraged for the triathlete), stay focused on your tri-goals. Again, time trialing is a great simulation for triathlon. Take advantage of fixed distance non-drafting, maximal aerobic capacity, and speed in the aerobar position. Adding a short transition run could make sense for your training plan at times.

Trouble may strike when you dabble in criteriums or road races. These environments unlike triathlon have periods where you can sit in- pace lines, drafting, etc... Crits drive time in the drops where many of us don't even know where they are. The finish comes down to explosive efforts at maximal output (if your bike handling skills are weak, watch out!). Triathlon does not. There can be a time and a place if these activities spell fun for you, but to race triathlon optimally, you need to train as economically as you perform triathlon. Otherwise, can you spell o-v-e-r-t-r-a-i-n-i-n-g?

**CONTROL IT, DON'T CRASH IT**

Dedicate time to controlling your equipment, and not letting it control you. The bike demands a safety-first mentality which requires practice time for the body to perform safety techniques innately. It takes 10,000 repetitions to instill a habit so to master hydrating on the bike; you've got to practice it in a range of environments, with others around and not. Simulate handling tactics when riding through a feed zone, if you participate in events with water stations on the bike. And most critically, learn the rules of the road if you haven't yet- you certainly can't drive without a license, and perhaps someday we'd all be better off if there was a requirement for riding.

**CLAIM YOUR TITLE**

Claim your title with pride and define what it means 'to win'. With these in mind, establish your goal with triathlon as a generalist or a specialist. Your generalist's cap supports your abilities across a range of different things, being generally good at most. Your specialist's lid fits the one area, or a few, where you shine. Both hats can lead to a win, whether my definition or yours.

Cari Junge has over 20 years racing, coaching and teaching experience in the endurance sport industry. She is a certified USA-Triathlon & USACycling Level II Coach, an 8x ironman athlete, and is currently the Nutrition & Therapy Director for 'Utah Sports and Wellness'. For more information, see [www.utahsportsandwellness.com](http://www.utahsportsandwellness.com).

## ADVOCACY

**New Transportation Bill Means Changes for Bike Funding and Bike Advocates**

By Charles Pekow

The rules of the road – and the bike trail – are about to change. Ready or not, here they come. And bike advocates better get ready because the game is changing come October 1. On that date, the new federal law governing federal funding for bike projects kicks in. And it ends 20 years of guarantees of federal aid to states for bicycle projects.

The law, officially called the Moving Ahead for Progress in the 21st Century Act, or MAP-21, on the one hand cuts and consolidates the major sources of aid to states to build bike facilities and provide safety education.

On the other hand, the law devolves decisions once made in Washington to state officials, and decisions made by states to local officials. This means that relationships with mayors and other local office holders will become more important to ensuring continued development of bicycle infrastructure. And the bill actually creates a few new opportunities to improve bike safety and expand facilities.

President Barack Obama signed the law early in July. Officials from the Utah Department of Transportation (UDOT), spoken to shortly thereafter, said they need time to figure out what it means, meet with federal officials and figure out how to implement it. But they said they remained committed to supporting bicycling programs. The Federal Highway Administration (FHWA) was still trying to figure it all out itself – Congress gave it less than three months to get it going. And national bike advocates realize that state and local bike groups are going to have to shoulder more of the burden and that the balance of the national advocate job is going to shift from mainly lobbying in Washington to more helping state and local groups.

But by and large, cyclists can't take any federal funding for granted, as they could for 20 years under MAP-21's predecessors. The new law lasts just two years – through September of 2014, so before we really know its effects, it will be time to start working on a successor. Congressional staff have said they plan to start work on a new bill in the fall.

"The front line has moved to the state and local level," notes Jeff Miller, president of the Alliance for Biking and Walking (ABW).

The largest sources of federal funds for bicycling, Transportation Enhancements and Safe Routes to School (SRS) are now thrown into one pot called Transportation Alternatives. Historically, Utah has received about \$6 million a year in Enhancements money and \$2 million in SRS funds. But the Alternatives program also includes several other programs including ones funding scenic roadways and environmental

mitigation – projects bicycle advocates don't want to oppose but will have to compete with for funding. And the new combined program provides a reduced funding level overall – \$800 million a year nationwide, about one-third less than was available for all the combined programs previously. And to add to the danger, states can opt out of spending half of this money on alternatives and turn it over to motorized transportation programs.

The funding formula allows states to spend half the Alternatives money and the rest they must give to local governments, including metropolitan planning organizations (MPOs) where they exist. In Utah, this applies to cities with populations of 50,000 and up. Smaller cities will have to persuade UDOT to give a share of the money. The advantage to this approach is that local officials may be more attuned to where a bike bridge or path is needed than a state transportation department that may concern itself more with cross-state highways. So advocates will have to spend a greater portion of their time talking to mayors and other local officials as opposed to state and federal ones.

The Recreational Trails Program (RTP), the third major source of funding for bike trails and education, gets somewhat better treatment. It is technically thrown into the Alternatives pot with Enhancements and SRS. But the law says that the state must spend about the same amount that it historically has on recreational trails (Utah got almost \$1.1 million this year.) But the law comes with an escape clause that would allow the state to shift the money to other transportation programs – but only if the governor personally signs off on it. RTP gets its special protection because the funds come from a dedicated source – the fuel tax on non-motorized transit. The Utah Department of Natural Resources administers it.

Utah Governor Gary Herbert indicated he hasn't figured out what to do but that the more recreation advocates he hears from, the more likely he will be to retain the program. His office gave Cycling Utah a statement saying "since the bill was only recently signed, we are still in the process of analyzing the implications. The governor will seek input from all affected agencies prior to making the decision."

"At this point, we are just studying the new law to see what the implications are for active transportation and for my job," UDOT Bicycle/Pedestrian Coordinator Evelyn Tuddenham says. "My job is not going to go away but it may change.... It would be nice if they gave us some lead time but that's not how things go with the government."

And UDOT retains the same level of commitment to bike/ped programs – it just has to spread less federal money around with different rules, she notes. "We always have a lot of competing interests for funding. This puts a new wrinkle into it but it is not anything we haven't had in the past. It's just figuring out what the details are," Tuddenham adds.

And as of October 1, the law requiring states to maintain a fulltime SRS coordinator vanishes. "It's up in the air at this point" if UDOT will maintain the fulltime position, says Cherissa Wood, Utah's SRS coordinator. "I may not be doing this fulltime." But she says UDOT is trying to come up with resources to keep

the job – and SRS – projects going. Herbert's office adds noncommittally "the governor's office and UDOT will continue to work together to address the all concerns" regarding SRS.

And according to national advocates, agencies like UDOT would do well to obligate as much money appropriated under previous legislation before October 1, when the law changes and it's not clear what rules will apply to distributing it. Nationally, about \$300 million in SRS money lies available for spending, according to Deb Hubsmith, founding director of the SRS National Partnership.

The bicycle advocacy groups in Washington, DC -- including ABW, the League of American Bicyclists (LAB), America Bikes and others – are planning to provide technical help to state and local advocates to help them in their growing role.

And like many other advocacy organizations are doing these days, Bike Utah's board is discussing what to do at its August meeting. "It's part of our mission to work with all the communities throughout Utah and hope to build advocacy organizations," Bike Utah Executive Director Scott Lyttle says. With local advocacy increasing in importance, Bike

Utah is helping put together a local advocacy group in St. George. "We'll put on a mini-bike summit in St. George September 26....We'll help them any way we can." Lyttle says.

Meanwhile, the new law does create some new opportunities to advance cycling – if state and local officials and bicycle advocates and their allies know how to take advantage of them.

MAP-21 continues the Congestion Mitigation & Air Quality Improvement Program (CMAQ), which gives grants to states and metropolitan planning organizations to reduce traffic volume and related smog, which sometimes includes grants to encourage bicycle riding. CMAQ money, for instance, helped build the Murdock Canal Trail in Orem. MAP-21 adds a new type of project eligible for a CMAQ grant: a project that shifts rush hour traffic to other transportation modes. "This should help encourage/justify the use of more CMAQ dollars to bike/ped," according to Caron Whitaker, campaign director for America Bikes.

But, Whitaker warns, in the name of giving states flexibility – the same rationale for combining the above programs – the new law allows

states to transfer half of their CMAQ money to other programs (under the expiring law, they were limited to 21 percent). So bike/ped fans will have to work to ensure that states don't divert the money.

And still another FHWA program is open to funding on- and off-road bicycle projects: the Highway Safety Improvement Program (HSIP). "Traditionally, only a handful of states have used any of this funding on bike/ped but there is now a stronger opportunity to push for this funding," Whitaker says. The law now requires a representative from the non-motorized sector to participate in creating a state road safety plan.

Another provision in the law says that if states want to put rumble strips or other warning devices along the sides of roadways with HSIP funds, the devices must not impede bicyclists. And states can use HSIP funds to install lights and signs at bicycle crossings. State HSIP programs must include identifying hazards for bicyclists on public roads, "including roadside obstacles, railway-highway

Continued on page 15

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## NUTRITION

**Is Chocolate Milk Really the Best Nutritional Choice for Recovery?**

By Katherine Beals, PhD, RD, FACSM, CSSD and Breanne Nalder MS RD Candidate, University of Utah

If you watched le Tour de France on the NBC sports network last month you probably saw the Dairy Council's new commercials for chocolate milk showcasing elite athletes touting the beverage as their preferred post-workout recovery drink. In these commercials, athletes such as Mirinda Carfrae (2010 Ironman Champion) espouse the nutritional virtues of chocolate milk and emphasize its importance as a recovery drink by referring to it as "my after".

It's hard to believe that a beverage that was recently removed from the school lunch programs in school districts spanning from Los Angeles to the District of Columbia is now the recovery beverage of choice for endurance athletes, begging the question-- is chocolate milk the perfect recovery beverage or is the Dairy Council capitalizing on the popularity of Le Tour and the summer Olympic games to market their product?

Recovery Nutrition 101

From a nutritional standpoint, recovery involves replacing the energy and nutrients that were utilized during exercise as well as providing the nutrients that the body needs

to repair, rebuild and prepare for the next training bout and/or competition. During endurance exercise (particularly of a moderate to high intensity), glycogen stores (muscle and liver) are rapidly depleted. Thus, glycogen replenishment is a critical component of recovery nutrition, particularly when there is less than 24 hours between training bouts and/or competitions (e.g., two-a-day practices, tournaments, stage races, meets involving multiple heats, etc.). It is recommended that athletes need approximately 1-1.2 grams carbohydrate per kilogram of body weight as soon as possible and then hourly for 4 to 6 hours post exercise to maximize the rate of glycogen resynthesis depending on the level of intensity and duration of the competition.

Although not a primary fuel, a small amount of protein is oxidized during endurance exercise and this must also be replaced post exercise to minimize loss of lean tissue and support tissue repair. There is also some evidence to suggest that protein consumed post exercise may expedite glycogen resynthesis. For these reasons it has been recommended that endurance athletes consume 0.4 grams of protein per kilogram of body weight at approximately the same rate and on the same schedule as that for carbohydrate. Recently there has been interest in specific proteins (e.g., whey) as well as individual amino acids (e.g., leucine and arginine) for recovery, although consistent and convincing evidence for

their benefits over other proteins or amino acids is lacking.

Finally, the fluids and electrolytes lost during endurance exercise must be replaced. Failure to do so can result in the athlete entering the next training bout already in a slightly dehydrated and or electrolyte depleted state. The American College of Sports Medicine recommends that athletes consume 24-32 fluid oz and for every 1 lb (or 1.5 L for every 1 kg) of body weight lost along with "some" sodium to aid in fluid retention. The ACSM does not specify a specific amount of sodium, rather they simply recommend "...drinks containing sodium such as sports beverages" and qualify that with the statement that "many foods can also supply the needed electrolytes."

The Hype Surrounding Chocolate Milk

Based on the information presented above then, it would seem then that the perfect recovery food/beverage would provide carbohydrate and protein in approximately a 3:1 ratio as well as fluid and electrolytes. And that brings us to chocolate milk. It just so happens that a pint (16 fluid ounces) of low-fat chocolate milk provides 52 grams of carbohydrate and 16 grams of protein--approximately a 3:1 ratio of carbohydrate to protein. It also provides fluid and more sodium (305 mg of sodium per 16 fl oz), than an equal volume of popular sports drinks. Chocolate

milk not only meets the nutritional "profile" of the perfect recovery food/beverage, but it has research to support its effectiveness. Of course, it is worth noting that all the research has been funded by the Dairy Council. Moreover, most of the studies have compared chocolate milk (which contains carbohydrate and protein) to sports drinks (containing only carbohydrate) and/or a flavored "placebo" (containing no carbohydrate or protein), which is really not a fair comparison.

What is the Best Recovery Food/ Beverage?

If you enjoy the taste of chocolate milk (who doesn't really?) and can afford the calories, then it is a good option. It is convenient, relatively inexpensive (especially compared to other sports foods/beverages touted for recovery market), and meets the nutritional requirements for recovery. However, it is not your only option. You can also meet your recovery nutrition needs by consuming a mixture of foods and fluids that provide an approximate ratio of 3:1 carbohydrate to protein along with electrolytes, particularly sodium. Some examples include:

- Greek Yogurt (it has more protein than regular protein) + fruit + granola
- High protein cereal (e.g., Kashi Go Lean, Kashi Go Lean Crunch) + low-fat/non-fat milk with berries
- Sports bar + sports drink + fruit
- Turkey sub (6") + fruit + sports

drink

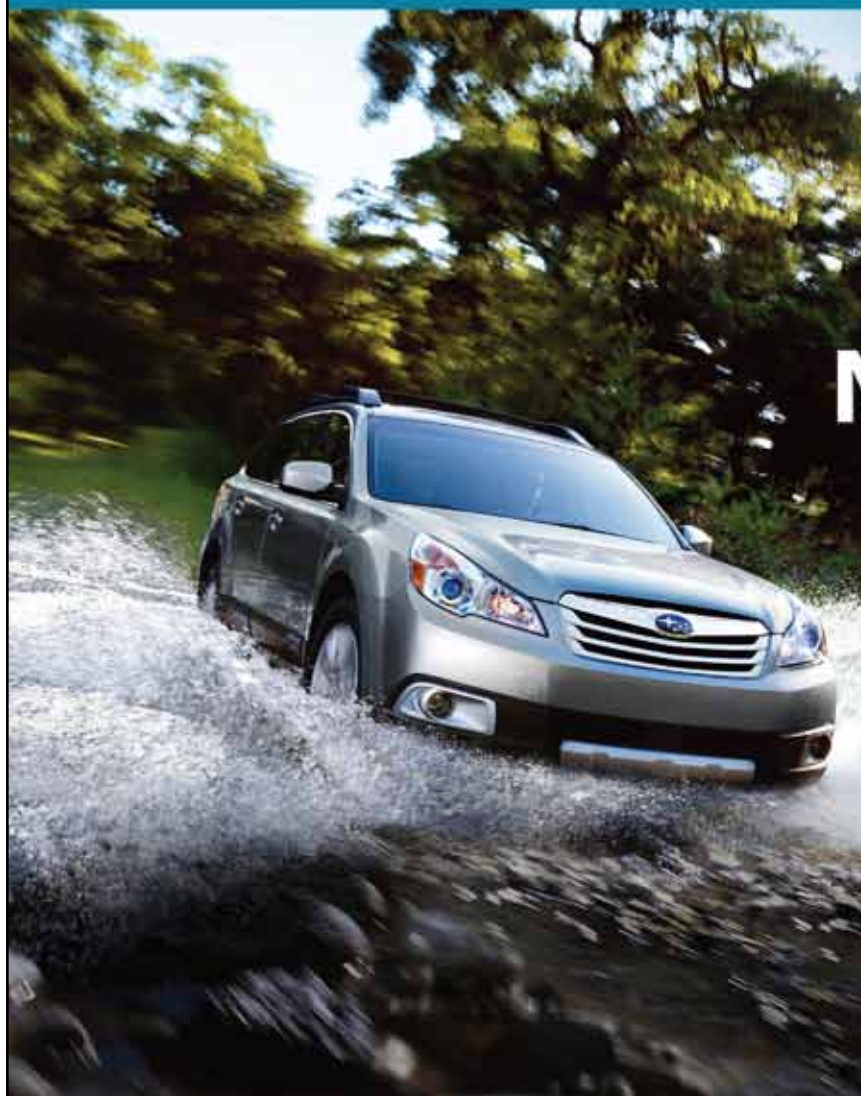
- Trail mix with fruit and nuts + sports drink
- Pretzels + string cheese or cottage cheese + 100% juice
- Peanut Butter and Jelly sandwich + fruit + sports drink
- Smoothie: 1 cup lowfat vanilla yogurt + 2 Tablespoons peanut butter + 1 banana + 1 cup skim milk, blended with ice

Katherine Beals, PhD, RD is an associate professor in the division of nutrition at the University of Utah. She is a fellow of the American College of Sports Medicine and a Certified Specialist in Sports Dietetics. Breanne Nalder is an elite cyclist and a Master's Candidate in the Division of Nutrition at the University of Utah working on her thesis under the direction of Dr Beals.

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**New Transportation Bill - Continued from page 13**

crossing needs, and unmarked or poorly marked roads," the law reads. And the law will require state analyses of safety crash data to include deaths and serious injuries to cyclists, which will provide an improved picture of Utah's most serious bike safety problems.

And, believe it or not, MAP-21 provides a brand new potential source of funding for bicycle infrastructure. It creates a new Pilot Program for Transit-Oriented Development Planning. FHWA will make discretionary grants to states and MPOs, meaning that communities will have to apply - no automatic funding. Grantees must use the money to plan for implementing plans to improve access to transportation hubs. Plans can include increasing access to train and bus depots for bicyclists, such as by building bike stations and parking, and paths leading to the stations.

MAP-21 also requires that all planning organizations - state, metropolitan and rural -- include "bicycle transportation facilities" in their intermodal transportation systems. And it says that all users, including bicycle advocates must get "a reasonable opportunity to comment on the transportation plan."

And from now on, you'll be able to see exactly what bicycle projects UDOT is funding and what share of the transportation budget cycling gets because the law requires states to publish an annual list of all projects they fund, including bike projects.

The U.S. Department of Transportation will also have to collect some more helpful information too. The bill requires it to maintain an

Intermodal Transportation Database for all modes of transportation, that will include the volume and patterns of bicycle and pedestrian use.

And, the bill provides a potential concern - and an opportunity for bicyclists on federal recreational land (national parks, forests, wildlife preserves, etc.). The bill requires bicy-

clists to stay off roadways if sidepaths are available within 100 yards of the road and the speed limit equals or exceeds 30 mph and the road is deemed dangerous or unsuitable for bicycling. Congressional staffers put the provision in the bill because some drivers complained of cyclists on a narrow roadway in a national

park in Washington, DC. So it's not clear to what degree this will matter. Given that managers get to decide what roads to ban cyclists from "the number of miles affected is probably small," says Walter Finch, LAB vice president for advocacy.

On the other hand, the bill allows the \$300 million a year Federal Lands

Transpiration Program money to pay for bicycle facilities and requires consideration of cycling access in transportation plans for federal lands.

Finally, the bill allows Indian governments getting funds under the Tribal Transportation Program to use funds for any bicycle provisions.

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**TOUR OF UTAH PREVIEW**

**Tour of Utah Spectator Guide - Continued from page 3**

to you by Geigerrig held at University of Utah Research Park: 1:00 – 4:00 p.m.

Game on. After climbing the infamous North Ogden Pass, riders will loop around Pineview reservoir, passing under Snowbasin Ski resort, site of the 2002 Olympic downhill. After rolling along through the emerald ranches and farms of Morgan Valley, past East Canyon Dam and reservoir, they'll grind up the 5.5-mile, 7 percent climb to the Big Mountain summit, followed by a mad, 15-mile downhill chase to the finish in University of Utah's Research Park. The last two editions of this stage came down to two-man breaks that snuck away on the Big Mountain climb, barely holding off the charging peloton.

Research Park is home to some of the most promising new technological projects and established science and tech companies to emerge from the U of U research juggernaut. It's also the site of Red Butte Gardens and Arboretum whose summer amphitheater showcases America's finest contemporary musical acts. Recently opened: the spectacular new Natural History Museum of Utah at the Rio Tinto Center. Both should not be missed.

**Downtown Ogden:** The start on 23rd Street in Ogden offers a great place to view the start of Stage 3. Come to the start before lunch to visit with the riders at the Team Parking area and grab that autograph at the Autograph Alley.

**Trappers Loop:** East of Ogden along Hwy 167 from Huntsville to Mountain Green is this scenic stretch of road that is familiar to many bicyclists in Weber and Morgan Counties. With its wide, unobstructed views, the top of Trappers Loop will give spectators a great viewing point to see the racers suffer up this Category 3 climb.

**Big Mountain:** Located within pedaling distance for recreational cyclists from Salt Lake City, Big Mountain will be the place to watch

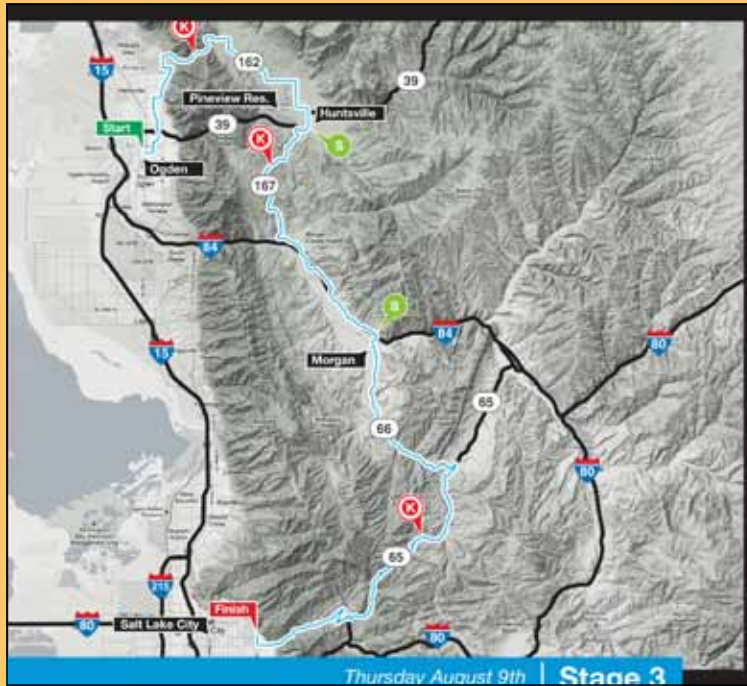


here at the summit, twice. Racers will summit the Category 3 climb at approximately 10:45am and again between 2:00-2:30pm on the way back to Ogden. Spectators can even follow the race down Trappers Loop after the second KOM and catch the finish on 25th Street. This can be done when the race heads east around Pineview Reservoir; spectators should head west down Ogden Canyon in order to get to the finish in time for the finish.

**North Ogden Divide:** This summit sits at 6200 feet and The North Canyon Road links North Ogden from the West to Liberty and Pineview Reservoir to the East. Look for eagles soaring above this popular area for hiking. With only 12 miles to go and the two -mile climb reaching up to

15% gradient, North Ogden Divide will be where the fireworks happen. Look for a dwindled peloton and continuous attacks up the steep Category 2 climb as racers try to separate themselves and chase glory in Downtown Ogden.

