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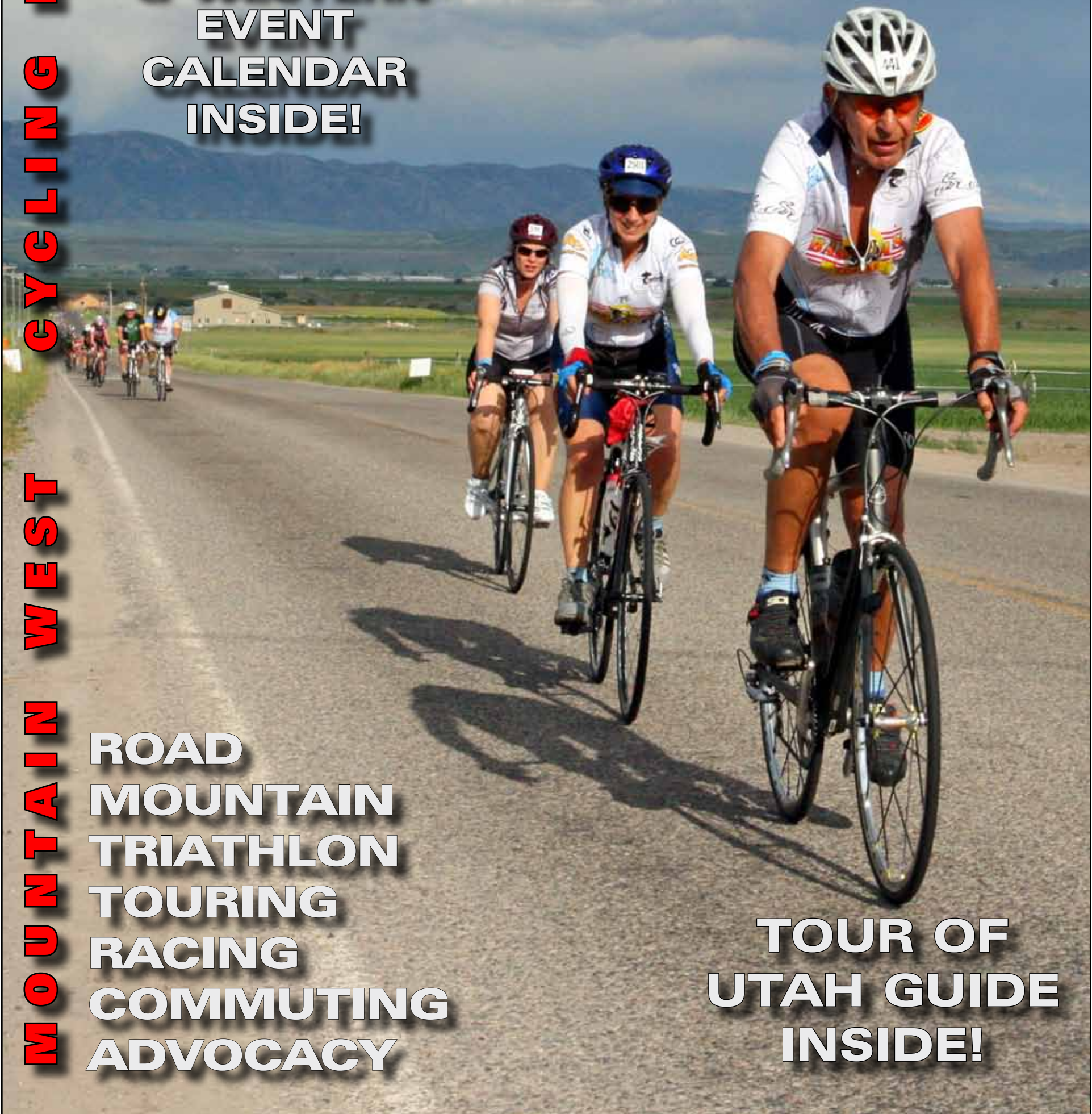
**CYCLING MAGAZINE**  
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# **cycling utah**

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**ROAD  
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**TOUR OF  
UTAH GUIDE  
INSIDE!**



## SPEAKING OF SPOKES

## Reflections on a Great Tour de France

By David Ward

Last month, I wrote of my excite-

ment for the upcoming Tour de France. Well, it has come and gone, my late night Tour watching is over, my constant efforts to shield myself

from Tour news during the day is finished. Sadly, the daily spectacle of watching the world's best bike riders battle over the roads of France has

come to an end.

Being the 100th staging of the Tour, great effort went into making it a special event this year. And by my reckoning, the organizers succeeded well. While the fight for the overall victory was not as exciting as one might hope, there was plenty in this year's Tour to render it as thrilling and unique a Tour as I can remember watching.

I had hoped the battle for the maillot jaune would be a more tightly contested affair. But Chris Froome pretty much wrapped it up on the first mountain stage, blowing all the competition away on Stage 8's final climb to Ax 3 Domaines. While I was disconcerted with how he crushed the competition that day, I could not help but be impressed with his racing, and Richie Porte's prodigious pacing. While hope remained that the gap might be closed down, with his dominance on that stage it was really more a question of whether Froome would falter.

He did not. Indeed, he weathered some tough challenges in the subsequent stages, and then really made the race his own on the stage finishing atop Mont Ventoux. I have ridden up that mountain and, in my opinion, it is the toughest of any climb included in the Tour, this year or any other. Froome's attacks at the end when he first bridged to Nairo Quintana, and dropped Quintana in the last kilometer, were impressive.

Continued on page 8



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**TOUR OF UTAH PREVIEW**

**2013 Larry H. Miller Tour of Utah - A Guide to Watching the Race**

By Jared Eborn

Starting in Southern Utah's scenic red rock canyons, passing through a national park and national monuments, cruising through the Beehive State's capitol city before winding up with some of the most punishing climbs in American cycling, the 2013 Larry H. Miller Tour of Utah is back and is, more than ever, a tour of the state.

Beginning on August 6 at Brian Head Resort with an elevation of higher than 9,600 feet and passing through Bryce Canyon National Park before turning north, the Tour of Utah boasts a course that certainly lives up to the race's trademark of being America's Toughest Stage Race.

With 126 athletes representing 32 countries and 16 teams the field is loaded with past Olympians, Grand Tour winners and past champions that will contest each of the 586 miles and 43,621 feet of grueling vertical gain.

"An accomplished group of riders with impressive racing credentials will be competing in the Tour of Utah this year. In our ninth year, we have attracted our largest field of international athletes, representing 32 countries. Spectators can enjoy world-class competition from southern Utah to the Wasatch Front," said Steve Miller, president of Miller Sports Properties, which organizes the Tour of Utah.

Some of the top athletes from ProTeams include fan-favorites Jens

Voigt and Chris Horner of Radioshack Leopard Trek; Christian Vande Velde, Dave Zabriskie and Ryder Hesjedal of Team Garmin-Sharp; Michael Schaer of BMC Racing Team; as well as Baden Cooke and Michael Matthews of Orica GreenEDGE. Five UCI World Tour teams will be on hand to duke it out on Utah's roads as North America's pro cycling calendar begins its most difficult and competitive stretch.

Former Tour of Utah champions Jeff Louder (and Utah resident) of UnitedHealthcare Pro Cycling and Francisco Mancebo of 5-hour Energy presented by Kenda Racing Team are also back.

Among the crew of youngsters in the field include two Utahns with the Bontrager Cycling Team, reigning U23 U.S. National Road Race Champion Tanner Putt of Park City and Connor O'Leary of Salt Lake City, who finished sixth in the U23 road race nationals. Others with connections to Utah in the field include two riders on Team Jamis - Hagens Berman - Jamey Driscoll of Park City and former Salt Lake City resident Tyler Wren.

The Larry H. Miller Tour of Utah continues to be free to all spectators, making professional cycling one of the most unique pro sports in the world today. Fans can follow the race live each day with mobile applications from Tour Tracker powered by Adobe, as well as live coverage each day on FOX Sports Network.

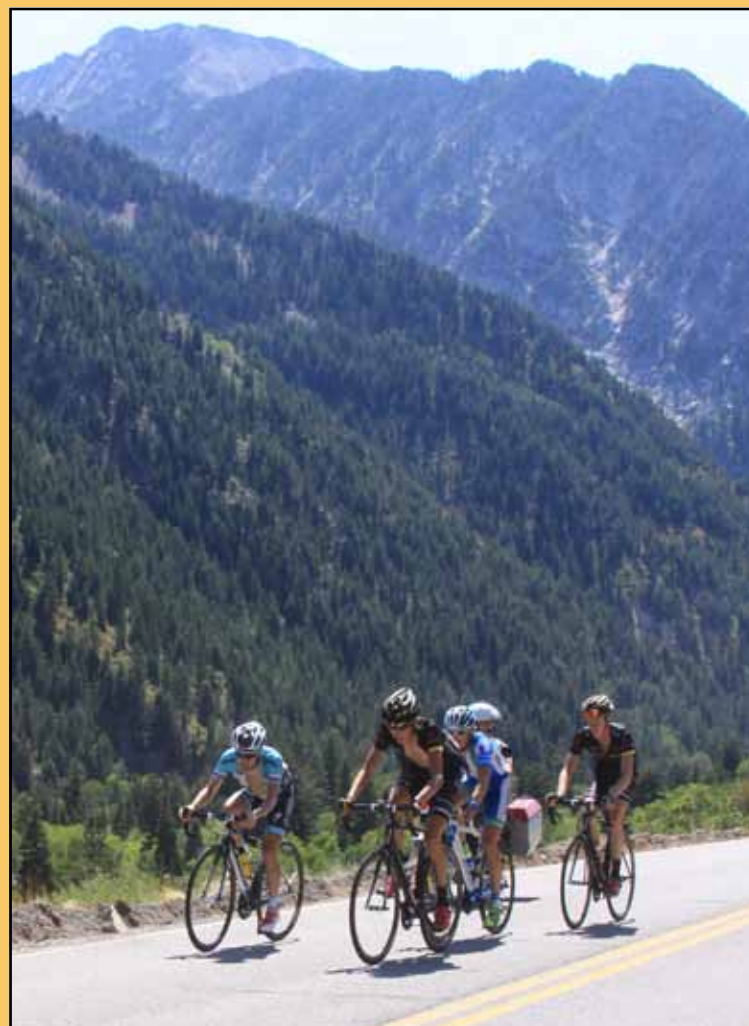
**Where to Watch**

**Stage 1: Brian Head to Cedar City Presented by Zions Bank August 6 Road Race**  
**Total Distance & Elevation: 112 mi. (180 km); 5,784 ft. (1,752 m)**  
**Start: 11:35 a.m.; Estimated Finish: 3:45 p.m.**  
**Start Location: Brian Head Resort, Giant Steps Lodge**  
**Finish Line: Cedar City; Harding Avenue and Main Street**  
[backcountry.com](http://backcountry.com) Lifestyle Expo; Cedar City; 85 N. Main 12 p.m. - 4 p.m.

**Where to Watch:**

Cedar City will be the place to watch the action. After an 18-mile/3000 ft descent of Cedar Canyon into Cedar City, the race will complete 3 circuits of downtown, including Southern Utah University. Get there early to take in the live music and Expo before the exciting sprint finish.

Brian Head Resort hosts the highest elevation of any start city in Tour of Utah history. At an elevation of 9,600 feet at the start, the race heads over to Cedar Breaks National Monument. The start is a great way to see the racers up close with Autograph Alley and Rider Sign-in. Brian Head Resort will have all on-mountain activities for you to enjoy after the race begins. Come up the weekend of August 2-4 for the



The chase group in the Snowbird stage of the 2012 Tour of Utah. Photo: Dave Iltis

Continued on page 28

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## METAL COWBOY

### The Hardest Part Of The Adventure

By Joe Metal Cowboy Kurmaskie

I'm often asked "What's the hardest part of a bike tour?" Whether we are talking about towing the family around Oregon for a week, planning a cross country summer adventure or an international odyssey, the answer is always the same... and it's not weight, equipment, training, mapping, packing, money, lodging, food, timing traffic and it's almost never the actual pain or suffering exacted by hills and wind ... it's attitude. In the words of the Avett Brothers, "Decide what to be, then go be it." The biggest obstacle to any bike ride is to end the planning and talking and dreaming

about the project and actually get into the saddle and pedal. This is not to say that planning and training should be ignored, but I can't count the number of times people let the planning and training and thinking overwhelm them, letting that trip of a lifetime become the never-ending story of the ride that never happens.

Take maps for instance. It's good to bring some along, paper and/or electronic, and picking a general direction with a few highlights to see along the way, but don't let the map dictate the journey because it will ruin the adventure. Steinbeck said it best in *Travels With Charley*. "A trip, a safari, an exploration is an entity different from all other journeys. it has personality, temperament, indi-

viduality, uniqueness. A journey is a person in itself; no two are alike. And all plans, safeguards, policing and coercion are fruitless. We find after years of struggle that we do not take a trip, a trip takes us.

So basically, only when you relax and go with the opportunities that the road reveals, will you get the most satisfaction and complete experience of seeing a country by bicycle.

More from Steinbeck. "For weeks I had studied maps, large scale and small, but maps are not reality at all - they can be tyrants. I know people who are so immersed in road maps that they never see the countryside they pass through, and other who, having traced a route, are held to it as though held by flanged wheels to rails.

Food. Touring cyclists, to a person, load down the rig with too much of it on their first few rides. It's an easy trap. Cyclists pedaling all day every day burn 4,500-8,000. They crave food and lots of it. So it's a quick walk across the street from laying in adequate supplies to hold a rider over during longer stretches to hauling around punishing extra weight - food stuff that you will never get to or will get crushed and rot before you get to it. In the first world, you are never more than five or ten miles from supplies.

Training. It makes sense to ride your bike before you ride your bike. And it even makes sense to set up a regular schedule of increasing miles as the tour departure date gets close. Do a ride with the bags loaded with your gear even. But don't let the training and riding around town become a burden or a distraction or an excuse for postponing the adventure. "Oh, I wasn't able to do two back to back weekend rides of 100 miles a piece so

I can't go until that happens." I actually heard this statement from a pair of riders who were more than ready for the rigors of the road. Here's the thing. Leave your front door in reasonable shape and the road will do the rest. There's nothing better than ten hours a day in the saddle to whip you into shape. No matter what sort of training schedule you put together beforehand, the first week on tour will leave you sore and tired. It's called hell week or adjustment week. Once your body understands this is what it does now it will work like a well-oiled machine.

In every aspect of bike touring, it's the attitude you bring to it that decides your fate. So get on the bike, point it where you want to go, put a grin on your face and a ten years old child's joy for the moment... and send me a postcard or two - I need to work up a good steam of jealousy, motivate me to stop talking about my next tour and follow my own advice.

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## COMMUTING

**A Woman's Guide to Commuting to Work**

Panniers can be used to carry work supplies and extra clothing. Photo: Beth Runkle.

By Tara McKee

In Europe, women lead the city biking movement and in many cities such as Copenhagen and Amsterdam, they clearly outnumber male riders. Fashion blogs such as Copenhagen Cycle Chic show how women in Denmark's largest city dress for their commute, wearing dresses, suits, skirts, high heels and boots. Here in the states, big cities such as New York City have gone bicycle crazy, blending an eco-conscious style with

the eco-conscious living. It's chic to be seen riding a bike, so one might spot even models and movie stars riding their bikes around NYC or Beverly Hills.

The better the cycling infrastructure is in a community, the more likely women are to ride. Rocky Mountain states have made huge strides in the past few years, adding more miles of bicycle lanes and paths and widening road shoulders. More women are feeling more confident and ready to take the challenge of riding to work in Idaho's

Ada County or Wood River Valley as well as in Utah's bike-friendly communities such as Salt Lake City and Provo. When communities strive to make the streets safer to ride on, they'll find more cyclists taking to the streets dressed to impress, and not to duel with cars.

Want to take advantage of the greener and cheaper alternative to driving? During these fair weather days, it's a great time to challenge yourself to give your gas-guzzling car a rest and make that commute to work by bicycle. Commuting needn't be an ordeal, but you'll want to assess the type of commute you have to make and choose the bicycle, clothing and accessories to make the ride an enjoyable one. If you're headed to college, use your bicycle instead of a car to keep of the notorious "Freshmen 15" and save money at the same time. Whether your destination is work or school, you'll want to learn the best places to keep your bicycle safe and secure. If you are comfortable locking it in the nearest bike rack, use a good quality u-lock. Many cities offer bicycle lockers for rent, as do some employers. Taking the bicycle right into your office may also be an alternative.

For tips on how to make a quick Wonder-Woman transformation from a biker into a credible executive, Cycling Utah will have a follow-up article on how to achieve a post-ride polish in next month's issue.

**City Style Commute:**

**The Route:** Relatively short (4 miles or less) trip that is mostly flat and has good bike lanes or low-speed traffic route the majority of the trip. Often, this is a completely urban route for women who can ride from their downtown loft or apartment to work or shopping within the downtown area.

**The Bicycle:** An upright, comfortable "city" bike with a step-through (women's style) frame, fenders, chain guard, maybe even skirt guard. Dutch-style bicycles, which may be a bit heavy for a longer commute, are perfect for such a trip! Vintage bicycles with a step-through frame are also fun to ride. (Steel frames make for a softer ride.)

**Extra accessories:** Have your bicycle equipped with a bell, a seen light to make you visible on a gray, foggy day or in low-light conditions. A basket fitting on either the front or rear of the bicycle is an absolute necessity for many women. Buy a nice basket that appeals to your sense of style and is large enough to carry a purse, perhaps a small shopping bag and a few other items. If your bicycle has a rear rack, you may want to add some panniers to carry even more items. Thankfully, panniers have come a long way from just basic black and many sport beautiful prints and colors.

**Clothing:** The beauty of the step-



Combining bikes and public transportation is a great way to get to work. All new UTA buses will hold 3 bikes. Photo: Jessie Keller

through bicycles with chain guards and fenders is that a girl can wear a pretty dress and heels or fashionable boots and wide-leg pants without worrying about damaging them. Wedge heels are a little problematic for pedaling but some women find that a spike heel nicely fits around the pedal.

**Special Tip:** Give yourself time to enjoy a leisurely ride. Ride at a slow pace so you don't break a sweat. The best route by bicycle won't be the typical car route. You may be able to ride through parks, along a bicycle pedestrian path and straight onto that pathway at the end of the cul-de-sac. Get a local bikeways map or use the Google map bike app to plan out your route.

**Suburban Commute**

**The Route:** A mid-length trip (about 4-10 miles) that may involve a little hilly terrain. Remember, the best route by bike isn't always the same for a car, you may wish to go a little farther out of your way to avoid high-speed traffic areas or significant hills.

**The Bicycle:** The categories of bicycles that are called "commuter" bicycles are perfect for this. But any upright, comfortable, somewhat lightweight bicycle will work. Women can find bikes in this category with a step-through frame so wearing a skirt, dress or longer coat is not a problem. To protect your clothing from the occasional spatter from the road add fenders. Many "commuter-style" bikes have a chain guard so you don't have to worry about the chain catching on your pant leg or staining them with grease.

**Extra Accessories for the bike:** To carry what you need, add a rack with panniers (those baskets or bags that fit on the rear rack of your bike) and/or a front basket will nicely

hold your purse, lunch, and other items you'll want to pack. If your load is easily carried in a messenger bag, you could alternatively take that instead.

**Clothing:** On some days or some commutes, one can dress as she would for work. Alternatively, a loose-fitting comfortable top can be worn then changed for a nicer one once at your destination. Wear comfortable street shoes and casual skirt or pants.

**To Pack:** You may just want to change from tee shirt into a blouse once there, bring or have at work small make-up bag and hair accessories for touch-up. Bring heels to change into if desired. If you are carrying a laptop on your commute, you should probably carry it in a messenger bag rather than panniers to protect it from occasional jarring as you hit a few bumps in the road.

**Long Distance Commute**

**The Route:** --A longer route of well over 8 miles that may have some hills.

**The Bicycle:** --A lighter weight bicycle to get up the hills and cover the miles is preferable, such as a hybrid, a commuter-style bicycle or even a road bike.

**Extra Accessories for the Bike:** --Have a rack installed so you can carry some panniers, a basket if you like, and front and back lights for the low-light of early morning and evening commuting. If you have to keep your bike on a rack, get a good U-lock to keep it safe.

**Clothing for the Commute:** Wear what you are comfortable in for the distance. A mix of casual clothing and technical clothing might be a nice and practical choice. Technical tops work well to wick away moisture. Merino wool jerseys will do the same on cool autumn days.

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This bike has a chain and wheel guards to keep grease and water away from clothing. Riding in heels is possible for shorter commutes. Photo: Jessie Keller

be surprised to find out how easy it is to put your bike on the bus and go! If you are taking your bike on the train, look for the specially marked train car which will be equipped for bike storage.

**Campus Commuter:**

**The Route:** Usually the route is a relatively short ride from apartment, sorority, dormitory or house to college or university campus. It may involve a hill, perhaps two, but usually nothing significant.

**The Bicycle:** Choose a bike that is a nice fit for student budget; nothing flashy to attract thieves, but just comfortable and nice enough that you will enjoy riding it. A step-through frame is easier for getting on and off the bicycle when wearing a skirt. If you have an older mountain bike that you are making over as your get-around bike, change the knobby tires for "Slicks"—smooth tires that will make riding on the pavement easier, smoother and faster.

**Accessories for the Bike or commute:** Buy a bike with a chain guard if you want to be able to wear wide-

leg pants or not worry about the occasional chain grease on your leg. A good-quality, strong lock is necessary to deter theft. A fixed flat basket, in which books can be strapped in, can help balance the load so it isn't all on your back. A front basket needs to be difficult for thieves to easily take off.

**Clothing:** Dress in comfortable clothing appropriate for class and the weather. A light, easily packable windproof jacket is perfect for stashing when no longer needed.

**To Pack:** Books, school supplies, and a laptop. You may already have a backpack that carries these nicely, but if you get a sweaty back from the backpack, a messenger bag may be preferable. Keep a small make-up bag



Shoulder bags are a good option for carrying stuff on a shorter commute. Photo: Beth Runkle

Remember, once you remove the clothing that you biked in, you are removing 90% of the sweat. Bike shoes aren't necessary unless you prefer them.

To Pack or keep in your desk at work: A complete change of clothing including shoes, facial and/or baby wipes to wipe off sweat, a small make-up bag, a brush, comb and curling iron or flat iron as desired. A little spritz from a spray bottle of a combination of leave-in conditioner mixed with water can be used to alleviate the compliant of "helmet hair." Dry shampoo also does wonders. If you are packing your clothes in the panniers, roll them instead of fold them to reduce the chance of them getting wrinkled.

**Hybrid Commute:**

**The Route:** A long-distance commute made a lot easier by combining public transportation such as a bus or train or with your bike commute. This can include riding your bike to the terminal and locking it up on a rack or in a bike locker before getting on the public transportation or alternatively taking the bicycle with you; or even using a GreenBike in Salt Lake City to travel from the transit station to work and back. If the weather has suddenly turned bad or you have a hilly route home, use public transportation to make the homeward commute an easier one.

**The Bicycle:** It depends on the length of your bike commute, but a light bike that can be lifted onto the front rack of a bus with relative ease is practical. A folding bicycle may be more practical when there is no room on the train/bus for a bike.

**Extra Accessories for the Bike or Commute:** If you have a folding bike, you'll want a messenger bag or backpack to carry what you need. Otherwise, have your bicycle equipped for the type of commute you have.

**Clothing:** Dress appropriate for the commute. If you have a folding bike, it will not likely have a chain guard, so wear an ankle band around your pant leg if necessary to keep it from catching in the chain.

**Special Tip:** It really isn't difficult to get the bike onto a front-loading bike rack on a bus. To make it easier, the directions are literally spelled out

on the stickers and first-timers would


and brush or comb for touch-up as needed.

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## Speaking of Spokes Continued from page 2

He was a very deserving winner, and it was the kind of bruising performance we have come to expect from a Tour champion.

I had expected the green jersey competition to be a close battle between Mark Cavendish and Peter Sagan. But like Froome, Sagan snared that early on. He and his Cannondale team planned and executed a strategy in Stage 7 that spit the other sprinters out the back, and set Sagan up to capture the intermediate sprint points and to win the stage. It was a brilliant demonstration of team strategy and execution, and thrilling to watch it develop and succeed. With the points from the win and the intermediate sprint, Sagan would have to blow big time to lose the jersey.

He did not. Rather, while he is not quite a power sprinter like Cavendish, André Greipel and Marcel Kittel, he was consistently second or third, continuing to scoop up important points to keep secure his lead in the green jersey competition.

Special mention has to be made of Kittel who was surprisingly dominant in this Tour with four sprint wins, Sagan was the best at scooping up sprint points, but the best pure sprinter in this year's Tour was Kittel. And he made that clear with a thrilling sprint victory in the final stage on the Champs Élysées.

The only jersey that remained tightly contested throughout the Tour, and which came down to the penultimate stage, was the polka dot jersey for the best climber. With beaucoup points in the mountain competition

awaiting the top finishers, the winner of the polka dot jersey would be determined here. Additionally, while Froome had the yellow jersey well in hand, 2nd through 5th places were separated by only 47 seconds at the start of this stage, with Alberto Contador holding a 21 second lead over Quintana, who had a 12 second lead over Roman Kreuziger, who had a 14 second lead over Joaquim Rodriguez. The final two spots for the podium would be determined on this stage.

So with the battle for the polka dot jersey and 2nd through 5th places overall both being battled out, this looked to be, and proved to be, the most exciting day of the Tour. On the final climb, atop which the stage would finish, Rodriguez, who had the most to gain, took the initiative and really pressed the pace. His efforts, along with those of Alejandro Valverde who at this point was working for Quintana, first whittled the lead group down to themselves, Contador, Kreuziger, Quintana, Froome and Froome's ever present pal, Porte. Rodriguez's continued efforts cracked Valverde, Porte and, significantly for Rodriguez, Contador and Kreuziger.

From there, it was a battle royale to the top between Rodriguez, Quintana and Froome. With less than two kilometers to go, Froome attacked, but could not put enough distance on his two adversaries who steadily came back to his wheel. Then Quintana attacked, and neither Froome nor Rodriguez could answer. Quintana soloed to the finish, with Rodriguez also passing Froome to finish second. Quintana scored the points to win the polka dot jersey

in addition to the stage win. And he moved into 2nd place overall. Rodriguez gained enough time to move from 5th to 3rd. Contador was the day's biggest loser, dropping from 2nd to 4th, and Kreuziger slipped to 5th.

From a nationalist standpoint, American Andrew Talansky, in his first Tour, was sitting in 11th overall at the start of this stage, 16 seconds behind Belgium's Michal Kwiatkowski. He finished the stage in 6th place, just behind Richie Porte, gaining 1:36 on Kwiatkowski, more than enough to displace Kwiatkowski and take 10th place overall.

It was a great and exciting stage. The organizers had to be well pleased with how the Tour's contest and excitement came down to this penultimate stage. The only way it could have been better was if the battle had been for 1st through 5th overall. But to watch a 23 year old Colombian in his first Tour climb onto the podium three times, once for the stage, once for the white jersey of the best placed young (25 or younger) rider, and once for the polka dot jersey, was thrilling.

And what about the double ascent up Alpe d'Huez in Stage 18? That was a stroke of genius. Frankly, it is probably no harder than any other stage where they throw in a couple of hors category climbs. But the legendary status of Alpe d'Huez shot the publicity value of this stage sky high. The descent, after the first ascent of Alpe d'Huez, down the Col de Sarenne, being a bit treacherous (as I can attest [see sidebar]), added to the excitement and anxiety of this stage.

For us Americans, Tejay van Garderen's breakaway with

Frenchman Christophe Riblon and Italian Moreno Moser, made this stage especially exciting. Van Garderen's gear troubles, Riblon's over shooting of the switchback turn, and Contador's attack on the yellow jersey, made the descent of the Col de Sarenne rather exhilarating. And while it hurt to watch van Garderen lose this stage to a resurgent Riblon, I could not help but be excited for Riblon who was in tears over his win, and who became the first, and in the end only, Frenchman to win a stage this year.

Then there was the heartbreak of Jean-Christophe Péraud, the highest placed Frenchman in the Tour (9th overall) coming into the second time trial. He crashed while reconnoitering the course in the morning, fracturing his collarbone. Still, they managed to put him together enough to start the stage. He was actually having a very good ride, only to come into a turn within the last 2 kilometers of the stage, where his family was watching, and have his wheel slide out on a patch of paint. I cringed as he fell on that same shoulder, and could have cried as his wife came, in tears, to embrace him. The pain, physical and emotional, was intense and heartbreaking.

And what of Alejandro Valverde's bad luck? He was placed second overall, only to have his wheel break during the windy Stage 5 into Marseille which split the peloton into echelons. With Contador in the first echelon and Froome caught out in the second echelon, the pace was high. While Valverde's team tried to bring him back up, they couldn't quite match the pace, and Valverde lost 10 minutes and any hope of

a podium finish. To his credit, he battled back to pull himself into 8th place overall, and paced and mentored Quintana to his polka dot jersey and overall 2nd place finish.

Jens Voight, at 41 years of age, continued to provide excitement, getting into several breakaways, looking for a chance to slip away to a stage victory. In the end, none of them worked out, but what color and entertainment he provided.

There was also the spectacle of the Orica-Greenedge team bus getting stuck under Stage 1's finish line gantry with the peloton fast approaching and the world's greatest sprinters preparing to barrel down the finishing straight. First the finish line was moved back to the 3 kilometer mark, which would have been disastrous given the curve in the road at that point. Then, with only a few minutes to spare, the road was cleared and the finish was moved back to the original finish line. That was a first, and certainly had the organizers pulling their hair.

The breakaway wins of Rui Costa, Dan Martin and Jan Bakelants provided individual stage excitement. Who can help but pull for a breakaway to improbably succeed? And the surprise team time trial win of Orica-Greenedge which also garnered team member Simon Garrans the yellow jersey brought the team some welcome excitement and positive publicity following the spectacle of their bus stuck under Stage 1's finish line gantry.

On the flip side, the poor showings of Cadel Evans and van Garderen were a real disappointment. While I did not expect Evans or van Garderen to win, I certainly hoped

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**SPEAKING OF SPOKES SIDEBAR**

**Riblon, Elliot, and the Col de Sarenne**

By David Ward

The morning of the Alpe d'Huez stage, my friend, Elliot, called me about 9 a.m. He was vacationing in Wisconsin, and had been watching the Tour coverage that morning. I immediately told him to say nothing of the day's stage as I would be watching it that night. He said the stage was not yet over, but had to call. He asked, "Do you remember the turn on the Col de Sarenne where..."

Flash back to 2007 when Elliot and I went to France and spent two weeks riding famous cols of the Tour. One of them, of course, was Alpe

d'Huez. It was a cold, misty and rainy day. After arriving at the summit, we descended down the Col de Sarenne.

As shown in the Tour, it is a narrow, winding road, switchbacking down a steep slope. It starts above tree line (and actually at a higher elevation than Alpe d'Huez), descending into the trees about halfway down. When we rode it, we were dodging ruts, rocks and boulders on the upper switchbacks, grateful when we finally reached smoother, and subsequently newly paved, asphalt.

I am a good descender and so was ahead of Elliot on the way down. However, when I stopped to take some pictures, Elliot passed me and went on ahead. As I continued down, Elliot had disappeared into the trees. Suddenly, as I snaked around a minor bend, I saw Elliot laying on the road about fifteen yards before the next switchback. I stopped, asked if he was alright, and then told him to not move till I had taken his picture.

Much like Christophe Riblon when making this descent in stage 18 of this year's Tour, Elliot was going

too fast for the turn. While Riblon simply went into the flora, Elliot locked his rear wheel and his bike slid out.

Forward to the present. "... I fell on the Col de Sarenne? There was a rider who went off the road on the exact same turn." Elliot had recognized that stretch of road as the one where he fell, and was explaining that to his wife as Moser and Riblon approached it, and was amazed to then watch Riblon, also going too fast, ride off the end of the switchback. "My wife said, 'You've got to call Dave and tell him.'"

So he did, and my wife and I had a good laugh that night as I pointed that stretch out to her and we then also watched Riblon's foray off the road and into the brush. To his credit, Riblon handled it well and went on to win this remarkable stage.



Top Left: Elliot Morris begins the descent of the Col de Sarenne. Above: David Ward on the descent of the Col de Sarenne. Below: Elliot Morris crashed on the same corner that Riblon went off the road in Stage 18 of the 2013 Tour de France. Elliot was ok, but subjected to this photo.

**Speaking of Spokes Continued from page 8**

for high placings for them both. This also made van Garderen's loss on Alpe d'Huez all the more painful.

This was indeed a unique and exciting Tour, making it's 100th running as successful as Christian Prudhomme, the Tour director, could have hoped for. Now, it is back to the drawing board to try to design an equally successful Tour for next year. And for me, it is more sleep time. Also, per my wife, it is back to her to-do list for me. Here's hoping that next year's Tour comes quickly.

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**ENDURO RACING**

**Keene and Irmiger Win Bell Enduro Cup at Canyons Resort**



Above: Heather Irmiger topped the women's field. Right: Curtis Keene won the men's open race. Right middle: Matt Johnston flies through the trees. Right bottom: Joshua Anderson catching air. Photos: Mike Schirf - [EnduroCupMTB.com](http://EnduroCupMTB.com).

Park City, Utah - The second stop of the Bell Enduro Cup took place Saturday, July 20 at Canyons Resort in Park City, Utah. The stop was the only North American Enduro Tour stop in Utah attracting an impressive roster of 239 riders with names like Brian Lopes, Adam Craig, Jeremy Horgan-Kobelski, Heather Irmiger and Kelli Emmett to Canyons Resort. The race encompassed 17 miles and 3,200 vertical feet of rooty, rowdy and technical descents. Riders dem-

onstrated highly skilled bike handling and reached speeds upwards of 40 mph cruising into a fan-filled resort village.

At the end of the event, Specialized and SRAM rider Curtis Keene managed the top spot in the Open Men's field stacked 48 riders deep with a total time of 19:33.8. In the Open Women's competition, Trek Factory team rider Heather Irmiger earned her second Bell Enduro Cup title of the season more than 30 seconds

ahead of her competition with a total time of 22:34.1.

"We were so pleased to bring enduro back to Canyons Resort this season," said Bell Enduro Cup Event Director Dan Roper. "Perfect trail conditions were matched only by the incredible caliber of the athletes."

Bell Enduro Cup at Canyons Resort was the second stop of three in the new series. Inspired by it's incredible success in 2012, the Wasatch Enduro has been expanded to the new Bell Enduro Cup series. Enduro Cup will provide more opportunities for athletes to compete on Utah's incredible mountain bike terrain. Bell Enduro Cup series champions will be crowned at the next and final stop of the season August 18 at Sundance Resort. For more information, visit: [www.endurocupmtb.com](http://www.endurocupmtb.com).

**Open Men**

1. Curtis Keene; 19:33.8
2. Brian Lopes; 19:36.9
3. Adam Craig; 19:38.6
4. Jeremy Horgan-Kobelski; 19:39.5
5. Ben Furbee; 19:52.0
6. Nate Hills; 19:57.4
7. Chris Johnston; 19:58.1
8. Aaron Bradford; 19:59.3
9. Peter Ostroski; 20:04.1
10. Mason Bond; 20:04.6

**Open Women**

1. Heather Irmiger; 22:34.1
2. Krista Park; 23:11.3
3. Kelli Emmett; 23:17.5
4. Margaret Gregory; 23:32.9
5. Alisha Gibson; 24:09.3

**AM Men 19-29**

1. Jeremiah Newman; 21:33.0
2. Woody Graefe; 21:48.3
3. Steve Goodman; 21:52.3

**AM Men 30-39**

1. Dylan Cirulis; 21:12.6
2. Ben Craner; 21:33.6
3. Joe Hanrahan; 21:39.8

**AM Men 40+**



1. David Beeson; 21:39.9
2. Robert Garcia; 22:14.6
3. Zach White; 22:34.6

3. Joshua Anderson; 23:08.7

**AM Women**

1. Joni Wirts; 25:11.5
2. Carolyn Stwertka; 25:31.7
3. Erika Powers; 26:15.5

**Junior Men**

1. Demetri Triantafillou; 21:25.5
2. Chandler Harr; 22:55.1

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## MOUNTAIN BIKING

**Is the National Forest Service Maintaining Its Mountain Bike Trails?**

By Charles Pekow

National forests offer more mountain bike miles than anywhere. The five national forests in Utah and nine in Idaho provide more than their share. But good luck trying to ride a trail without stumbling over a branch, finding a fallen or charred tree trunk in the way, getting a bigger bounce than you want from a pothole, sharing the road with a heap of garbage or finding a segment of the trail washed away. If you manage to avoid those, maybe you'll find a bridge out.

That's because the U.S. Forest Service (USFS) isn't keeping its trails up to par. Far from it.

In June, the Government Accountability Office (GAO) officially reported what many trail users long knew: the "Forest Service has more miles of trail than it has been able to maintain, resulting in a persistent maintenance backlog with a range of negative effects."

National forests include about 158,000 miles of trails – making it the largest custodian of mountain bike miles in the country. But in Fiscal Year 2012, USFS only did any maintenance work on 37 percent of them. It can only afford to do any work on about a third of its trails annually and some trails received no care for a decade. And the percentage of trails cared for includes those that got minimal work – such as pruning brush as opposed to repairing eroded stretches. USFS estimated its maintenance backlog last year to total \$314 million – in addition to another \$214 million backlog for general operations and capital improvement. USFS budgets about \$80 million a year for trail maintenance (though it does some trail work with other funding and volunteer work). Only 26 percent of its trails meet the Forest Service's own standards. The problem didn't spring up recently. Back in 1989, the agency had fallen \$200 million behind in trail upkeep.

And these figures may underestimate the extent of the problem because USFS lacks enough adequately trained staff to inspect and evaluate all its trails.

But more than a lack of money is causing USFS trail problems.

One inherent problem stems from the fact that many national forest trails used for mountain biking weren't designed for that purpose – or for recreational use at all. USFS converted many trails originally built as logging or mining roads or as access routes for firefighters or transportation to remote areas. Some were built on steep slopes that make them prone to erosion. Trails may lead riders through environmentally sensitive areas or places not the most desirable to ride.

Another problem GAO found: "Many officials noted that the Forest Service has no career path or training programs for trails staff, which makes it difficult for the agency to develop and retain professional expertise and leadership for the trails program," its report says. Managers wind up using summer help, which means they have to train a new crew every year to use crosscut saws, blast rock, work with horses and so on.

USFS staff also complained about everything from inability to pay lodging costs (so crews have to spend hours commuting to and from remote sites when they could be working), the need to perform lengthy environmental reviews, bad weather and Congress' routine failure to provide not only enough money – but appropriate it on time, which makes planning impossible. Most years, Congress hasn't passed full-year funding bills by the start of the fiscal year.

In many cases, the Forest Service could save money in the long haul by replacing unsustainable trails with sustainable ones. But the agency as a whole hasn't done much to study trail sustainability because in the short run "such assessments – and subsequent changes to trail systems – can be costly, time-consuming, and contentious," GAO notes.

GAO also faulted USFS for not standardizing trail maintenance training and procedures.

And while USFS valued the volunteer labor it got in FY 12 at \$26 million, the time spent working with volunteers took away from the time professional staff could actually spend on trail maintenance themselves.

GAO researchers also reported that USFS staff told them that volunteer groups can turn into adversaries when land managers make a decision they don't like, such as closing a trail for environmental reasons. Volunteer groups can also feel they should have a say in management decisions if they provide the bulk of the labor.

In a response to GAO, USFS Chief Tom Tidwell wrote that "limited budgets are a reality" and that agency resources are strained by the need to put out literal forest fires, leaving less for figuratively fiery messes that don't involve flames. He noted that "there is always greater demand for resources than what is available." Tidwell wrote that the service "is committed to improve policies and procedures related to trail maintenance, including implementing the electronic collection of trail condition and prescription data." He promised to look for ways to help managers recruit and retain employees with trail building expertise.

Some local trail users traveled to Washington recently to com-

plain to Congress. They spoke to Rep. Rob Bishop (R-UT) at a hearing of Bishop's Natural Resources Subcommittee on Public Lands & Environmental Regulation. Greg Martin, a director of the Wood River Bike Coalition and the Wood River trails coordinator for the Blaine County Recreation District (BCRD), made the trip from Idaho. He spoke of the economic importance of the recreational area.

"High quality trail experiences for mountain bicycling and other trail user groups are a critical component of successful outdoor recreation destinations such as Sun Valley," Martin testified. He noted that USFS and the community are working on turning a ski lift into a mountain bike lift when seasons change.