**Stage Two: Miller Motorsports Park Team Time Trial, Presented by XO Communications**  
**Wednesday, August 8**  
**Stage Type: Team Time Trial (TTT)**  
**Total Distance & Elevation: 13.5 mi. (21.75 km)**  
**Typical Conditions: 80°- 90° F**  
**Start: 12:15 p.m.; Estimated Finish: 3:45 p.m.**  
**Miller Motorsports Park, 2901 North Sheep Lane, Tooele, UT**  
**Lifestyle Expo, brought to you by Geigerrig: 11:00 a.m. – 4:00 p.m.**



The Team Time Trial sets the stage for the difficult mountain days to follow—You and your friends have the best seats in the house with grandstand seating at Miller Motorsports Park! Stage 2 is only 30 minutes from Salt Lake City.

Without a prologue to establish initial standings, the GC at the start of Stage 2 should be wide open. The inaugural Team Time Trial at the legendary Miller Motorsports Park will serve to shake that selection up even more, and set the stage for the difficult mountain days to follow.

Each team will complete 3 laps of a 4.5-mile course, totaling 13.5 miles or 21.75 km.

If you're lucky enough to visit Utah before or after the Tour, treat yourself to one of many world-class motorcycle, automobile or kart events

at MMP, considered the finest race-track of its type in North America.

Stage 2 offers a unique viewing opportunity: Fans can watch the whole course from the bleachers at Miller Motorsports Park!

**Stage Three: Ogden to University of Utah Research Park, Presented by University of Utah Health Care**  
**Thursday, August 9**  
**Stage Type: Road Race**  
**Total Distance & Elevation: 85.5 mi. (137 km); 7,134 ft. (2,174 meters) of climbing**  
**Typical Conditions: 80°- 90° F**  
**Start: 12:10 p.m.; Estimated Finish: 3:50 p.m.**  
**Start Location and Vivint Autograph Alley: 1 block west of Washington Blvd on 23rd St. in Ogden 23rd: 11:10 a.m. -12:00 noon**  
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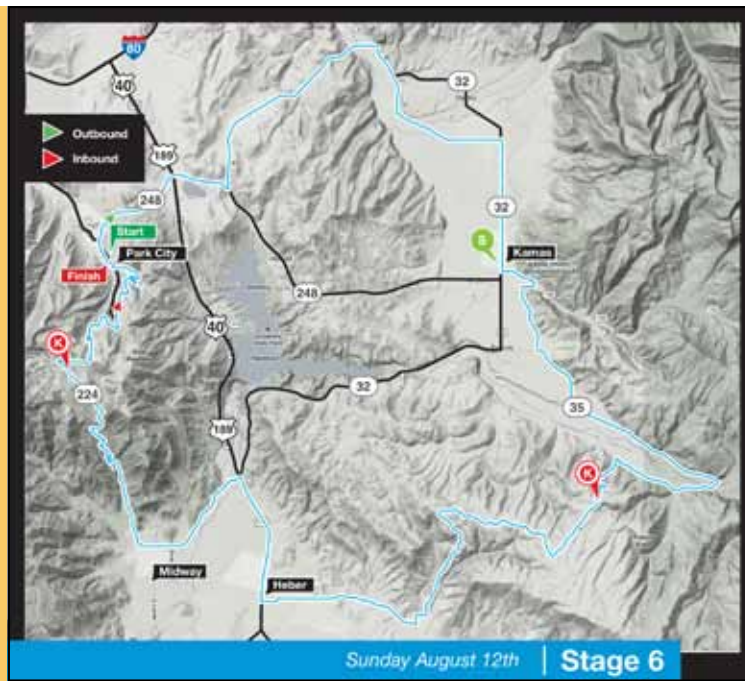
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wrench into the plans of the sprinters? The Tour of Utah is expected to finish between 3:30 – 4 p.m. MT, so come early and join the party that features Provo-based band Fictionist.

**Stage Five: Newpark Town Center (Kimball Junction) to Snowbird Ski and Summer Resort, Presented by Exergy Development Group Saturday, August 11**  
**Stage Type: Road Race: Queen Stage**

**Total Distance & Elevation: 101.1 mi. (162.8 km); 10,000 ft. (3,048 meters) of climbing**

**Typical Conditions: 80°- 90° F**  
**Start: 11:10 a.m.; Estimated Finish: 3:50 p.m.**

**Start Location and Vivint Autograph Alley: Newpark Town Center, Kimball Junction, Park City exit from I-80 10:10-11:00 a.m. Finish Line, Snowbird Ski and Summer Resort: 12:00 noon – 4:00 p.m. and Lifestyle Expo, brought to you by Geigerrig**

For the third year running, Stage 5 of the Tour of Utah (also called the “Queen” stage) will cross four counties, climb nearly two miles and traverse a full 100 miles of the toughest, most breathtaking cycling terrain anywhere in the world. Unlike the last two years, racers will journey from Kimball Junction to Snowbird Ski and Summer Resort knowing they still have one brutal mountain stage left before the final GC is determined. Whoever crosses the Snowbird finish line in first position will likely pull on the leader’s jersey. Careful what you wish for: Defending it on Sunday could be the most difficult competitive challenge they’ll ever face.

Snowbird Ski and Summer Resort opened in 1971 with three lifts, the Tram, the Lodge at Snowbird, and the Snowbird Center. It averages 500 annual inches of low-density powder snow, and boasts one of the longest ski seasons in North America. Come up early on Saturday, and ride the Tram to Hidden Peak for a hike or mountain bike ride. Then grab a bite in one of Snowbird’s mountain restau-

rants before the stage finish. Newpark Town Center (Park City): The start of the Tour’s “Queen Stage” will be at 11:10 a.m. next to Newpark Resort at Kimball Junction. Come early for breakfast and a breathtaking setting. Autograph Alley will open at 10 a.m. for your best opportunity for photos or signatures from your favorite riders.

Downtown Heber: Located in the heart of Wasatch County, Heber Valley and its communities are nestled between the Wasatch and Uinta mountain ranges. Heber City, the county seat, is near Wasatch Mountain State Park and is the site of a new Viewing Party location for the Tour of Utah. Recreational cyclists can register for the 35-mile ride option of The Ultimate Challenge and Heber will be the finish line. Enjoy the Viewing Party that is adjacent to an XO Communications Sprint Line. Watch the race via Tour Tracker on a big screen TV and enjoy food and beverages at a hospitality tent.

Alpine: Here is the second Tour of Utah Viewing Party for race fans! Ride here from Park City in The Ultimate Challenge, or drive up from Salt Lake City early in the afternoon. Like the Viewing Party in Heber, you’ll be treated to live race action on the big screen and a hospitality area. Alpine City is located on the slopes of the Wasatch Range just north of American Fork. It’s a great spot to watch the cyclists as they make the final push to the final climb on Stage Five.

Tanner Flats in Little Cottonwood Canyon: If you want to join the biggest party of the summer, then head up to Little Cottonwood Canyon and Tanner Flats. This section of road leading to Snowbird Ski and Summer Resort is where the road pitches to over 10%. Its name is deceiving.

Continued on page 23

the race explode on Stage Three. Big Mountain is very familiar to Salt Lake City cyclists with its four-mile ascent and 1400 feet of climbing. Expect a small group in the peloton to breakaway over the summit of this Category 2 climb for the final push down Emigration Canyon to the finish. Small breakaways have been successful in past years of the Tour, so get a close-up view to see who tries to make this happen in 2012.

University of Utah – Research Park: A short bike or bus ride from anywhere in Salt Lake City and you can be at the exciting finish located at University of Utah Research Park. The race is expected to finish between 3:30-4 p.m., so come early with friends and family to enjoy lots of free activities in the Lifestyle Expo brought to you by Geigerrig, as well as the final day for the teamgive Pedal Power Festival.

**Stage Four: XANGO HQ (Lehi) to EnergySolutions Arena, Presented by Adobe**

**Friday, August 10**  
**Stage Type: Road Race**  
**Total Distance: 134.3 mi. (219.8 km); 4,219 ft. (1,285 meters) of climbing**

**Typical Conditions: 80°- 90° F**  
**Start: 10:15 a.m.; Estimated Finish: 3:45 p.m.**

**Start Location and Vivint Autograph Alley: XANGO HQ, 3098 Executive Parkway, Lehi: 9:15-10:00 a.m. Finish Line, EnergySolutions Arena Plaza: 12:00 noon – 4:00 p.m.**

**Lifestyle Expo, brought to you by**

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**teamgive Pedal Power Festival**

**Music provided by Fictionist**

Like last year’s Stage 2, this year’s Stage 4 kicks off at Xango headquarters in Lehi. But that’s where the similarity ends. Friday’s 136-mile race is a certified monster. Before they finally cross the finish line at the EnergySolutions Arena in Salt Lake City, racers will first venture west along the venerable Pony Express route, circle back east, then head north through ranches, farms, suburbia and, at last, the urban landscape of Salt Lake City. Look for a nearly complete peloton to arrive—in full sprint mode—in downtown Salt Lake.

Just after leaving Utah County, the Tour caravan will get a Utah Highway Patrol escort on the brand new, 15-mile Mountain View Corridor. Scheduled for a late-2012 opening, the Tour will be the first and only non-construction traffic allowed on the route. Once in Salt Lake, make sure to leave time to visit the spectacular, new City Creek Center, jewel in the crown of the city’s \$1 billion redevelopment project.

EnergySolutions Arena (Downtown Salt Lake City): The place to be on Friday afternoon in Salt Lake City will be EnergySolutions Arena. Tens of thousands of fans are expected to line 300 West in anticipation of a blistering sprint finish. But will the strong winds in the valleys of Salt Lake and Utah counties throw a

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## MOUNTAIN BIKE RACING

**Bradford and Moncorge win Inaugural 2012 Bell Wasatch Enduro at Canyons Resort**

A rider flying down the trails of the Canyons Resort in the inaugural Wasatch Enduro. Photo: Chris See. Find more at [fredmarx.photoshelter.com](http://fredmarx.photoshelter.com)

By Ali Goulet

Park City, Utah July 21st 2012 – 6

all-mountain stages, featuring three picturesque climbs and three technical descents, saw Aaron Bradford and Mary Moncorge best a field of 150+

riders in the inaugural Bell Wasatch Enduro at Canyons Resort. Enduro comes in many forms, the most common being a multi stage event where

timed descents are linked by untimed climbs. this un-intimidating format welcomes the enthusiast racer while still providing elite racers the ultimate test of skill and fitness. The 17-mile course provided 1,300-feet of climbing and three descents ranging from 6 to 12 minutes each.

The fourth stop on the North American Enduro Tour was the departure of the “fast and flowy” trails of Oregon, enter the rugged and technical trails of the Rockies. Still scary fast and flowy, Stage 4 catapulted racers down aspen lined trails reaching speeds upwards of 40mph, while Stages 2 and 6 had the additional challenge of huge water bars and steep off camber sections that had many competitors opting for a full-face.

The Women’s Pro race was a battle at every stage. Moncorge took the lead on the first timed stage, Powerade Lower Holly’s descent, grabbing 5 seconds over Wendy Palmer. Palmer struck back on the fastest stage of the day, Smartwater Upper Holly’s descent, winning by 4 seconds. Moncorge and Palmer would go into the final, Stage 6 Vitaminwater Insurgent descent with only 1 second to Moncorge’s favor. The ladies gave all on the grueling 12 minute stage and at the line Mary Moncorge (Santa Cruz Bikes) was crowned the winner with Wendy Palmer (Chile Pepper Bike Shop) in 2nd, Alisha Gibson (2nd Ave Sports)

in 3rd and Kathy Sherwin (NoTubes Elite Women) making the podium in 4th!

While the top 3 Pro Men finished the day with barely a minute total separation, it was Aaron Bradford who ran away with the Bell Wasatch Enduro. Bradford started out the day putting 3 seconds into Nate Hills on stage 2, then continued that trend winning every stage on his way to the podium. The fate of the Pro Men’s field was decided on stage 6 however, the longest and most technical, Vitaminwater Insurgent descent. With 120+ racers seeing the course before the Pros, the only thing racers could expect was the unexpected. Adam Snyder (Jamis) was a victim of the unexpected as a flat dropped him from a comfortable 3rd to well outside the top ten.

When the dust settled, Aaron Bradford (SantaCruz/Fox/Easton) took top honors followed by Nate Hills (Sram/Wolf Racing), Kyle Mears (Whole Enchilada Shuttle Co. Moab,UT), Matt Johnston( Cannon Ball Racing) and race organizer Ali Goulet (Bell Helmets/Wasatch Area Ruff Ryders) rounding out the podium in 5th .

Participants wrapped up the Bell Wasatch Enduro with bellies full of BBQ and Epic Brewing Co. beers, all while taking in the sights and sounds of See-I on the Mountain Stage at Canyons Resort.

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UTAH BIKE INDUSTRY

# Deer Valley Hosts Dealer Camp Industry Trade Show



Dealers from around the country including Utah came to Deer Valley for Dealer Camp to be able to meet manufacturers in a low key mountain setting and test and talk bikes.  
Photo: Dave Iltis

By Jared Eborn

Do not call it Interbike Lite. DealerCamp - an intimate gathering of bike manufacturers, parts suppliers, bike shop owners and industry geeks - is anything but Interbike. Though meeting at the swanky Deer Valley Resort, DealerCamp features a low-key, relaxed vibe that offers an opportunity to truly explore bikes, products and trends without the chaos that inherently comes with

Las Vegas.

And Demo Day? The entire event is one giant demo day with group rides, lift passes, product sampling and honest-to-goodness testing that brings dealers and vendors together.

"I've been hearing from our exhibitors that they love that they can go out and take a peddle with their customers," Lance Camisasca, founder of Lifeboat Events - the organization behind DealerCamp and its accompanying PressCamp. "It's a relaxed environment and give

people a better chance to actually meet and discuss products."

DealerCamp visited Deer Valley for a three-day run from July 24-26, 2012, bringing dozens of exhibitors and hundreds of dealers together for up close and personal industry chit-chat.

While some trade shows feature numerous product launches, DealerCamp focuses more on its stated mission of "Meet, Ride, Decide." And with a pricetag much lower than many other tradeshow, DealerCamp exhibitors like the bang for the buck even if the smaller gathering

"We love it," Rick Tillery, a rep for Mercury Cycling wheels said. "We have a lot more interaction with dealers and have a chance to let people test our wheels and get a feel for them."

Camisasca said after rapid growth from Year One in 2010 to 2011, DealerCamp is a bit smaller in 2012 - but by design.

"We probably grew it too fast and overcooked it," Camisasca said. "So we deliberately took a step back. We're focused on having the right quantity of dealers with the right quantity of brands."

But while the trade show portion of the event might be a little smaller, the feel and energy is alive and well. With a mid-summer cyclocross race

sponsored by Raleigh - a major exhibitor at DealerCamp - the first day of the show was punctuated with some incredible action as some of the biggest names in the sport dusted off their cross legs to race for a hefty prize purse and, for some, a professional contract with Raleigh-Clement Cycling's cyclocross team.

A solid mixture of large and small exhibitors made their way to Deer Valley to pitch their goods. Shimano, Scott and Cannondale each had a sizeable presence. So, too, did small-scale companies hoping to carve a niche in the bike industry.

Volagi, fresh off a difficult court battle with Specialized, had a spot reserved in the middle of the show to display its patented Liscio frame with LongBow Flex stays. They also brought along their stylish steel frame bike, the Viaje.

Robert Choi, co-founder of Volagi, said he was at DealerCamp to establish relationships with dealers from around the country and give them a better opportunity to check out his bikes in a way a crowded convention floor can't typically provide.

"It's good," he said. "After what we went through, it's really good to just focus on our bikes and business."

Also on site were recognizable brands such as Louis Garneau and GU Energy as well as smaller or

newer exhibitors such as SeaSucker bike racks and Honey Stinger nutritional products.

Giving the industry a chance to gather earlier in the product cycle was important for Camisasca.

"We felt there was a need to do something in July when product lines are being introduced," Camisasca said. "Plus, this setting allows you to spend quality time together which is something you don't always get."

Camisasca said plans for 2013 are already being made with Deer Valley fully onboard as a host location. With lessons learned about growing the event too fast, Camisasca said he hopes for slower growth each year as the trade show attracts more exhibitors, more dealers and more media.

Dealer Camp and its cousin Press Camp are part of a number of industry mini bike industry trade shows that were hosted in Utah this year. Other companies that brought dealers to Utah to sample great trail and road riding and to see their wares include Specialized, Quality Bike Parts, Raleigh, and Cannondale. Specialized held their annual dealer show at Snowbird this year, while QBP held their annual Saddle Drive event at Snowbasin. These shows bring dollars to Utah and showcase Utah's ranking as a great place to ride



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**MOUNTAIN BIKE RACING**

**Crusher in the Tushar Answers All Questions**



Above: Great scenery amidst the hard effort of the race.  
Right: The women's pro field on one of the early climbs.  
Photos: [Cottonsoxphotography.net](http://Cottonsoxphotography.net)



climb 10,300 feet in those 70 miles), amplified the chorus of doubt and confusion with the all-important single-speed riddle of which gear ratio. "This question brings all of my anxieties bubbling to the surface," Heather said. "How strong are you, really? How much pain are you willing to endure?" Kenny explained the riddle as simply as possible: "I had to figure out one gear that would accommodate the flat sections without killing me on the climbs." Heather decided that a 32:22 would be her gear of choice. Kenny, feeling Herculean, and having the pedigree to justify it, ran a 33:16.

However, unlike a standard mountain or road race, the question of gears was not limited to single-speeders. All of us were wondering about the size of our cassettes. And each of us were wondering exactly how much pain we'd be able to endure. Heather's question echoed silently throughout the field, from the pro riders to the hobbyists in the back of the peloton, "How strong am I, really?" The Crusher has a way of answering that question in stark, black ink.

The climax of the Crusher is the Col d' Crush. The race required us to descend and climb the twisted, gravelled, and laughably steep dirt road. More commonly known as Highway 153, the Col d' Crush is an access road connecting the Tushar mountains and the Paiute Valley, home to the small Utah hamlets of Junction and Circleville. The unpaved portion of the Col d' Crush claims only 6 (3 up, 3 down) of the Crusher's 70 miles. But it monopolizes all of the racers' attentions. Indeed, The Col d' Crush is the headwaters of the River of Doubt that flows easily through the hearts and minds of the racers. To be fast going down this crooked, deceitful road, a bike ought to have fat tires and suspension. But to climb it with any semblance of speed, a bike should be sleek and

Continued on page 28

By Adam Lisonbee

Black clouds swirled overhead. Thunder rumbled in the distance. Enormous, heavy rain drops started to fall from the sky. They thudded against the ground, splashing into the dust and gravel of the forest road. I hurried back to the truck, trying fruitlessly to dodge the rain. The heavens opened in earnest, and the rain began to fall in sheets just as I slammed the doors of the truck shut. The water pelted loudly against the windows and roof. I sat for a moment and watched the fury of the storm.

I was somewhere near the top of Grindstone Flat in the Tushar Mountains. It was the evening before the 2nd annual Crusher in the Tushar, a 70 mile hybrid of dirt and pavement, mountain and cyclocross bikes, mountain bikers and roadies. "The Crusher," explained Kenny Jones, "is the bastard child of road racers and mountain bikers."

As the rain continued to fall, I thought about the next day's adventure. Would there be rain like this? Did I have enough rain gear? Did I even bring rain gear? Were my tires going to hold up? And what about my legs? Had I done enough to get them ready? So many questions. So much anxiety. The rain only exaggerated the uncertain feelings and the second-guessing. I had done the inaugural Crusher in 2011, and yet, this second edition felt as mysterious as the first.

But I was not alone. The Crusher breeds anxiety. "I fret and brood about each race for days," confessed Heather Gilbert. "Even when there are no decisions to be made except whether I am going to show up and pedal, I twist myself into knots with self-doubt." But the Crusher isn't like any other bike race. It

demands guessing and second-guessing. Which bike? Which tires? What about cassette size? "And this race?" continued Heather, "This mostly-dirt-climbing-but-with-a-wicked-bumpy-descent-and-a-long-stretch-of-flat-pavement-race? My insides are churning."

Heather and Kenny rode the Crusher on single-speed 29er mountain bikes. Which, in addition to increasing the difficulty of the actual pedaling (the Crusher does

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21 Chalk Creek Road Race	30 Harvest Moon Cyclocross
28 Tour de Park City	

## COACH'S CORNER

**Bike Fit: Proper Biomechanics for Performance & Comfort**

By Mark Deterline

Bike fit has become an essential part of owning good bikes that we want to ride as efficiently and as comfortably as possible.

Dave and I originally sought training and certification from the world's top fitters primarily so that we could support our coaching clients in their quest for maximum performance. Over time, we have done more and more bike fits for clients and non-clients alike based on a variety of needs.

**The whys**

Proper bike fit offers the following benefits:

- Relief from discomfort
- Relief from injury
- Improved biomechanics & efficiency
- Better, more confident bike handling
- Increased power

One of the primary motivators that get cyclists to invest time and money in a bike fit is discomfort. Feet, bums or hands get sore or go numb, lower back muscles tighten, necks ache.

Often these symptoms are less about the body part itself, and more about improper biomechanics somewhere along the chain of contact that manifest themselves in a part of the body that compensates.

Injuries result from accidents or ailments unrelated to cycling, but can also be related to cycling, with improper fit being a common culprit.

Another catalyst is the realization that we are only as effective and fast as our technique allows us to be. In many instances riders recognize that their "form" or position is not optimized, because they feel or intuit inefficiencies. These are often very real sensations. Sure, we can over-analyze and overthink things, and we tend to be most critical of or hardest on ourselves. However, if we are generally positive about our efforts on the bike yet still discern issues, we could very well be onto something. Proprioception is a key facet of today's most sophisticated bike fit processes, which will be addressed in-depth later in this article.

One exciting reason cited by many of our clients is the desire to feel more confident handling their bikes – whether on road or trail, climbs or

descents, in corners or crosswinds. This aspect is sublime because it goes beyond alleviating discomfort and inefficiencies, focusing on... having fun and becoming one with the most awesome of human tools!

Finally, there is power. Maximum power transfer allows us to conquer the most formidable terrain and satisfy that need for speed inherent in most of us, and which got many of us into cycling in the first place. Maximum power transfer allows us to kick butt, sure, but there is also beauty and accomplishment in knowing that we have optimized our biomechanics and eliminated inefficiencies, like a customized, clean burning speed machine.

**Pieces of a puzzle, spokes on a wheel**

Bike fit adjustments can be likened to adjusting the tension of single spokes: each change to a single part affects other parts and therefore the whole. That is why there are generally no easy fixes or single adjustments that will lead to an optimal fit.

That isn't to say that small improvements can't be made; a little research or help from competent bike shop staff can alleviate pressure or strain on a knee or get someone more comfortable on a saddle or in a pair of shoes. However, a rider should be realistic about how much can be accomplished using fixed angles, set formulas, shoe insoles, new component parts, etc. After all, everything still needs to be integrated and fit to the rider, instead of the other way around.