But, he said, the area suffers from the hodge-podge of trails when it needs a plan. "It is rare that we see a deliberate effort to plan how a trail system interacts with the landscape or how uses are managed to provide a specific experience. Managing trails based on desired experiences, sustainable construction and maintenance, and suitability for the desired conditions of the area rather than simply by mode of travel would allow the agencies to actually manage a trail system rather than a spider web of legacy routes," he testified.

Martin noted that because of the differing maintenance policies of USFS, the Bureau of Land Management, the county and the state, mountain bikers don't get a consistent ride.

"One of the main problems we are having is in places where there has (been) a fire – the Forest Service has no extra funding to repair the trails after the fire. In one place, there were 100 downed trees in one mile," states Ashley Korenblat, president of bike tour operator Western Spirit Cycling.

So how do we better sustain USFS' mountain bike trails?

At the end of the hearing in late June, Bishop pledged to come up with "options and recommendations" for increasing mountain biking and other recreation in national forests and other public lands. At the end of July, he hadn't yet come up with anything.

But trail users and governments don't have to wait for the perpetually slow Congress.

GAO suggests a few ways. To start, USFS needs to assess its trail system, the resources it devotes to them and quantify the gap between the two.

Then USFS needs to improve its policies and procedures. Three years ago, the agency developed A Framework for Sustainable Recreation to do just that. But it hasn't used it for trail maintenance.

Specifically, the Forest Service

needs to improve its training and volunteer programs. GAO's report states that "the agency has not established collaboration with and management of volunteers who help maintain trails as clear expectations for trails staff responsible for working with volunteers, and training in this area is limited."

A few national forests and local supporters have found innovative ways to fund trail maintenance, including using Recreational Trails Program funding, and grants from Title II of the Secure Rural Schools & Community Self Determination Act. The act, as reauthorized last year, allows counties containing national forests to use funding to maintain the forest infrastructure. Grantees in several states, including Idaho, have also used prison crews as labor. In one case, USFS paid the prisoners only 50 cents a day, according to GAO. Other places earmark user fees or state off-road vehicle fees for trail maintenance and get private grants. Manufacturers and distributors of sporting equipment are keen on making sure people can find adequate places to use their products and will donate funds for the purpose.

Also, some forests are using American Recovery and Reinvestment Act Funding for trail maintenance, including seven in Idaho totaling about \$9.2 million.

And this year, the city of Victor, ID and partners received a Federal Lands Aces Program grant of about \$1.3 million for the Idaho Teton Centennial Trail Project. It will build a 1.9-mile paved trail along state Hwy. 33 from the Wyoming border to the Caribou-Targhee National Forest. Not quite in the forest but it will help cyclists get there. The project includes providing trailhead info and interpretive signs. The city and partners are putting up about 10 percent of the costs. The Federal Highway Administration gives grants under the program to improve transportation to federal lands, as authorized under the controversial Moving Ahead for Progress in the 21st Century (or MAP21) Act. Who says there aren't opportunities for bicycling under the act?

Some other rays of hope are shining. In Idaho, the Sawtooth National Recreation Area, which includes three national forests, is planning to improve conditions for all levels of riders. Management decided in July to add 30 miles of non-motorized trails and officially designate about 14.7 miles of existing trails as official single-track mountain bike routes. "The purpose of the projects is to

provide a more desirable summer trail network in the Galena Lodge resort area with emphasis on beginner and intermediate trails," explains Area Ranger Joby Timm in a letter announcing the decision. (In late July, the decision was subject to appeal should anyone object.)

The plan calls for making the lodge and nearby trailhead the focus for summer recreation. The project involves the type of collaboration advocates want – between USFS and BCRD on everything from maintaining trails and providing parking to signage, educating the public and minimizing conflicts with grazing sheep.

Teton Valley Trails & Pathways (TVTP), a community group dedicated to developing hiking and biking trails in eastern Idaho has been working for a decade rather successfully to build trails in the Caribou-Targhee National Forest. "We have three volunteer days a year" in which about 130 people donate between 1,200 and 1,500 hours of work, relates Executive Director Tim Adams. In addition to sawing and clearing brush, TVTP works with USFS on developing "travel plans" for official motorized and non-motorized routes appearing on the forest's official maps. If a trail doesn't appear on the plan, it's not supposed to be built. "We work with different groups: equestrians, hikers, bikers, joggers, motor sports" to increase popular support for trails, Adams says.

To stretch the declining budget, the value of the volunteer labor can be used as a match when seeking other grants that require local contributions, Adams notes. And a few TVTP members know their stuff and can teach and supervise other volunteers to use equipment and work safely. "Because we have done this 10 years, we have a crew of around 30 people that have been doing this for so long" that they can do the supervisory work the understaffed ranger crews can't afford time for. "They can have two or three Forest Service people when we have 30 people on the trail," Adams explains.

But he acknowledges that trail users have conflicted sometimes with rangers and wanted to use trails not in the plans.

And trail planners sometimes have to take into account the needs of users who can't speak at the public forums. "At Mill Creek in Teton Canyon, there was an issue with migration of bears. We worked really closely with environmentalists and how close we could go to the migratory corridor," Adams recalls.

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## COMMUTER COLUMN

**Rachel Otto: An Attorney Who Rides to Work**

Rachel Otto, an attorney in Salt Lake City, rides to work nearly every day.  
Photo: Courtesy Rachel Otto

**By Ashley Patterson**

Who says lawyers can't ride their bikes to work? Not Rachel Otto, that's for sure.

Rachel Otto is an attorney with Strindberg & Scholnick, a law firm specializing in employment law, primarily representing employees. Her office just recently moved closer to her home so while previously she had a ten mile round trip commute, she now has a two mile round trip route. The longer route had the advantage of providing a bit of a workout each day but the shorter route is well, pretty convenient. She's especially appreciative of the shorter commute these days because she's currently six months pregnant yet is still riding to work daily. "My commute is so short now that nothing - even pregnancy - is an excuse not to ride."

Rachel rides nearly every day and

plans her weeks so that on days where she has out of office meetings farther than five or six miles from the office, she packs them all into one day. "I have a mental block with being wasteful with most things, especially with driving. In a nutshell, I just like riding my bike more than I like driving." Considering how fun it is to ride a bike and how stressful it is to drive a car, it's hard to believe more people don't share that belief.

As an attorney, Rachel has to look sharp at work and plans ahead on driving day to stock the office with the necessary clothing to go to meetings and to court. In winter, she'll wear lots of layers to stay warm on the bike but during the warmer months, she often just wears a skirt while riding. She pointed out that right now she's wearing lots of stretchy clothes as she's six months pregnant but the day we chatted, she looked very professionally dressed. You would never have known she had ridden her bike that morning if

I hadn't watched her mount her trusty steed and ride off to work after the interview.

She just "upgraded" to a more comfortable, upright-style bike with a basket in the rear in order to carry precious cargo like groceries and libations which she loves to tote on the bike after work. She gave up a late 1970s model ten speed Schwinn. Otto's motto is clearly is function before fashion when it comes to bikes!

Rachel is never fearful on her bike, although she has been hit by a car while riding many years ago. She says that people try to convince her that she should be scared but she feels she gets lots of respect from motorists when she's riding. She points out that when she follows the rules of the road, motorists rarely treat her aggressively or disrespectfully. "It's important to have more people in town riding bikes so that drivers get used to seeing us and sharing the road with us."

## ADVOCACY

# Bike Utah to Introduce Safe Cyclist Program

By Scott Lyttle

This fall, Bike Utah will be introducing the Safe Cyclist program, a new bicycle commuting safety education presentation geared toward beginner and intermediate riders.

Did you know that bike commuters are healthier, happier and more alert employees? According to the Happiness Dividend study, happy employees can raise: sales by 37%, productivity by 31% and task accuracy by 19%.

The Safe Cyclist program will help encourage employees to get out and lead a more active lifestyle. The one-hour hands-on presentation will

cover the following topics:

[1.How](#) to properly outfit yourself and your bicycle for bike commuting.

[2.How](#) to easily fix a flat tire and correctly lock-up your bicycle during the day.

[3.Understanding](#) the different bicycle infrastructures on the roads.

[4.Understanding](#) Utah bicycle laws.

5.A hands-on route planning session for interested employees which could include using public transportation.

The Safe Cyclist program is ideal to include in Employee Wellness

Programs, Corporate Health Fairs, or as a lunchtime perk for staff.

Bike Utah will be partnering with the League of American Bicyclist, Road Respect and the Salt Lake County Bicycle Ambassadors to assure a comprehensive program.

Classes and rides can be customized to your needs, schedule and desired riding area.

Please reach out to Scott Lyttle at 435-901-4191 or [slyttle@bikeutah.org](mailto:slyttle@bikeutah.org) to learn more about the program or to schedule a presentation.

Scott Lyttle is the Executive Director for Bike Utah, [bikeutah.org](http://bikeutah.org).

## New Park City Trail Map Now Available

A new edition of the Mountain Trails Foundation (MTF) Park City Trail Map, sponsored in part by [Backcountry.com](http://Backcountry.com), describes roughly 400 miles of IMBA Gold Level, non-motorized trails in the greater Park City area.

Although the map is not specific to cycling and includes hike only terrain, the vast majority of Park City's trail system is open to cycling. For a mere \$5.00 donation, you can get your hands on a rip-stop gem of a map describing green, blue and black trails. The map also indicates trailheads, elevations, landmarks and waypoints. This year's edition features three new trails: Sam's (in the Deer Valley area), Mojave (in the PCMR area) and PC Hill (connecting to Round Valley).

In accordance with MTF's mission to increase user etiquette, there are reminders on right-of-way and pointers on good trail behavior. MTF strongly urges cyclists to keep in mind that riding on these trails is a privilege, not a right - and that the privilege hinges on honoring the right for all trail users, wildlife included, to enjoy a safe journey.

Throw 5 bucks in any one of the numerous "map jars" placed in supporting businesses throughout Park City to buy a copy of the map. And while in Park City, consider thanking our 31 Adopt-A-Trail sponsors which are listed by name and trail on the map's back cover.

For more information, visit [mountaintrails.org](http://mountaintrails.org).

-Lora Smith

## COMMUTING

# GreenBike Salt Lake City Expands with 2 New Stations and Additions to 5

Salt Lake City (July 30, 2013) - Salt Lake City's non-profit bike share program, GreenBike, has surpassed initial user projections leading to the systems first major expansion, less than four months since its launch. Two new stations will be installed on Tuesday, July 30 to meet growing customer demand, as well as the expansion of several popular existing locations, to handle an increased number of bikes. GreenBike, a partnership between Salt Lake City, the Downtown Alliance and other strategic partners, opened with 10 downtown stations in April. In only 130 days, each GreenBike has been used 270 times.

A new solar-powered station will be located at the Radisson Hotel, located at 215 W South Temple and a second station will also be added at 300 S and 160 E. The Radisson station is expected to be popular with convention attendees and the installation is timed to meet the needs of the city's largest trade show: Outdoor Retailer, scheduled to begin Wednesday. "We're proud to be the first hotel in Salt Lake to have a GreenBike station," said James Courtney, General Manager of the Salt Lake City Radisson. "This guest amenity, plus our convenient connection to the Airport TRAX line, allows our customers to skip the environmental costs of vehicle emissions and enjoy fresher air as they get a little exercise." Based on initial data, roughly one-third of all GreenBike uses are from out of state visitors. Salt Lake County residents comprise an additional 33 percent,

with the remaining users spread throughout the Wasatch Front.

Five of the stations that see the highest usage amongst bike share members will be expanded. UTA's Intermodal Hub station, which ties mass transit options TRAX and FrontRunner, as well as buses to GreenBike, will double in size. "Bike Share works in conjunction with light rail, bus, and Frontrunner service so riders have an option for the first or last mile of their trips," explained Stan Penfold, RDA Chair. "Demand for the Bike Share program has been great, and expansion of these transit-focused stations will further enhance connections downtown. Bike Share is a wise investment in Salt Lake City." A survey showed that 86% of locals strongly agree that the GreenBike program is an enhancement to Salt Lake City's public transportation system. Due to the availability of a bike share system, 29% of respondents ride public transit more often, resulting in improved air quality and reduced traffic congestion.

Additionally, the Key Bank station, near City Creek Center, will have several docks added. "Downtown shoppers have discovered the GreenBikes. They have quickly become a part of the City Creek Center experience. I see them everywhere! We are thrilled to see more bikes available at the Key Bank station on our blocks and at new stations around the city," said Linda Wardell, General Manager, City Creek Center. Squatters, Exchange Place and Rocky Mountain Power stations will also be expanded this

week.

Bike share programs make high-quality bicycles available in an urban setting for riders to get from point A to point B. Bikes are docked at stations that instantly make them available for other members instead of being chained or tucked away in an office. Shared bikes are either being ridden or are available for someone else. The system benefits visitors, commuters and residents in the downtown area.

Bike share systems are not rentals. Instead the program works through membership that range from \$5 for 24-hour access to \$75 for a year. Bike share allows a member to take any bike from any station, as many times as you want, for 30 minutes at a time for no additional charge. The farthest distance between any two stations is well under a 30 minute trip. An added benefit is that once the bike is docked at the station, the user is no longer responsible for it: eliminating the need to remember a lock or worry about maintenance. For a limited time, annual members receive a custom "I Bike SLC" helmet with their membership purchase.

Annual Members also receive an online profile that keeps track of the number of calories burned, distance traveled and how many pounds of toxic pollutants weren't released into our air. Additionally, annual members are provided with an RFID card that lets you tap the dock of your choosing to release your GreenBike. The GreenBike Membership Card also works in over a dozen cities across the country.

## Tour de Cure Raises Nearly \$400,000 for Diabetes

Saturday, June 8th at the 11th annual Utah Tour de Cure presented by Larry H Miller Dealerships saw 105 teams and 1,302 cyclists. That's 1,302 faces contorted into various expressions, some of pain, or fatigue, some glowing with happiness, even some streaming with tears of joy. These were the faces of determination. They were faces seeking to make a difference, all striving to say one thing, "No one is alone in the fight against Diabetes." The message was made by 3 year old rider Anna Hansen, just as it was made by 81 year old cyclist Richard Bond. With such overwhelming

community support including a hefty list of sponsors like Larry H Miller Dealerships, Questar, Pacific Steel, American Express, IM Flash Technologies, Nate Wade Subaru, Cycling Utah and Taylor Audio the 2013 Utah Tour de Cure raised nearly \$400,000 for the American Diabetes Association. This year's ride may be over, but the Tour de Cure doesn't stop until it accomplishes what it's name so implies, an end to our nation's struggle with diabetes. Take the ride of your life and lend a hand or a pedal to the Tour de Cure next year and help Stop Diabetes! For more information, visit: [main.diabetes.org/utah-tourdecure](http://main.diabetes.org/utah-tourdecure).

-Dustin Stark

## Ogden Bike Park Now Open

The Ogden Bike Park is now complete. The park features flow trails, dirt jumps, and downhill trails. Signage is in the works and the naming of the trails is under way. And, the park is now open and ready to be ridden! The trails are in need of riders to get them dialed in. The dirt is still a little loose, but the more it is ridden, the better it will get. It took hours of volunteer work and the help of Alpine Trails to make the park possible. Thank you to everyone in the community that helped make this possible. It couldn't be done without the dedication of the biking community. If you have any comments or suggestions, please leave a message on the Ogden Bike Park Facebook page ([facebook.com/ogdenbikepark](http://facebook.com/ogdenbikepark)). Let the shredding begin!

The Ogden Bike Park is located in the foothills of Ogden between 9th and 12th Street. There are two trailheads: One at Maxfield and Hislop and the other at Maxfield and 1350 S. in Ogden.

-Shannon Nutley

Never miss an issue, subscribe to our e-newsletter or print edition at [cyclingutah.com](http://cyclingutah.com)



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Ride Safe!

# RACE RESULTS



## Mountain Bike Racing

### Sherwood Hills, Intermountain Cup # 6, Logan, UT, June 29, 2013

#### Pro Men

- Alex Grant; Sho-Air Cannondale; 1:42:53
- Keegan Swensen; Cannondale Factory Racing; 1:46:07
- Troy Heithecker; Roosters Bikers Edge; 1:51:01
- Brent Pontius; Roosters Bikers Edge; 1:54:18
- Zach Peterson; KUHL; 1:55:36

#### Expert Men 19-29

- Josh Brown; Bountiful Bicycle p/b Threshold Sports; 1:36:54
- Devan Wiggins; Bike Fix; 1:45:00
- Kodey Myers; Harristone/Sun Valley; 1:45:05
- Paul Davis; Top Gear Bicycle Shop; 1:46:29

#### Expert Men 30-39

- Aaron Hage; Diamond Peak/Utah Orthopaedics; 1:41:58

#### Expert Men 40+

- Mitt Stewart; [Utahmountainbiking.com](#); 1:38:05
- Reed Topham; CarboRocket; 1:41:18
- Ray Warner; Revolution; 1:41:52
- Bob Saffell; Revolution; 1:45:48
- Luis Rosa; Roosters/Bikers Edge; 1:48:42

#### Pro Women

- Meghan Sheridan; [Utahmountainbiking.com](#); 1:48:28

#### Expert Women

- Erika Powers; Revolution/Peak Fasteners; 1:33:49
- Jessica Morris; Experticity; 1:39:47

#### Men 60+

- Joel Quinn; Utah Mountain Biking; 1:01:03
- Lewis Rollins; Contender Bicycle; 1:01:36
- Bruce Argyle; [UtahMountainBiking.com](#); 1:08:59
- Bradley Rich; Millcreek Bicycles; 1:10:54
- Gene Poncelet; [UtahMountainBiking.com](#); 1:21:28
- Paul LaStayo; Ski Utah; 1:21:46
- Mike Buckley; The Bike Shoppe Racing Team; 1:22:45
- Mark Enders; Ocef; 1:23:34
- Ty Loyola; contender; 1:31:54
- Rick Morris; [UMB-SageCycles.com](#); 1:34:48

#### Men 50+

- Paul LaStayo; Ski Utah; 1:21:46
- Mike Buckley; The Bike Shoppe Racing Team; 1:22:45
- Mark Enders; Ocef; 1:23:34
- Ty Loyola; contender; 1:31:54
- Rick Morris; [UMB-SageCycles.com](#); 1:34:48

#### Sport Men 30-39

- James Crawford; Bountiful Bicycle/Live Well; 1:22:48
- Kyle Smith; Krank Monkey; 1:30:29
- Brian Beardall; Pirates; 1:30:35
- Dave Laga; Infinite Cycles; 1:38:00
- Wayne Baker; [Utahmountainbiking.com](#); 1:46:26

#### Sport Men 40-49

- Eadric Bressel; LRR; 1:20:58
- Greg Roberts; M & J; 1:23:05
- Greg Sironen; [Utahmountainbiking.com](#); 1:25:55
- Bobby Lincoln; White Pine Racing p/b [Jans.com](#); 1:27:43
- Brian Ressa; [Utahmountainbiking.com](#); 1:29:08

#### Sport Men 19-29

- Anders Johnson; OCEF; 1:15:00
- McKay Hunt; Weber; 1:15:51
- Hayden Sampson; Roosters/Bikers Edge; 1:16:22
- Jordan Andersen; Canyon Bicycles; 1:17:30
- Brock Jeske; [Utahmountainbiking.com](#); 1:18:55

#### Sport Women 19-34

- Emily Witman; Kuhl; 1:05:02
- Alexis Ault; 1:13:18
- Jenna Johnston; Bingham Cyclery; 1:20:19
- Kristie Beardall; Pirates; 1:28:38

#### Beg Men

- Daniel Tuong; [UtahMountainBiking.com](#); 1:02:35
- Adam Cunningham; 1:05:17
- Dane Hess; 1:09:26
- Andrew Beelen; 1:11:17
- Brian Call; Noble Sports; 1:16:33

#### Jr Men 16-18

- Jordan Pope; Kuhl-Slim and Knobys; 0:53:49
- Matthew Behrens; Summit Bike Club; 0:54:37
- Connor Patten; Summit Bike Club; 0:58:15
- Christian Youndsdale; OCEF; 1:00:04
- Charles Fuertsch; OCEF; 1:23:51

#### Jr Men 12-15

- Josh Peterson; KUHL; 0:26:17
- Bryn Bingham; Summit Bike Club / DNA; 0:27:37
- Jackson Cheney; Canyon Bicycles; 0:29:24
- Payton Andersen; Canyon Bicycles; 0:33:47
- Tanner Robinson; 0:34:53