**The hows: Help me help you**

Each of us has a unique anatomical structure to begin with, and a physiology that is largely the result of life-

style and physical conditioning. Both change over time, modified by how we care for our bodies and our level – and type – of fitness. All of these variables dictate that at the outset of a proper bike fit, ideally there should be no anticipated outcomes. The process should be based on a rigorous protocol, yes, but it is largely a process of discovery for both fitter and subject.

Which leads us to proprioception. A good fitter goes through a protocol that establishes benchmarks, but only as an initial step. Much of a good fit, and why ours take 2+ hours, is that we then take the rider through a process of experimentation and elimination, much like a patient undergoes at the optometrist. There is no way to perceive with exactness what an individual experiences; we can observe, intuit and make educated assumptions, but ultimately an expert must elicit and process feedback. Hence the practice of the optometrist taking a patient through the steps of "better now, or better now" until the ideal visual prescription is determined.

This dimension of modern bike fit is not warm and fuzzy, nor based on personal preferences. It is a dramatic process that releases tensions, enables movement and unleashes power that most of our clients hadn't fully anticipated. It manifests itself in enhanced comfort and increased performance that energize a rider.

What is actually happening when we facilitate proper hip/pelvic rotation; support optimally the feet via the forefeet, aligning hips, knees and ankles; as well as support and release undue strain on the upper body is a concept we refer to as postural liberation. Proprioception is possible because the body recognizes when it is allowed to move the way it wants to, and when tension is released. The

only muscles we want working are the ones moving the pedals and propelling us forward, and to a much lesser degree the ones instinctively engaged to maneuver and steer the bike.

**Getting there**

Naturally, we encourage anyone who plans to spend significant time on a bike to get a professional bike fit. We have invested hundreds of hours in research and training, and have conducted hundreds of bike fits. Competent professional fitters have the tools, dedication and the humble understanding that client feedback based on proprioception leads to postural liberation – to the true remedying of underlying biomechanical issues due to bodily asymmetries, injuries or improper positioning.

Additionally, it is important to recognize that each type of bike – road, mountain, cyclocross, track, etc – requires a different type of fit to facilitate each discipline and its unique biomechanical demands.

We offer all of these thoughts to encourage each rider to pursue optimized fit and positioning, and to get started somewhere. We strongly recommend a professional fit; at least not ruling it out until the rider experiences that liberation and comfort that lasts as long as the longest and hardest ride one ever plans to do on a bike.

Mark Deterline and Dave Harward offer over thirty years of combined endurance training and competitive experience. Plan 7 Endurance Coaching provides professional coaching, biomechanics (bike fitting and stride analysis) and performance testing for athletes of all levels. Email them at: [contact@plan7coaching.com](mailto:contact@plan7coaching.com).

**Tour of Utah Preview from page 11**

since the road is not flat at all and the racers will struggle to stay on their bikes. Thousands of fans line this section of road every year. Fans arrive first thing in the morning to reserve the best spots. Don't forget to wear your costume!

Snowbird Resort – Entry 2: The finish at Snowbird Ski and Summer Resort provides the only mountain-top finish of the 2012 Tour of Utah. Get the best viewing of the finish by purchasing a VIP pass so you can have a front row seat to the action.

NOTE: Little Cottonwood Canyon will close to uphill and downhill traffic at 2:00 on Saturday.

**Stage Six: Park City to Park City, Presented by United Healthcare Sunday, August 12**

**Stage Type: Road Race**

**Total Distance: 76.73 mi. (123.5 km); 6,844 ft. (2,086 meters) of climbing**

**Typical Conditions: 80°- 90° F**

**Start: 12:10 p.m.; Estimated Finish: 3:45 p.m.**

**Start Location and Vivint Autograph Alley: Main St., Park City: 11:10 a.m. – 12:00 noon**  
**Finish Line, Main St., Park City: 11:00 a.m. – 4:00 p.m. and Lifestyle Expo, brought to you by Geigerrig**

Whatever legs riders may still have on Sunday morning will be tapioca by the end of Stage 6. This 75-mile loop looks relatively docile on paper. But who races on paper? The route covers terrain the Tour has never visited, including the scenic and private Wolf Creek Ranch, a 2.15-mile climb through pristine stands of aspen and beaver ponds that hits 22 percent. Crossing the Heber Valley, it briefly re-visits Heber City and Midway before winding its way to the base of Empire Pass. This climb that will set the bar for pure heinousness in length and pitch. It's all down hill from there, with a blistering alpine descent of Royal Street in the Snow Park area of Deer Valley, finishing

in front of the Kimball Arts Center on lower Main Street, and the final Tour of Utah podium.

The Main Street brigades of 2012 should easily eclipse 2010's legendary race crowd. During the 4+ hours the race will be on-course, folks will have plenty of time to sample the dozens of Main Street and Park Avenue eateries and bars, and sample the wares from the merchants in the Park Silly Market.

Downtown Park City: The Larry H. Miller Tour of Utah returns to Downtown Park City on August 12! Park City knows how to party and it is throwing the biggest party on Main Street since the 2002 Winter Olympic Games. Come at 11 a.m. to meet the pro cyclists at Autograph Alley. The final road race of the week begins at 12:10 p.m. with the cyclists riding ceremonial laps around Old Town before taking on the 75.4-mile course.

Pine Canyon Rd/Empire Pass: Known locally as the Backside of Guardsman's, this Hors Categoric (HC) climb up Empire Pass is where the race should be won or lost. One ProTour racer was quoted as saying it is one of the five hardest climbs in the world. With several switchbacks surpassing pitches of 20 percent gradient, Empire Pass offers multiple locations where fans can get a firsthand view of the best cyclists on the planet suffering over the hardest climb of the race. Empire Pass can be accessed from Park City, Salt Lake City (via Big Cottonwood Canyon) and Midway.

NOTE: Very limited parking on or near Empire Pass. From Midway: No auto access. Spectators are encouraged to walk or ride their bikes. From Park City: Limited parking is available on Twisted Branch Road., starting mile up from the traffic circle at Deer Valley's Montage Resort. Access closes 11:00 a.m. From Brighton: Empire Pass via Guardsman's Pass access will close at 11:00 a.m. Cars must have all four tires off the paved road surface, for rider safety.

**Go-Ride**  
3232 South 400 East  
Salt Lake City, UT 84115  
(801) 474-0081  
[www.go-ride.com](http://www.go-ride.com)

**Mt. Logan Cyclery**  
(Peaks Training)  
880 S. Main St., #150  
Logan, UT 84321  
(435) 770-9255  
[mtlogancyclery.com](http://mtlogancyclery.com)

**Mountain Velo**  
2080 Gold Dust Lane  
Park City, UT 84060  
(435) 901-8356  
[mountainvelo.com](http://mountainvelo.com)

**Poison Spider Bicycles**  
497 North Main  
Moab, UT 84532  
(435) 259-BIKE  
[poisonspiderbicycles.com](http://poisonspiderbicycles.com)

**Needles Peak Ski & Bike**  
4883 W. Old Hwy Road  
Mtn. Green, UT 84050  
(801) 876-3863  
[needlespeak.com](http://needlespeak.com)

**Bountiful Bicycle Center**  
2482 S. Hwy 89  
Bountiful, UT 84010  
(801) 295-6711  
[bountifulbicycle.com](http://bountifulbicycle.com)

**Bike Fix**  
41 N. 300 W., Suite D  
Washington, UT 84780  
(435) 627-0510  
[bikefixutah.com](http://bikefixutah.com)

**Beehive Bicycles**  
1510 South 1500 East  
Salt Lake City, UT 84105  
(801) 839-5233  
[beehivebicycles.com](http://beehivebicycles.com)

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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: [calendar@cyclingutah.com](mailto:calendar@cyclingutah.com) with date, name of event, website, phone number and contact person and other appropriate information.

Let us know about any corrections to existing listings!

## Utah BMX

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

## Utah Advocacy

**Bike Utah** — UT, Utah's Statewide Advocacy Group., Ken Johnson, [ubcinfo@utahbikes.org](mailto:ubcinfo@utahbikes.org), [bikeutah.org](http://bikeutah.org)

**Salt Lake City Mayor's Bicycle Advisory Committee (MBAC)** — Salt Lake City, UT, Meetings are on the second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 335. All are welcome. Visit the website to join the email listserve., Dave Iltis, 801-328-2066, [dave@cyclingutah.com](mailto:dave@cyclingutah.com), Julian Tippetts, 801-535-7704, [Julian.Tippetts@slcgov.com](mailto:Julian.Tippetts@slcgov.com), [slcgov.com/bike](http://slcgov.com/bike)

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

3351, [MHillyard@slco.org](mailto:MHillyard@slco.org), [bicycle.slco.org](http://bicycle.slco.org)

**Weber County Pathways** — Ogden, UT, Weber County's Trails Group. We are committed to the idea that non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life., Mark Bedel, 801-393-2304, [wp@weber-pathways.org](mailto:wp@weber-pathways.org), Rod Kramer, 801-393-2304, [rod@weberpathways.org](mailto:rod@weberpathways.org), [weberpathways.org](http://weberpathways.org)

**Davis Bicycle Advisory and Advocacy Committee** — Farmington, UT, Not Currently meeting. Organizers needed., Bob Kinney, 801-677-0134, [bob@bike2bike.org](mailto:bob@bike2bike.org), [davisbike.org](http://davisbike.org)

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

**Park City Alternative Transportation Committee** — Park City, UT, Normally meets the second Wed. of the month, location TBD, Charlie Sturgis, 435-649-6839, [charlie@mountaintrails.org](mailto:charlie@mountaintrails.org), Michael Watson, [redtail@sina.com](mailto:redtail@sina.com), [mountaintrails.org](http://mountaintrails.org)

**Mountain Trails Foundation** — Park City, UT, Park City's Trails Group, Charlie Sturgis, 435-649-6839, [charlie@mountaintrails.org](mailto:charlie@mountaintrails.org), [mountaintrails.org](http://mountaintrails.org)

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

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

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

**Provo Bike Committee** — Provo, Utah, Come join us every 2nd and 4th Tuesday at 5 pm in the Conference Room in the Provo City Building on 351 W. Center Street. We promote bike safety, culture, and better relations between bikes and cars., Carole Ann Litster, 208-283-6756, [carolannlitster@gmail.com](mailto:carolannlitster@gmail.com)

## Events, Swaps, Lectures

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

**Bike Polo League** — Salt Lake City, UT, March to November - Come and play bike polo! Tuesdays at Liberty Park, Salt Lake City, 6:30 pm, enter from 13th S. and come up the 7th East side to the road entering the center of the park. All welcome, bring bike, gloves, and helmet. Mallets provided., Scott Brown, 801-870-9292, [sbrown@redrocks.com](mailto:sbrown@redrocks.com)

**Downtown Historic Tour of Salt Lake City** — TBA, Utah Bike Month, Salt Lake City, UT, TBA, Jon Smith, 801-596-8430, 801-322-5056, [cslcentury@mac.com](mailto:cslcentury@mac.com), [cyclesaltslakecentury.com](http://cyclesaltslakecentury.com), [utahbikemonth.com](http://utahbikemonth.com)

**Celebrate the City 2012** — tentative, Utah Bike Month, Salt Lake City, UT, SLC will highlight one of its historical buildings sometime in May., Tyler Curtis, 801-535-6118, [tyler.curtis@slcgov.com](mailto:tyler.curtis@slcgov.com), [slcgov.com](http://slcgov.com)

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

**Beehive Bike Polo Club** — Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons. Check out the Beehive Bike Polo Club on Facebook for location., Chuck Heaton, 801-688-7268, [heatpolo-company@gmail.com](mailto:heatpolo-company@gmail.com)

**Cole Sport Weekly Road Ride** — Park City, UT, Weekly Road Ride Mondays June 4-Aug. 27. Ride leaves Cole Sport, 1615 Park Ave. at 6 pm. Park at lower PCMR lot., Scott Dudevoir, 435-649-4806, [dude@colesport.com](mailto:dude@colesport.com), [colesport.com](http://colesport.com), [mountaintrails.org](http://mountaintrails.org)

**August 18, 2012 — Tour de Fat**, Boise, ID, Rolling Revival of Sustainable Folly!, Various Western Locations., 888-622-4044, [nbb@newbelgium.com](mailto:nbb@newbelgium.com), [newbelgium.com/tour-de-fat](http://newbelgium.com/tour-de-fat)

**September 22, 2012 — World Car Free Day**, UT, Ride your bike and leave the car at home!, None, [noemail@cyclingutah.com](mailto:noemail@cyclingutah.com), [worldcarfree.net](http://worldcarfree.net)

**October 10-13, 2012 — IMBA World Trails Summit**, Santa Fe, NM, The 2012 IMBA World Summit will feature professional development, networking and great riding for mountain bike advocates and enthusiasts., Mark Eller, 303-545-9011, [markeller@imba.com](mailto:markeller@imba.com), [imba.com/world-summit](http://imba.com/world-summit)

## Mountain Bike

### Tours and Festivals

**September 22-23, 2012 — Trek Dirt Series Mountain Bike Camp**, Fruita, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), [lu@dirseries.com](mailto:lu@dirseries.com), [dirseries.com](http://dirseries.com)

**September 25-29, 2012 — Alison Dunlap Adventure Camp**, Moab, UT, Five-day Intermediate/Advanced MTB Skills Camp, Rim Village condos at 4 pm., Alison Dunlap, [alisondunlap@comcast.net](mailto:alisondunlap@comcast.net), [alisondunlap.com](http://alisondunlap.com)

**September 28-30, 2012 — MECCA Fall MTB Festival**, Castle Dale, UT, Registration begins Friday at 1pm followed by a "warm up ride." Evening meal is provided as is a prize drawing. Saturday begins with breakfast and then all-day, guided rides, ranging from beginner to advanced. Finish up on Sunday morning with a provided breakfast and a guided (or on-your-own) scenic ride. Family-friendly., Kim Player, 435-653-2440, [meccabike-club@etv.net](mailto:meccabike-club@etv.net), [bikethestwell.org](http://bikethestwell.org)

**October 3-7, 2012 — Outerbike**, Moab, UT, Outerbike is an opportunity to ride your dream bike on real dirt. Participants will receive bike demos for 3 days, lunch at the trailheads, and admission to evening parties and films., Sean

Hazell, 800-845-2453, [sean@outerbike.com](mailto:sean@outerbike.com), [outerbike.com](http://outerbike.com)

**October 14-16, 2012 — Hurricane Mountain Bike Festival**, Hurricane, UT, Ride with us on some of the most stunning trails in the world with Zion National Park as your backdrop. Fun festivities, awesome demo bikes, beer garden, dutch oven dinner, prizes & more!, DJ Morissette, 435-635-5455, [hu@otesports.com](mailto:hu@otesports.com), [otesports.com](http://otesports.com)

**October 25-28, 2012 — 7th Annual Moab Ho-Down Bike Festival**, Moab, UT, Offers group shuttle rides, amateur film festival, townie tour, Super D Race, DH Race, dirt jump comp and an outrageous costume party!, Tracy Reed, 435-259-4688, [info@chilebikes.com](mailto:info@chilebikes.com), [moabhdown.com](http://moabhdown.com)

## Utah Weekly MTB

### Race Series

**Sundance/Soldier Hollow Weekly Race Series** — Soldier Hollow, UT, Wednesday nights, May - Aug. Venue alternates between Soldier Hollow and Sundance, 6:30 pm. Pros/Experts 1hr race time, Sports 45mins, Beginners 30mins., Tyson, 435-200-3239, [aces@euclidoutdoors.com](mailto:aces@euclidoutdoors.com), [weeklyraceseries.com](http://weeklyraceseries.com)

**Sundance/Soldier Hollow Weekly Race Series** — Soldier Hollow, UT, Wednesday nights, May - Aug. Venue alternates between Soldier Hollow and Sundance, 6:30 pm. Pros/Experts 1hr race time, Sports 45mins, Beginners 30mins., Tyson, 435-200-3239, [aces@euclidoutdoors.com](mailto:aces@euclidoutdoors.com), [weeklyraceseries.com](http://weeklyraceseries.com)

**Mid-Week Mountain Bike Race Series** — Mid-Week MTB Race Series, Park City, Draper, and Solitude, UT, Races are on Tuesday evenings. Registration begins at 5:30, kids race at 6:00 and main event at 6:30. 5/15 to 8/21., Brooke Howard, 801-935-1092, [jbhoward@hotmail.com](mailto:jbhoward@hotmail.com), [midweekmtb.com](http://midweekmtb.com), [facebook.com/midweekmtb](http://facebook.com/midweekmtb)

**Mt. Ogden Midweek XC Race Series** — Snowbasin Resort, UT, Dates June 6, 13, 20, 27; July 4, 11, 18, 25; Aug. 1, 8, 15. Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Jonny Hintze, 801-230-2995, [jonnyhintze@yahoo.com](mailto:jonnyhintze@yahoo.com), Jason Dyer, 801-620-1013, [jdye@snowbasin.com](mailto:jdye@snowbasin.com), [mtogdenraceseries.com](http://mtogdenraceseries.com), [bebikes.com](http://bebikes.com)

## Regional Weekly

### MTB Race Series

**Laramie Mountain Bike Series** — Laramie, WY, May 20, June 19, June 26, July 10, July 24, August 7, August 14., Laramie, [info@laramie-mt-series.com](mailto:info@laramie-mt-series.com), [laramiemtbseries.com](http://laramiemtbseries.com)

## Utah Mountain

### Bike Racing

**August 4, 2012 — 3rd Annual Basin Bash XC**, Intermountain Cup, Snowbasin, UT, ICS #10, series finals, an 8.5-mile loop consisting of 90% wide single-track that winds across the lower mountain with about 1,300' of climbing per lap, Ed Chauner, [icupracing@yahoo.com](mailto:icupracing@yahoo.com), [intermountaincup.com](http://intermountaincup.com)

**August 18-19, 2012 — Flyin' Brian Gravity Festival**, UT Downhill Series, Brian Head, UT, Downhill and Super-D Schedule of events T.B.D., Ron Lindley, 801-375-3231, [info@utahdh.org](mailto:info@utahdh.org), [go-ride.com](http://go-ride.com), [utahdh.org](http://utahdh.org)

**August 18, 2012 — Mt. Ogden 100 K MTB Race**, Snowbasin, UT, We will have 3 race divisions for 2012. They are 25K, 50k and 100k., Steve Andrus, 801-620-1014, [sandrus@snowbasin.com](mailto:sandrus@snowbasin.com), [mtogden100k.com](http://mtogden100k.com)

**September 1, 2012 — Park City Point 2 Point**, NUE Series, Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race will never be on the same trail twice. Over 90% of the race is single-track. 78 miles & 14,000' of climbing., Jay Burke, 801-330-3214, [info@thepcpp.com](mailto:info@thepcpp.com), [thepcpp.com](http://thepcpp.com)

**September 1-3, 2012 — Great Utah Bike Festival**, Cedar City, UT, Benefiting Hemophilia. 4 stages mountain bike race or the 4 stage USAC road race; double or single track trails; join the bike parade,

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## SUSPENSION SERVICE CENTER

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take a bike safety or riding clinic, or join street race., Bob Kinney, 801-677-0134, [bob@bike2bike.org](mailto:bob@bike2bike.org), [bike2bike.org](http://bike2bike.org)

**September 8, 2012 — 6 Hours of Bear Lake**, Garden City, UT, 6 Hour MTB Race, Part of Garden City Harvest Days Festival, Kevin Rohwer, 435-770-9852, [krohwer@engineeringexcitement.com](mailto:krohwer@engineeringexcitement.com), Dirk Cowley, 801-699-5126, [dcowley@racedayevent-software.com](mailto:dcowley@racedayevent-software.com), [races2race.com](http://races2race.com)

**September 8, 2012 — Utah High School Cycling League Race #1**, Utah High School Cycling League Race Series, Park City, Round Valley, UT, Races are 9th through 12th grades only. Categories for individual scoring are Freshman, Sophomore, JV, and Varsity for boys and girls separately. Team scoring for division I and II teams. Race starts Saturday at 10 am. Bring your family and cowbells for a great day of fun cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [www.utahmtb.org](http://www.utahmtb.org)

**September 15, 2012 — 12 Hours of Sundance**, Sundance Resort, UT, With Solo, 2-Man, 4-Man and Coed options this event has something for everyone. Race goes from 7am - 7pm., Czar Johnson, 801-223-4121, [czar@sundance-utah.com](mailto:czar@sundance-utah.com), John Woodruff, 801-223-4044, [john@sundance-utah.com](mailto:john@sundance-utah.com), [sundance-utah.com/explore/sum\\_biking\\_races.html](http://sundance-utah.com/explore/sum_biking_races.html)

**September 15, 2012 — Widowmaker Hill Climb**, Snowbird, UT, 10 AM, 3000' vertical race to the top of the Tram, Gad Valley, Snowbird Resort., James Zwick, 801-583-6281, [sports-am.com](mailto:sports-am.com), [sports-am.com](http://sports-am.com)

**September 15, 2012 — Draper Fall Classic 50**, USC Series, Draper, UT, 50 miler, lap format, makes use of best of Corner Canyon., Bob Saffell, 801-588-9020, [info@raceuscs.com](mailto:info@raceuscs.com), Shannon Boffeli, [shannon@mtbracenews.com](mailto:shannon@mtbracenews.com), [raceuscs.com](http://raceuscs.com)

**September 16, 2012 — Tour de Suds**, Park City, UT, 7-mile mountain bike climb from City Park, to the top of Guardsman Pass with a 2,700ft elevation gain. Participants are urged to don 'festive' costumes and celebrate the beginning of the fall mountain bike season in a spirited manner., Ginger Ries, 435-649-6839, [ginger@mountaintrails.org](mailto:ginger@mountaintrails.org), [mountaintrails.org](http://mountaintrails.org)

**September 22, 2012 — Utah High School Cycling League Race #2**, Sherwood Hills Resort, UT, Race for 9th through 12 graders only. Sherwood Hills Resort. First wave going off at 10 am, with 3 waves during the day. Spectator friendly 4-6 mile laps, total length depends on category. Both individual scoring and team scoring., Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [www.utahmtb.org](http://www.utahmtb.org)

**September 28-30, 2012 — Big Mountain Enduro #3, The Whole Enchilada**, Big Mountain Enduro Series, Moab, UT, These events focus on epic, backcountry rides that challenge riders to push their limits on raw, uncut courses that Mother Nature designed. As the horizons of racing continue to broaden, this enduro style of racing speaks to all riders—spandex, baggies and full-faced., Sarah Rawley, 720-407-6142, [info@racemsc.com](mailto:info@racemsc.com), [racemsc.com](http://racemsc.com)

**September 29-October 1, 2012 — Furious3**, Furious3, Moab, UT, Furious3 mountain bike race is a 3 day, multi staged event that is for anyone interested in an epic mountain bike adventure. They are

perfect for anyone looking to step into multi day racing for amateurs and pros alike., Mark Kaltenbach, 888-880-8846, [mark@furious3.com](mailto:mark@furious3.com), [www.furious3.com](http://www.furious3.com)

**October 6-7, 2012 — 24 Hours of Moab**, Moab, UT, The 18th Annual 24 Hours of Moab offers solo, duo, 4 and 5 person team categories in men's, women's and coed classes., Laird Knight, 304-259-5533, 304-614-5091, [heygranny@grannygear.com](mailto:heygranny@grannygear.com), [grannygear.com](http://grannygear.com)

**October 6, 2012 — Utah High School Cycling League Race #3**, Utah High School Cycling League, Alpine, UT, Race is for 9th through 12th graders only. Start at the Lambert Park Bowery. First wave starts at 10 am, 3 waves total throughout the day. Spectator friendly 4-6 mile laps, total length depends on category. Boys and girls categories separate, both individual and team scoring., Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [www.utahmtb.org](http://www.utahmtb.org)

**October 13, 2012 — 6 Hours of Frog Hollow**, Frog Hollow Endurance Series, Hurricane, UT, 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories., Cimarron Chacon, 970-759-3048, [info@gropromotions.com](mailto:info@gropromotions.com), [GROpromotions.com](http://GROpromotions.com)

**October 15-16, 2012 — Huntsman World Senior Games**, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, [hwsg@infowest.com](mailto:hwsg@infowest.com), Merrill Barney, [seniorgames.net](http://seniorgames.net)

**October 20, 2012 — Utah High School Cycling League State Championships**, Utah High School Cycling League, Heber, UT, Final race & State Championship. Start at Dutch Hollow, Heber. First wave goes off at 10 am. More information will be posted on our website. Registration for races will be done through team coaches. Categories include Freshman, Sophomore, JV and Varsity for both boys and girls. Individual scoring and team scoring and awards., Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [www.utahmtb.org](http://www.utahmtb.org)

**November 3-4, 2012 — 25 Hours of Frog Hollow**, Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs., Cimarron Chacon, 970-759-3048, [info@gropromotions.com](mailto:info@gropromotions.com), [GROpromotions.com](http://GROpromotions.com)

**Regional Mountain Bike Racing**

**August 4-5, 2012 — Pomerelle Pounder**, UT Downhill Series, Wild Rockies Series, Albion, ID, Two-day DH race, Saturday DH race and Sunday DH., Ron Lindley, 801-375-3231, [info@utahdh.org](mailto:info@utahdh.org), [utahdh.org](http://utahdh.org), [go-ride.com](http://go-ride.com)

**August 4, 2012 — Pierre's Hole MTB Race**, NUE Series, Alta, WY, The course on a 25 mile loop will be the ultimate test for a 50/100 mile race, each lap will have over 4200' of climbing on mostly single and double track trails. National Ultra Endurance Series ([usmtb100.com](http://usmtb100.com)), Dick Weinbrandt, 208-354-

2354, [peaked@silverstar.com](mailto:peaked@silverstar.com), Andy Williams, 800-TARGHEE ext. 1309, [awilliams@grandtarghee.com](mailto:awilliams@grandtarghee.com), Troy Barry, 208-201-9933, [twbarry@juno.com](mailto:twbarry@juno.com), [grandtarghee.com](http://grandtarghee.com), [ph100.org](http://ph100.org)

**August 10-12, 2012 — Full Tilt in Telluride - MSC #5**, Mountain States Cup, Telluride, CO, Series finale for Mountain States Cup—endurance and gravity finals. Includes cross country, downhill and super d. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, [info@racemsc.com](mailto:info@racemsc.com), [racemsc.com](http://racemsc.com)

**August 11, 2012 — Big Hole Challenge MTB Race and Duathlon**, Driggs, ID, Net proceeds benefit Teton Valley Trails and Pathways. Mountain bike mass start first, at 10 am, 9.4 miles, then either bike a second lap or run 6 miles. Awards, Raffle and results 1 pm at the South Horseshoe Trail Head., Dick Weinbrandt, 208-354-2354, [peaked@silverstar.com](mailto:peaked@silverstar.com), [peakedsports.com](http://peakedsports.com)

**August 11, 2012 — Tamarack SUPER D**, Wild Rockies Series, Tamarack, ID, 20-30 min SUPER-D course. Newer route with fast, flowing single track and individual time trial! On this course, you'll find small drop-offs, and flowing boulders. Lots of fun all day and super easy shuttle., Darren Lightfield, 208-608-6444, [wildrockiesemail@yahoo.com](mailto:wildrockiesemail@yahoo.com), [wildrockiesracing.com](http://wildrockiesracing.com)

**August 24-26, 2012 — Furious3**, Furious3, Whistler, British Columbia, Canada, Furious3 mountain bike race is a 3 day, multi staged event that is for anyone interested in an epic mountain bike adventure. They are perfect for anyone looking to step into multi day racing for amateurs and pros alike., Mark Kaltenbach, 888-880-8846, [mark@furious3.com](mailto:mark@furious3.com), [www.furious3.com](http://www.furious3.com)

**September 15-16, 2012 — Eagle Bike Park**, Wild Rockies Series, Eagle, ID, 12K trail run. Saturday morning. Then we have Two-person dual slalom course on Sunday, that was built by World Champion Eric Carter., Darren Lightfield, 208-608-6444, [wildrockiesemail@yahoo.com](mailto:wildrockiesemail@yahoo.com), [wildrockiesracing.com](http://wildrockiesracing.com)

**September 15-16, 2012 — Targhee Enduro DH and Super-D**, Alta, WY, The DH races will be run on a 1.75 mile long single track DH course, with race times around 9-plus minutes for the winners, DH race, chainless DH and a Super D., Dick Weinbrandt, 208-354-2354, [peaked@silverstar.com](mailto:peaked@silverstar.com), Andy Williams, 800-TARGHEE ext. 1309, [awilliams@grandtarghee.com](mailto:awilliams@grandtarghee.com), [grandtarghee.com](http://grandtarghee.com)

**September 15, 2012 — USA Cycling Marathon MTB National Championships**, Bend, OR, Kelli Lusk, 719-434-4200, [klusk@usacycling.org](mailto:klusk@usacycling.org), [usacycling.org](http://usacycling.org)

**September 15, 2012 — Velopark 12k Championship Trail Run**, Wild Rockies Series, Eagle ID, ID, Darren Lightfield, 208-608-6444, [wildrockies.com](http://wildrockies.com)

[iesemail@yahoo.com](mailto:iesemail@yahoo.com), [wildrockies-racing.com](http://wildrockies-racing.com)

**September 22, 2012 — Adventure Xstream**, Glenwood Springs, CO, Solo's or 2 person teams will kayak, trek, rappel, and mountain bike, river-board and cave this spectacular course., Will Newcomer, 970-403-5320, [events@gravityplay.com](mailto:events@gravityplay.com), [gravityplay.com](http://gravityplay.com)

**September 29-30, 2012 — USA Cycling 24-Hour MTB National Championships**, Colorado Springs, CO, Kelli Lusk, 719-434-4200, [klusk@usacycling.org](mailto:klusk@usacycling.org), [usacycling.org](http://usacycling.org)

**September 29, 2012 — Stone Temple 8**, Curt Gowdy State Park, WY, 8 hour, 13-16 mile loop, Curt Gowdy State Park, Aspen Grove Parking Area, Tentative start time 9am, IMBA Epic singletrack., Richard Vincent, 307-745-4499, [enduro.rv@gmail.com](mailto:enduro.rv@gmail.com), [laramieenduro.org](http://laramieenduro.org)

**October 19-21, 2012 — USA Cycling Collegiate Mountain Bike National Championships**, Angel Fire, NM, Chad Sperry, [chad@gorge.net](mailto:chad@gorge.net), [usacycling.org](http://usacycling.org)

**Utah Weekly Road Race Series**

**Cyclesmith Rocky Mountain Raceways Criterium Series** — Utah Crit Series, West Valley City, UT, Saturdays A and B Flite off at Noon C and D Flite off at 12:50, 6555 W. 2100 S. March 3,10,17, 24 Tuesdays at 6pm April 3,10,17,24 May 1, 8, 15, 22, 29 June 5, 12, 19, 26 July 10, 17, 24, 31 August 14, 21, 28 September 4, 11., Marek Shon, 801-209-2479, [utahcritseries@gmail.com](mailto:utahcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**Salt Air Time Trial Series** — Salt Lake City, UT, Every other Thursday April 5 - September 6, 1-80 Frontage Road West of the International Center., Marek Shon, 801-209-2479, [utahcritseries@gmail.com](mailto:utahcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**Emigration Canyon Hillclimb Series** — Salt Lake City, UT, Starts north of

Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April 19 thru August 30., Marek Shon, 801-209-2479, [utahcritseries@gmail.com](mailto:utahcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**SBR Time Trial Series** — Orem, UT, Starts at 7pm, free to participate Flat 6 mile out and back, 321 South Vineyard Road Orem, UT 84058, updates on facebook. 5/2 to 9/5, Joe Johnson, 801-225-0076, 949-412 0587, [joe@sbrutah.com](mailto:joe@sbrutah.com), [sbrutah.com](http://sbrutah.com), [facebook.com/sbrsports](http://facebook.com/sbrsports)

**April 4-September 5, 2012 — DLD (DMV) Criterium Presented by Ski Utah**, Utah Crit Series, West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700S. 2780W., A flite - 6 pm, B flite between 6:45 and 7:05, Call for information regarding C flite., Marek Shon, 801-209-2479, [utahcritseries@gmail.com](mailto:utahcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com), [sk Utahcycling.com](http://sk Utahcycling.com)

**April 25-September 26, 2012 — Eagle Mountain Weekly Time Trial**, Eagle Mountain, UT, Meet each Wednesday at 7:00 pm at the end of the divided road south of the corner of SR73 and Eagle Mountain Blvd. Race south to the first round-about and back. Free., Dan Burton, 801-653-2039, [epicbiking@gmail.com](mailto:epicbiking@gmail.com), [epicbiking.com](http://epicbiking.com)

**June 26-July 31, 2012 — Top of Utah Crit Series presented by Threshold Sports**, Ogden, UT, New course will be around South Ogden Jr High. Perfect venue for pre-race fitness or introduction to racing in the C-Flight. We will be racing every Tuesday starting June 26th - July 31st. Women's Flight - 5:15pm (25 min), C Flight: 5:50pm (30min), Kids Crit: 6:20pm (10 min), B Flight: 6:30 pm (40min), A Flight: 7:20pm(50min), Joel Rackham, 801.721.6952, [joel@simplymacracing.org](mailto:joel@simplymacracing.org), Russ Parry, [russ@simplymacracing.org](mailto:russ@simplymacracing.org), [simplymacracing.org](http://simplymacracing.org)

**Utah Road Racing**

**August 4, 2012 — Double M Road Race**, Morgan, UT, A recreational

762 E. 12300 S. Draper, UT 801-576-8844

11516 S. District Drive South Jordan, UT 801-790-9999

[canyonbicycles.com](http://canyonbicycles.com) • m-s 10 - 7

charity ride benefiting the Cystic Fibrosis Foundation (CFF), 3 ride lengths, 28, 56 and 84 miles. Fun ride at 8 am, race at 9 am. Morgan fairgrounds, over \$1200 in cash and prizes. , Daniel Lilly, 801-657-2627, [daniel@mycyclingsource.com](mailto:daniel@mycyclingsource.com), [mycyclingsource.com/double-m-bike-race.html](http://mycyclingsource.com/double-m-bike-race.html)

**August 7-12, 2012 — Larry H. Miller Tour of Utah Presented by Zions Bank**, UT, "America's Toughest Stage Race" is one of the top pro bicycle races in North America. More than 17 international and national pro teams will compete over 545 miles in six days. Free for spectators in Ogden, Miller Motorsports Park, Salt Lake City, Utah County Lehi, Snowbird Ski and Summer Resort and Park City., Tour of Utah , 801-325-2500, [info@tourofutah.com](mailto:info@tourofutah.com), [tourofutah.com](http://tourofutah.com)

**August 11, 2012 — The Death Match RR**, UCA Series, Salt Lake City, UT, The Death Match RR, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**August 18, 2012 — Snowbird Hill Climb**, Snowbird, UT, 33rd Annual, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry II., Misty Clark, 801-933-2115, [misty@snowbird.com](mailto:misty@snowbird.com), [snowbird.com/events/summer/hillclimb.html](http://snowbird.com/events/summer/hillclimb.html)

**August 18, 2012 — Wildflower Hill Climb**, Mountain Green, UT, During the Wildflower Pedalfest, a woman-only bike ride through the scenic Morgan Valley. Those women who choose the 75 mile course will be eligible to compete in the Wildflower Hill Climb – a 5.5 mile climb to the top of Big Mountain where Morgan County meets Salt Lake County. , Stacie Palmer, 801-644-9940, 801-391-2819, [wildflowerpedalfest@gmail.com](mailto:wildflowerpedalfest@gmail.com), [wildflowerpedalfest.com](http://wildflowerpedalfest.com)

**August 24-26, 2012 — Hoodoo 500**, St. George, UT, 500 mile loop race along the best roads in Southern Utah. Solo and relay team divisions., Deb Bowling, 818-889-2453, [embassy@planetultra.com](mailto:embassy@planetultra.com), [Hoodoo500.com](http://Hoodoo500.com)

**September 1, 2012 — Powder Mountain Hill Climb**, UCA Series, Eden, UT, 6 miles and 3000 feet up Powder Mountain Road, start at

Wolf Creek Balloon Festival Park, finish in Timberline parking lot., Ben Towery, 801-389-7247, [teamexcelerator@gmail.com](mailto:teamexcelerator@gmail.com), [teamexcelerator.com](http://teamexcelerator.com)

**September 8, 2012 — LOTOJA Classic RR**, Logan, UT, 30th Annual, 1 day, 3 states, 206 miles from Logan, UT to Jackson Hole, WY., Brent Chambers, 801-546-0090, [info@lotojaclassic.com](mailto:info@lotojaclassic.com), [lotojaclassic.com](http://lotojaclassic.com)

**September 21-22, 2012 — Salt to Saint Relay**, Salt Lake City, UT, Utah's most exciting bicycle relay, 400ish mile relay race from Salt Lake City to St. George following Hwy 89, passing through Zion National Park. Solo, 2, 4 and 8 person team categories. Riders will push themselves, their sleeping habits, their cycling abilities and their idea of a good time to new limits., Clay Christensen, 801-234-0399, [info@salttosaint.com](mailto:info@salttosaint.com), [salttosaint.com](http://salttosaint.com)

**September 30, 2012 — Harvest Moon Criterium**, UCA, Ogden, UT, UCA Points Race, 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets., Ben Towery, 801-389-7247, [teamexcelerator@gmail.com](mailto:teamexcelerator@gmail.com), [teamexcelerator.com](http://teamexcelerator.com)

**October 9-12, 2012 — Huntsman World Senior Games**, St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. Skill divisions I, II, and III., Kyle Case, 800-562-1268, [hwsg@infowest.com](mailto:hwsg@infowest.com), [seniorgames.net](http://seniorgames.net)

**October 13, 2012 — City Creek Bike Sprint**, Salt Lake City, UT, 10 am, 5 1/2 mile climb up City Creek Canyon, road or mountain bikes., James Zwick, 801-583-6281, [sports-am.com](mailto:sports-am.com), [sports-am.com](http://sports-am.com)

**Regional Weekly**

**Road Race Series**

**Idaho Cycling Enthusiasts Time Trial/Hillclimb Series** — tentative, ICE Series, Pocatello, ID, Time Trials are flat, hill climb is up either Scout Mountain or Pebble, tentative dates: May 16th – Flat TT, May 23rd – Uphill TT, June 6th – Flat TT, June 19th – Uphill TT, July 3rd – Flat TT, July 10th – Uphill TT, August 14th – Uphill TT, August 21st – Flat TT, Bryan Gee, 208-406-8477, [bryan\\_gee\\_atr@yahoo.com](mailto:bryan_gee_atr@yahoo.com), [idahocycling.com](http://idahocycling.com)

**SWICA Criterium Series** — SWICA Criterium Series, Boise, ID, Tuesdays starting in May 2012. Local training crit series at Expo Idaho West lot. 5/8-5/15-5/22-5/29-6/5-6/12-6/19-6/26-7/3-7/10, Kurt Holzer, 208-890-3118, [idahobikeracing@yahoo.com](mailto:idahobikeracing@yahoo.com), [idahobikeracing.org](http://idahobikeracing.org)

**Regional Road Racing**

**August 11, 2012 — Lamoille Canyon Hill Climb**, Lamoille, NV, 12 mile 3000 ft hill climb road race up beautiful Lamoille Canyon Road in Nevada's Ruby Mountains; post event picnic, awards., Jeff White, 775-842-9125, [trona@mac.com](mailto:trona@mac.com), Tracy Shelley, 775-777-8729, [elko-velo.com](mailto:elko-velo.com)

**August 11, 2012 — Idaho State Time Trial Championships**, ID, Gary Casella, 208-340-7224, [gcasella@aol.com](mailto:gcasella@aol.com), [idahobikeracing.org](http://idahobikeracing.org)

**August 18, 2012 — Bogus Basin Hill Climb**, Boise, ID, 39th Annual, Mike Cooley, 208-343-3782, [mccooley@georgescycles.com](mailto:mccooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**August 18-19, 2012 — Pronghorn Classic Stage Race**, Gillette, WY, 2 days and 3 stages. 55 or 75 mile Road race, criterium, 10 mile

time trial., Christopher Kozlowski, 307-670-3833, [ckozlowski@sherdan.edu](mailto:ckozlowski@sherdan.edu)

**August 18, 2012 — Sick 55 Road Race**, Rupert, ID, 55 mile road race., Alice Schenk, 208-436-4514, [runner-schenk@gmail.com](mailto:runner-schenk@gmail.com), Justin Mitchell, 208-431-6014, Ken Stephens, 208-430-4514, [sak41@pmt.org](mailto:sak41@pmt.org), [sick-riders.com](http://sick-riders.com)

**August 25, 2012 — Garden Creek Gap**, UCA Series, Pocatello, ID, Garden Creek Gap, Courtney Larson, [courtlars@gmail.com](mailto:courtlars@gmail.com)

**August 25, 2012 — The West Race**, LaGrande, OR, Kurt Holzer, 208-890-3118, [kurtholzer@hotmail.com](mailto:kurtholzer@hotmail.com), 208-451-6014, [lagrandeider.com](mailto:lagrandeider.com)

**September 5-9, 2012 — USA Cycling Masters Road National Championships**, Bend, OR, Kelli Lusk, 719-434-4200, [klusk@usacycling.org](mailto:klusk@usacycling.org), [usacycling.org](http://usacycling.org)

**September 8, 2012 — Race to the Angel**, Wells, NV, 2.6 mile course climbs 2,784 feet to Angel Lake, entirely on pavement. Runner and walkers at 8 am, road bikers at 8:30. Shirt, Lunch, water and fruit provided in entry fee., Matt Halford, 775-752-3540, 775-934-1481, [wellschamber@wellsnevada.com](mailto:wellschamber@wellsnevada.com), [racetothangel.org](http://racetothangel.org), [wellsnevada.com](http://wellsnevada.com)

**September 10-15, 2012 — World Human Powered Speed Challenge**, Battle Mountain, NV, Cyclists from around the world will gather on SR305, perhaps the fastest stretch of road in the world to see who is the fastest cyclist in the world. The 2009 record was 82.19 mph!, Al Krause, 707-443-8261, [al@humboldt1.com](mailto:al@humboldt1.com), [recumbents.com/wisil/whpsc2012](http://recumbents.com/wisil/whpsc2012)

**Utah Road Touring**

**U of U - BYU Rivalry Ride** — TENTATIVE, Provo, UT, The friendly cycling contest between the University of Utah and BYU takes place every fall following the big rivalry game. Following the Cougars and Utes battle on the gridiron, fans of the Red and the Blue can show their team spirit by cycling from the losing school to the winning school and sporting their school color. , Rachel George, 801-535-7704, [rachel.george@slc.gov](mailto:rachel.george@slc.gov), [utah-rivalryride.com](http://utah-rivalryride.com)

**August 4, 2012 — ULCER**, Lehi, UT, 27th annual , 4th year for Gran Fondo style timed Century Tour around Utah Lake, 100, 65 mile, 30 mile options, start at Thanksgiving Point in Lehi., Mary-Margaret Williams, 801-641-4020, [president@bbtc.net](mailto:president@bbtc.net), Stan Milstein, 801-330-1400, [ulcer@bccutah.org](http://ulcer@bccutah.org), [bccutah.org](http://bccutah.org)

**August 4, 2012 — Part Heart Challenge**, Huntsville, UT, Benefit ride. Begins on Historic 25th Street in Ogden and follows the Tour of Utah route through the city, continuing up the steep climb over North Ogden Divide, then carefully descending into the sleepy Huntsville Valley around picturesque Pineview Reservoir, then back up and over the Divide., Jeff Sherrod, 801-654-2886, [jeff@myreasontoride.org](mailto:jeff@myreasontoride.org), Shawn Snow, 801-230-0914, [shawn@myreasontoride.org](mailto:shawn@myreasontoride.org), [myreason2ride.org](http://myreason2ride.org)

**August 11, 2012 — The Ultimate Challenge Presented by the Tour of Utah**, Park City, UT, Park City to Snowbird Ski and Summer Resort, 100 miles, with shorter options., Dirk Cowley, 801-699-5126, [dcowley@racedayeventsoftware.com](mailto:dcowley@racedayeventsoftware.com), [tourofutah.com](http://tourofutah.com)

**August 11, 2012 — Promontory Point 120**, BCC SuperSeries, Ogden, UT, 5 Points Ogden to Brigham City,

Corrine, Golden Spike, Tremonton and back 120 miles self-supported, shorter loop options available., Don Williams, 801-641-4020, [roadcaptain@bbtc.net](mailto:roadcaptain@bbtc.net), Jen Green, 435-562-1212, [pecan314@xmission.com](mailto:pecan314@xmission.com), [bccutah.org](http://bccutah.org)

**August 11, 2012 — Gnarly Nebo Brevet and Populaire**, Payson, UT, Minimally-supported ride on one of Utah's classic hill climbs. Choose from either a 200km/125 mile brevet (bruh vay) or a 118km/73 mile populaire. Starts in Payson, up and over the Mount Nebo Loop road to Nephi, before returning back. 200K also goes around West Mountain and up Hobbler Creek Canyon. Nationally certified, timed, ultra-distance event., Richard Stum, 435-462-2275, [richard@distancebiker.com](mailto:richard@distancebiker.com), [salfakerandos.org](http://salfakerandos.org)

**August 17-18, 2012 — Bear Pa Challenge Charity Cycling Tour**, Park City, UT, Challenging, fun, and fully supported ride from Bear Lake to Park City over the Mirror Lake Highway. Benefits Shriners Hospitals for Children., Tyler Hooper, 801-292-9146, 801-927-8310, [tyler.hooper@gmail.com](mailto:tyler.hooper@gmail.com), [bearpachallenge.com](http://bearpachallenge.com)

**August 18, 2012 — Bike the Bear Century**, Garden City, UT, 100 and 50 mile rides. Begins at Camp Hunt on Bear Lake, UT., Jason Eborn, 801-479-5460, [jeborn@bsamail.org](mailto:jeborn@bsamail.org), [trappertrails.org](http://trappertrails.org)

**August 18, 2012 — The Big Ride 150-Wasatch Back Route**, BCC SuperSeries, Salt Lake, UT, Start Draper Park climb Emigration and Big MTn to Park City loop Brown Canyon Peoa Oakley Kamas Heber City, west to Provo Canyon thru Provo and Lehi and Pt of the Mtn. 100 mile option omits Browns Canyon loop., Don Williams, 801-641-4020, [roadcaptain@bbtc.net](mailto:roadcaptain@bbtc.net), Jen Green, 435-562-1212, [bccutah.org](http://bccutah.org)