#### Beginner Women

- Kellye Potter; 0:49:28

#### Jr Women 16-18

- Sienna Leger Redel; Cane Creek/Summit Bikes; 0:56:42

#### Jr Women 12-15

- Sydney Palmer-Leger; Summit Bike Club; 0:25:47
- Lauren Bingham; Summit Bike Club / DNA; 0:31:57
- Mila Leger Redel; Summit Bike Club; 0:34:54
- Isabel Torres; OCEF; 0:42:22
- Elle Robinson; 0:43:48

#### Youth 10-12

- Lucas Gunnell; 0:08:47
- David Ressa; 0:09:50
- Parker Christensen; Titus; 0:10:29
- Jade Wimmer; Wimmers Ultimate Bikes; 0:10:30
- Ian Cheney; Canyon Bicycle; 0:11:02

#### Single Speed

- Rich Caramadre; Kuhl; 1:23:04

#### The Rage at Snowbird, Intermountain Cup #8, Snowbird, UT, July 6, 2013

#### Beg Men

- Nick Markosian; 1:21:19
- Benjamin Witt; 1:34:44
- Joe Benson; [UtahMountainBiking.com](#); 1:37:34
- Corey Spencer; [UtahMountainBiking.com](#); 1:41:09
- Brian Vanderwel; Utah Mtn Bike; 1:47:59

#### Youth 10-12

- Dylan Fairchild; 0:47:39
- Bentley Vanderwel; Utah Mtn Bike; 1:01:53
- Kekoa Nalua; Canyon Bicycle; 1:13:24
- Dallen Jeppson; 1:16:35

#### Jr Men 12-15

- Josh Peterson; KUHL; 0:37:47
- Conner Grimes; Canyon Bicycles; 0:38:42
- Bryn Bingham; Summit Bike Club/DNA; 0:39:56
- Wyatt Peterson; Intermountain Live Well p/b Threshold Sports; 0:40:13
- Jase Hoover; Canyon Bicycles; 0:42:12

#### Jr Men 16-18

- Matthew Behrens; Summit Bike Club; 1:16:17
- Jackson Cheney; Canyon Bicycles; 1:18:01

#### Beginner Women

- Melanie Gladding; 0:59:09
- Kellye Potter; 1:10:02

#### Jr Women 16-18

- Sienna Leger Redel; Summit Bike Club; 1:34:27

#### Jr Women 12-15

- Sydney Palmer-Leger; Summit Bike Club; 0:38:24

#### Pro Women

- Lauren Bingham; Summit Bike Club/DNA; 0:43:45
- Mila Leger Redel; Summit Bike Club; 0:49:09
- Maggie Ressa; [Utahmountainbiking.com](#); 1:16:07

#### Women 40+

- Angela Johnson; Bountiful Bicycle p/b Threshold Sports; 1:29:57

#### Pro Men

- Jonathan Page; Fujii; 1:43:47
- Will McDonald; Cole Sport Racing; 1:48:59
- Aaron Phillips; Euclid; 1:50:14
- Zach Peterson; KUHL; 1:52:00
- Jon Russell; KUHL/Rocky Mountain; 1:52:49

#### Clydesdale

- Michael Dodge; [Utahmountainbiking.com](#); 1:21:52
- John Itwichek; [Utahmountainbiking.com](#); 1:27:28

#### Expert Men 19-29

- Anders Johnson; Ogden Cycling Education Foundation; 1:57:37
- Paul Davis; Top Gear Bicycle Shop; 2:05:18

#### Expert Men 30-39

- Stewart Goodwin; KUHL/Rocky Mountain; 1:58:21
- Ryan Blaney; KUHL/Rocky Mountain; 1:59:54
- Kevin Winzler; Kevin Winzler Photography; 1:59:59
- Michael Burton; White Pine Racing Powered by [JANS.com](#); 2:14:27

#### Expert Men 40+

- Jonas Croft; Revolution/Peak Fasteners; 2:00:40
- Bob Saffell; revolution; 2:01:50
- Reed Topham; CarboRocket; 2:04:23
- Stephan Bergen; [Utahmountainbiking.com](#); 2:06:24
- Luis E Rosa; Roosters/Bikers Edge; 2:10:44

#### Expert Women

- Nicole Tittensor; Revolution/Blaine Nielson Trucking; 1:43:18
- Kelly Crawford; Bountiful Bicycle p/b Threshold Sports; 1:44:38

#### Single Speed

- Ned Dowling; 1:33:26
- Dave Benson; [Utahmountainbiking.com](#); 1:37:31

#### Men 50+

- Ty Loyola; contender; 1:46:39
- James Rees; 4Life/Mad Dog Cycles; 1:48:01
- Paul Zimmerman; [Utahmountainbiking.com](#); 1:50:57
- Rick Morris; UMB-SageCycles; 1:53:43
- Craig Williams; 4Life/Mad Dog Cycles; 2:01:19

#### Sport Men 30-39

- Nate Marine; 1:45:28
- Christopher White; Revolution; 1:55:31
- Christian Burrell; [Utahmountainbiking.com](#); 1:55:32
- Darren Stirland; [Utahmountainbiking.com](#); 2:01:06
- Jerry Bowers; Revolution; 2:04:07

#### Sport Men 40-49

- Ryan Nielsen; Diamond Peak/Utah Orthopaedics; 1:41:05
- Sean Linden; [Utahmountainbiking.com](#); 1:42:44
- Brian Ressa; [Utahmountainbiking.com](#); 1:44:46
- Greg Sironen; [Utahmountainbiking.com](#); 1:45:58
- Jim Greeley; 1:46:46

#### Sport Men 19-29

- Hayden Sampson; Roosters/Bikers Edge; 1:22:18
- Jordan Andersen; Canyon Bicycles; 1:33:09
- Brock Jeske; [Utahmountainbiking.com](#); 1:36:39
- Dallin Hatch; [Utahmountainbiking.com](#); 1:40:05
- John Andersen; Canyon Bicycles; 1:41:27

#### Sport Women 19-34

- Jenna Johnston; Bingham Cyclery; 1:32:27
- Danica Nelson; In Memory of Greg Nelson; 1:20:44
- Heidrun Kubiessa; SLC Grassroots; 1:23:01
- Bonnie Schreck; Revolution/Peak Fasteners; 1:31:22

#### Men 60+

- Lewis Rollins; Contender Bicycle; 1:15:41
- Joel Quinn; Utah Mountain Biking; 1:17:38
- Argyle Bruce; [UtahMountainBiking.com](#); 1:25:49
- Gene Poncelet; [UtahMountainBiking.com](#); 1:33:49

#### Crusher in the Tushar, Beaver, UT, July 13, 2013

#### Pro Open Men

- Levi Leipheimer; Clif Bar; 4:06:17
- Tyler Wren; Jamis/Hagens Berman; 4:16:01
- Barry Wicks; Kona Bikes; 4:16:06
- Jamey Driscoll; Jamis/Hagens Berman; 4:16:37
- Rob Squire; Amore Vita; 4:17:22

#### Pro Open Women

- Gretchen Reeves; Tokyo Joes; 5:16:46
- Joey Lythgoe; Kuhl-Rocky Mountain; 5:22:41
- Meghan Sheridan; [UtahMountainBiking.com](#); 5:34:00
- Anna Jo Dingman; Team Rockford/Clif; 5:48:19
- Kimberly Baldwin; Tough Girls; 5:51:00

#### 29 & Under Men

- Tyler Call; Rockford/Clif; 5:00:32
- Shelby Burton; Kuhl / Rocky Mountain; 5:09:46
- James Rowan; Colavita SW; 5:13:40
- Dallas Zurcher; Zurchers; 5:14:30
- Bryce Olsen; Mashzer; 5:14:45

#### 35 & Under Women

- Angie Kell; COTBR; 5:35:37
- Ivy Pedersen; Rockford/Clif; 6:17:07
- Melanie Smith; Revolution Peak Fasteners; 6:30:43
- Amanda Schaper; Ritte Racing; 6:43:21
- Amber Tingey; Barries Ski & Sport of Idaho; 6:52:36
- Sydney Palmer-Leger; Summit Bike Club; 6:52:36

#### 30-34 Men

- Eric Gardiner; Revolution Cafe Rio; 5:14:58
- Stewart Goodwin; Kuhl / Goodwin Media; 5:18:19
- Matt Harding; 3b yoga; 5:21:21
- Matt Snyder; revolution; 5:28:54
- Shaun Johnson; Skullcandy; 5:29:28

#### 35-39 Men

- Tim Matthews; Team Big Ring/ [RealCyclist.com](#); 4:59:52
- Jason Potter; Flying Tigers; 5:07:29
- Jason Prigge; X-Men; 5:17:22
- Adam Lisonbee; 4Life/Mad Dog Cycles; 5:18:43
- Kevin Hulek; Roosters/Bikers Edge; 5:19:34

#### 36-49 Women

- Jamie Williams; LOGAN RACE CLUB; 5:58:07
- Alison Knutson; Ali K Nutt Outrath Racing; 6:21:50
- Kim Popham; Team Rockford Cliff; 6:40:56
- Jilene Mecham; team fatty; 6:43:01
- Jennifer Seessel; Team Rockford/Clif; 6:58:30

#### 40-44 Men

- Frank Overton; Fascal Coaching; 4:51:12
- Link King; Bicycle Haus; 4:55:24
- Ty Hopkins; 4Life/Maddog Cycles; 4:55:36
- Ryan Hamilton; Team Rockford; 4:57:37
- Greg Petersen; Tosh; 5:09:14

#### 45-49 Men

- Robert McGovern; Ice; 5:02:30
- Craig Kidd; Barries Ski and Sport; 5:04:38
- Vint Schoenfeldt; Team VOLO Cycling; 5:16:09
- Mark Larsen; Team Red Rock; 5:23:32
- Ron Glowczynski; Bike [Flights.com](#); 5:25:41

#### 50+ Men

- Gary Porter; Ogden One; 5:15:15
- Steve Warscki; Church of the Big Ring; 5:24:29
- Darrell Davis; Contender Bicycles; 5:28:34
- Todd Henneman; [jans.com](#); 5:31:02
- Craig Sorensen; Logan race club; 5:32:20

#### Single Speed

- Alex Smith; 3B Yoga; 5:05:42
- Stephen Wasmund; BykMor; 5:29:59
- Eric Nelson; Mudfoot; 5:31:19
- Shannon Boffeli; [MTBRaceNews.com/Revolution](#); 5:39:36
- Alan Zinniker; Ritte; 5:40:41

#### The Solitude Cup, Intermountain Cup #9, Solitude Resort, UT, July 27, 2013

#### Jr Men 16-18

- Jordan Pope; Kuhl/Slim and Knobys; 1:10:55
- Conner Patten; Summit Bike Club; 1:11:39
- Ryan Westerman; Revolution Peak Fasteners; 1:16:02
- Jackson Cheney; Canyon Bicycles; 1:24:15
- Charles Fuertsch; OCEF; 1:50:42

#### Jr Women 16-18

- Sienna Leger Redel; Summit Bike Club; 1:22:56
- Lia Westermann; Revolution Peak Fasteners; 1:40:44
- Katelin Shuman; Revolution Peak Fastener; 2:01:06

#### Men 60+

- Joel Quinn; Utah Mountain Biking; 1:24:06
- Bradley Rich; Millcreek Bicycles; 1:30:51
- Gene Poncelet; [UtahMountainBiking.com](#); 1:38:37
- Bruce Argyle; [UtahMountainBiking.com](#); 1:44:55

#### Sport Women 19-34

- Jenna Johnston; Bingham Cyclery; 1:41:24
- Danica Nelson; In Memory of Greg Nelson; 1:29:49
- Heidrun Kubiessa; SLC Grassroots; 1:31:54
- Bonnie Schreck; Revolution Peak Fasteners; 1:42:44

#### Clydesdale

- KarlShuman; Revolution Peak Fastener; 1:34:24
- JohnItwichek; Utah Mountain [bike.com](#); 2:22:15

#### Beg Men

- Richard Cowell; Bluemaxx Racing; 1:20:49
- Adam Cunningham; 1:21:41
- Corey Spencer; [Utahmountainbiking.com](#); 1:40:20
- Joe Benson; [UtahMountainBiking.com](#); 1:45:38
- Lewis Rollins; Contender Bicycle; 1:15:41

#### Women 40+

- Angela Johnson; Bountiful Bicycles p/b Threshold; 1:35:06
- Sally Reyners; [UtahMountainBiking.com](#); 2:07:00

#### Beginner Women

- Katy Nafus; Utah Mountain Biking; 0:58:36
- Josh Peterson; KUHL; 0:38:15
- Makay Smith; Canyon bicycles; 0:38:35
- Conner Grimes; Canyons Bicycling; 0:39:53
- Brynn Bingham; DNA/Summit Bike Club; 0:40:24

#### Jr Women 12-15

- Sydney Palmer-Leger; Summit Bike Club; 0:39:21
- Lauren Bingham; DNA Cycling/Summit Bike Club; 0:45:45
- Mila Leger Redel; Summit Bike Club; 0:50:55
- Elisse Shuman; Revolution Peak Fastener; 1:02:45
- Hattie Ransom; [Utahmountainbiking.com](#); 1:08:29

#### Youth 10-12

- Dylan Fairchild; 0:55:36
- Myles Fowler; 1:02:16
- Ian Cheney; Canyon Bicycles; 1:08:40
- Ivy Pedersen; Canyon Bicycles; 1:14:00
- Hale Nickell; 1:30:58

#### Pro Men

- Drew Free; Revolution/Peak Fasteners; 1:57:49
- Nathan Miller; Pivot Cycles; 1:58:09
- Will McDonald; Cole Sport; 1:59:29
- Zach Peterson; KUHL; 2:00:05
- Rick Wetherald; Athletes on Track Coaching; 2:00:57

#### Expert Men 19-29

- Hayden Sampson; Roosters/Bikers Edge; 1:35:50
- Connor Barrett; Bountiful Bicycle p/b Threshold Sports; 1:37:52
- Travis Millward; Bountiful Bicycle p/b Threshold Sports; 1:44:51
- Devan Wiggins;

## NUTRITION

**Protein Needs of Athletes: Part 3: Protein Supplements**

By Katherine A. Beals, PhD, RD, FACS, CSSD and Breanne Nalder, MS

In the last two protein articles we discussed the role of protein in athletes' diets, recommendations for protein intake for training and competition and getting adequate protein on a vegetarian diet. In this third and final article we will discuss protein supplements. What are they? Are they necessary or beneficial? Who (if anyone) can benefit from supplementing with them? And, are there any potential hazards associated with consuming them?

**What are Protein Supplements?**

The Dietary Supplement Health and Education Act (DSHEA) defines supplements as any product that is intended to supplement the diet, contains one or more dietary ingredients (including vitamins; minerals; herbs or other botanicals; amino acids) or other constituents, is intended to be taken by mouth as a pill, capsule, tablet, or liquid, and is labeled as being a dietary supplement.

A key aspect of this definition is the notion that a protein supplement is meant to supplement the diet, not replace food sources of protein in the diet. Unfortunately, many athletes overlook this distinction to the detriment of their wallets and possibly their health and performance (as will be discussed later).

There are a plethora of protein supplements on the market today, including powders, drinks, shakes, bars and even pills. In addition, supplements can be comprised of whole or intact proteins or single amino acids and derived from a variety of animal or plant sources. The most common animal sources of intact proteins are albumin (egg protein), casein (one of the milk proteins) and whey (the other milk protein). Soy is the most common plant source of intact protein found in supplements. Each of these is described in more detail below.

•**Albumin:** The primary protein found in eggs. Despite popular belief, all of the protein is not found in the egg white. In fact the average egg contains about 6.29 grams of protein, of which just over half (3.6 grams) is found in the white. The rest is found in the yolk (along with most of the other important vitamins and minerals!)

•**Whey:** is a soluble protein and comprises about 20% of the total protein in milk. It's often referred to

as "fast" protein because it remains soluble in the digestive tract; thus, it is digested and absorbed more quickly. Whey protein supplements generally come in one of three forms:

oWhey concentrates: are 80% protein, which means on a dry basis, 80% of the total weight is protein.

oWhey isolates: are typically about 92% protein (dry basis), meaning you get more protein and less total carbohydrate, lactose, fat and cholesterol per equivalent dose.

oWhey Hydrolysates: Most whey concentrates and isolates are available as intact proteins, but either can be also hydrolyzed. Hydrolysates have been partially broken down by exposing the protein to heat, acid or enzymes that break apart the bonds linking amino acids. This makes it taste more bitter and theoretically promotes more rapid digestion and absorption. However, whey concentrates and isolates are already rapidly digested so a hydrolysate is likely not worth the bad taste or the extra cost.

•**Casein:** Comprises about 80% of the total protein in milk. Casein is an insoluble protein and is often referred to as a "slow" protein because it remains insoluble in the digestive tract; thus, it is digested and absorbed more slowly.

•**Soy Protein:** is the protein isolated from the soybean. It is made from soybean meal that has been dehulled and defatted. The soybean meal can then be further processed into soy protein concentrate and soy protein isolate.

oSoy Protein Concentrates: produced by removing the oil and most of the soluble sugars from defatted soybean meal, come in the form of a white powder containing 65-90% protein (average 70%), plus most of the soybeans vitamins, minerals, and finely pulverized dietary fiber.

oSoy Protein Isolates: essentially soy protein concentrates minus almost all their dietary fiber. It contains at least 90% protein.

As discussed in the first article of this series, there are 20 amino acids and, thus, single amino acid supplements can be comprised of any number or combinations of amino acids. The most common amino acid supplements include L-arginine (often marketed as nitric oxide or NO), L-glutamine, the branch chain amino acids (BCAAs) leucine, isoleucine and valine and HMB, (which is not an amino acid but, rather, a metabolite of the amino acid leucine). The merits (or lack thereof) of each will be discussed below.

**Will protein supplements enhance athletic performance?**

The answer is "maybe". Certain types of protein supplements, for certain athletes under certain conditions may be beneficial. But before getting into those specific provisos, lets rule out those supplements that are not helpful for anyone under any conditions, starting with amino acid supplements.

Research examining effects of single amino acid supplements on promoting muscle protein synthesis, preventing muscle injury or soreness, and/or enhancing recovery post-exercise has consistently shown no beneficial effects in young healthy, trained individuals (i.e., athletes). A few studies have demonstrated some limited benefits of leucine and HMB supplementation in terms of enhanced protein synthesis and/or prevention of protein catabolism for older and/or untrained individuals. Similarly, there is some limited evidence to suggest that supplementing with BCAAs during high-intensity, ultra endurance events may improve performance; but the dietary comparisons were generally inadequate/inappropriate; thus, the results of these studies need to be interpreted with caution.

The disappointing results from amino acid supplementation research are really not surprising when you think about it. Remember, muscle protein is comprised of peptide chains consisting of hundreds of amino acid. Delivering a single amino acid (or even couple of amino acids) via a supplement is not going to be sufficient to support muscle protein synthesis. Similarly, the amount of the amino acid supplied by a serving of the supplement (typically milligrams) is inadequate in terms of the amount needed to stimulate muscle protein synthesis (i.e., grams). And, the provision of non-essential amino acids, such as L-glutamine is a complete waste because muscle tissue synthesis will never be limited by a lack of this amino acid since it is non-essential (i.e., the body manufactures as much as it wants when and where it wants it).

The research on possible benefits of whole or intact proteins is a little more inconsistent and, thus, more difficult to interpret. The most

frequently studied protein supplements include whey, casein, milk and soy. Some studies indicate that muscle protein synthesis is greater after whey protein consumption than either casein or soy both at rest and after resistance exercise. While, others show that protein supplementation before or after resistance training, regardless of the source, increases lean tissue mass and strength over isocaloric placebo. It is worth noting that those studies, which have shown benefits of whey over other protein sources, have examined short-term effects on indirect measures of muscle protein synthesis (i.e., not actual gains in lean tissue and/or strength). The few long-term studies examining the effects of different protein sources on lean body mass accrual and/or strength gains have either found no difference between sources or have found milk protein to be superior to either whey or casein.