**August 18, 2012 — Wildflower Pedalfest**, Mountain Green, UT, Fully-supported, women only ride. 20,35,50 & 75 mile courses thru scenic Morgan Valley. Gift for those who complete the Wildflower Hill Climb. T-shirt, goodie bag, catered lunch, raffle, live band. Limit 750., Stacie Palmer, 801-644-9940, 801-391-2819, [wildflowerpedalfest@gmail.com](mailto:wildflowerpedalfest@gmail.com), [wildflowerpedalfest.com](http://wildflowerpedalfest.com)

**August 18, 2012 — TriathaMom**, Herriman, UT, Women's only triathlon at Kearns Oquirrh Park Fitness Center, 300 yard swim, 12 mile bike ride, and 5k run, Dani Lassiter, 801-635-9422, [dani@goldilocksride.com](mailto:dani@goldilocksride.com), [gotriathamom.com](http://gotriathamom.com)

**August 25, 2012 — Cache Valley Century Tour**, Logan, UT, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 8 am, in Richmond (12 mi north of Logan on Hwy 91), Bob Jardine, 435-752-2253, 435-757-2889, [info@CacheValleyCentury.com](mailto:info@CacheValleyCentury.com), [cvveloists.org](http://cvveloists.org), [CacheValleyCentury.com](http://CacheValleyCentury.com)

**August 25, 2012 — Summit Challenge**, Park City, UT, Join us for a fun team or individual ride to benefit the National Ability Center in Park City. 15 mile family friendly ride and 50 mile and 100 mile challenge ride options., Rena Webb, 435-649-3991, [events@discovernac.org](mailto:events@discovernac.org), [discovernac.org](http://discovernac.org), [summitchallenge100.org](http://summitchallenge100.org)

**August 25, 2012 — I Think I CANYons**, Salt Lake City, UT, Benefit ride for the Fourth Street Clinic. Option to ride 2 or 4 canyons in the Salt Lake area. Start/finish at Skyline High School, 6:30 am., Alex Rock, 801-913-3282, [alrock85@gmail.com](mailto:alrock85@gmail.com), Nate Page, 801-589-1645, [nafepage1@msn.com](mailto:nafepage1@msn.com), [ithinkcanyons.com](http://ithinkcanyons.com)

**August 25, 2012 — Riding for a Reason**, Salt Lake City, UT, Charity Bike ride, Emigration Canyon to East Canyon to Henefer to Coalville and back., Briana Lake, 801-463-0044, 801-506-1815, [briana.lake@alpinehime.com](mailto:briana.lake@alpinehime.com), [riding4areason.com](http://riding4areason.com)

**August 25, 2012 — FrontRunner Century Ride**, Salt Lake City, UT, Join 1,200 of your friends on two wheels traveling from Salt Lake City's Intermodal Hub to Ogden. Return to Salt Lake City via the UTA FrontRunner train service. Full 100 mile and 62 mile metric century options available., Matt Storms, 801-448-6061, [matt@forthewinracing.com](mailto:matt@forthewinracing.com), [frontrunnercentury.com](http://frontrunnercentury.com)

**August 25, 2012 — Epic 200**, Saratoga Springs, UT, The Epic 200 is a fully supported one day 200 mile cycling adventure. We also offer a 160 100, and 66 mile options., Dan Burton, 801-653-2039, [epicbiking@gmail.com](mailto:epicbiking@gmail.com), [epicbiking.com](http://epicbiking.com)

**August 25, 2012 — Capitol Reef Classic Gran Fondo**, Torrey, UT, The Gran Fondo distance will be about 90 miles and there will also be a Medio Fondo with a distance of about 50 miles. Prizes for overall and age groups. Part of a new series of a "triple crown" sorts, along with The Moab Gran Fondo and the Tri States Gran Fondo., Tina Anderson, 435-425-3491, 435-691-1696, [tricroazy@live.com](mailto:tricroazy@live.com), [capitolreefclassic.com](http://capitolreefclassic.com)

**August 26, 2012 — Chalk Creek 100**, BCC SuperSeries, Park City, UT, Start Treasure Mtn Middle School Park City to Browns Cyn, Coalville, Chalk Creek, self-supported, 50 mile option starts at Coalville Courthouse., Don Williams, 801-641-4020, [roadcaptain@bbtc.net](mailto:roadcaptain@bbtc.net), [bccutah.org](http://bccutah.org)

**August 30-September 8, 2012 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah)**, Moab, UT, "World's most scenic bicycle ride," 10-day ride (7-day, and 3-day options) including up to 5 national parks, 6 amazing state parks, 2 national monuments, and various national forests., Les Titus, 801-654-1144, [lesfitus@lagbrau.com](mailto:lesfitus@lagbrau.com), [lagbrau.com](http://lagbrau.com)

**September 1, 2012 — Hooper Horizontal 100**, BCC SuperSeries, Salt Lake City, UT, West Point Park (SLC) to West Weber and Hooper, self-supported century, 30 and 65 mile options, 8 am., Don Williams, 801-641-4020, [roadcaptain@bbtc.net](mailto:roadcaptain@bbtc.net), [bccutah.org](http://bccutah.org)

**September 2-8, 2012 — Tour of Southern Utah**, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day., Deb Bowling, 818-889-2453, [embassy@planetultra.com](mailto:embassy@planetultra.com), [planetultra.com](http://planetultra.com)

**September 15, 2012 — 22nd Annual Independent Living 5K Run and Roll**, West Jordan, UT, West Jordan Veterans Memorial Park (1985 West 7800 South), 9:30 am start. Flat circular course. Medals to top three

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finishers in runner, walker, manual wheelchairs, assisted wheelchairs and handcycle., Debbie or Kim , 801-466-5565, [uilc@xmission.com](mailto:uilc@xmission.com), [uilc.org](http://uilc.org)

**September 15, 2012 — Bike for Life**, Salt Lake City, UT, Be part of this fun and fully supported ride through the quiet neighborhoods of Salt Lake City and then along the south end of the Salt Lake International Airport (the gates will be open!!!), and then out to Saltair and the Great Salt Lake Marina. This is the perfect ride too wrap up the season and help raise funds for the Utah AIDS Foundation. Starts at 9am at Liberty Park, (Northwest corner), Chef Cannon, 801-487-2323, [chef.cannon@utahaids.org](mailto:chef.cannon@utahaids.org), [utahaids.org](http://utahaids.org)

**September 15, 2012 — Wonder Woman Century**, Payson, UT, Ride for women by women, fun surprises, great food and awesome finisher's jewelry, 7:30 am 100 miles, 9 am 70 miles, 10 am 30 miles., Mahogani Thurston, 801-318-1420, [wonderwomanride@gmail.com](mailto:wonderwomanride@gmail.com), [foreverfitevents.com](http://foreverfitevents.com)

**September 16-22, 2012 — Bicycle Tour of Utah - Color Country to Canyonlands**, Springdale, UT, Ride through 6 parks in 6 days, 454 mi, 26,000' elevation gain. 65-113 mi/day., Cycling Escapes , 714-267-4591, [info@cyclingescapes.com](mailto:info@cyclingescapes.com), [CyclingEscapes.com](http://CyclingEscapes.com)

**September 21-23, 2012 — Moab Century Tour**, Moab, UT, Weekend of road cycling with rolling and climbing route options including the infamous "big Nasty" (3000 feet elevation in 7 miles). Warm Up ride Friday, recovery ride Sunday, century route and timing chip option., Beth Logan, 435-259-3193, [info@skinnyfireevents.com](mailto:info@skinnyfireevents.com), [skinnyfireevents.com](http://skinnyfireevents.com)

**September 22, 2012 — Million Miles at Miller**, Tooele, UT, Benefit ride at Miller Motorsports Park to include a century ride, choice of different ride lengths and a family fun ride. Ride to benefit Special Olympics Utah and Larry H. Miller Charities., Carisa Miller, 801-563-4139, [camillier@lhm.com](mailto:camillier@lhm.com), Anne Marie Gunther, 801-563-4140, [amgunther@lhm.com](mailto:amgunther@lhm.com), [millionmilesatmiller.com](http://millionmilesatmiller.com)

**September 29, 2012 — Josie Johnson Memorial Ride**, Salt Lake City, UT, This low key, casual memorial ride is dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, Sugarhouse Park at 10:30 am, to mouth of Big Cottonwood Canyon and back., Ken Johnson, 801-205-1039, [kjlivetobike@gmail.com](mailto:kjlivetobike@gmail.com), [josiejohnsonride.com](http://josiejohnsonride.com)

**September 29, 2012 — Penny's Legacy Bike Ride**, Farmington, UT, Start: Farmington Frontrunner Station parking lot), benefits Segó Lily programs to raise awareness of domestic abuse in our community, ride follows the Legacy Parkway trail, 10 , 15 , 25 mile options, Segó Lily , 801-590-4920, [info@slcad.org](mailto:info@slcad.org),

**September 29, 2012 — The Watchman 100**, St. George, UT, A beautiful fall century ride from Washington Utah to Springdale Utah near Zion National Park. Fully supported with sag vehicles, rest stops and lunch. , Ryan Gurr, 435-674-3185, [info@spingeeks.com](mailto:info@spingeeks.com), Margaret Gibson, 435-229-6251, [margaret@spingeeks.com](mailto:margaret@spingeeks.com), [spingeeks.com](http://spingeeks.com)

**September 29, 2012 — Aptalis Cystic Fibrosis Cycle For Life**, Ogden , UT, Benefit for the Cystic Fibrosis Foundation, Ogden Valley, Laura Hadley, 801-532-2335, 801-558-8310, [lhadley@cff.org](mailto:lhadley@cff.org), [cff.org](http://cff.org)

**October 6, 2012 — Honeyville Hot Springs 100**, BCC SuperSeries, Salt Lake City, UT, Start 5 Points Ogden to Brigham City, climb sardine, Loop Cache Valley and return over SR 30 to Tremonton and Honeyville for a hot springs soak then return to Ogden, Self Supported., Don Williams, 801-641-4020, [roadcaptain@bbtc.net](mailto:roadcaptain@bbtc.net), Jim Halay, 801-641-4020, [jimhalay@ovalley.net](mailto:jimhalay@ovalley.net), [bccu-tah.org](http://bccu-tah.org)

**October 13, 2012 — Breast Cancer Awareness Ride**, American Fork, UT, Breast Cancer Charity Ride, 22 mi casual ride for women and men; food, SWAG, & raffle prizes; Registration fees go to The Breast Cancer Research Foundation., Trek Bicycle Store of American Fork ,

801-763-1222, [info@trekaf.com](mailto:info@trekaf.com), [trekaf.com](http://trekaf.com)

**October 13, 2012 — Wish 100, Beauty and the Bike**, St. George, UT, Women only cycling event in Washington County. 10, 30, 60, and 100 mile courses available. Starts and finishes at Unity Park in Ivins, UT., Jessica Linville, 801-262-9474 , [events@utah.wish.org](mailto:events@utah.wish.org), [wish100utah.com](http://wish100utah.com)

**October 13, 2012 — Moab Double Whammy**, BCC SuperSeries, Moab, UT, Minimally-supported one-day ride in two of Utah's best National Parks (Arches and Canyonlands). Choose from either a 200km/125 mile brevet (bruh vay) or a 109km/67 mile populaire. Moab is ground zero to mountain biking, yet also offers great potential for endurance roadies. 6,000+ feet of climbing. Nationally certified, timed, ultra-distance event., Don Williams, 801-641-4020, [roadcaptain@bbtc.net](mailto:roadcaptain@bbtc.net), Richard Stum, 435-462-2275, [richard@distancebiker.com](mailto:richard@distancebiker.com), [bccu-tah.org](http://bccu-tah.org), [SaltLakeRandos.org](http://SaltLakeRandos.org)

**October 20, 2012 — Fall Tour de St. George**, St. George, UT, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile options., Ryan Gurr, 435-674-3185, [info@spingeeks.com](mailto:info@spingeeks.com), Margaret Gibson, 435-229-6251, [margaret@spingeeks.com](mailto:margaret@spingeeks.com), [spingeeks.com](http://spingeeks.com)

**November 10-12, 2012 — Free Feet days in Arches and Canyonlands National parks** , Moab, UT, The perfect time to ride your road bike in the parks., Moab Area Travel Council , 435-259-8825, [info2@discovermoab.com](mailto:info2@discovermoab.com), [nps.gov/find-apark/feefreeparks.htm](http://nps.gov/find-apark/feefreeparks.htm)

**Regional Road Touring**

**August 4-11, 2012 — Montana Bicycle Ride**, Plains, MT, 7-day fully-supported road tour beginning and ending in Plains, Montana - visiting Polson Kalispell, Eureka, Libby & Noxon., Sanna Phinney, 541-382-2633, 541-410-1031, [info@oregon-bicycleride.org](mailto:info@oregon-bicycleride.org), [bicycleridesnw.org](http://bicycleridesnw.org)

**August 5-11, 2012 — Ride Idaho**, Central Idaho, ID, 7-day supported bicycle tour, 400+ total miles, New Meadows, White Bird, Cottonwood, Elk City, Grangeville, Winchester, Genesee, Moscow., Susy Hobson, 208-830-9564, [ridaho@rideidaho.org](mailto:ridaho@rideidaho.org), [rideidaho.org](http://rideidaho.org)

**August 6-24, 2012 — AK.CAN.AK Adventure** , Haines, AK, Four of Alaska & the Yukon's most scenic highways in a fully supported, awesome wilderness ride - Haines Highway, Al-Can, Tok Cutoff & Richardson Highway. , Pedalers Pub & Grille , 877-998-0008, [rides@pedalerspubandgrille.com](mailto:rides@pedalerspubandgrille.com), [pedalerspubandgrille.com/bike\\_tours/alaska/Alaska\\_Canada\\_Adventure.htm](http://pedalerspubandgrille.com/bike_tours/alaska/Alaska_Canada_Adventure.htm)

**August 10-15, 2012 — BOTOBO**, Bozeman, MT, 5 days, 5 centuries - no relay! Bozeman to West Yellowstone, West Yellowstone to Jackson Hole, Jackson Hole to Montpelier Idaho, Montpelier to Brigham City, Brigham City to Bountiful. 20,000 feet of elevation gain., Jaon Unruh, 801-390-0036, [jason@botobocycling.com](mailto:jason@botobocycling.com), [botobocycling.com](http://botobocycling.com)

**August 11, 2012 — BCRD Sawtooth Century Tour**, Hailey, ID, Benefit for BCRD Galena Summer Trails. Road bike tour from Ketchum to Alturas Lake and back. 50 or 100 mile tour options. Aid stations along the way. Optional timed hill climb up Galena Summit., Janelle Connors, 208-578-5453, 208-720-7427, [jconners@bcrd.org](mailto:jconners@bcrd.org), [bcrd.org](http://bcrd.org)

**August 11, 2012 — HeART of Idaho Century Ride**, Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho., Miyai Griggs, 208-524-7777, 208-766-6485, [mabe@theartmuseum.org](mailto:mabe@theartmuseum.org), [theartmuseum.org/Century.htm](http://theartmuseum.org/Century.htm)

**August 11, 2012 — Le Tour de Koocanusa**, Libby, MT, Fully supported 83 mile bike ride which tours the breathtaking shoreline of Lake Koocanusa. Includes post ride BBQ with live music. Fundraiser for the Search & Rescue., Dejon Raines,

406-291-3635, [dejonraines@hotmail.com](mailto:dejonraines@hotmail.com), [letourdekoocanusa.com](http://letourdekoocanusa.com)

**August 18-19, 2012 — Bike MS Road, Sweat, and Gears**, McCall, ID, Known for its spectacular scenery and the close knit camaraderie of 250 cyclists. Pinewood Village, McCall., Erin Farrell, 208-388-1998, [idi@nmss.org](mailto:idi@nmss.org), Courtney Frost, 208-388-4253, [courtney.frost@nmss.org](mailto:courtney.frost@nmss.org), [bikeMSIdaho.org](http://bikeMSIdaho.org)

**August 18-19, 2012 — Bike MS Wyoming: Close Encounters Ride**, Sundance, WY, Two days, 150 Miles routing through the countryside of Northern Wyoming on Day One and the Black Hills of South Dakota on Day Two., Alexis Bradley, 303-698-5403, [alexis.bradley@nmss.org](mailto:alexis.bradley@nmss.org), [bikemswyoming.org](http://bikemswyoming.org)

**August 18, 2012 — Wonder Woman Century**, Central Point, OR, Mahogani Thurston, 801-318-1420, [wonderwomanride@gmail.com](mailto:wonderwomanride@gmail.com), [foreverfitevents.com](http://foreverfitevents.com)

**August 25, 2012 — CASVAR 2012**, Afton, WY, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley., Howard Jones, 307-883-9779, 307-413-0622, [info@casv.org](mailto:info@casv.org), [casv.org](http://casv.org)

**August 25, 2012 — Snake River Metric Century**, TBD, ID, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**September 8, 2012 — Wild Horse Century**, Cody, WY, Century ride, proceeds support care of wild horses , Werner Noesner, [pcbike@tctwest.net](mailto:pcbike@tctwest.net), [wildhorsecentury.com](http://wildhorsecentury.com)

**September 9, 2012 — Tour de Tahoe - Bike Big Blue**, Lake Tahoe, NV, 9th Annual, ride around Lake Tahoe on the shoreline, fully supported with rest stops, tech support and SAG. 72 miles, 2600 vertical gain. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, [tgft@bikethest.com](mailto:tgft@bikethest.com), [bikethest.com](http://bikethest.com)

**September 9-14, 2012 — The Amgen People's Coast Classic**, Astoria, OR, The Amgen People's Coast Classic bicycle tour is a six-day charity event benefiting the Arthritis Foundation. Join us for 2, 4, and 6-day options along the beautiful Oregon Coast., Tai Lee, 206-547-2707, [ilee@arthritis.org](mailto:ilee@arthritis.org), [thepeople-scoastclassic.org](http://thepeople-scoastclassic.org), [arthritis.org](http://arthritis.org)

**September 9, 2012 — Santa Fe Trail Bicycle Trek**, Santa Fe, NM, Multi-day ride, Willard Chilcott, 505-982-1282, [willard@cybermesa.com](mailto:willard@cybermesa.com), [SantaFeTrailBicycleTrek.com](http://SantaFeTrailBicycleTrek.com)

**September 15, 2012 — Tour de Vins**, Pocatello, ID, Bike Tour - 16.5, 25, 32, 48, & 58 mile options, ride through Buckskin and Rapid Creek, fundraiser for Family Service Alliance (family violence prevention), start at 8 am at corner of Humbolt & 5th Ave in Pocatello., Sarah Leeds, 208-232-0742, [sarahl@fsalliance.org](mailto:sarahl@fsalliance.org), [FSAlliance.org](http://FSAlliance.org)

**September 16, 2012 — Jason Werst Memorial Owyhee Century**, TBD, OR, Kurt Holzer, 208-890-3118, [kurtolzer@hotmail.com](mailto:kurtolzer@hotmail.com),

**September 22, 2012 — RTC Viva Bike Vegas Gran Fondo**, Las Vegas, NV, The RTC 2012 Viva Bike Vegas Gran Fondo will follow the conclusion of Interbike on Sept. 22 and feature three spectacular routes - 118, 72, and 17-mile courses - for cyclists of all skill levels. The ride begins under the bright lights of the Las Vegas Strip, and century riders will have the additional opportunity to ride over the Hoover Dam., Amy Maier, 702-967-2296, [amaier@bpadv.com](mailto:amaier@bpadv.com), [rtcnev.com](http://rtcnev.com), [vivabikevegas.com](http://vivabikevegas.com)

**September 22, 2012 — West Yellowstone Old Faithful Cycling Tour**, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots. Supported ride., Moira Dow, 406-646-7701, 617-697-6126, [tour@cycleyellowstone.com](mailto:tour@cycleyellowstone.com), [cycleyellowstone.com](http://cycleyellowstone.com)

**September 22, 2012 — Tahoe Sierra Century**, Squaw Valley, CA, 30-60-100 mile routes with 2500-6800 vertical gain. Starts at Squaw Valley Ski Resort, goes to Donner Lake and over the Donner Summit, Nancy Lancaster, [ridedirector@tahoesier-rancentury.com](mailto:ridedirector@tahoesier-rancentury.com), [tahoesier-rancentury.com](http://tahoesier-rancentury.com)

**September 23-29, 2012 — OATBRAN**, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 20th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully Supported motel style tour., Curtis Fong, 800-565-2704, 775-588-9660, [tgft@bikethest.com](mailto:tgft@bikethest.com), [bikethest.com](http://bikethest.com)

**October 6, 2012 — No Hill 100**, Fallon, NV, 30 mile, a 60 mile, and a 100 mile tour, fully supported. Event shirts, gift bags, lunch (for metric and century riders), post event BBQ at noon for all riders, 8:30 am ,Churchill County Fairgrounds., Michelle Oldfield, 775-423-7733, [president@churhillcountycyclists.com](mailto:president@churhillcountycyclists.com), [churhillcounty.org/parksn-rec/index.php?ctr=152](http://churhillcounty.org/parksn-rec/index.php?ctr=152), [churhill-countycyclists.com](http://churhill-countycyclists.com)

**October 6, 2012 — Santa Fe Gourmet Classic**, Santa Fe, NM, The annual Santa Fe Gourmet Classic is a fun, challenging 65 mile bike tour with delicious, creative Southwest style foods at five gourmet refueling stops. The noncompetitive ride winds through Santa Fe and into the surrounding areas taking you through beautiful meadows overlooking the Sangre de Cristo Mountains. This year the ride will be limited to 150 riders., Kathleen Davis, 505-795-3286, [info@santefegourmetclassic.com](mailto:info@santefegourmetclassic.com), [santefegourmetclassic.com](http://santefegourmetclassic.com)

**October 13, 2012 — Goldilocks Las Vegas**, Las Vegas, NV, 3rd Annual Goldilocks Las Vegas! Fully supported, non competitive, women only bike ride with 20, 40, and 60 mile route options. Wayne Bunker Family Park at 8:00 am. , Dani Lassiter, 801-635-9422, [dani@goldilockside.com](mailto:dani@goldilockside.com), [goldilockside.com](http://goldilockside.com)

**October 13, 2012 — Park to Park Pedal Extreme Nevada 100**, Kershaw-Ryan State Park, NV, Starts and finishes at Kershaw-Ryan State Park. 103 mile starts 7:30 am. 40 mile starts 8 am. Registration 5 pm Friday / 7 am Saturday., Dawn Andone, 775-728-4460, [cturbonet.com](mailto:cturbonet.com), Jonathan Brunes, 775-726-3564, [kershaw@cturbonet.com](mailto:kershaw@cturbonet.com), [lincolncountynevada.com/Lincoln-County-Nevada-Pedal.html](http://lincolncountynevada.com/Lincoln-County-Nevada-Pedal.html)

**November 3, 2012 — Tri-States Gran Fondo**, Mesquite, NV, 112 miles, 7,500' of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deb Bowling, 818-889-2453, [embassy@planetultra.com](mailto:embassy@planetultra.com), [tristatesgranfondo.com](http://tristatesgranfondo.com)

**Multisport Races**

**August 4, 2012 — Ultimate Relay Triathlon**, 2011 TriUtah Points Series, Ogden, UT, Single-day triathlon relay covering over 126.5 miles of Northern Utah's best water, roads, and trails! Four ultimate swims, four

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## Crusher - Continued from page 22

light. And forget about an "all-rounder" or any kind of compromise. The Col d' Crush despises compromise. Whichever bike you choose, and whichever tires are glued to that bike, that choice will, at some unexpected moment, be horrifically wrong. Alas, that's the Crusher. But that's also why the 2012 edition was a sell out, and why every one of the 350 bike racers had been tied up in knots for weeks.