It should also be emphasized that of the studies demonstrating beneficial effects of protein supplementation on muscle protein synthesis, the majority have been done on individuals undergoing resistance-training protocols. There is little scientifically valid evidence indicating that protein supplementation will improve either performance or recovery in cyclists (especially if carbohydrate intake is adequate). In fact, of the few studies that have examined this issue (three at last count) only one has shown a benefit, and again it was on acute, indirect indices of muscle protein synthesis. Studies that have actually employed direct measures of recovery (i.e., markers of muscle tissue damage, indices of muscle soreness and fatigue and/or subsequent performance) have found no advantage of protein supplementation post exercise.

Finally, it is important to point out that the amounts of protein typically used in supplement studies are small (in the range of 10-20 grams of protein supplying just 6-10 grams of essential amino acids). Such small amounts are easily and much more inexpensively obtained from protein rich foods. And, research has shown that there are diminishing returns with protein intakes greater than 20 grams (i.e., protein taken in amounts greater than that is simply oxidized—in other words, used for energy, not

muscle protein synthesis).

**Ok so they don't really help; but can they hurt?**

Besides being expensive, protein supplements may displace carbohydrate-rich foods from the athlete's diet. And, for the endurance athlete this can be extremely detrimental to performance (since carbohydrates are the primary fuel for high intensity exercise). Once your muscles become carbohydrate depleted, fatigue sets in and you can kiss your performance goodbye. A cyclist's diet should provide extra carbohydrates, not extra protein. Finally, excess intake of protein supplements (to the exclusion of "real food") may result in nutrient deficiencies since no manufactured supplement can provide the extensive variety of vitamins, minerals and phytochemicals found in whole, natural foods.

**So is there anyone who can benefit from a protein supplement?**

As was indicated in the first article of the series, both research and anecdotal evidence suggests that the majority of endurance athletes either meet or exceed the current protein recommendations; thus, a supplement is completely unnecessary (and largely a waste of money). However, for those athletes who are unable or unwilling to consume adequate amounts of protein from food sources, a supplement might help them meet their protein requirements. If an athlete falls into the above categories he/she should choose a whole/intact supplement containing albumin, soy and/or milk proteins at a dose of approximately 20-40 grams.

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# 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)

### Ephraim

#### **Pipe Dream Adventure Sports**

327 S. Main  
Ephraim, UT 84627  
(435) 283-4644  
[pipedreamadventuresports.com](http://pipedreamadventuresports.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)

### Price

#### **BicycleWerks**

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

### 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**

1664 S. Dixie Drive, suite K-107  
St. George, UT 84770  
(435) 627-0510  
[bikefixutah.com](http://bikefixutah.com)

### **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**

51 S. Main St.  
Logan, UT 84321  
(435) 753-7175  
[joyridebikes.com](http://joyridebikes.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  
[wimmersbikeshop.com](http://wimmersbikeshop.com)

### Park City/Heber

#### **Cole Sport**

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

### **Dharma Wheels Cyclery**

6300 Sagewood Drive, Suite F  
Park City, UT 84098  
(435) 615-6819  
[dharma wheelscyclery.com](http://dharma wheelscyclery.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**

6300 North Sagewood Drive, Unit F  
Park City, UT 84098  
(435) 575-8356  
[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 W. 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  
[topgearbicycleshop.com](http://topgearbicycleshop.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)

### **Blue Monkey Bicycles**

4902 South State Street  
Murray, UT 84107  
(801) 608-5138  
[BlueMonkeyBicycles.com](http://BlueMonkeyBicycles.com)

### **Contender Bicycles**

989 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  
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[fisherscyclery.com](http://fisherscyclery.com)

### **Go-Ride.com Mountain Bikes**

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(801) 474-0081  
[go-ride.com](http://go-ride.com)

### **Guthrie Bicycle**

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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)

### **Jerks Bike Shop (Missionary Depot)**

4967 S. State St.  
Murray, UT 84107  
(801) 261-0736  
[jerksbikeshop.com](http://jerksbikeshop.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**

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(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  
(385) 218-1649  
[bikeguyslc.com](http://bikeguyslc.com)

### **Wasatch Touring**

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

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

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#### **Bingham Cyclery**

1300 E. 10510 S.  
(106th S.)  
Sandy, UT 84094  
(801) 571-4480  
[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**

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West Jordan, UT 84088  
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[laketownbicycles.com](http://laketownbicycles.com)

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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  
[taylorsbikeshop.com](http://taylorsbikeshop.com)

### **Taylor's Bike Shop**

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

## UTAH COUNTY

### American Fork/Lehi/Pleasant Grove

#### **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)

### **Trail This**

120 S 1350 E  
Lehi, UT 84043  
(801) 768-8447  
[trailthis.com](http://trailthis.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)

### **Wild Child Cycles**

36 W. Utah Ave  
Payson, UT 84651  
(801) 465-8881  
[wildchildcyclesutah.com](http://wildchildcyclesutah.com)

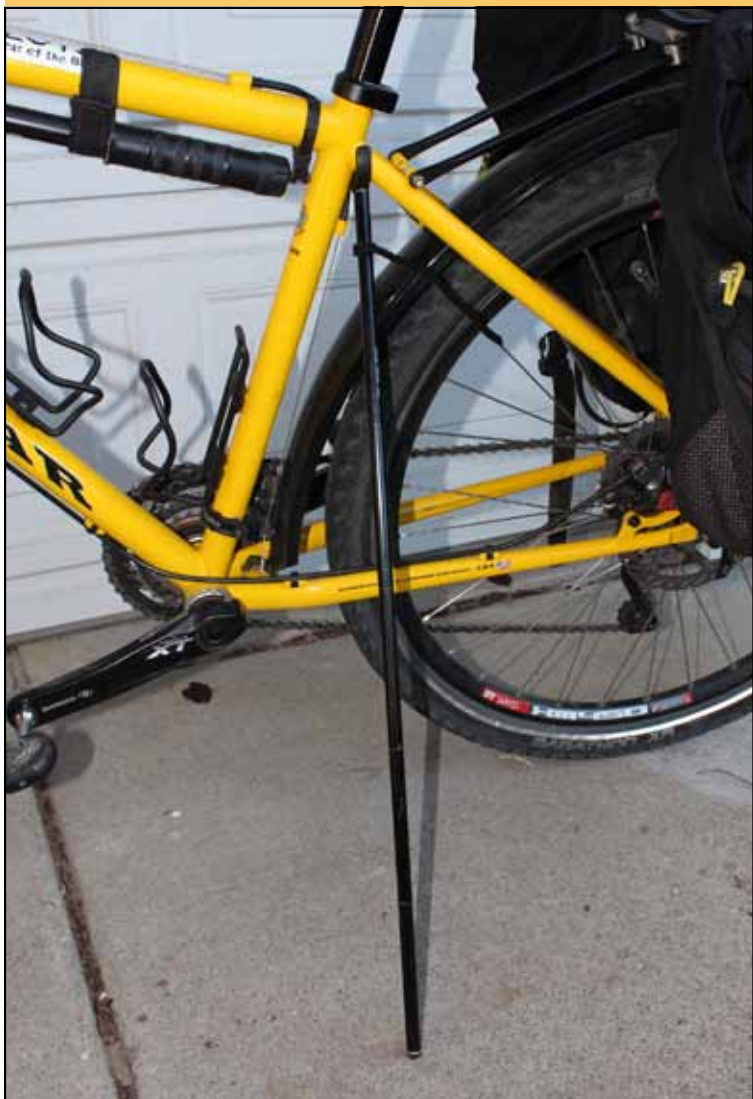
### Provo/Orem/Springville

#### **Bingham Cyclery**

187 West Center Street  
Provo, UT 84601  
(801) 374-9890



## GEAR PICKS

**Kickstands: A Primer**

Above: The Click-Stand.

Right: Greenfield Rear kickstand.

Below Right: Pletscher under bottom bracket kickstand.

By Lou Melini

Mention a kickstand to a bike snob and you will most likely receive a very succinct unflattering response. However talk to someone with a loaded touring bike, or a commuter bike that is about to have its panniers packed with groceries and you will be told about the utilitarian necessity of a kickstand. I know you are going to say that I could simply lean my bike against something. By saying that, it shows that you have never used a kickstand. Once you use a kickstand for a period of time you will find that it becomes a needed accessory.

The insults thrown at kickstands have resulted in an absolute dearth of kickstands in stock in an American bike shop save the rare bike shop. In Germany I measured 12 square feet of display space allotted to kickstands in a very large bike shop. Probably 70% of the 2000 bike inventory in that shop was made up of heavy bikes that came standard with lights, racks, fenders and kickstands, so having after-market kickstands in that environment was not only appropriate but a necessity. Ask an American bike shop employee for advice or a recommendation for a kickstand and you will probably receive a shrug and be shown a page in a Quality Bike Parts catalog. My son laughs when I get excited over purchasing a new kickstand. I have used 3 styles of kickstands over the years, which I believe constitute all categories of kickstands. There are some minor variations within each category.

The first style kickstand I ever used is rear mounted. Basically this clamps to the seatstay and chainstay of your bike via 2 arms and several screws. This is the easiest to use. Simply flick the kickstand arm down with your foot and lean the bike. You can buy adjustable and non-adjustable legs but I personally do not have a preference, as both seem to work well. I have packed over 50 pounds of groceries in my rear panniers and on the rack without a problem. You will need to pack the kickstand side pannier first. There are a few downsides of this kickstand. If you want to mount a Burley style trailer to your bike the kickstand will get in the way. In addition, disc brakes may make the distance between the stays of your bike too wide for this style kickstand. There is really no maintenance except an occasional need to tighten the screws. Locktite will help. I have used a Greenfield brand (non-adjustable) and a TranzX kickstand; each of which cost me around \$17.

The next style I purchased for my touring bike fits under the chainstay. It has 2 legs that swing down stabilizing the bike in a vertical position. This kickstand clamps to the top and bottom of your chainstays in front of the rear tire. For this style of kickstand you push down the legs of the kickstand and then lift the bike onto the extended legs. The primary advantage of this style is that I can work on my bike for routine maintenance during an extended tour. It is quite stable with the 45 lbs of camping gear carried in my front and rear panniers and on the rear rack. My kickstand is Swiss made Pletscher model so it is a little

priced at \$45 but I figured that being able to work on my bike was worth a little extra and Swiss quality isn't cheap. I did assume wrong that Swiss quality would make it indestructible as the return spring broke after about 7,000+ miles. There is also a Greenfield kickstand that uses similar technology that I have not used.

The legs of the Pletscher kickstand have markings up to 300mm. You then cut the legs to fit your bike, though I am unsure if this is absolutely necessary. Simply measure from the middle of your chainring bolt to

the floor (270 mm for my touring bike) and cut the legs at the 270 mm mark (my bike) on the kickstand legs. Rivendell bikes ([www.rivbike.com/product-p/k21.htm](http://www.rivbike.com/product-p/k21.htm)) have a detailed instruction on how to cut the Pletscher kickstand. Rivendell also have rubberized mounts (to protect the chainstays) and "feet" for the kickstand legs. You can also use handlebar tape or an old tube to protect the chainstays and for the legs you can buy 0.5 inch rubber furniture "feet" (from Ace Hardware). You can also buy a single leg under the chain-

stay Pletscher kickstand.

Using this kickstand as a work stand or using it to keep the bike upright while changing a flat tire is remarkably more convenient when touring. It beats turning the bike upside-down or finding a low branch to hook the saddle to. I do have to carry a separate 6mm wrench for the kickstand, as my multi-tool is too bulky to fit in the tight space. My wife's kickstand seemed to come loose too frequently, but has not come loose since I reinforced the kickstand body to the chainstay bridge with zip-ties.

The third style of kickstand I needed to purchase because my new commuter bike doesn't accommodate kickstands, a story as to why I can discuss over a cup of coffee sometime. So if you have a bike that will not fit either of the above styles of kickstand then you will need a non-attached bike stabilizer. (Or if you want the function of a kickstand but wouldn't be caught dead with one on your bike) The Click-Stand ([Click-Stand.com](http://Click-Stand.com)) is basically a tent pole with a U-shaped attachment. The "U" is placed under the top tube or some other part of the bike and the bike leans into the tent pole. I've had a number of European bike travelers that have made their own bike stabilizer. The Click-Stand that I have folds down to 6 inches. It works well. After receiving it I had a large grocery list that I confirmed the weight to be 50 pounds. The entire shopping load was put into my panniers and strapped to the rear rack. With a bit of skepticism, one small adjustment, the bike held up. Good product!

I purchased my [Click-Stand.com](http://Click-Stand.com) for \$38. Prices vary a little for the lighter or heavier duty model (I have the heavy duty) and if you want a 4, 5, or 6 piece Click-Stand. Other than length, I'm not sure if there are any advantages for the 4, 5, or 6 piece lengths. I bought the middle-of-the-road 5-piece length which cost an extra \$3 over the 4 piece. You can also buy an accessory to mount the Click-Stand to your water bottle bolts.

The website provides a detailed instructions on how to measure your bike when purchasing the Click-Stand as each are custom made for your bike. Tom at Click-Stand is very customer service oriented and will help you. The key to the stability of the Click-Stand is keeping the front brake engaged when using the Click-Stand. You will be sent 3 small bungee-cord loops to secure your bike with your order. Obviously this is the least convenient of the 3 types of kickstands that I own. I remove it from my pannier, assemble the shock-corded pole pieces similar to a tent pole, place it appropriately under my bike, and then lock the front brake. The Click-Stand is well worth the small amount of time to engage it, perhaps 10 seconds, for a simple quality product.

Be bold, trend setting and practical. Get a quality kickstand for your commuter or touring bike.

Note: This is the third in my annual commuter bike accessories, the first 2 being mirrors and lights. Coming up will be panniers and racks, fenders, pumps and bike-bells. You may send questions about commuter or touring bike accessories to [lou@cyclingutah.com](mailto:lou@cyclingutah.com).

## ROAD RACING

## Park City's Tanner Putt Wins U-23 National Road Race

By Jared Eborn

It was a day Tanner Putt has dreamed about for years.

The Park City cyclist – just 21 years old and not too far removed from spinning junior gears and holding his own against the best racers in the state – has pedaled mile after mile working for just a moment like he found in Wisconsin on July 3.

"I attacked on that last climb and we held it," Putt said.

That last climb, at Blue Mound State Park during the USA Cycling National Championships, was the final strike in a series of assaults Putt said he and his Bontrager Cycling Team members made on the field that resulted in Putt crossing the finish line with his arms held high above his head as the new U23 national champion.

"It's pretty cool," Putt said, clearly satisfied with his result. "All spring I've been a domestique and I haven't really been riding for myself. So this was one of the first races I was able to ride like this."

Putt had a handful of teammates with him during the race. Nathan Brown, most notably, shared the final attack and finish line celebration.

"Going into the race we were going to try and get into one of the later moves. Going into about two laps to go and heading into that climb, I attacked and Nate went with me," Putt said of the race strategy. "On the descent we got caught by two more riders and we kind of figured that we would stay away if we worked together so we did."

Sensing some fatigue in their fel-

low breakaway riders, the Bontrager teammates seized the perfect opportunity to make the winning move.

"Nate attacked on the last climb again and I went with him," Putt said. "We saw that they were a little tired so we knew we could get away from them."

After serving as a domestique for much of the season, Putt was finally in a position to race with his own glory on the line. Brown sat up and raised his arms in celebration as Putt surged forward for the win.

"It was a great team effort and he gave it to me at the end and let me win," Putt said, expressing gratitude for his teammate's favor. "I think we're even now."

The race was hardly just a Tanner Putt show for Utah. Connor O'Leary, a Salt Lake City native and fellow Bontrager racer, crossed the finish line in sixth place, just 1:13 behind Putt. Lehi's TJ Eisenhart finished eighth in the race, with Chris Putt – Tanner's younger brother – registering a ninth-place showing.

"You see all these Utah kids and we kind of caught everybody's eye. It's great because we're all good friends," Tanner Putt said. "We ride together a lot and we know each other so I think it's great that we had so many of us out there and that we all did so well."

Putt was especially pleased to see his brother have such a solid result.

"He's really strong but doesn't have the racing experience yet. He's getting there, though, and I know he's got some teams that have started to notice him," Tanner said. "I think it would be great if we were on the same team together."

## MOUNTAIN BIKE RACING

## Old Guys and Gals Rock the USA Cycling Marathon Mountain Bike Nationals in Sun Valley

By John Higgins

300 riders rendezvoused in Ketchum, Idaho for the USA Cycling Marathon Mountain Bike National Championships held on July 6th. After the scorching summer heat in the Utah valleys, the Sun Valley area was a welcome respite offering refreshing temperatures ranging from overnight lows of 45 to day highs of 85. Great mountain biking weather, coupled with great hospitality from our neighbors to the north made for a stellar weekend.

The 40 mile course was a two lap version of last year's USA Cycling XC mountain bike nationals, climbing up, around and down Bald Mountain using the Cold springs and Warm springs trails. The start began with a stout climb up a service road behind the River Run ski base area, a technical descent back to the base, and then the bike path out to the sustained and long climb up the Cold Springs trail, leading to the blazing fast descent back to the base area. Oh, and a few other climbs were thrown in for good measure. By far the sketchiest section was the 30 - 40 mph descent down a loose gravel road to connect to the river run trail for the final descent on each lap. The finish line crowd enjoyed the thrills and spills on the spectator-friendly "rock wall" section. Some riders either took the optional but longer bypass or hiked their bikes down this technical section, which provided an abundance of opportunity for photographers looking for action wipeouts.

The event was not without some drama, starting with a rider pile up on the rock wall descent on the initial starting shake out loop, prompting



Men's 55-59 Podium Utah riders - 1st place: Zan Treasure, 4th place: Brad Betebenner - left side, 5th place: John Lauck - right side.

a sudden course diversion between starting categories. This section was reopened for each successive lap. At the end of the first lap, riders who were without personal pit crew support had trouble finding their bag drop for resupplies, due to a reorganization of the bag drop area. Not a great experience to have at a national event, and a source of great aggravation and lost positions for a number of racers. As expected, the course extracted a price from bikes and riders, with each category reporting a number of DNF's. Slashed tires and destroyed derailleurs contributing to the toll. Utah rider Eric Dupuis was one to suffer this misfortune.

Utah fielded some two dozen riders at the event, gaining notable podium results. First place results and a Stars and Bars jersey went to Dwight Hibdon (M60-64), Zan Treasure (M55-59) and Kris Walker (W50-54). All three riders added to their existing

haul of National championship medals. Brad Betebenner and John Lauck also carried off podium medals in the M55-59 category.

In the M50-54 category there was much muttering of discontent about mountain bike legend and Sho-Air / Cannondale sponsored rider Tinker Juarez lining up for the start. He must have thought age was catching up with him, but he rode off from the front of the group to secure an easy win, with a time that would have placed him 14th out of the 40 deep field in the Pro Men. Old guys rock! John Higgins (M50-54) edged onto the side of the podium with Tinker for a 5th place medal.

Amongst the young guns, Aaron Campbell and Aaron Hagge rode strongly to finish 3rd and 5th respectively in the M35-39 category, while Josh Brown also picked up a 3rd place medal in the M19-29.

Fastest time across the finish line from Utah was Alex Grant (Sho-Air / Cannondale) who rode to an impressive 3rd place finish in the Men's Pro/Open category. Alex is unbeatable in any race he enters in Utah, and has confirmed his standing as one of America's top mountain bikers, having bettered his 5th place result at last year's marathon mountain bike championship. Taking the overall men's win and retaining his title from last year was Olympian Todd Wells riding for Specialized. The women's Pro/Open was won by Alex's team mate Pua Mata. Local rider Meghan Sheridan courageously took on the pro women, and proudly finished the course while realizing that going on a stout 5 hour hike the day before the race may have taken some zing out of her legs. The Sawtooth scenery is so enticing it's hard to resist doing a spectacular hike, even if you go there to bike!

Full results: <http://www.uscycling.org/results/index.php?permit=2013-11>



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**TRAILS**

**Jordan River Commission  
Receives \$16,000 Grant for  
Puncturevine Management  
Along the Jordan River  
Parkway Trail**



The Jordan River Trail will soon have fewer goatheads thanks to a grant given to the Jordan River Commission.

By Laura Hanson

Jordan River Commission Receives \$16,000 Grant for Puncturevine Management Along the Jordan River Parkway Trail

The Jordan River Commission announced recently that it is the recipient of a \$16,000 grant, from the Utah Department of Agriculture and Food's Invasive Species Mitigation Grant Program. The grant is specifically focused on the management of puncturevine (*Tribulus terrestris*), also known as goatheads, along the Jordan River Parkway Trail.

Management of puncturevine, and all invasive species, requires an integrated, three-step approach of: prevention, early detection and rapid response, and ongoing control and management. The Jordan River Commission leads several volunteer events along the trail each summer to prevent the spread of puncturevine to new areas, and to remove as much of the weed as possible once it has become established. The prevalence of puncturevine along the trail is significant in certain areas, and this grant will specifically focus on the area between 2300 South and 3300 South, where it has become a significant problem.

The grant includes funding for the purchase of:

- Volunteer supplies to support the Jordan River Commission's ongoing volunteer weed pulls,

- Herbicides to spray areas of severe infestations,

- Hiring Utah Conservation Corps field crews to conduct chemical application and manual weed removal,

- Native grass seed for revegetation of cleared areas, and

- An experimental biological control treatment with puncturevine weevils,

- Production of a noxious weed field guide to help trail users identify and report noxious weeds.

Biological control is a weed management approach where insects that eat the targeted weed are used to reduce the noxious weed cover. All approved biological control species have been extensively tested in quarantine facilities on native plants, endangered plants, and any other plants related to or found in similar environments as the target weed. If a biological control lives on other plants, it is not approved for release. There are two species of puncturevine weevils that will be released along the Jordan River Parkway Trail, *Microlarinus lareynlii*, a seed weevil that burrows into the green seeds of the puncturevine plant rendering the seed non-viable and *Microlarinus lypriformis*, a stem weevil that eats the stem of the plant preventing it from growing larger. The weevils have not regularly been used in Northern Utah, as they cannot survive the winter freezing conditions. However, this grant will help determine the effectiveness of the biological control as a seasonal approach to managing puncturevine. Learn more about puncturevine and these biological controls here: [www.goatheads.com](http://www.goatheads.com).

While this grant is a great start, much more work will be needed over the coming years to effectively eliminate puncturevine from the Jordan River Parkway Trail. The Jordan River Commission is always looking for volunteers to help on various projects. There are four more clean-ups scheduled this summer that are open to the public. For more information visit: [www.jordanrivercommission.org/volunteer](http://www.jordanrivercommission.org/volunteer).

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## ROAD RACING

**LoToJa Classic Announces Changes to Reduce Congestion**

By David Bern

Layton, Utah — Final preparations for this year's LoToJa Classic on Sept. 7 have been under way for weeks and part of the work includes answering phone calls and emails from registrants who have a burning question.

According to Race Director Brent Chambers, the questions have been exceptionally heavy this year, likely because of five key changes he made to make LoToJa safer and to do a better job of separating rider classes. Those five key changes are:

1. LoToJa's competitive citizen and non-competitive fun ride classes have been replaced by a single new Cyclosporitive Ride Class.

2. Licensed racers and cyclosporitive riders will take different routes through Cache Valley to Preston from the start at Sunrise Cyclery in Logan.

3. Support Crews for licensed racers, cyclosporitive riders, and relay teams will travel different roads from Logan to Jackson.

4. Feed zones will be in the same locations as previous years, but Feed Zone 1 in Preston is exclusively for cyclosporitive riders and their support crews. Feed Zone 3 in Montpelier is neutral support only for cyclosporitive riders and the first feed zone for the support crews of licensed racers. Feed Zone 5 in Afton will be the first feed zone shared by support crews of all licensed racers and cyclosporitive riders, followed by Feed Zone 6 at

Alpine Junction.

5. Start times in Logan will continue to be triggered at three-minute intervals, but will alternate between licensed racer categories and cyclosporitive categories. This change will effectively create a six-minute time gap between each departing start group.

"All of these changes have been made to increase LoToJa's safety and reduce rider and support crew congestion," said Chambers. "After last year's event, our permitting agencies asked us to reduce cyclist and vehicle congestion, especially during LoToJa's first 77 miles between Logan and Montpelier. I believe these changes will achieve that objective."

Perhaps the biggest change to the 31st annual LoToJa Classic is the addition of the cyclosporitive. For years, Chambers has been looking at ways to simplify LoToJa's citizen race and non-competitive fun-ride classes to help streamline the licensed race and improve officiating. On event day, over 1,500 cyclists are on the 200-plus mile course from Logan, Utah to Jackson Hole Mountain Resort.

"The cyclosporitive will give us a better officiating position than we've had before," he said. "For an event like LoToJa, a cyclosporitive or gran fondo class makes sense, especially now that they've grown in popularity in the U.S. We've heard some grumbling from competitive citizen riders about the switch, but they'll soon see it won't effect how they ride that day, whether they race against others, or simply ride with others within

the cyclosporitive. The cyclosporitive won't start enmasse like in Europe; there will be age categories that start separately, and there will be winners in each cyclosporitive category."

To further reduce congestion during LoToJa's first 34 miles, cyclosporitive riders will take 1000 West and the standard route north through central Cache Valley to Preston, while licensed racers will take 600 West out of Logan and then north on Highway 91 to Preston. Approximately five miles before Preston, licensed racers will turn right onto 2400 East and take a series of country roads east of Preston, and then connect with Highway 34 via 800 East on the northeast side of town. From there they will proceed to Riverdale and on to the Strawberry Canyon climb.

To reduce vehicle congestion caused by support crews and general traffic, which has been a challenge to the event organization for years, Chambers has designed three different travel routes for licensed, cyclosporitive and relay rider support crews. These routes are necessary because support crew vehicle traffic has been heavy on U.S. 91, Mail Route Road, SR-34 and U.S. 30 for years. The benefit change is there will be half as many crews and their vehicles at LoToJa's busiest feed zones (Preston and Montpelier). Also, traffic on U.S. 30

from Soda to Montpelier will see a huge reduction in vehicle traffic, as would the junction in Geneva.

"The entire effort is to again, reduce congestion, which in turn will make the day easier for support crews who are anxiously try-

ing to properly feed and hydrate their rider or riders," said Chambers. "Crewing for LoToJa is not an easy endeavor, but the three support crew travel routes are designed to reduce that stress, while at the same time reduce LoToJa's impact on the main course and area roadways. Because of LoToJa's tremendous growth over the past decade, the event's impact in terms of the number of vehicles on the road has been substantial. I'm committed to minimize that as much as possible."

Like last year, there will be seven feed zones. Four of them — at Preston, Montpelier, Afton, and Alpine Junction — will be serviced by support crews. The other three — one mile south of the summit of Strawberry, at the summit of Salt River Pass, and at the King's Wave pullout one mile south of Hoback Junction — are neutral support only. Hydration and food will be provided at those neutral feed zones by the race's volunteer teams and sponsors. The biggest change for feed zones this year is Preston. All licensed racers will bypass that feed zone and proceed to climb Strawberry Canyon to be serviced for the first time at the neutral feed zone near the summit.

"We're predicting the Preston feed zone will be far less hectic this year with only the cyclosporitive riders going through there," said Chambers. "Licensed riders are advised to carry an extra bottle and plenty of food because they won't hit the first neutral feed until 55.5 miles — and they aren't easy miles, especially the 21 miles of climbing in the canyon."

The final big change in this year's

LoToJa is the way in which racers and riders will depart from Sunrise Cyclery. Start times will continue to be triggered at three-minute intervals, but will alternate between licensed and cyclosporitive categories. This process will create six-minute gaps on the road between each category as they leave Logan. The larger time gaps — and having licensed racers and cyclosporitive riders using different routes to Preston — should significantly reduce congestion and unwanted combining of categories.

"Our number one priority at LoToJa is always safety first," stressed Chambers. "These five key changes to the event are in alignment with that number one priority."

He added it is hoped cyclists and support crews will take more time over the next few weeks to review the event's website at [www.lotojaclassic.com](http://www.lotojaclassic.com) to better familiarize themselves with the course, support crew travel routes, feed zone areas and rules. The 2013 race guide that contains more detailed information about this year's LoToJa is scheduled to be posted on the website by mid-August — at least three weeks before Sept. 7.

Also, a printed version of the race guide will be placed inside each cyclist's registration packet. Packets will be available for pickup at Biker's Edge in Kaysville on Thursday, Sept. 5 from 3 p.m. to 7 p.m.; and at the Sunrise Cyclery start line in Logan on Friday, Sept. 6 from 11 a.m. to 7 p.m.

For more information, see [www.lotojaclassic.com](http://www.lotojaclassic.com).

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**GEAR PICKS**

**Osprey Momentum Commuter Pack Review**



The Osprey Momentum is a fine commuter pack with tons of features.

**By David Ward**

For the past several months, I have been using the Osprey Momentum 34 commuter pack when I commute to and from work. I have really liked this pack, and there are two primary reasons for this: First, it fits well and is very comfortable, even when heavily loaded; and second, it is very versatile.

Its main features are a large main compartment, a dedicated laptop sleeve sufficiently large to accommodate a laptop, notebooks, file folders and similar items, and a front stash pocket with organizer for miscellaneous items, in my case a wallet, eyeglasses, hairbrush, and deodorant. This pocket also has a clip for attaching keys. This pack also features an outer pocket into which a lock can be quickly dropped and secured, and two small pockets on either side of that for miscellaneous items. Finally, it features two small pockets, one on each shoulder strap, one with a convenient retractable key clip. For wet weather, it has a rain flap that will pull out and cover the pack. And it has a clip to which you can attach your helmet when off the bike.

I had previously been using a pack which I considered quite good, but found myself much preferring the Osprey pack once I started using it. It molds to my back well, even when I have quite a full load. It does not sway on my back, or cause me to sway, thanks to the way it carries the bulk and weight. So for comfort and riding effect, I found it to be an excellent design.

While designed with certain ideas in mind, I have found it easy to change the intended uses around to

meet my personal needs and desires. For example, I seldom carry a laptop, notebook or folders. However, I do use an extra large u-lock for locking up my bike and the front wheel together. This does not fit well in the pocket designed for the lock, a rare drawback of this pack, but easily drops into the laptop sleeve. Indeed, even if I were carrying a laptop, the lock and laptop would fit well into that sleeve.

The pack is made of durable material, and designed with flaps over the zippers so that moisture cannot seep through the zippers. This sometimes makes zipping and unzipping a little more difficult, but sturdy loops are a part of the zipper and alleviate to a large extent this difficulty.

The design of this pack is well thought out for the commuter, while maintaining a versatility for many other uses. It is a good carry-on for airlines, and generally just an excellent pack for anytime you have the need to pack stuff around.

Rating: Hors Category.

[Editor's Note: for Fall 2013, the pack has undergone 2 design changes. It will come with Osprey's Airscape back panel. This will provide more ventilation between the pack and the rider as well as aluminum struts to add a lightweight internal frame. Secondly, the pack will be available in 2 volumes – 22 and 30 liters – but each will only come in a one-size-fits-all length as opposed to the current pack's two sizes for different torsos. The Fall edition is for the most part unchanged and is a great commuter pack.]



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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 other appropriate information.

Let us know about any corrections to existing listings!

## Utah BMX

**RAD Canyon BMX** — Farmington, UT, Indoor BMX racing going on at the Legacy Events center 151 South 1100 West, Farmington, UT., Ron Melton, 801-699-9575, [radcanyonbmx@radcanyonbmx.com](mailto:radcanyonbmx@radcanyonbmx.com), [radcanyonbmx.com](http://radcanyonbmx.com)

**Deseret Peak BMX** — Tooele, UT, 1200 foot long track, ABA sanctioned, open to public for practice daily, fee is \$2 per rider. Sign ups 5:30 to 7:00 on race day. Races: May 8, 22, June 12, 26, July 10 - Race for Life, 17 - State Qualifier, August 14, 28, September 18, 25., 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., Scott Lytle, 435-901-4191, [slytle@bikeutah.org](mailto:slytle@bikeutah.org), [bikeutah.org](http://bikeutah.org)

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

**Davis Bicycle Advisory and Advocacy Committee** — Farmington, UT, Not Currently meeting. Organizers needed., [davisbike.org](mailto: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@mooseknuckler-alliance.org](mailto:lukas@mooseknuckler-alliance.org), [mooseknuckleralliance.org](http://mooseknuckleralliance.org)

**Park City Alternative Transportation Committee** — Park City, UT, Normally meets the second Wed. of the month, location TBD, Michael Watson, [redtail@sisna.com](mailto:redtail@sisna.com), [mountaintrails.org](http://mountaintrails.org)

**Mountain Trails Foundation** — Park City, UT, Park City's Trails Group, Charlie Sturges, 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, [grehgh@hooleking.com](mailto:grehgh@hooleking.com), [tinyurl.com/holladaybac](http://tinyurl.com/holladaybac)

**Provo Bike Committee** — Provo, UT, Come join us every second Thursday of the month at 5:30 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., Zac Whitmore, 801-356-1378, [zwhitmore@gmail.com](mailto:zwhitmore@gmail.com), Heather Skabelund, 971-404-1557, [bikeprovo@gmail.com](mailto:bikeprovo@gmail.com), [bikeprovo.org](http://bikeprovo.org)

**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)

**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), [facebook.com/groups/189631497724953/](http://facebook.com/groups/189631497724953/)

**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/mountaintrails.org](http://colesport.com/mountaintrails.org)

**August 17, 2013 — 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, 2013 — 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)

## Mountain Bike

### Tours and Festivals

**August 30-September 1, 2013 — TVTAP WYDAHO Rendezvous Mountain Bike Festival**, Teton Valley, ID, 4th Annual WYDAHO Rendezvous Mountain Bike Festival, Grand Targhee Resort WY and Teton Valley ID. Super D (4300 descent from chairlift), Downhill, Hill-Climb and Cross-Country trail races. For-fun Strava events with prizes. Fat Bike race, including high mark. All races included in Festival registration., Tim Adams, 208-201-1622, [tim@TVTAP.org](mailto:tim@TVTAP.org), TVTAP , 208-201-1622, [BikeFest@TVTAP.org](mailto:BikeFest@TVTAP.org), [tetonbikfest.org](http://tetonbikfest.org), [tvtap.org](http://tvtap.org)

**September 14, 2013 — Wildflower Trailfest**, Ogden, UT, Utah's First and only Mountain Bike Challenge for women. Held at Snowbasin Ski Resort. 3 timed courses. Awards for age group winners. , Stacie Palmer, 801-644-9940, 801-391-2819, [wildflowerpedalfest@gmail.com](mailto:wildflowerpedalfest@gmail.com), [wildflowerpedalfest.com](http://wildflowerpedalfest.com)

**September 19-22, 2013 — Alison Dunlap Adventure Camps Intermediate/Advanced MTB Ride Camp**, Moab, UT, 4 day advanced ride camp with World Champ Alison Dunlap in Moab, Utah. All-inclusive: 3 full days of rides, lodging, massage, all meals included., Alison Dunlap, 719-439-9041, [alisdunlap@comcast.net](mailto:alisdunlap@comcast.net), [alisdunlap.com](http://alisdunlap.com)

**September 20-22, 2013 — BetterRide MTB Camp**, Park City, UT, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [info@BetterRide.net](mailto:info@BetterRide.net), [betterride.net](http://betterride.net)

**September 21-22, 2013 — 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 27-29, 2013 — 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, [meccabikeclub@etv.net](mailto:meccabikeclub@etv.net), [bikethestwell.org](http://bikethestwell.org)

**October 2-6, 2013 — Outerbike**, Moab, UT, An opportunity to ride your dream bike on world class trails and roads. Participants will receive bike demos for 3 days, swag bag, lunch and beer, 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 18-20, 2013 — BetterRide MTB Camp**, Fruita, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [info@BetterRide.net](mailto:info@BetterRide.net), [betterride.net](http://betterride.net)

**October 24-27, 2013 — Moab Ho-Down Mountain Bike Festival & Film Fest**, Moab, UT, 8th Annual - Mountain bike festival with dual stage enduro race, group shuttle rides, bike film festival, townie tour, dirt jump comp and an outrageous costume party!, Tracy Reed, 435-259-4688, [info@chlebikes.com](mailto:info@chlebikes.com), [moabhodown.com](http://moabhodown.com)

## Utah Weekly MTB

### Race Series

**Mt. Ogden Midweek XC Race Series** — Snowbasin Resort, UT, Dates July 17, 24, 31 and Aug 7, 14, 21. Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Ben Towery, 801-389-7247, [team-excelerator@gmail.com](mailto:team-excelerator@gmail.com), [mtogdenrace-series.com](http://mtogdenrace-series.com), [bebikes.com](http://bebikes.com)

**April 30-August 27, 2013 — 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. 4/30 to 8/27., Brooke Howard, 385-227-5741, [brooke@midweekmtb.com](mailto:brooke@midweekmtb.com), [midweek-mtb.com](http://midweek-mtb.com), [facebook.com/midweekmtb](http://facebook.com/midweekmtb)

**May 1-August 7, 2013 — Sundance/Soldier Hollow Weekly Race Series**, WWRS, 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. 2013 Dates: • May 1, 15, 29, • June 12, 26, • July 10, 24, • August 7, Tyson , 435-200-3239, 801.223.4849, [aces@euclidoutdoors.com](mailto:aces@euclidoutdoors.com), [weeklyraceseries.com](http://weeklyraceseries.com)

**May 8-August 14, 2013 — Sundance/Soldier Hollow Weekly Race Series**, WWRS, Sundance, UT, Wednesday nights, May - Aug. Venue alternates between Soldier Hollow and Sundance, 6:30 pm. Pros/Experts 1hr race time, Sports 45mins, Beginners 30mins. 2013 Dates: • May 8, 22, • June 5, 19, • July 3, 17, 31, • August 14 , Tyson , 435-200-3239, 801.223.4849, [aces@euclidoutdoors.com](mailto:aces@euclidoutdoors.com), [weeklyraceseries.com](http://weeklyraceseries.com)

## Regional Weekly

### MTB Race Series

**June 18-August 13, 2013 — Laramie Mountain Bike Series**, Laramie, WY, 6/18, 6/25, 7/9, 7/23, 8/6, 8/13. Local mountain bike series, great for riders of any age and ability., Evan O'Toole, [info@laramiemtbseries.com](mailto:info@laramiemtbseries.com), [laramiemtbseries.com](http://laramiemtbseries.com)

## Utah Mountain

### Bike Racing

**August 3, 2013 — The Bash at Snowbasin**, 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, Marek Shon, 801-209-2479, [intermountaincup@gmail.com](mailto:intermountaincup@gmail.com), [intermountaincup.com](http://intermountaincup.com)

**August 10-11, 2013 — Flyin' Brian Gravity Festival**, UT Gravity 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 17-18 — Bell Enduro Cup Sundance**, Sundance, UT, European style enduro race, Ali Goulet, 801-560-6479, [therealailgshow@gmail.com](mailto:therealailgshow@gmail.com), Jessica Kunzer, 801-349-4612, [jkunzer@mtfsports.com](mailto:jkunzer@mtfsports.com), [endurocupmtb.com](http://endurocupmtb.com)

**August 31, 2013 — 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 7, 2013 — Wasatch 360 6 Hour Race**, Heber, UT, The Wasatch 360 is a 6hr MTB race with solo, duo, 3 person, and High School Team categories. The race will take place at the Riverview Trail System in Heber City, with a 7-10 mile course. Relay format, team to compete the most laps in least amount of time their category. All proceeds go to support Summit Bike Club and the Wasatch Trails Alliance to further development of junior development in Utah and trail building., Michael John Turner, 801-664-6351, [mjturner@summitbikeclub.org](mailto:mjturner@summitbikeclub.org), [summitbikeclub.org/wasatch360](http://summitbikeclub.org/wasatch360)

**September 14, 2013 — 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, 801.223.4849, [czarj@sundance-utah.com](mailto:czarj@sundance-utah.com), John Woodruff, 801-223-4044, 801.223.4849, [johnw@sundance-utah.com](mailto:johnw@sundance-utah.com), [sundance-resort.com/explore/sum\\_biking\\_races.html](http://sundance-resort.com/explore/sum_biking_races.html)

**September 14, 2013 — Utah High School Cycling League Race #1**, Utah High School Cycling League Race Series, Heber, UT, Races are for 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

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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), [utahmtb.org](http://utahmtb.org)

**September 14, 2013 — Snowbird Ultra Hill Climb**, Snowbird, UT, 35th Annual, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry II. 10 miles, 3500. vertical. Or choose the Ultra Hill Climb option. After the road climb, jump on your mountain bike and climb to the summit of Hidden Peak (14 miles total, 6500' of climbing)., Misty, 801-933-2115, [misty@snowbird.com](mailto:misty@snowbird.com), [snowbird.com/events/35th-annual-snowbird-bicycle-hill-climb/](http://snowbird.com/events/35th-annual-snowbird-bicycle-hill-climb/)