The morning of the race finally arrived. The motel I stayed at in Beaver, Utah was crowded with Crushers. We crammed food down our throats, trying to ignore the sick void in our guts. We joked a little, hefted each other's bikes, and wished each other good luck. And then it began to rain. Hard. All the doubt and fear turned to enamel as we made our way to the start line. We each tried our best to hide our terror behind stupid grins.

"3... 2... 1... Go!" We were off. Into the gloom, into the mountains. Into the unknown.

When it was finally time to pedal, the second-guessing stopped. The fear washed away with the pouring rain, and the anxiety became excitement. The complexities of preparing for the Crusher in the Tushar were gone. All that was left now was the pedaling. "Something I always seem to understand during the race, but can never remember in those anxious moments preceding a race," explained Heather, "is that my fears and concerns are little things, too evanescent and human to impinge upon the immeasurable cycle of the world. I am pedaling my bike. And I am happy."

Pavement, glistening in the morning rain, became dirt. The peloton strung out across the mountain in a colorful procession of speed and ambition. Spectators rang cowbells, troops of Boy Scouts lined up for high-fives, the trees dripped with rain. Our breath was steam in the chilled mountain air. The dirt road was a sticky, rich brown. A slow river of gooey chocolate. And still, we climbed.

The rain stopped. But the clouds lingered. The wet mountains were fragrant, fresh. The air was cool and clean. Summer rain, at 10,000 feet. The ache of the climbing seemed to diminish as the sun rose and burned away a few of the misty clouds. Or was the grade of the road simply becoming more gentle? Nevertheless, riders sped energetically through the pine forest and around the bending, ascending roads until at last, there was nowhere left to go, except down. Down, quickly, and abruptly. 24 miles of climbing would be entirely eliminated in mere minutes of descending. My grandma used to give me \$5 for my birthday. "Don't spend it all in one place!" she'd say. But my grandma never descended the Col d' Crush. All the morning's effort, all that climbing, and every one of those pedal strokes, were about to be obliterated in a dizzying, tooth-rattling, arm-numbing, brake-burning, plunge.

"I loved going down." Heather said, "I raced down

the bumps, caroming from scenic viewpoint to scenic viewpoint, ever so pleased with my decision to be fat and squishy today." My cyclocross bike and its narrow tires, on the other hand, were neither fat nor squishy. The washboards on the road were remarkable in their consistency, spaced exactly and perfectly apart to cause a bicycle to suffer the maximum rattle and shake. We all skidded and slipped across the road as we made our way down into the valley below.

"As I rode toward Circleville," Heather recounted, "the flat section unrolled in front of me, accelerating me toward some distant horizon that I never actually got to. I coasted, and then pedaled madly. Am I not any closer to Circleville?"

Eventually Circleville came, and went. And so did the miles of prologue that preceded the ascension of the Col d' Crush. After 50 miles, there it was, staring down at us like some kind of enormous, indifferent petrified hulk. There was nothing to do but pedal. Slowly, so slowly. Upward. I did my best to turn my cranks, but it was not so much turning as it was churning, as if I were trying to pedal my way out of a barrel of thick cream. Up. But only barely. When I got off my bike and walked, I knew that the pride and pomp that each of us bike racers has (else why would we even try something like the Crusher?) was gone. But I didn't care. The moment's objective—elevation—had little to do with panache or pride. The other riders around me were silent, each content to suffer in his own solitary prison of pain. We were, to a man, crushed. But we were also very near the top. And that's when a wide grin crawled across my face.

Stretched out below us was the Paiute Valley, and on the horizon, the endless miles of Utah's plateau country. I was crushed. We all were. But that's exactly why we were there. We wanted to be crushed. The view from the top can certainly be accessed by vehicle. But we earned the view through hours and miles of pedaling. We rode through mud and rain, fear and doubt. Indeed, we passed through strang and durm—storm and stress—to obtain that view. To know what it was to stand at the summit, and to look, and to see.

And yet, still we were not done!

But soon enough, the race did end. All the miles were behind us. And so, too, the Col d' Crush, the rain, the cold and fear. The Crusher in the Tushar was over. But the experiences of the day would linger in our hearts and minds (and legs!) for long days to come. "There is no right or wrong way to ride the Crusher," Kenny said. "I'll be back next year. But with an easier gear."

"This, I chose. This beautiful, perfect day in the Tushar mountains." Heather concluded. And it was just that, a perfect, beautiful day.

For results see the results section in this paper, for more photos, and details, and a full race report, see [cyclingutah.com](http://cyclingutah.com), also visit [www.tusharcrusher.com](http://www.tusharcrusher.com) Adam Lisonbee writes about cycling and the outdoors regularly at [www.grizzlyadam.net](http://www.grizzlyadam.net).

ultimate bike rides, and four ultimate trail runs! Teams will consist of 3 to 6 athletes and as many spectators as you can fit into 2 vehicles., Chris Bowerbank, 801-631-2614, 801-631-2624, [info@triatutah.com](mailto:info@triatutah.com), John Anderson, 801-631-2624, 801-631-2614, [info@triatutah.com](mailto:info@triatutah.com), [triatutah.com](http://triatutah.com)

**August 10-11, 2012 — Emmett's Most Excellent Triathlon**, Emmett, ID, Kid's Tri on Friday, Olympic/Aquabike, Sprint on Saturday., Kristen Seitz, (208) 365-5748, [gemcountyrecreationdistrict@gmail.com](mailto:gemcountyrecreationdistrict@gmail.com), [emmetttri.com](http://emmetttri.com)

**August 11, 2012 — Escape from Black Ridge Herriman Triathlon**, RACE TRI, Herriman, UT, The Escape from

Blackridge is fast and fun! Athletes swim 500 yds in the reservoir, ride a 14 mile bike and run a 5k run loop., Aaron Shamy, 801-518-4541, [aaronshamy@hotmail.com](mailto:aaronshamy@hotmail.com), [racetri.com](http://racetri.com)

**August 18, 2012 — Rush Triathlon**, Rexburg, ID, Intermediate and Sprint Distances., Bob Yeatman, 208-359-3020, 208-716-1349, [bobby@rexburg.org](mailto:bobby@rexburg.org), [rushtriathlon.com](http://rushtriathlon.com), [rexburg.org](http://rexburg.org)

**August 18, 2012 — Jordanelle Triathlon**, 2011 TriUtah Points Series, Park City, UT, You'll enjoy everything from the wildlife and boardwalks on the river bottoms in Rock Cliff Recreation Area at Jordanelle to the local country backdrop of the towns of Francis and Woodland.

, Chris Bowerbank, 801-631-2614, 801-631-2624, [info@triatutah.com](mailto:info@triatutah.com), John Anderson, 801-631-2624, 801-631-2614, [info@triatutah.com](mailto:info@triatutah.com), [triatutah.com](http://triatutah.com)

**August 18, 2012 — Saratoga Springs Tri**, Saratoga Springs, UT, USA Triathlon Sprint Tri, 600 meter swim, 12 mile bike, 3.1 mile run, held at the Saratoga Springs Marina at Pelican Bay, 200 E Harbor Parkway., Gabe Granata, [splash@saratogaspringstri.com](mailto:splash@saratogaspringstri.com), Jared Mason, 801-310-0609, [splash@masonfam.net](mailto:splash@masonfam.net), [saratogaspringstri.com](http://saratogaspringstri.com)

**August 19, 2012 — XTERRA Wild Ride Mountain Triathlon (American Tour Points)**, Wild Rockies Series, McCall, ID, Ponderosa State Park @ Payette Lake, 3/4-mile swim, a 19-mile mountain bike and a 6.2-mile trail run, mass start at 9 am in the Park and the finish line festivities begin at noon with the racer feed and music., Darren Lightfield, 208-608-6444, [wildrockiesemail@yahoo.com](mailto:wildrockiesemail@yahoo.com), [wildrockiesracing.com](http://wildrockiesracing.com), [xterraplanet.com](http://xterraplanet.com)

**August 25, 2012 — Vikingman**, Heyburn, ID, 1/2 and Olympic distance triathlon and aquabike. Teams welcomed for either distance event. Also, Olympic distance duathlon., Lisa Clines, 214-236-1917, [info@vikingman.org](mailto:info@vikingman.org), [vikingman.org](http://vikingman.org)

**August 25, 2012 — Utah Half Triathlon**, RACE TRI, Provo, UT, Longest multisport race on the Wasatch Front 70.3 Ironman, 1.2 mile swim, 56 mile bike, and 13.1 mile run triathlon., Aaron Shamy, 801-518-4541, [aaronshamy@hotmail.com](mailto:aaronshamy@hotmail.com), [racetri.com](http://racetri.com)

**August 25, 2012 — Bear Lake Brawl Triathlon**, Gold Medal Racing Championship, Laketown, UT, Half, Olympic, and Sprint distances over

the prettiest water in Utah. , Joe Coles, 801-335-4940, [joe@onhillevents.com](mailto:joe@onhillevents.com), [bearlakebrawl.com](http://bearlakebrawl.com), [onhillevents.com](http://onhillevents.com)

**August 25, 2012 — Hurt in the Dirt**, Ogden, UT, Offroad Duathlon at Ft. Buenaventura. Individuals and Relay Teams welcome. MTB race and trail run combined. 3 Full events in one day!. Goal Foundation, 801-399-1773, [info@goalfoundation.com](mailto:info@goalfoundation.com), [hurtinthedirt.com](http://hurtinthedirt.com)

**August 25, 2012 — Women Rock Triathlon**, Peoa, UT, Close to Salt Lake City at Rockport State Park, the only lake swim event in Utah exclusively for women! Perfect for beginners; swim buddies available., D Weideman, 303.955.4135, [info@bbsctri.com](mailto:info@bbsctri.com), [bbsctri.com](http://bbsctri.com)

**August 25, 2012 — Expedition Man**, Sparks, NV, Expedition Man would like to introduce the inaugural Endurance Festival featuring Northern Nevada's 1st Ultra Distance Triathlon. A unique course that starts swimmers at Zephyr Cove Resort in the beautiful southern part of Lake Tahoe, Ca. The 112 mile bike ride will utilize a variety of Northern Nevada's scenery including a 1,400 ft elevation drop into Carson City. The day ends with a run along the Truckee River Trail finishing at the Legends at Sparks, Ryan Kolodge, 775-762-8526, [info@expeditionman.com](mailto:info@expeditionman.com), [expeditionman.com](http://expeditionman.com)

**September 1, 2012 — Lunatic Triathlon**, Price, UT, Third Annual Lunatic Triathlon under the full moon. Includes a 5K run, 9-mile bike ride, 300 yard swim. Individual and Relay Teams. Starts at 5 am., Steve Christensen, 435-636-3702, [steven.christensen@carbon.utah.gov](mailto:steven.christensen@carbon.utah.gov), Frank Ori, 435-636-3702, [frank.ori@carbon.utah.gov](mailto:frank.ori@carbon.utah.gov), [carbonrec.com](http://carbonrec.com)

**September 3, 2012 — Youth and Family Triathlon**, Murray, UT, Start time: 8 AM, Murray Park. Youth 7-10 years: 75 yard swim, 2.3 mile bike, 6/10 mile run. Adults/Youth 11+ distances: 150 yards, 4.3 miles, 1 mile., Jo Garuccio, 801-566-9727, 801-557-6844, [jo@agegroupssports.com](mailto:jo@agegroupssports.com), [greatbasincoaching.com](http://greatbasincoaching.com)

**September 8, 2012 — Camp Yuba Triathlon**, Yuba State Park, UT, Camp Yuba sprint and olympic triathlons are all about indian summers, camping, and good ol' fashion swimming, biking, and running., Aaron Shamy, 801-518-4541, [aaronshamy@hotmail.com](mailto:aaronshamy@hotmail.com), [racetri.com](http://racetri.com)

**September 8, 2012 — Alta Canyon Sports Center I Can Triathlon**, Sandy, UT, 400m swim, 9 mile bike and 5K run., Alta Canyon Sports Center - 9565 S. Highland Dr., Lois Spillion, 801-568-4602, [ispillion@sandy.utah.gov](mailto:ispillion@sandy.utah.gov), [sandy.utah.gov/government/parks-and-recreation/special-events/triathlon.html](http://sandy.utah.gov/government/parks-and-recreation/special-events/triathlon.html)

**September 8, 2012 — Bear Lake Brawl Triathlon-Half Iron**, Gold Medal Racing Championship, Laketown, UT, Half, Olympic, and Sprint distances and Ultra/Full 140+ distance over the prettiest water in Utah. , Joe Coles, 801-335-4940, [joe@onhillevents.com](mailto:joe@onhillevents.com), [bearlakebrawl.com](http://bearlakebrawl.com), [onhillevents.com](http://onhillevents.com)

**September 8, 2012 — Moab Attack 2012 Mini Triathlon**, Moab, UT, Run, bike, & swim at the Moab

Recreation and Aquatic Center! 3-Levels: Youth under 13, Open, and Elite. Both Male & Female Divisions. Awards for top 5 finishers in both divisions for all 3 levels. All youth will get an award participation ribbon, even if not finishing in the top five places. (435) 259-8226, Moab Area Travel Council, 435-259-8825, [info@discovermoab.com](mailto:info@discovermoab.com), [moabcity.org/mrac](http://moabcity.org/mrac)

**September 15, 2012 — Kokopelli Triathlon**, BBSC Twin Tri Series, St. George, UT, The "twin" to the SG Triathlon at Sand Hollow State Park, with Sprint, Olympic, and Kids' distances., D Weideman, 303.955.4135, [info@bbsctri.com](mailto:info@bbsctri.com), [bbsctri.com](http://bbsctri.com)

**September 15, 2012 — Ogden Valley Triathlon**, Ogden, UT, Throughout the 2012 season, athletes can earn points based on overall and age group placement in TriUtah's other open water triathlon events. If you're not in it for the point series, no worries, the Ogden Valley Triathlon is for everyone!, Chris Bowerbank, 801-631-2614, 801-631-2624, [info@triatutah.com](mailto:info@triatutah.com), John Anderson, 801-631-2624, 801-631-2614, [info@triatutah.com](mailto:info@triatutah.com), [triatutah.com](http://triatutah.com)

**September 21-22, 2012 — The Flatliner**, RACE TRI, Salem, UT, 2 days, 300 Miles, 10 bodies of water, 5 mountain passes, 17,000' of Elevation change — Swim, Bike, & Run with 11 friends for the greatest adventure of your life!, Aaron Shamy, 801-518-4541, [aaronshamy@hotmail.com](mailto:aaronshamy@hotmail.com), [racetri.com](http://racetri.com)

**September 22, 2012 — XTERRA USA Championship/ XTERRA Utah**, XTERRA America Tour, Ogden, UT, XTERRA Utah, two distance options: 750m / 19K mountain bike / 5K trail and 1.5k swim/ 30k mountain bike/ 10k trail run; XTERRA USA Championships (invite-only): 1.5k swim / 30k mountain bike / 10k trail run., Ann Mickey, 877-751-8880, [info@xterraplanet.com](mailto:info@xterraplanet.com), [xterraplanet.com](http://xterraplanet.com), [xterraplanet.com](http://xterraplanet.com)

**September 22, 2012 — Adventure Xstream Glenwood Springs**, Glenwood Springs, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike., Will Newcomer, 970-403-5320, [events@gravityplay.com](mailto:events@gravityplay.com), [gravityplay.com](http://gravityplay.com)

**September 22, 2012 — LeadmanTri Epic 250**, Bend, OR, 250 km epic triathlon, 5k swim, 223 bike, 22 k run, Keith Hughes, 702-525-1087, [khughes@lifetimefitness.com](mailto:khughes@lifetimefitness.com), Karen Jayne Leinberger, 952-229-7162, [kleinberger@lifetimefitness.com](mailto:kleinberger@lifetimefitness.com), [leadmantri.com](http://leadmantri.com)

**September 29, 2012 — Layton Marathon**, Antelope Island, UT, Only World Record and Olympic Qualifying course in Utah, also qualifies for Boston Marathon. Starts on Antelope Island, travels across paved road, cross a 7 mile causeway and finish remaining miles into Layton City., Joe Coles, 801-335-4940, [joe@onhillevents.com](mailto:joe@onhillevents.com), [laytonmarathon.com](http://laytonmarathon.com), [onhillevents.com](http://onhillevents.com)

**October 6, 2012 — The Deuce**, Vernal, UT, All dirt duathlon race. There will be 3 sections to the course, a 5k run start, followed by a 10 mile bike course, with a 5k run finish.

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## LETTERS TO THE EDITOR

**Why I Wear a Helmet**

I have been cycling competitively as a triathlete since 2006. My co-riders have always lauded me as a safe rider. I have always worn my helmet.

On April 29th, 2010 I was training for an upcoming triathlon. I was riding down a hill when a car made a left-hand turn in front of me. It was an accident. The driver had not been drinking, speeding, or driving recklessly. We were both obeying the traffic laws.

But, as my father says, "Whether the wall hits the gourd or the gourd hits the wall, it's bad for the gourd."

I suffered a broken sternum, several broken ribs, a shattered left scapula, broken left finger, nearly severed right foot, and a TBI (Traumatic Brain Injury).

According to the doctors, two things saved my life: my excellent physical conditioning, and my helmet.

I spent a week in a coma, had my right foot secured surgically with titanium pins and a titanium plate, 3 months in ICU, 3 months in a nursing home, and 6 months in rehabilitative therapy.

I have since then returned to competitive cycling. I rode the Mutual of Enumclaw Time Trial last year. I competed in Buffalo Springs Lake Ironman 70.3 this year. And I am signed up to do the Tour de Park City Medio Fondo on July 28th.

In addition, I have gotten married and have a little girl due around

Thanksgiving. I have also been accepted to do my MA in English at Weber State University.

None of this would be possible if I had chosen not to wear a helmet on April 29th, 2010.

Please wear your helmet.

Scott Ennis

Read about Scott's accident on his blog: <http://www.sonnnetics.com/about-2/> (scroll down)

**My Helmet Saved Me**

I feel compelled to write regarding the story on helmets. This piece is ill conceived and poorly reasoned. Mr. Wise implies that wearing a helmet makes one ride in an unsafe manner. Baloney! A helmet is an insurance policy that we hope we never have to use. There are many potential mishaps out there that do not involve being hit by a car or that are caused by carelessness. Potholes, debris, road signs in the bike lane and other bikers are just a few hazards we have to be aware of. Twice my helmet saved me from serious damage when I flatted and went down.

However, I do not believe helmets and seat belts should be mandatory. Let's just pass legislation that exempts insurance companies from paying injuries sustained if the safety precautions are not taken.

-Rick Steiner

Course is located on blm property at the McCoy Flats trailhead in Vernal, Utah. Trail basically follows the Milk and Cookies trail shown on [altitudecycling.com](http://altitudecycling.com)'s web site., Mark Mason, 435-828-6436, [mma@macu.com](mailto:mma@macu.com), [racethedeuce.com](http://racethedeuce.com)

**October 13, 2012 — Huntsman World Senior Games**, St. George, UT, Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K., Kyle Case, 800-562-1268, [hwsq@infovest.com](http://hwsq@infovest.com), [seniorgames.net](http://seniorgames.net)

**October 13, 2012 — Powell3 Triathlon Challenge**, Page, AZ, Olympic and Sprint Distances in Lake Powell. The transition area overlooks Wahweap Marina and some incredible red rock cliffs., Joe Coles, 801-335-4940, [joe@onhillevents.com](http://joe@onhillevents.com), [powell3.com](http://powell3.com), [onhillevents.com](http://onhillevents.com)

**October 20, 2012 — Pumpkinman Triathlon**, Boulder City, NV, Point-to-point race begins in Lake Mead National Recreation Area and ends in Boulder City, with Sprint, Olympic, and Half Courses; costumes welcome!, D Weideman, 303.955.4135, [info@bbsctri.com](http://info@bbsctri.com), [bbsctri.com](http://bbsctri.com)

**November 3, 2012 — Lifetime Tri Lake Mead**, Boulder City, NV, Full circle triathlon on River Mountain Trail Loop, 3 different courses including a sprint distance (750-meter swim, 20-km bike, 5K run), international distance (1500-meter swim, 40-km bike, 10K run) and long course (1.2-mile swim, 56-mile bike, 13.1-mile run)., Keith Hughes, 702-525-1087, [khughes@lifetimefitness.com](http://khughes@lifetimefitness.com), [lifetimefitri.com](http://lifetimefitri.com)

**November 10, 2012 — Telos Turkey Triathlon**, T3TRI EVENTS, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-678-4032, [shaun@t3triathlon.com](http://shaun@t3triathlon.com), [t3triathlon.com](http://t3triathlon.com)

**November 10, 2012 — Turkey Triathlon**, St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 9 am and 2 pm. Indoor swim, outdoor run and bike legs., Aaron Mettler, 435-627-4560, [aaron.mettler@sgcity.org](http://aaron.mettler@sgcity.org), [sgcity-rec.org](http://sgcity-rec.org)

**Cyclocross**

**September 19, 2012 — CrossVegas Cyclocross Race**, Las Vegas,

NV, UCI Cat I event, Elite Men and Women Wheelers & Dealers Industry Race and USA Cycling categories at Desert Breeze Soccer Complex during Interbike., Brook Watts, 303-907-3133, [contact@crossvegas.com](mailto:contact@crossvegas.com), [crossvegas.com](http://crossvegas.com)

**September 21, 2012 — Bear Lake Monster Monster Cross**, Montpelier, UT/ID, Three-day, four-stages of cyclocross racing in omnium format. USAC cyclocross race, 80-mile dirt/fire road race, cyclocross time trial, USAC cyclocross race. Perfect transition from road to cyclocross season., Jared Eborn, 801-599-9268, [jared@extramileracing.com](mailto:jared@extramileracing.com), [BearLakeMonsterRide.com](http://BearLakeMonsterRide.com), [forthe-winracing.com](http://forthe-winracing.com)

**September 23, 2012 — Harvest Moon Cyclocross**, UCA, Ogden, UT, USAC Sanctioned, Ben Towery, 801-389-7247, [teamaccelerator@gmail.com](mailto:teamaccelerator@gmail.com), [teamaccelerator.com](http://teamaccelerator.com)

**September 29, 2012 — Utah Cyclocross Series Race #1**, Utah Cyclocross Series, Snowbird, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Matt Ohran, [info@utcx.net](mailto:info@utcx.net), [utcx.net](http://utcx.net)

**October 6, 2012 — Utah Cyclocross Series Race #2 at Ft. Buenaventura**, Utah Cyclocross Series, Ogden, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Matt Ohran, [info@utcx.net](mailto:info@utcx.net), [utahcyclocross.com](http://utahcyclocross.com)

**October 13, 2012 — Utah Cyclocross Series Race #3 at Weber Fairgrounds**, 1000 N, 1200 W, Utah Cyclocross Series, Ogden, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Matt Ohran, [info@utcx.net](mailto:info@utcx.net), [utahcyclocross.com](http://utahcyclocross.com)

**October 13-14, 2012 — Moose Cross**, Southern Idaho Cyclocross Series, Victor, ID, Two-day cross festival in conjunction with Grand Teton Brewing Oktoberfest in Victor, ID. Post race gathering, host housing available., David Bergart, 307-690-4373, [dave@moosecross.com](mailto:dave@moosecross.com), [moosecross.com](http://moosecross.com), [cxidaho.com](http://cxidaho.com)

**October 14, 2012 — Utah Cyclocross Series Race #4 at Weber Fairgrounds**, 1000 N, 1200 W, Utah Cyclocross Series, Ogden, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Matt

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## MOUNTAIN BIKING ESSAY

## Sometimes a Bike is Much More Than a Bike



By Robert Wilson

Last February, looking to get out of the winter muck in Salt Lake, I took a trip down to the St. George/Zion area to do some mountain biking with my wife. We met someone mountain biking that changed us forever.