**September 14, 2013 — Wildflower Trailfest**, Ogden, UT, Utah's First and only Mountain Bike Challenge for women. Held at Snowbasin Ski Resort. 3 timed courses. Awards for age group winners., Stacie Palmer, 801-644-9940, 801-391-2819, [wildflowerpedalfest@gmail.com](mailto:wildflowerpedalfest@gmail.com), [wildflowerpedalfest.com](http://wildflowerpedalfest.com)

**September 15, 2013 — 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 21, 2013 — Widowmaker Hill Climb**, Snowbird, UT, Starts in Gad Valley, 10 AM, 3000' vertical race to the top of the Tram for awards, food and fun. Snowbird Resort., James Zwick, 801-583-6281, [sports@sports-am.com](mailto:sports@sports-am.com), [sports-am.com](http://sports-am.com)

**September 21, 2013 — Draper Fall Classic 50**, USC Series, Draper, UT, 2 25 Mile

laps, the premier urban 50 miler on Onetrack!!!! 25 mile option for jrs' and adults., Bob Saffell, 801-588-9020, [info@raceuscs.com](mailto:info@raceuscs.com), [raceuscs.com](http://raceuscs.com)

**September 21, 2013 — Utah High School Cycling League Race #2**, Utah High School Cycling League Race Series, Park City, UT, Round Valley, 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), [utahmtb.org](http://utahmtb.org)

**September 28-30, 2013 — Big Mountain Enduro #5**, Big Mountain Enduro Series, Moab, UT, epic, backcountry enduro rides., Sarah Rawley, 720-407-6142, [sarah@bigmountainenduro.com](mailto:sarah@bigmountainenduro.com), [bigmountainenduro.com](http://bigmountainenduro.com)

**October 12, 2013 — 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@groptions.com](mailto:info@groptions.com), [groptions.com](http://groptions.com)

**October 12, 2013 — Utah High School Cycling League Race #3**, Utah High School Cycling League, Snowbasin, UT, Race for 9th through 12 graders only. Snowbasin Resort, up Ogden Canyon. 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), [utahmtb.org](http://utahmtb.org)

**October 12-14, 2013 — Moab Rocks**, Moab, UT, Incorporates the region's best classic and new routes and combines them into a 3-day masterpiece of xc and timed descents in a fully supported format. All this wrapped up in a fun and friendly atmosphere, combining camaraderie and competition. Presented by TransRockies Events, in partnership with Poison Spider Bicycles, Moab's leading bike shop. The race presents not only the best in Moab riding, but also the best in Moab culture, with beer from Moab Brewery and a fabulous wrap up party at Bar M Chuckwagon. Held in partnership with the Moab Trails Alliance, Trail Mix, and under permit from the Bureau of Land Management and the Mant-La Sal National Forest., Yuri Lortscher, 866-373-3376, [info@transrockies.com](mailto:info@transrockies.com), [transrockies.com](http://transrockies.com)

**October 14-15, 2013 — 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), [seniorgames.net](http://seniorgames.net)

**October 26, 2013 — Utah High School Cycling League Race #4**, Utah High School Cycling League, Midway, UT, Soldier Hollow, Race for 9th through 12 graders only. Snowbasin Resort, up Ogden Canyon. 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), [utahmtb.org](http://utahmtb.org)

**November 2-3, 2013 — 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 fall back 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@groptions.com](mailto:info@groptions.com), [groptions.com](http://groptions.com)

**November 9, 2013 — Utah High School Cycling League State Championships**, Utah High School Cycling League, Moab, UT, Final race & State Championship. Held at Bar M Trails. First wave goes off at 10 am. 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), [utahmtb.org](http://utahmtb.org)

## Regional Mountain Bike Racing

**August 3, 2013 — Pierre's Hole MTB Race**, NUE Series, Alta, WY, 5th Annual will offer more single track trail for the 2013 race, which will now be a 3 lap 100 mile or try a 2 lap 100K, we'll also offer a 50k [race](http://nue-mtb.com). National Ultra Endurance Series ([nue-mtb.com](http://nue-mtb.com))., Andy Williams, 800-TARGHEE ext. 1309, [awilliams@grandtarghee.com](mailto:awilliams@grandtarghee.com), [grandtarghee.com](http://grandtarghee.com), [ph100.org](http://ph100.org)

**August 3-4, 2013 — Tamarack Resort, Regional Championship XC (National qualifier) and State Champs- Super D on Super G**, 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 10, 2013 — Whit Henry Memorial Galena Grinder**, Knobby Tire Series, Galena Lodge, ID, XC/Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops., Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), [knobbytireseries.com](http://knobbytireseries.com)

**August 10, 2013 — Big Hole Challenge MTB Race and Duathlon**, Driggs, ID, 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. Net proceeds benefit Teton Valley Trails and Pathways, Dick Weinbrandt, 208-354-2354, [peaked@silverstar.com](mailto:peaked@silverstar.com), [peaked-sports.com](http://peaked-sports.com)

**August 10-11, 2013 — Tamarack Resort SUPER Enduro and DH**, Wild Rockies Series, Tamarack, ID, Tamarack Resort SUPER Enduro and DH, Darren Lightfield, 208-608-6444, [wildrockiesemail@yahoo.com](mailto:wildrockiesemail@yahoo.com), [wildrockiesracing.com](http://wildrockiesracing.com)

**August 10, 2013 — Leadville Trail 100**, Leadville Race Series, Leadville, CO, One hundred miles across the high-altitude, extreme terrain of the Colorado Rockies. Created for only the most determined athletes. Starting at 10,152 feet and climbing to 12,424 feet., Keith Hughes, 208-340-4837, [khughes@lifetimefitness.com](mailto:khughes@lifetimefitness.com), [lifetimefitness.com](http://lifetimefitness.com), Josh Colley, 719-219-9357, [JColley@lifetimefitness.com](mailto:JColley@lifetimefitness.com), [leadville-raceseries.com](http://leadville-raceseries.com)

**August 11, 2013 — Adventure Xstream Summit County**, AXS Series, Frisco, CO, Solo's or teams of 2 will mountain bike, kayak, trail run, and orienteer in either a 3-6hr "sprint", or 6-12hr "sport" course., Will Newcomer, 970-403-5320, [events@gravityplay.com](mailto:events@gravityplay.com), [gravityplay.com](http://gravityplay.com)

**August 30-September 1, 2013 — TVTAP WYDAHO Rendezvous Mountain Bike Festival**, Teton Valley, ID, 4th Annual Wydaho Rendezvous Mountain Bike Festival, Grand Targhee Resort WY and Teton Valley ID. Super D (4300 descent from chairlift), Downhill, Hill-Climb and Cross-Country trail races. For-fun Strava events with prizes. Fat Bike race, including high mark. All races included in Festival registration., Tim Adams, 208-201-1622, [tim@TVTAP.org](mailto:tim@TVTAP.org), [TVTAP.org](http://TVTAP.org), 208-201-1622, [BikeFest@TVTAP.org](mailto:BikeFest@TVTAP.org), [tetonbikfest.org](http://tetonbikfest.org), [tvtap.org](http://tvtap.org)

**August 30-September 1, 2013 — The Grand Junction Off-Road**, Grand Junction, CO, Featuring the world class Lunch Loops and neighboring trail systems, the "Grand" courses will start and finish riders on Main Street in downtown Grand Junction traverses the Tabeguache trail system to the distant reaches of the Magellan [loop.choose](http://loop.choose) a challenge - 15, 30 or 40 Grand routes (1 Grand = 1 mile), \$20,000 Pro Cash purse (equal payout to male/female categories), Sallye Williams, 520-623-1584, [info@epicrides.com](mailto:info@epicrides.com), [epicrides.com](http://epicrides.com)

**August 31-September 1, 2013 — Big Mountain Enduro #4**, Big Mountain Enduro Series, Durango, CO, epic, back-country enduro rides., Sarah Rawley, 720-407-6142, [sarah@bigmountainenduro.com](mailto:sarah@bigmountainenduro.com), [bigmountainenduro.com](http://bigmountainenduro.com)

**September 1-1, 2013 — 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., Andy Williams, 800-TARGHEE ext. 1309, [awilliams@grandtarghee.com](mailto:awilliams@grandtarghee.com), [grandtarghee.com](http://grandtarghee.com)

**September 7, 2013 — Avimor Demo Days Race**, Knobby Tire Series, Boise, ID, This is real mountain bike racing; not for the

weak. High speed rolling double and single track with a ton of climbing. Tight, technical sagebrush single track, water crossings, quick steep drops, nasty little granny gear climbs., Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), [knobbytireseries.com](http://knobbytireseries.com), [brokenspokecycling.com](http://brokenspokecycling.com)

**September 14, 2013 — Eagle Bike Park Enduro**, Wild Rockies Series, Eagle, ID, 12K trail run. Saturday morning. 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 21, 2013 — Jurassic Classic**, Lander, WY, Mountain bike race at Johnny Behind the Rocks. Start time - 9:00 am, Beginner, Intermediate, Advanced/Pro categories. BBQ, t-shirt and swag bag for registered participants., Tony Ferlisi, 307-690-3952, [ferlisi11@gmail.com](mailto:ferlisi11@gmail.com), [landercycling.org](http://landercycling.org)

**September 28, 2013 — Bear Lake Monster Cross**, Montpelier, UT/ID, A Dirt Fondo along the back roads of the Bear Lake Valley, 100 Mile or 62 Mile options with KOM and other challenges for those with competitive streaks. Cyclocross or Mountain Bikes are your best options. Race it, ride it, love it., Jared Eborn, 801-599-9268, [jared@extramileracing.com](mailto:jared@extramileracing.com), [BearLakeMonsterRide.com](http://BearLakeMonsterRide.com)

**September 28, 2013 — Stone Temple 8**, Curt Gowdy State Park, WY, 8 hour, 15.1 mile loop, Curt Gowdy State Park, Aspen Grove Parking Area, Tentative start 9AM, IMBA Epic singletrack, additional High School Race., Richard Vincent, 307-745-4499, [enduro.rv@gmail.com](mailto:enduro.rv@gmail.com), [aramieen-duro.org](http://aramieen-duro.org)

**October 5, 2013 — Tour of the White Mountains**, Show Low, AZ, At 7,000 ft. over 900 riders will discover the challenges and gratification from riding awesome smooth flowing single track among a Ponderosa pine forest backdrop while witnessing the endless beauty (and perfect distraction) of the Apache-Sitgreaves National Forests., Sallye Williams, 520-623-1584, [info@epicrides.com](mailto:info@epicrides.com), [epicrides.com](http://epicrides.com)

**October 5-6, 2013 — Fruita Fall Flyer**, Fruita, CO, Cross Country and Short Track Mountain Bike Races, Mike Driver, 970-904-5708, [mriver@livetrainrace.com](mailto:mriver@livetrainrace.com), Brent Steinberg, 970-712-2012, [bs@lfrsports.com](mailto:bs@lfrsports.com), [lrevents.com](http://lrevents.com)

**October 18-20, 2013 — USA Cycling Collegiate Mountain Bike National Championships**, Banner Elk, NC, 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, 6555 W. 2100 S. March 9, 16, 23 - Tuesdays at 6pm April - through September 24, A and B at 6, C and D at 7 pm, Marek Shon, 801-209-2479, [utacritseries@gmail.com](mailto:utacritseries@gmail.com), [utacritseries.com](http://utacritseries.com)

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

**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. Wednesdays - beginning 4/17 4/24, through 9/4., Marek Shon, 801-209-2479,

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[utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com), [skiutahecycling.com](http://skiutahecycling.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, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**June 25-July 30, 2013 — Top of Utah Crit Series**, Ogden, UT, Tuesdays - 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 25th - July 30th. 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), [thresholdevents.org](http://thresholdevents.org)

## Utah Road Racing

**August 3, 2013 — Tour de Park City**, UCA Series, Park City, UT, Classic Road Race and Tour starting and finishing in Park City. 170, 100, 50 and 15 mile timed courses through Northern Utah's beautiful mountain valleys. Food, prizes and more!, Ben Towery, 801-389-7247, [team-excelerator@gmail.com](mailto:team-excelerator@gmail.com), [tourdeparkcity.com](http://tourdeparkcity.com), [teamexcelerator.com](http://teamexcelerator.com)

**August 3, 2013 — Mammoth Creek Race**, Cedar City, UT, There will be a USAC race that will be 100 miles. There will be a "casual" Killer Loop of 65 miles. Registration is \$60 through [usacycling.org](http://usacycling.org), Brian Jeppson, 435-586-5210, 435-559-2925, [brian.jeppson@gmail.com](mailto:brian.jeppson@gmail.com), [colorcountrycyclingclub.org](http://colorcountrycyclingclub.org)

**August 6-11, 2013 — Larry H. Miller Tour of Utah**, 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 500+ miles in six days. Free for spectators. UCI 2.1 stage race. Stages run through Brian Head, Cedar City, Panguitch, Torrey, Richfield, Payson, Salt Lake City, Snowbasin Resort, Snowbird Ski and Summer Resort and Park City., Tour of Utah, 801-325-2500, [info@tourof-utah.com](mailto:info@tourof-utah.com), [tourof-utah.com](http://tourof-utah.com)

**August 17, 2013 — Wildflower Hill Climb**, Mountain Green, UT, The Wildflower Hill Climb is a 5.5 mile timed climb to Big Mountain from Morgan County averaging a 5-6% grade. It is held in conjunction with the Wildflower Pedalfest. Awesome prizes will be awarded to the 3 fastest overall and the top age group winners. Women only., Stacie Palmer, 801-644-9940, 801-391-2819, [wildflowerpedalfest@gmail.com](mailto:wildflowerpedalfest@gmail.com), [wildflowerpedalfest.com](http://wildflowerpedalfest.com)

**August 24, 2013 — Powder Mountain Hill Climb**, UCA Series, Eden, UT, Utah State Hill Climb Championships. 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 7, 2013 — LOTOJA Classic Road Race**, Logan, UT, 31st Annual, 1 day, 3 states, 206 miles from Logan, UT to Jackson Hole, WY., Brent Chambers, 801-644-0090, [info@lotojaclassic.com](mailto:info@lotojaclassic.com), [lotojaclassic.com](http://lotojaclassic.com)

**September 14-16, 2013 — 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 14, 2013 — Snowbird Hill Climb**, Snowbird, UT, New date for 2013! 35th Annual, 9 am start on 9400 S. near 20th East, climb to Snowbird's entry II. 10 miles, 3500. vertical. Or choose the Ultra Hill Climb option. After the road climb, jump on your mountain bike and climb to the summit of Hidden Peak (14 miles total, 6500' of climbing)., Misty, 801-933-2115, [misty@snowbird.com](mailto:misty@snowbird.com), [snowbird.com/events/35th-annual-snowbird-bicycle-hill-climb/](http://snowbird.com/events/35th-annual-snowbird-bicycle-hill-climb/)

**September 20-21, 2013 — Salt to Saint Relay**, Salt Lake City, UT, 400ish mile relay race from Salt Lake City to St. George following Hwy 89. Broken into 24 legs. Ride Solo, or as 4 or 8 person relay teams. Men, Women, and Mixed categories., Clay Christensen, 801-234-0399, [info@salttosaint.com](mailto:info@salttosaint.com), [salttosaint.com](http://salttosaint.com)

**September 21, 2013 — Harvest Moon Criterium**, UCA Series, Ogden, UT, 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets., Ben Towery, 801-389-7247, [team-excelerator@gmail.com](mailto:team-excelerator@gmail.com), [teamexcelerator.com](http://teamexcelerator.com)

**October 8-11, 2013 — 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, [hwsq@infowest.com](mailto:hwsq@infowest.com), [seniorgames.net](http://seniorgames.net)

**October 12, 2013 — City Creek Bike Sprint**, Salt Lake City, UT, Race starts at the mouth of City Creek Canyon and finishes at Rotary Park where we will have awards, food, music and fun., James Zwick, 801-583-6281, [sports@sports-am.com](mailto:sports@sports-am.com), [sports-am.com](http://sports-am.com)

## Regional Weekly

### Road Race Series

**May 7-August 14, 2013 — ICE BAR Time Trial/Hillclimb Series**, ICE BAR Series, Pocatello, ID, Time Trials are flat, hill climb is up either Scout Mountain or Pebble, tentative dates: May 7th - Flat TT; May 23rd - Uphill TT, Mass Start, Crystal Summit; June 6th - Flat TT; June 18th - Uphill TT, Scout Mountain; July 3rd - Flat TT; July 17th - Uphill TT, Scout Mountain; August 14th - Uphill TT, Crystal Summit; August 21st - Flat TT., Bryan Gee, 208-406-8477, [bryan.gee.otr@yahoo.com](mailto:bryan.gee.otr@yahoo.com), [idahocycling.com](http://idahocycling.com)

## Regional Road Racing

**August 10, 2013 — Lamoille Canyon Hill Climb**, Elko, NV, 12 mile 3000 ft hill climb road race up beautiful Lamoille Canyon Road in Nevada's Ruby Mountains; post event picnic, awards., Annette White, 775-842-9125, [annette.white42@gmail.com](mailto:annette.white42@gmail.com), Troy Wouters, 775-401-0826, [troy-bea@yahoo.com](mailto:troy-bea@yahoo.com), [elkvelo.com](http://elkvelo.com)

**August 10, 2013 — Sick 55 Road Race**, Albion, ID, This is a sanctioned mountain course road race. It starts and finishes in Albion, Idaho. There are two category climbs and two fast downhill. It is 53.7 miles challenging race., Ken Stephens, 208-430-4514, [sak41@pmt.org](mailto:sak41@pmt.org), [sick-riders.com](http://sick-riders.com)

**August 17, 2013 — Bogus Basin Hill Climb**, Boise, ID, 40th Annual, Mike Cooley, 208-

343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**August 17, 2013 — Garden Creek Gap Road Race**, UCA Series, Arimo, ID, Courtney Larson, [courtias@gmail.com](mailto:courtias@gmail.com), [idahocycling.com](http://idahocycling.com)

**August 24, 2013 — The West Race**, LaGrande, OR, The race is open to Runners, Walkers, and Cyclists. The race starts on the corner of 2nd & B streets, approximately 6 blocks (2 south, 4 west) from the Eastern Oregon University Campus, to the top of Morgan Lake Road. It is a challenging uphill, with a distance of roughly 2.35 miles. The first male and female to the top of the hill will be crowned King and Queen of the hill., sean williams, [sean.williams607@gmail.com](mailto:sean.williams607@gmail.com), [mountcrossandtrack.com/werstrace.htm](http://mountcrossandtrack.com/werstrace.htm)

**August 25, 2013 — Mormon Lake Road Race**, Flagstaff, AZ, Sunday 8 am: Road Race - beautiful rolling circuit race - 16 miles 361 ft climbing/lap, Joe Shannon, 928-523-1740, [joseph.shannon@nau.edu](mailto:joseph.shannon@nau.edu), [flagstaffcycling.squarespace.com](http://flagstaffcycling.squarespace.com)

**September 4-8, 2013 — USA Cycling Masters Road Race National Championships**, Bend, OR, Micah Rice, 719-434-4200, [mrice@usacycling.org](mailto:mrice@usacycling.org), [usacycling.org](http://usacycling.org)

**September 7, 2013 — Race to the Angel**, Wells, NV, 12.6 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 Holford, 775-752-3540, 775-934-1481, [wellschamber@wellsnevada.com](mailto:wellschamber@wellsnevada.com), [racetothetheangel.org](http://racetothetheangel.org), [wellsnevada.com](http://wellsnevada.com)

**September 9-14, 2013 — 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, [a.krause@sbc-global.net](mailto:a.krause@sbc-global.net), [hpva.org](http://hpva.org), [whpva.org](http://whpva.org)

**September 19, 2013 — USA CRITS Finals**, Las Vegas, NV, Criterium, Part of USA CRITS Championship, during Interbike, Mandalay Bay Resort, Men and Women Pro races, various amateur classes, and an Industry Cup Challenge., Casey Lamberski, 706-549-6632, [casey@swag-ger.us](mailto:casey@swag-ger.us), [usacrits.com](http://usacrits.com), [swag-ger.us](http://swag-ger.us)