We arrived in the parking lot of the JEM trail, near the town of Virgin, in the mid morning after taking a couple of wrong turns. As we were getting our bikes off the rack and in general getting ready to ride, a dusty pick up truck rambled into the parking lot a little distance from us. It looked like a typical “ranchers” truck and similarly out popped a weathered and sturdy gentleman in his mid 60’s dressed like a rancher in work clothes. I didn’t think much of it until out of the corner of my eye I spotted him pulling from the back of his truck a beautiful blue 2010 Ibis Mojo mountain bike.

Now, the Mojo is a special bike with a cult following, pretty exotic and damn expensive. With modern full suspension technology, carbon this and that, it just wasn’t what I figured this classic ‘ol rancher to even know existed or care about. Hmmm. And, uh, I happened to be pumping the tires up on my 2009 Mojo as he surprised me with his.

As we all got dressed in our cycling clothes, we exchanged pleasantries, told him we were thinking of doing the JEM trail, that we had a couple questions about doing this loop option or that option, etc. He right away offered that he knew these trails better than anyone and would be happy to show us around. As I approached his truck to talk to him further, he said in a firm but pleasant voice, “Don’t come any further!” Thinking he was just taking a pee, I laughed and said, no worries, take your time relieving yourself. He quickly positioned himself oddly away and somewhat upwind from us and said, “You’re going to think I’m crazy, because I would think the same thing, but I suffer from MCS, or multiple chemical sensitivity, which makes it impossible for me to be around pretty much everything you take for granted, including other people.” I asked if we should leave and he said no, that the wind was providing the perfect relief as long as he was upwind from us, otherwise he could smell all the chemicals on us—our sunscreen, fabric softeners, detergents, etc. You name it; he was

hyper sensitive to it. He sure didn’t look crazy or act that way other than this very strange piece of information, so we agreed when he invited us again to come with him and he’d be our guide for an amazing 20+ mile loop of great single track.

After learning the few rules of riding with him, which involved giving him the proper space and letting him lead, we were off. Before leaving he had quietly apologized in advance that he’d be slower than us, and he’d do his best not to “hold us up”.

Within a quarter mile I could see this guy had sandbagged us. Yes, he was a little older (64.) Yes, he had a few extra pounds around the midsection. But his guy rode like the wind. Carved tight lines around difficult corners, danced over technical rock sections. All the time pleasantly telling us about the trail, other trails in the area, and his very strange life. We rode hard but gracefully, the kind of riding where you feel you’re transcending whatever expectations you may have had for the ride, and were simply lost in the moment. Time only moving from one obstacle or turn in the trail to another. Occasionally we would encounter other riders, and if he couldn’t get upwind from them, he gently exited the single track and got about 15 ft. away from the oncoming riders and let them pass with a smile. Mile after mile we rode and asked questions about his life.

Six years ago, out of the blue, he woke up extremely sensitive to all the chemicals and off gassing that a normal person takes for granted. Carpet, plastics, lotions, diesel, packaging, just about everything in this modern world puts off a chemical component that overwhelms someone that suffers from MCS. In his case, it affected him so much that he could barely breathe. He tried everything. Medical research on his own, spent time at a medical center in Dallas, sauna sweat therapy, you name it. It quickly became obvious to him that he needed to go somewhere as free from all of that as he could find, so he moved from Montana to 650 acres of desert wilderness in the Hurricane Cliffs area near St. George. This is the true desert. Sand, rocks, some scrub bushes but not much. All under an immense sky. In doing so he gave up everything he was. He left his wife behind, to whom he’s been married 45 years. They talk every night and check in with each other. He left his job as a chiropractor. He left his home and friends and just about all human contact.

## ROAD RACING

## Perry and Wren Tops in Porcupine Hill Climb



Anne Perry won the women's pro/1/3 category. Photo: Dave Iltis  
See results on page 10.

By Jared Eborn

The Porcupine Hill Climb has established itself as one of the toughest, if shortest, races in Utah.

Starting at the bottom of Big Cottonwood Canyon and finished at 8,755 feet at the base of Brighton Ski Resort, the Porcupine Hill Climb has attracted large fields and raised thousands of dollars for the Huntsman Cancer Institute over the years.

The 11th running of the event proved the competition is getting just as tough as the canyon itself.

Salt Lake City’s Tyler Wren, looking for a little uphill interval training prior to defending his title at the Crusher in the Tushar race, launched himself up Big

Cottonwood Canyon and in the process nearly broke the 60-minute mark.

Climbing the 14.7 miles and 3,800 feet of vertical gain in just one hour and four seconds, Wren, riding for Jamis-Sutter Home, set a pace that was simply too much to deal with – even for a handful of other racers who were on a record pace themselves.

Backcountry.com’s Chris Mackay’s time 1:00:19 would have been plenty fast enough to claim victory on most years. Revolution-Café Rio rider Jake Stocking’s 1:00:31 was good enough for only third this time around as 18-year-old rising stars T.J. Eisenhart (FFKR Architects) and Chris Putt (Canyon Bicycles) set a blistering pace to each finish at 1:00:33 to round out

When he describes his life it’s beyond belief. His trailer is so isolated it has no electricity other than a few minimal solar panels. In the summer, where temperatures can easily reach 110 degrees, he waits in the relative shade of his trailer for the night to cool and relieve him. He cannot handle smoke, so in the colder months he can’t even have a fire to have light or warmth outside the confines of his trailer. He has a hard time dealing with the chemical in paper or ink (!) so he doesn’t read very much anymore. So there is this immense, absolutely immense solitude and quiet about his entire existence that is heartbreaking in a way. He laughed and said it’s rare for anyone to get to know him from the start without his gas mask. It turns

out that when he is in the small town to pick up supplies, or run errands, or in any way around humans, he has to wear a gas mask, the kind you see painters wearing.

His charm and easygoing manner make the whole condition he’s living in even more unsettling, because you can’t help but see he’s just, for lack of better way of putting it, exactly the kind of guy you’d want to hang out with. And you can see he’s starving for more human contact as well. But day after day he goes back to his trailer in the desert, a ship adrift in a huge sea of quiet and space. Obviously, this “condition” has elements both authentic and psychosomatic, but it doesn’t really matter— he is in a world unlike any you can imagine. People see him

the podium.

But Wren was not to be denied as conditions on the road were almost perfect for the race.

“That was brutal,” Wren said after crossing the finish line and claiming a new set of skis from Surface Skis for having the fastest overall men’s time in the process. “I didn’t seem like we had much let up at all. We went out hard and just kept going.”

Revolution-Café Rio’s Anne Perry set the standard in the Women’s Pro 1-2-3 field with a time of 1:07:51. That was nearly five minutes better than any other female on the road with Ski Utah’s Alison Frye (1:12:28), Breanne Nalder (1:12:43) and Robynn Masters (1:14:10) leading the chase.

The Men’s Cat 3 field saw some of the best racing, as Skullcandy/Think Architecture’s Tyler Kirk had enough left in the tank to outsprint Canyon Bicycle’s Bonn Turkington at the line for a finish of 1:04:47. Simon Parsons (Revolution-Café Rio) was third at 1:06:56.

Mark Zimbleman and Scott Allen had a similarly close race in the Men’s Masters 40-plus field with Zimbleman hitting the line at 1:04:45, just a second ahead of Allen. Eric rounded out the podium with a 1:06:11 time.

Infinite Cycles Ryan Kingsolver showed he’s pushing for an upgrade with his Cat 4 victory and time of 1:05:35. Luke Stevenson (Dialogue Racing) and Lucas Parker (Spider Bait Cycling) weren’t far behind with times of 1:05:46 and 1:05:47, respectively.

Dirk Cowley was again the first to the finish line in the Men’s Masters 55-plus field with an impressive 1:09:20 time, beating fellow FFKR racer Lorin Ronnow (1:12:34) and Bountiful Mazda’s Jerald Hunsaker (1:13:39) to the top step of the podium.

Showing there is plenty of talent in the lower classifications John Goodson blew away the Cat 5 field with a 1:06:08 mark while Zach Pina wasn’t far behind at 1:08:58.

Mind McCutcheon (1:18:08) won the Women’s Cat 4 field and Pam DalCanto (1:14:47) took top honors win the Women’s Master division. Tim Matthews (1:06:50) brought home first place in the Men’s Masters 35B competition.

In it’s 11th year, the Porcupine Hill Climb also sponsored a citizen’s ‘fun ride’ that saw some impressive times, paced by Tom Thorne’s 1:14:44. Jolene Dewaal had the fastest women’s time at 1:22:21.

in the grocery store and stare at the “freak” that wears a mask. All people that come into contact with him are given the slight impression that they are “poison”. How isolating can this be? It boggles. Yet he isn’t broken from this experience and that is the beautiful part of the story. He’s not broken. He does what he can without an ounce of self-pity. And what can he do? Well, he mostly rides his mountain bike.

You see, riding a mountain bike ensures he always has a fresh wind in his face. And, more importantly, it allows him to be with other people without a mask and live a moment in a somewhat normal life. It is

Continued on page 31

**MECHANIC'S CORNER**

**Use a Gear Chart to Customize Your Gears and Shifting Pattern**

By Tom Jow

The solstice has just passed and Summer is officially here. Down in the valley the temperatures are on the rise. It's time to get up into the high country as the mountain

up the hills. Fortunately it may be possible to change the gear ratios on your bike to get up the hills easier. This month I will explain how to use a gear chart to determine the total gear range on the bike and compare individual gear sizes. In addition, we will learn how to select a shifting pat-

tern based on our available gear sizes in order to use those gears efficiently.

The first step in determining our gear range is to find out the size of our front chain-rings and each of the rear cogs. Sometimes the size is stamped on and easy to find. Sometimes it is necessary to count each tooth. With this information we can build our gear chart. A bicycle gear chart dis-

plays the size of each gear in a value called gear inches. The formula used to find the gear sizes is:  
Chain-ring / Cog x wheel diameter (in inches) = gear inches.  
Build your chart with the cog sizes on top, smallest on the left. Place the chain-ring sizes vertically

l shows the maximum recommended cassette produced by Shimano. The high gear size is 121.46 inches and the low gear is 39.72. These days, 39 inches is a pretty big gear for the recreational road rider. This low gear combination of 39-27 is the lowest gear available for this combination of crankset, cassette and rear derailleur. How then, is it possible to get a lower gear? There are several choices: a triple crankset, a compact crankset, a mountain bike cassette and rear derailleur or a combination of the two. The gear chart makes it very easy to compare all the options.

The triple crankset gear chart would look like this:

The compact double 50/34 with a 12-27 cassette chart looks like this:

The mountain bike rear derailleur and cassette gear chart that looks like this:

Now let's compare these three charts. The first option (table 2) has the lowest climbing gear and the highest two-thirds of the gears stay the same. Option number two (table 3) has both a lower climbing gear and top speed gear. Option number three (table 4) has a low gear that is lower than the current gear and the high gear stays the same. What if we change option two to an 11-32 cassette (table 5)?

With this option, not only is the high and low range equal to the triple crank option, but the three lowest gears are lower than the original. Also, many of the gears are the same in the large and small ring which makes for a simple and efficient shifting pattern.

Another reason for using a gear chart is to compare each individual gear size and how they progress from one to the next. In table 5 for example, the difference between the low gears is four inches, then five, seven, six, nine and so on. Note that there are four gears that overlap; 49, 55, 62, 72. Combined with the cross-chain gears (not shown) this reduces our actual non-overlapping gears to only thirteen gears. Thirteen gears out of twenty? Yes, but when you understand how the gear sizes progress, all seventeen are useful.

Let's say we were to shift these gears as we would drive a car. We start in the lowest gear and work our way up to the highest. We could ride in the small ring up to the 72 inch gear and then make a double shift up to the big ring progressing to the 80 inch gear and beyond. An alternative would be to make the double shift

in any of the four gears that overlap. On a perfect road this shifting pattern works just fine. Mountain roads, however, go up and down. This is why knowing the gear progression is important. Imagine riding up a hill in the lowest gear, and the road begins to flatten out. As the terrain gets easier shift up to increase the speed and keep the cadence the same. When the chain gets down to the middle of the cassette it's decision time. Shift to the big ring or stay in the small one? Look up the road. Does it go uphill again? If so, use the small ring as long as possible before having to get back into the lowest gears. Flat for a while or downhill, go ahead and shift to the big ring. Pretty simple, huh?

Even so, there is one more factor involved. This final consideration is the difference in size between the gears progression. Referring back to table 5, starting at the lowest gear, look at the difference in the size of the gears. Only the difference between the first 4 gears are 5 inches or less. Now go to table 2. remember the triple chain-ring setup? Build a shift pattern starting from the lowest gear. Examine the differences between the gears and compare them to the chart in table 5. With the triple chain-ring setup, it takes 9 shifts to get to the 72 inch gear. Of those, 7 of them are 5 inches or less. The compact drive 12-32 setup requires just 7 shifts to get to that same 72 inch gear, but only 3 of those are 5 inches or less. What does this all mean? This means that each shift to a new gear on the double chain-ring setup requires a little more power to keep the same cadence. Said another way, each shift (or step) with the triple chain-ring set is a little smaller, a little easier.

Getting up and over the mountains by bicycle, on road or on trail will never be easy. With modern bikes that have 20, 22 or even 30 gears, having the right gear ratio has never been easier. It is finding that correct gear, that may be a challenge sometimes. That's where the gear chart comes in handy. Learning to use a gear chart will first help us customize our total gear range to suit our riding needs. Then it will help us create an efficient shifting pattern. The most direct shifting pattern follows a simple path from low to high in the most equal divisions. The most efficient shifting pattern is one that changes chainrings as little as possible, and that can only be determined by the rider and his/her knowledge of each individual gear.

Got a bike question? Email Tom at [1tomjow@gmail.com](mailto:1tomjow@gmail.com).

	12	13	14	15	16	17	19	21	24	27
53	121.46	112.12	104.11	97.17	91.09	85.74	76.71	69.40	60.73	
39				71.50	67.03	63.09	56.45	51.07	44.69	39.72

Table 1

	12	13	14	15	16	17	19	21	24	27
53	121.46	112.12	104.11	97.17	91.09	85.74	76.71	69.40	60.73	
39				71.50	67.03	63.09	56.45	51.07	44.69	39.72
30							43.42	39.29	34.38	30.56

Table 2

	12	13	14	15	16	17	19	21	24	27
50	114.58	105.77	98.21	91.67	85.94	80.88	72.37	65.48	57.29	
34			66.79	62.33	58.44	55.00	49.21	44.52	38.96	34.63

Table 3

	12	13	14	15	17	20	22	25	28	32
53	121.46	112.12	104.11	97.17	85.74	72.88	66.25	58.30	52.05	
39				71.50	63.09	53.63	48.75	42.90	38.30	33.52

Table 4

	11	12	13	15	17	19	22	25	28	32
50	125.00	114.58	105.77	91.67	80.88	72.37	62.50	55.00	49.11	
34			71.92	62.33	55.00	49.21	42.50	37.40	33.39	29.22

Table 5

passes and trails are now free of snow. Sometimes though, getting up those mountain roads and trails is not so easy. Maybe you are relatively new to cycling and don't have the specific fitness or strength to keep up with the more experienced riders. Or worse yet, maybe time constraints and increasing age are conspiring to make it more challenging to get

and hungry and happy and tired. We laughed and talked and even at times cried a little with him on the trail as he told us tales of what it's like for him now in this condition. When we got to the parking lot he went over to his truck on the far side and changed while we did the same and had a cold beer from our cooler. After changing into our jeans we saw him walking toward us to say goodbye. As he approached he was wearing his gas mask, which we had not seen up until that point. I said, "Oh, so this is how most people know you" and in the muffled voice you make speaking through a mask, he laughed and said, "Yep, this my face to the rest of the world that can't mountain bike with

on the left, largest on top. Using a calculator or spreadsheet, enter the values into the formula to find the size for each gear. Enter the value into columns where the two numbers intersect.

The first thing to consider in order to customize your gears is the high and low range. The example in table

everything to him. It is exercise. It is adventure. It is hope and most importantly, it is real human contact. He rides everyday, on thousands of miles of beautiful desert single track in that area. He usually rides alone, but occasionally with the huge gift of someone he may meet in the parking lot that takes a chance on him. Of course his mountain bike can only have water based paraffin lubricants, his tires are off gassed for months before he can ride on them by hanging them on the clotheslines that circle in trailer campsite. Even his rubber grips need to be off-gassed. But he has his system down, and he can ride. At least he can ride.

We ended the day at dusk sweaty

me" We all let that quiet and powerful moment pass, then got on to our goodbyes.

As he was saying goodbye, he choked up a little and told us how pleasant it was for him to share the day with us, that he couldn't wait to call his wife in Montana and tell her about the nice "young kids" he had met from Salt Lake City that didn't run away from his strange condition and rode gracefully with him for the whole day. He also said that he wished we had known him before all of this had happened. He was a farmer, a successful doctor, raised llamas, rafted rivers, hunted and backcountry skied among other things. He also admitted that back in the day, the

early 80's, he biked quite a bit at a competitive level. That explained a lot to us. But most heartbreaking, he told us he did all of his playing with his best friend in the world, his son, but that his son was killed along with his 3-year-old grand daughter 11 years ago. He didn't say how and we, in silence and shock, didn't ask.

As Jenny and I sat in front of our campfire that night, under the moon and stars that only the desert fully illuminates, we thought of him, alone as always, stripped of everything that he owns. Suddenly just huddling together and sipping some coffee seemed like a hugely luxurious and profound gift to us. But you know what? He has his mountain bike. And

he can ride. It's his whole world and the basket that carries all his hope and joy.

Look, a bike can be the smallest thing. It can be just that contraption that hangs on a hook in your garage with two flat tires. A few good memories, but mostly a dust catcher that dings you in the head when you lean over to get the lawnmower. Or it can be the biggest thing. In this rare case, it turned out to be something that sustains a beautiful person in the midst of all odds. A gift that carries him through the extreme loneliness of the desert toward a life he can endure, and possibly, in fact surely, even enjoy. It's a miracle to him and to anyone else with eyes to see.

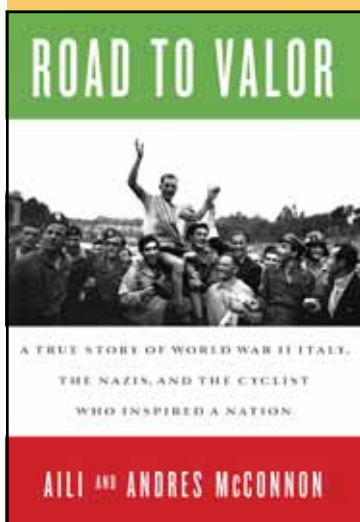
## BOOK REVIEW

**Road to Valor is Perhaps the Greatest Cycling Story Ever**

Above: Gino Bartali, circa 1936 – Courtesy of Giovanni Corrie.

Above right: Bartali awaits the start of a race. – Courtesy of Giovanni Corrieri.

Below right: Bartali is surrounded by his fans at a race. – Courtesy of Giovanni Corrieri



## By Lou Melini

David Ward's excellent review of *Slaying The Badger* in the July issue of *Cycling Utah* is a tough act to follow. However I think, no, I know I have just read a book that ranks as one of the all-time best books reviewed in *Cycling Utah*. That is a bold statement, as I have reviewed some very good books, *Catfish and Mandela*, *The Yellow Jersey* and *Once Upon a Chariot* to name a few. *Road To Valor* is that good.

If you want history, bike racing, suspense, and an almost too-good-to-be-true hero, read *Road to Valor*. I could have read the 240 pages in a day if I didn't have so many responsibilities that interfered with my reading time! But don't just read the book, read the author's note, the prologue, and especially the epilogue. The McConnon siblings did an excellent job researching the book with 50 pages of footnotes at the end of the book.

Essentially the book is about the life of Gino Bartali, the winner of 2 editions of Tour de France and 3 of the Giro de Italia. His first tour win was in 1938 and his second in 1948. Unfortunately he had his career interrupted by WWII so Mr. Bartali was denied the ability to be a 5-time (or more) winner as there wasn't a Tour from 1940-1946 just as he was entering the pinnacle of his career. Born in 1914, he rode his first race in 1931 turning pro four years later.

The book is divided into three sections, Mr. Bartali's life before, during, and after WWII. Each section is worthy of a small book. In the first section you will read about Gino's early life including the environment

that led to his passion for bike racing and his first Tour win. This section also discusses the influence of the Italian Fascist regime led by Mussolini on his life on and off the bike. For example, he was denied his request to race the 1938 Giro because the government wanted him to focus on the Tour. Mr. Bartali wouldn't or couldn't say much about this. He was well aware that Italy's first and only previous Tour winner Ottavio Bottecchia mysteriously dying in a training ride after "speaking and acting on his political views that were unsympathetic towards Mussolini and the Fascist regime".

The second section is devoted to Gino's life during the war. This section is the primary reason for you to read this book. Gino was drafted in the Army but because of his Tour win, he was lucky enough to be assigned as a messenger even being allowed to ride his bike rather than the standard issue motor scooters. He was quite the athletic icon in Italy. When the Allied forces landed in Sicily and took control of Southern Italy, rumors spread that Italy was freed from Fascist control and Gino was discharged from the Army. This turned out to not be true. Most of Italy was now under direct control of the German Army. Gino, however, was "recruited" into a different organization. Being a devout Catholic, Gino became part of group from within the Catholic Church that hid Jews from persecution and death camps. He continued to use his bike as a messenger only this time he carried false documents for the Italian Jewish population. His role was so secret that even his wife was unaware of what he was doing in order to save his family for had he been caught he would have been put to death. In addition he would ride from town to town procuring meager food supplies from a deprived population, carrying the provisions to those more in need.

Gino was "out training" on these missions, many time riding several hundred miles over a few days to deliver his goods. Because of his fame as a cyclist, Gino could fairly easily pass through checkpoints. He even used his fame to distract German and Fascist soldiers at train stations. He would position himself in a café where soldiers would want his autograph. Meanwhile Jews and anti-Fascist Italians hidden on one train could switch to another train without detection. Gino didn't always fare well and he was once arrested and sent to a well-known

torture house. Even there his fame as a cyclist helped as he was released after three days of captivity enabling him to continue his work.

The third section of the book was so too speak the final chapter of Gino's racing career. His second win in the Tour de France despite a span of 10 years is detailed making him the only tour winner with such a span of time between wins. His rivalry with Fausto Coppi is discussed, also a two-time winner of the Tour. Considered old and washed up by many, Gino went on to win the 1948 Tour despite a 21-minute deficit going into the mountain stages. To help Gino, the post-war elected Prime Minister of Italy called him to offer encouragement and how important his win would be to the Italian people. He then went on to win the stage gaining 20 minutes back. The next day he was called by the Catholic Pope's secretary, saying the Pope was praying for him to win the race, thus Gino convincingly took the yellow jersey on that stage. That was the power of Gino's fame.

In between learning about Gino Bartali, you will be treated to numerous small stories and anecdotes throughout the book. These are fascinating tidbits of entertainment and history adding immensely to an already sensational story.

*It was well known that famous sports stars including bike racers had many female admirers. Henri Pelissier was so popular with woman that he received dozens of marriage proposals despite being married. He rebuffed these requests by employing his wife to answer the letters. She grew tired of this arrangement and after 10 years of it she took her own life. Pelissier took up with another woman but in the midst of an argument she shot and killed him with the same gun his first wife had used to end her life.*

*On race days breakfast began with an espresso and some bread with jam or Gino's favorite: honey. Next he ate pasta or rice with a cheese or butter sauce, ideally accompanied by eggs, veal or steak. For a midday snack, he liked a couple of panini with cheese, marmalade, and salami. During a multiday race, the portions became much larger. In one such race, Gino was eating almost a dozen raw eggs a day while cycling, breaking their shells on his handlebars before swallowing the yolks.*

*Later in his career, Gino became even more devious in his attempts to sniff out and study the strategies of rivals. He thought nothing of breaking into his opponents' rooms after they had left for a race to inspect their bathrooms. Most riders had a mix of vials and flasks of various liquids, pills, and powders their trainers recommended. Many were herbal concoctions, placebos that actually did nothing but provide a psychological boost.*

*Gino stopped by a café. He left his bike propped against the wall and went inside for a coffee. Something nearby attracted the attention of an Allied plane flying overhead, and it shot a short burst of machine-gun fire in the general direction of the bicycle*

*and the café. Gino was convinced it was the chrome of his bicycle shining in the sun that had drawn the attack. From that moment on, he got in the habit of dirtying up his bike so that it wouldn't be so reflective. For someone so meticulous about caring for his bike, this felt "sacrilegious".*

*For Jews like the Goldenbergs, life had entered a new nightmare phase. The Germans and their Fascist collaborators ratcheted up the intensity of their persecution even as it became increasingly clear that they would be defeated in the war. Their room in the Bartalis' apartment was evacuated for fear of the increasing frequency of raids. Gino had found them room in the cantina (or cellar) of a building. This space was barely more than ten feet by ten feet, with a low ceiling and stone walls. There were no windows and the one door was always closed. Dark and cold, the room fit one double bed that the four Goldenbergs shared. There was no electricity or running water. Only the mother ever ventured out, armed with a water bucket in each hand. With light brown hair and blue eyes, she did not draw any attention in Florence. The two children (Giorgio and his sister) couldn't leave, counting flies to relieve the fear and boredom.*

The work that Gino and others did during the war was kept a secret until 1978 when a Polish Jewish journalist and filmmaker, Alexander Ramati, published a book about the work of the religious clergy in Assisi during the German occupation, followed seven years later with a film based on the book. Despite this Gino continued to deny his role "as a matter of respect for those who had suffered more than he" and to not "aggrandize his role in the network and overshadow the other participants' contributions, ordinary Italians and Catholic clergy who took extraordinary risks to save others." Giorgio Goldenberg left for Israel after the war, never seeing the Bartali family again. However he said when interviewed for this book; "There is no doubt for me that he saved our lives and the lives of hundreds of people. He put his own life and his family's in danger."

We hear about the "hardmen" of cycling. You know, those that ride the cobbles of Roubaix, suffer in the heat of the Tour or in the cold and wet of Belgium winters. But all of these riders have nothing on the exploits of Gino Bartali. If you don't read this book, you will miss on one of the greatest cycling stories ever told.

**Road to Valor**  
By Aili and Andres McConnon  
2012  
Crown Publishers; a division of Random House.

# PLAN7

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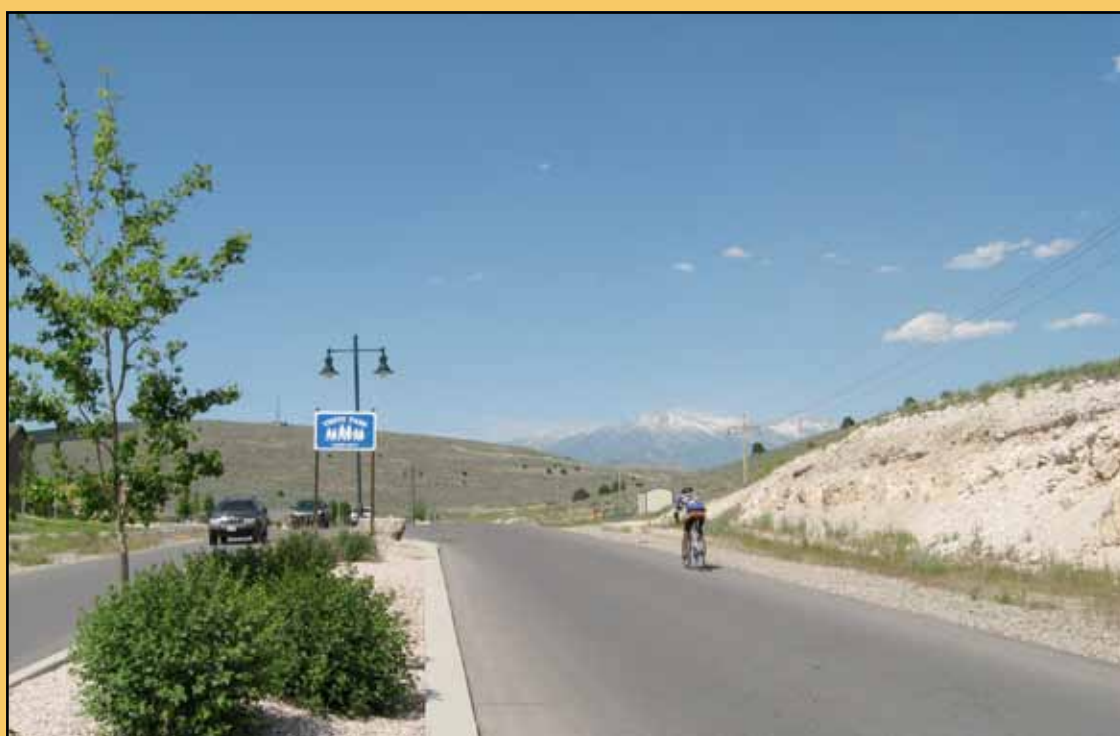
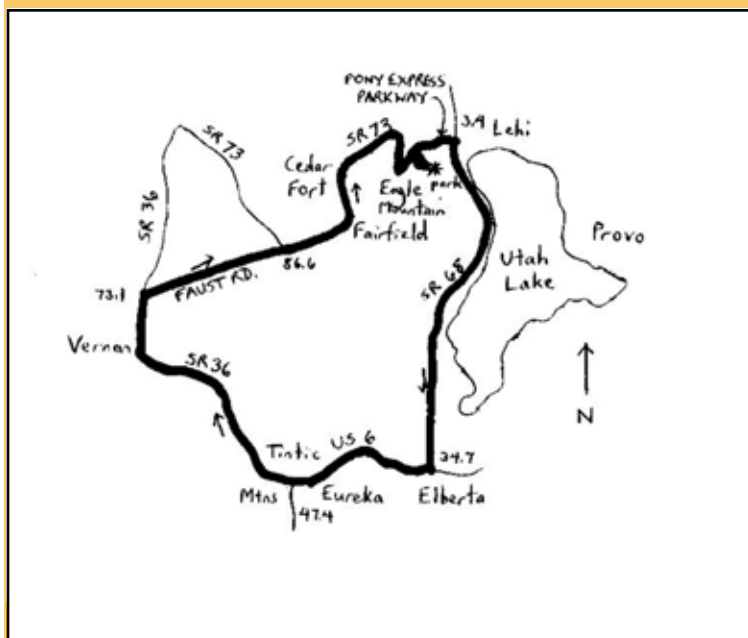
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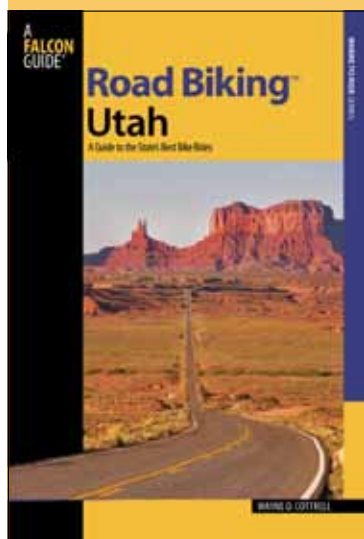
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## RIDE OF THE MONTH

**Tintic Mountains Classic**

Above: A rider crests Unity Pass in Eagle Mountain, with Mount Timpanogos towering in the distance.

**By Wayne Cottrell**

The Tintic Mountains Classic is a 110.0-mile loop through Utah, Eureka and Tooele Counties in north central Utah, making this the longest Road Biking Utah ride. The route covers some premium territory, visiting Utah Lake, the Tintic Mountains, and a segment of the Pony Express route. The ride is reasonably mountainous, with elevations ranging from 4,522 feet adjacent Utah Lake, to 6,620 feet near Eureka. Portions of the route have proven to be very popular with the Tour of Utah stage race, which, in its most recent editions, has featured a stage along these roads. The professional peloton tends to remain intact through here, suggesting that the climbing is not intense, and that its length should not be dissuading.

The ride starts and ends in Eagle Mountain, a city of 21,415 population (as of the 2010 census), located due west of Lehi and the Utah Valley. The ride begins at the Mountain Bike Ranch Park in Eagle Mountain. Purists may rebel against staging a road bike ride at a mountain bike park, but the location is ideal. Although the dirt jumps, pump track and slopestyle trails may be tempting, save it for your off-road bike and leave the park. Once out of the park, head west on Golden Eagle Drive; turn right onto Tinamous Road, and then left onto Red Hawk

Ranch Way (Nolan Park is on the right). At the stop sign, turn right onto Pony Express Parkway. Follow this road eastward, with Utah Lake appearing on your right, at about one o'clock. Leave Eagle Mountain at mile 2.3. Once at Redwood Road (State Route 68), at mile 3.4, turn right and head south. The western reaches of Saratoga Springs are on your right. Not to be confused with the city in the Catskills of New York, or the Disney resort, Utah's Saratoga Springs is a relatively new community, only becoming incorporated in 2001 (same year as Eagle Mountain).

The increasingly sparse development along State Route 68, around mile 10, south of Saratoga Springs, represents the true beginning of this ride. From here, the highway rolls along long stretches of undeveloped land, often windy, with the Lake Mountains on your right, and Utah Lake to your left. The Lake Mountains top out at 7,645 feet, and you might strain your eye to see communications facilities for the neighboring Provo-Orem metropolis high above. Utah Lake is a freshwater remnant of the former Lake Bonneville – the Great Salt Lake, to the north, is also a remnant. Utah Lake, in fact, drains into the Great Salt Lake via the Jordan River. A high rate of evaporation in Utah Lake actually leaves its waters slightly salty. Sewage was dumped directly into the lake up to about 45 years ago, and the effects on water cleanliness and chemical content still remain.

Enter the community of Elberta at mile 33.9, turning right onto U.S. Highway 6 at mile 34.7. Elberta had a population of about 250 as of this writing. Elberta is sometimes referred to as "The Slant" – the justification for this odd nickname is evident after turning right onto U.S. 6. Over the next 8.8 miles, the highway climbs a net 1,916 feet. The highway crests at the Utah-Juab County line, on the outskirts of Eureka. Entering Eureka, particularly its commercial district, takes one back in time to the bustling mining days of the late 19th and early 20th centuries. Silver and gold were extracted from nearby

mines, generating enough capital and other resources to keep this town afloat for several generations. Evidence of the town's active economy was that the second-ever J.C. Penney store was opened here, in 1909. Mining activity has diminished substantially since the heydays, and the town had a dwindling population of about 750 as of this writing. The town and the surrounding area are all part of the Tintic Mining District, which is on the National Register of Historic Places. Enjoy the descent through Eureka, but slow down a bit to observe the historic buildings.

Vivid descriptions of the context of the Tintic Mountains Classic continue in the forthcoming edition of Road Biking Utah, Volume 2. The ride continues beyond Eureka to State Route 36. Turn right here, at mile 47.4, and head north. Enter Tooele County at mile 52.4. Enter the community of Vernal at mile 67.4. Beyond this town, look for the turn-off to Faust Road, at mile 73.1 – turn right here. The alignment of Faust Road is directly along that of the Pony Express route. Be sure to carry plenty of water here as there are no facilities in this area. At the junction with State Route 73, at mile 86.6, turn right. Enter Eagle Mountain at mile 100.6; turn right onto Eagle Mountain Boulevard just past the city limit, at mile 100.8. Proceed counterclockwise around the traffic circle at Sweetwater South, at mile 105.5, and then head east onto Sweetwater North. After cresting Unity Pass (elevation 5,070 feet), the road becomes Pony Express Parkway. Continue eastward to Red Hawk Ranch Road; turn right and follow the reverse route above to return to Mountain Bike Ranch Park.

Wayne will be appearing at the Tour of Utah expositions, offering

autographed editions of his book. Be sure to watch the race and stop by his booth!

Excerpted from Road Biking Utah (Falcon Guides), written by avid cyclist Wayne Cottrell. Road Biking Utah features descriptions of 40 road bike rides in Utah. The ride lengths range from 14 to 106 miles, and the book's coverage is statewide: from Wendover to Vernal, and from Bear Lake to St. George to Bluff. Each ride

description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery.

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

**TOURING**

**Adventure Cycling In the Wild West**



Above: At the start line in Jackson, Michigan.  
Right: The route taken through the United States and Territories.

By Bob Marr

It's 120 degrees in the shade as Clarence Darling, 19 and Claude Murphey, 20, cyclists from Jackson, Michigan rest at a Colorado telegraph station in the Green Desert near the Utah border. At only 2 months into a fifteen month, 13,500 mile bike tour and with only 2 cents left in their pockets they are not feeling optimistic. The year is 1904.

Clarence and Claude had long dreamed of a trip around the United States, but hadn't decided on a mode

of travel. The decision was made when a group of eastern sportsmen put forth a challenge, offering \$5,000 (around \$125,000 in today's money) to anyone who could ride a bicycle through every state and territory in the Union while observing certain rules, one of which was that the person must start with no cash and earn money on the route only through the sale of some small souvenir. The boys chose to sell a small aluminum card tray engraved with information about their trip.

For the trip the boys had brand new, state of the art singlespeed

wooden-rimmed bicycles with "gears of 84 2-3", described by them as standard make, heavy roadsters with a 22 inch frame and coaster brakes, weighing 28 pounds (75 pounds with all their gear). Canvas frame bags provided storage.

They started their trip with great enthusiasm, making their way across the Upper Midwest with many adventures and not too many dif-

ficulties (unless you count the time they almost died of heat and dehydration in South Dakota). The most frustrating problem they had to deal with was the delay in receiving their souvenirs from the novelty company, without which they had no way of replenishing their pocketbooks, thus the dilemma they faced at the beginning of this story. Fortunately the rail line they were following had

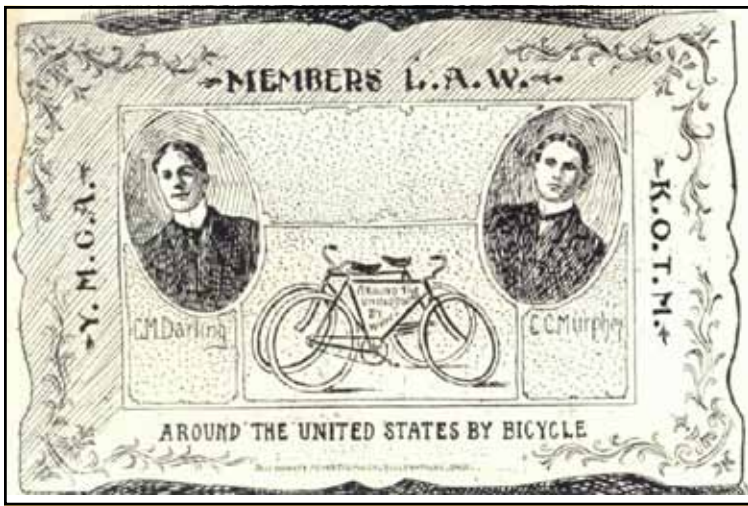
ice houses at each telegraph station so they were able to get fresh water every 15 miles or so and they made good progress cycling on the rail bed. Food was another matter; until they could pick up their long-delayed souvenir shipment in Salt Lake City they depended on the generosity of the telegraph operators and railway employees they met. Arriving in Price their luck changed for the better

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when they made the acquaintance of the local wheelmen, who put the

**Above: The souvenir plate that they sold along the way. Right: At the finish line, considerably worse for wear.**

William Jardine of Logan who was so impressed by them that he donated a five dollar gold piece to help them along their way. Clarence and Claude, although in dire need of funds, did not want to accept such a generous gift, but William insisted.

Traveling on, they passed through the small town of Helper, so named because at this place a "helper" engine was added to trains ascending the steep grades through the mountains. Continuing up the rail bed they passed through the town of Colton and observed that "The town seems to consist of nothing but saloons, restaurants, and lodging houses." A principal attraction of the town was the "New Artic (sic) Saloon—The Largest Beer In The Country for 15 CENTS." The boys then wheeled through Castle Gate: "Two perpendicular walls of bare, bleak rock rise to the height of five hundred feet, the space between which is only sufficient to allow the railroad track to pass" and remarked on the coke ovens there with kilns belching dirty black smoke. Beyond this they found an incredibly beautiful landscape, calling it "wild grandeur impossible to describe" with high rock walls on which were perched boulders that seemed ready to crash down at any moment.

They arrived in the Salt Lake Valley by way of Spanish Fork Canyon and cycled through Springville, Provo City, American Fork, Lehi City, and a number of smaller towns on their way to Salt Lake City. They found all the towns to be very neatly laid out, with utility poles, painted white and black, down the center of each street rather than at the sides. They were very impressed with Salt Lake City, both the aspect of the city itself, with its park-like atmosphere, and the architecture, dominated by Temple Square and the City and County Building which was then being used as the State Capitol.

They found Salt Lake City to be "a very enthusiastic bicycle town" where they were treated royally by

duo's machines on display in the leading bicycle shop. The local newspapers also picked up on their story and they made the acquaintance of many of the locals. This bit of local notoriety was put to good use when they finally received their shipment of souvenirs, as they had lots of willing buyers for them. Salt Lake City at this time had an indoor "Saucer Track" at the Salt Palace, where bicycle races were held regularly, attracting some of the leading racers in the country. Newspaper articles from this era confirm that bicycle racing was taken very seriously with a variety of races being held and some of the top local racers traveling to the East Coast to participate in events there.

The next eighty miles to the north through Ogden and Brigham City gave them good roads and towns spaced at convenient intervals where they could resupply and where their souvenirs sold fairly well. In order to avoid the difficulties they faced earlier in the Green Desert they vowed to be more economical in their expenditures, but this almost led to another type of disaster. At the end of the first day of travel out of Salt Lake City they obtained permission from a farmer to spend the night in the hayloft of his barn. In the morning they awoke and, while cleaning and oiling their bikes, Darling noticed a great cloud of smoke about a half mile away, with tongues of flame shooting upward through it. They ran as fast as they could and found a barn engulfed in flame. There was a very frightened horse confined in a fenced-in area adjacent to the barn, which they were able to release, but by now other neighbors were beginning to arrive and the boys, clothing covered in the hay they had slept in, were looking a lot like the prime suspects rather than rescuers. Fortunately they convinced the crowd to go and ask the farmer whose barn they had slept in to vouch for them, which he did. Had he been unable to do so they might have ended their trip in very serious trouble right there.

Shortly after passing through Collinston they spent an interesting evening of hike-a-bike along the track through Bear Creek Canyon. To begin with, it's a spooky place at night; add to that a precipice on one side and a vertical wall on the other and it gets worse. Now inch your way over a couple of high trestles and through a couple of tunnels, all in the dark, and you can imagine the nervous state these guys were in by the time they arrived in Cache Junction, population one telegraph operator. After a fitful night's sleep, fitful because every trainman who stopped in to get messages from the operator felt the need to shine his lantern in their faces, they continued on towards the Idaho border.

They arrived in Pocatello, population 6,000 (today's population is 54,000) at 10:30 on the evening of August 19, tired and with bikes in dire need of wrenching. After filling up in a local Chinese restaurant, they chatted a bit with the depot policeman, who offered to let them sleep in an unused passenger car in the yard. They were not too impressed with Pocatello: "a typical western town, in which gambling is looked upon as a profession", but they did manage to find a repair shop where the owner was so impressed with their adventure that he completely overhauled their bikes and refused any payment.

They now travelled through the Fort Hall Indian Reservation, which they found to be a desolate desert



wasteland, to the city of Idaho Falls, population 3,000. Today this area is heavily irrigated and the greater metropolitan area of Idaho Falls has a population of over 130,000; such are the changes a hundred years can make.

Leaving Idaho Falls, they made their way through Montana, the Pacific Northwest and California, across the southern United States, up the Atlantic seaboard and eventually back to the exact spot in Jackson from which they had left 13,407 miles and 15 months earlier. They returned richer in experience, memories, confidence, but not in cash. In New England they ran out of money and were forced to work for their

food, as they were unable to sell any of their souvenirs, and so violated the terms of the challenge. A small loss compared to the wealth of memories and experiences they stockpiled along the way.

Reference: Around the United States By Bicycle by Claude C. Murphy; published by Press of Raynor and Taylor, Detroit, 1906.

If you would like to read the full story of their trip it is available at <http://archive.org/details/aroundunit-edstat00murp>


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Fiber in the morning means less hunger late in the afternoon, when you're most likely to feel tired and gorge yourself on sugar.

### ***Hit the Sack***

Seven hours of sleep a night not only helps you live longer, but also lowers your stress, sharpens your memory, and reduces cravings.

### ***Taste the Colors***

Foods with bright, rich colors are more than just nice to look at. They're also packed with flavonoids and carotenoids, powerful compounds that bind the damaging free radicals in your body, lowering inflammation.

### ***Know Your Numbers, Then Aim Lower***

These include blood pressure (which ideally should be below 115 over 75), LDL cholesterol (under 100), resting heart rate (under 70), and fasting blood sugar (under 100). If your numbers aren't ideal, change your diet until they improve.

### ***Add Some Weights***

Just 30 minutes twice a week spent lifting weights can build significant muscle mass. What's more, working all that muscle burns tons of calories, making it a great way to lose weight.

### ***Learn to Cook***

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