**September 28, 2013 — Bear Lake Monster Cross**, Montpelier, UT/ID, New date!! A Dirt Fondo along the back roads of the Bear Lake Valley. 100 Mile or 62 Mile options with KOM and other challenges for those with competitive streaks. Cyclocross or Mountain Bikes are your best options. Race it, ride it, love it., Jared Eborn, 801-599-9268, [jared@extramileracing.com](mailto:jared@extramileracing.com), [BearLakeMonsterRide.com](http://BearLakeMonsterRide.com)

**October 5, 2013 — Mt. Charleston Hill Climb**, tentative, Las Vegas, NV, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort, Begins at the base of Highway 156. 10 am., John Tingey, 702-449-6842, [info@everykidabike.org](mailto:info@everykidabike.org), [everykidabike.org/mount-charleston-hill-climb](http://everykidabike.org/mount-charleston-hill-climb)

## Utah Road Touring

**August 3, 2013 — Tour de Park City**, Park City, UT, Fully supported Tour starting and finishing in Park City. 170, 100 and 50 mile timed courses through Northern Utah's beautiful mountain valleys. Food, prizes

and more!, Ben Towery, 801-389-7247, [teamexcelerator@gmail.com](mailto:teamexcelerator@gmail.com), [tourdeparkcity.com](http://tourdeparkcity.com), [teamexcelerator.com](http://teamexcelerator.com)

**August 3, 2013 — ULCER**, Lehi, UT, 28th annual, 5th 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), BCC, [ulcer@bccutah.org](http://ulcer@bccutah.org), [bccutah.org](http://bccutah.org)

**August 3, 2013 — Mammoth Creek Century**, Cedar City, UT, There will be a USAC race that will be 100 miles. There will be a "casual" Killer Loop of 65 miles. Registration is \$60 through [usacycling.org](http://usacycling.org), Brian Jeppson, 435-586-5210, 435-559-2925, [brian.jeppson@gmail.com](mailto:brian.jeppson@gmail.com), [colorcountrycyclingclub.org](http://colorcountrycyclingclub.org)

**August 10, 2013 — 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. Ride the course of the Queen stage of the Tour of Utah., Dirk Cowley, 801-699-5126, [dcowley@comcast.net](mailto:dcowley@comcast.net), [tourof-utah.com](http://tourof-utah.com)

**August 10, 2013 — 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. Free event., Don Williams, 801-641-4020, [roadcaptain@bccutah.org](mailto:roadcaptain@bccutah.org), Jen Green, 435-562-1212, [pecan314@xmission.com](mailto:pecan314@xmission.com), [bccutah.org](http://bccutah.org)

**August 16-17, 2013 — 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 17, 2013 — Bike the Bear Century**, Garden City, UT, 100 and 50 mile rides. Begins at Camp Hunt on Bear Lake, UT. Support the Trapper Trails Council, BSA with a ride around the south end of scenic Bear Lake on the Utah/Idaho border., Jason Eborn, 801-479-5460, [jeborn@bsa-mail.org](mailto:jeborn@bsa-mail.org), Nelson Palmer, [npalmer@comcast.net](mailto:npalmer@comcast.net), [trappertrails.org/Programs/Activities%20and%20Civic%20Service/Bike%20the%20Bear](http://trappertrails.org/Programs/Activities%20and%20Civic%20Service/Bike%20the%20Bear)

**August 17, 2013 — 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. Ride Limited., Stacie Palmer, 801-644-9940, 801-391-2819, [wildflowerpedalfest@gmail.com](mailto:wildflowerpedalfest@gmail.com), [wildflowerpedalfest.com](http://wildflowerpedalfest.com)

**August 17, 2013 — Ultimate ULCER 200 K Brevet**, Nephi, UT, Ultimate ULCER 200K Brevet (125 miles). Self-supported ride from Lehi and going around Utah Lake. Includes a short out-and-back up Hobbie Creek Canyon too. A brevet is a nationally certified, self-supported, timed, ultra distance event. Co-sponsored by Bonneville Cycling Club. Salt Lake Randonneurs., Richard Stum, 435-462-2275, [richard@distancebiker.com](mailto:richard@distancebiker.com), [saltlake-kerandos.org](http://saltlake-kerandos.org)

**August 17, 2013 — TriathlaMom**, Herriman, UT, Women only triathlon at Kearns Oquirrh Park Fitness Center, 300 yard swim, 12 mile bike ride, and 5k run. Carnival style cheering section provided for families of participants., Dani Lassiter, 801-635-9422, [dani@goldilocksride.com](mailto:dani@goldilocksride.com), [gotriathamom.com](http://gotriathamom.com)

**August 18, 2013 — 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@bccutah.org](mailto:roadcaptain@bccutah.org), Jen Green, 435-562-1212, [bccutah.org](http://bccutah.org)

**August 24, 2013 — 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, 435-713-0288, 435-757-2889, [info@CacheValleyCentury.com](mailto:info@CacheValleyCentury.com), [CacheValleyCentury.com](http://CacheValleyCentury.com)

**August 24-31, 2013 — 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)

**August 24, 2013 — Summit Challenge**, Park City, UT, Riders of all ages and abilities will hit the pavement for a 102, 52, or 18-mile road ride event in support of the National Ability Center's mission. All three fully-supported routes of this event follow paved roads in and around the beautiful Park City mountainside. This exciting event promises to serve up a challenge for a wide range of cycling levels and abilities. And don't forget - all Summit Challenge riders who have a disability can register and ride for free!, Rena Webb, 435-649-3991, [events@discovernac.org](mailto:events@discovernac.org), [summitchallenge100.org](http://summitchallenge100.org), [discovernac.org](http://discovernac.org)

**August 24, 2013 — Mt. Nebo Century**, Payson, UT, Benefiting local charitable groups including Huntsman Cancer Institute and Southern Sudan Humanitarian. Challenge yourself to climb over Mt. Nebo one of the highest and most picturesque peaks in Utah, enjoying mountain scenery and the secret Goshen Canyon. One of Utah's most challenging road courses. The course was picked for its level of difficulty in order to parallel those challenges faced by those it benefits. Fully supported. 7am start with 75 and 100 options. Begins at 7:00 a.m. at Noble Sports in Springville, 1851 West 500 South., Jeff Sherrod, 801-654-2886, [jeffs@myreason-ontoride.org](mailto:jeffs@myreason-ontoride.org), Shawn Snow, 801-230-0914, [shawns@myreasonontoride.org](mailto:shawns@myreasonontoride.org), [myreason-2ride.org](http://myreason-2ride.org)

**August 25, 2013 — Twin Creeks 100**, BCC SuperSeries, Coalville, UT, Start Coalville to Lost Creek Dam rolling course back to coalville then climb Chalk Creek, self-supported, 50 mile option first leg., Don Williams, 801-641-4020, [roadcaptain@bccutah.org](mailto:roadcaptain@bccutah.org), [bccutah.org](http://bccutah.org)

**August 26, 2013 — Free Fee days in Arches and Canyonlands National parks**, Moab, UT, The perfect time to ride your road bike in the parks., 435-259-8825, [john@moabcity.org](mailto:john@moabcity.org), [nps.gov/findapark/fee-freeparks.htm](http://nps.gov/findapark/fee-freeparks.htm)

**August 31-September 7, 2013 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah)**, Blanding, UT, World's most scenic bicycle ride - includes up to 5 national parks, 6 amazing state parks, 2 national monuments, and various national forests. Blanding to Springdale., Les Titus, 801-654-1144, [lestitus@lagbrau.com](mailto:lestitus@lagbrau.com), [lagbrau.com](http://lagbrau.com)

**August 31, 2013 — 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@bccutah.org](mailto:roadcaptain@bccutah.org), Greg Allen, 801-450-1861, [greg.allen@mhn.com](mailto:greg.allen@mhn.com), [bccutah.org](http://bccutah.org)

**August 31, 2013 — 2013 Hero Ride**, Provo, UT, Distance options: 30,60,100mi; Provo, UT - LaVell Edwards Stadium is the start/finish; Registered riders will receive t-shirt, admission to the Ruby River Celebration Dinner and finisher medal for 100mi. Proceeds from the event benefit children and families throughout Utah who face significant life challenges., Mark Staffier, [mstaffier@gmail.com](mailto:mstaffier@gmail.com), [bronco-mendenhall.com](http://bronco-mendenhall.com)

**September 7, 2013 — 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), [wonderwomanride.com](http://wonderwomanride.com)

**September 7, 2013 — 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)

**September 15-21, 2013 — Epic Bike 5 National Parks**, Cycling Escapes, Zion NP, UT, 5 National Parks and Scenic Byways in 6 days! Starting in Zion National Park in southern Utah, on this spring and fall cycling vacation; from Zion National Park to the red rock hoodoos of Bryce National Park, then onward to Grand Staircase Escalante National Monument,

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Capitol Reef National Park, Lake Powell, and then up the little known Burr Trail. , Cycling Escapes , 714-267-4591, [info@cyclingescapes.com](mailto:info@cyclingescapes.com), [CyclingEscapes.com](http://CyclingEscapes.com)

**September 20-22, 2013 — 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, 438-260-8889, 435-259-3193, [info@skinnytireevents.com](mailto:info@skinnytireevents.com), [skinnytireevents.com](http://skinnytireevents.com)

**September 21, 2013 — Tour of Heber**, Heber, UT, Slim & Knobby's Bike Shop presents. Ride options include a full 100 mile century, a metric century of 66 miles and a fun ride of 25 miles. Come challenge and reward yourself with this fun new century that will soon become a favorite among riders of all abilities., Carol Vails, 435-654-2282, [sales@slimandknobbys.com](mailto:sales@slimandknobbys.com), [tourofheber.com](http://tourofheber.com)

**September 21, 2013 — A Cure in Sight Ride**, Salt Lake City, UT, A family fun bike ride to raise funds needed to restore sight to those who are blind in the local and international communities. Make a difference to those who can no longer see - by giving the gift of sight. 5, 10, 20 mile options. Benefits Moran Eye Center community outreach., Deborah Harrison, 801-585-6645, [deborah.harrison@hsc.utah.edu](mailto:deborah.harrison@hsc.utah.edu), [tinyurl.com/sightride2013](http://tinyurl.com/sightride2013)

**September 27-28, 2013 — Ride to Lava**, Smithfield, UT, 2-day 162 mile fully supported bike tour looping through the scenic countryside of Northern Utah and Southeast Idaho. Starts in Smithfield Utah heading up the west side of the Portneuf Range, spending the night in Lava Hot Springs, and then returning to Smithfield on the east side of the Portneuf Range. The event includes two lunches, dinner, breakfast, & a morning yoga session., Harold Becht, 801-692-3226, [hbecht@gmail.com](mailto:hbecht@gmail.com), [Ridetolava.com](http://Ridetolava.com)

**September 28, 2013 — 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, [kilivetobike@gmail.com](mailto:kilivetobike@gmail.com), [josiejohnsonride.com](mailto:josiejohnsonride.com)

**September 28, 2013 — Penny's Legacy Bike Ride**, Farmington, UT, Start: Farmington Frontrunner Station parking lot), benefits Sego Lily programs to raise awareness of domestic abuse in our community, ride follows the Legacy Parkway trail, 10 , 15 , 25 mile options. Walk and ride along the Legacy Parkway Trail next to the Foxboro Regional Park, North Salt Lake (Located at the intersection of 1100 North and Skipton Drive). Come with hearts and cycles of gold to join the fight against abuse towards the Deaf Community! , Sego Lily , 801-590-4920, [info@slcad.org](mailto:info@slcad.org), [slcad.org](http://slcad.org)

**September 28, 2013 — Million Miles at Miller**, Tooele, UT, Century, Metric, 30-miler-through Tooele County, start and end at Miller Motorsports Park. Family 4.5-miler around track. All-day celebration, BBQ, Kids Zone! Benefits Special Olympics Utah., Carisa Miller, 801-563-4139, [camiller@hlm.com](mailto:camiller@hlm.com), Anne Marie Gunther, 801-563-4140, [amgunther@hlm.com](mailto:amgunther@hlm.com), [millionmilesatmiller.com](http://millionmilesatmiller.com)

**September 28, 2013 — 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 28, 2013 — Moab Double Whammy**, Moab, UT, Moab is ground zero to mountain biking, yet also offers great potential for endurance roadie events. Join us for this minimally-supported ride in two of Utah's best National Parks (Arches and Canyonlands). 6,000+ feet of climbing. A brevet is a nationally certified, timed, ultra distance event. Co-sponsored by Bonneville Cycling Club, Salt Lake Randonneurs., Richard Stum, 435-462-2275, [richard@distance-biker.com](mailto:richard@distance-biker.com), [bccutah.org](http://bccutah.org), [SaltLakeRandos.org](http://SaltLakeRandos.org)

**September 28, 2013 — Aptalis Cystic Fibrosis Cycle For Life**, Ogden , UT, New Date: 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)

**September 28, 2013 — Cruising to Stop Abusing**, Wellsville, UT, 10, 46, and 72 miles routes to choose from with the longer ride a perfect post-bike ride for all you LOTOJA riders). There will be fully stocked aid stations as well as lunch, Shawn Didericksen, 435-512-6192, [shawndider@yahoo.com](mailto:shawndider@yahoo.com), [cruisingtostopabusing.com](http://cruisingtostopabusing.com)

**September 29-October 5, 2013 — Epic Bike 5 National Parks**, Cycling Escapes, Zion NP, UT, 5 National Parks and Scenic Byways in 6 days! Starting in Zion National Park in southern Utah, on this spring and fall cycling vacation we'll bike from Zion National Park to the red rock hoodoos of Bryce National Park, then onward to Grand Staircase Escalante National Monument, Capitol Reef National Park, Lake Powell, and then up the little known Burr Trail. , Cycling Escapes , 714-267-4591, [info@cyclingescapes.com](mailto:info@cyclingescapes.com), [CyclingEscapes.com](http://CyclingEscapes.com)

**October 5, 2013 — Zion Canyon 200K**, Southern Utah Brevet Series, St. George, UT, Brevets are self supported, timed distance cycling events. This route begins in St. George, continues on to Zion and returns via Toquerville and Leeds., Lonnie Wolff, 435-559-0895, [info@subrevet.org](mailto:info@subrevet.org), [subrevet.org](http://subrevet.org), [usa.org](http://usa.org)

**October 5, 2013 — 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@bccutah.org](mailto:roadcaptain@bccutah.org), Jim Halay, 801-641-4020, [jameshalay@ovalley.net](mailto:jameshalay@ovalley.net), [bccutah.org](http://bccutah.org)

**October 12, 2013 — Breast Cancer Awareness Ride**, American Fork, UT, 22 mi casual ride for women and men; food, SWAG, & raffle prizes; Registration fees go to The Breast Cancer Research Foundation., 801-763-1222, [info@trekcaf.com](mailto:info@trekcaf.com), [trekcaf.com](http://trekcaf.com)

**October 26, 2013 — Fall Tour de St. George**, St. George, UT, Ride 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 9-11, 2013 — Free Fee days in Arches and Canyonlands National parks**, Moab, UT, The perfect time to ride your road bike in the parks., 435-259-8825, [john@moabcity.org](mailto:john@moabcity.org), [nps.gov/findapark/feefreeparks.htm](http://nps.gov/findapark/feefreeparks.htm)

**November 30, 2013 — Saturday Fatter-day Ride**, Saratoga Springs, UT, 5th annual ride to benefit the Utah Food Bank. Burn off a bit of turkey and pie calories. Bring a donation for the Food Bank as your "entrance fee.", Dan Burton, 801-653-2039, [epicbiking@gmail.com](mailto:epicbiking@gmail.com), [epicbiking.com](http://epicbiking.com)

**Regional Road Touring**

**August 3-10, 2013 — Oregon Bicycle Ride**, Athena, OR, Participate in our 7-day fully-supported roadtour beginning and ending in Athena, OR visiting LaGrande, Joseph, Asotin (WA), and Dayton (WA), Sanna Phinney, 541-382-2633, 541-410-1031, [info@oregonbicycleride.org](mailto:info@oregonbicycleride.org), [oregonbicycleride.org](http://oregonbicycleride.org)

**August 3-11, 2013 — BlomFest - OccupySalmon**, Salmon, ID, We will be leading big Mtn Bike rides and shuttles all around the Salmon [Area.Basecamps](http://Area.Basecamps). BYO food, beer, bikes, camp equipment. FREE event, but donations accepted to support the shuttle rigs., Marc Landblom, 435 260 0991, [blom@ridesalmon.com](mailto:blom@ridesalmon.com), [ridesalmon.com](http://ridesalmon.com)

**August 4-10, 2013 — Ride Idaho**, Charity, North Idaho, ID, 7-day supported bicycle tour in N. Idaho, 425 miles, Coeur d'Alene, Sandpoint, Thompson Falls, Wallace, Heyburn State Park, Trail of the Coeur d'Alenes, Route of the Hiawatha Trail, Centennial Trail., Susy Hobson, 208-830-9564, [ridaho@rideidaho.org](mailto:ridaho@rideidaho.org), [rideidaho.org](http://rideidaho.org)

**August 9-14, 2013 — 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 10, 2013 — 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 10, 2013 — Le Tour de Koochanusa**, Libby, MT, Fully supported 83 mile bike ride which tours the breathtaking shoreline of Lake Koochanusa. Ride finishes with a Blues Festival Finale. Fundraiser for Search & Rescue., Dejon Raines, 406-291-3635, [dejonraines@hotmail.com](mailto:dejonraines@hotmail.com), [leourddekoochanusa.com](http://leourddekoochanusa.com)

**August 10, 2013 — Stonewall Century Bicycle Ride**, La Veta, CO, This challenging, scenic and delicious ride benefits local non-profits. The Stonewall climbs from La Veta, along beautiful and lightly-traveled Colorado Highway 12, to Segundo and back, over 8,000 feet of climbing., Sandy Borthick, 719-742-5702, [borthick@amigo.net](mailto:borthick@amigo.net), [spcycling.org](http://spcycling.org)

**August 11-26, 2013 — 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 17-18, 2013 — Bike MS Wyoming: Close Encounters Ride**, Bike MS, Sundance, WY, Ride through the rolling hills surrounding grasslands and ponderosa forest at the foot of the Black Hills., Alexis Johnson, 303-698-5403, [alexis.bradley@nmss.org](mailto:alexis.bradley@nmss.org), [bikemswyoming.org](http://bikemswyoming.org)

**August 18, 2013 — Bike for Kids Rupert**, Rupert, ID, Scenic course is a loop of 33 miles starting from the Rupert Town Square. The route takes you through country roads to Walcott State Park and back to Rupert via different route. Barbecue and music in Rupert Square. Two aid stations. Ride is by donation to Bikes for Kids. Includes a meal ticket., Ken

Stephens, 208-430-4514, [sak41@pmt.org](mailto:sak41@pmt.org), [bikeforkidsidaho.com](http://bikeforkidsidaho.com)

**August 24, 2013 — 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 Conners, 208-578-5453, 208-720-7427, [jconners@bcd.org](mailto:jconners@bcd.org), [bcd.org](http://bcd.org)

**August 24, 2013 — CASVAR 2013**, Afton, WY, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley., Howard Jones, 307-883-7997, 307-413-0622, [info@casv.org](mailto:info@casv.org), [casv.org](http://casv.org)

**August 25, 2013 — MS Wine Ride**, Boise, ID, Ride 35 miles through the beautiful scenery of the Sawtooth Winery in Nampa, Idaho and raise money for multiple sclerosis. , Megan Nettleton, 208-336-0555, [Megan.Nettleton@nmss.org](mailto:Megan.Nettleton@nmss.org), [georgescycles.com](http://georgescycles.com)

**August 25, 2013 — Tour of the Valley**, Grand Junction, CO, The Tour is not a race; we encourage you to set your own pace and enjoy beautiful Western Colorado. 30, 50, 75 route options and the full century, 100-mile route, that includes the famous ride over the Colorado National Monument. Start and finish at DoubleTree Hotel, 743 Horizon Drive, Morgan , 800-621-0926, [web-guest@ghosp.org](mailto:web-guest@ghosp.org), [yourcommunityhospital.com/Tour\\_of\\_the\\_Valley.cfm](http://yourcommunityhospital.com/Tour_of_the_Valley.cfm)

**August 25, 2013 — Pedal For Patients**, Charity, Fruitland, ID, Chose the distance: 100, 68, 40, or 20 miles. The ride starts and ends at Saint Alphonsus Medical Group-Dominican Health in Fruitland, Idaho 1118 NW 16th St. Lunch, rest stops, and sag wagons will be provided along with plenty of food. , Chose the distance: 100, 68, 40, or 20 miles, [pedalforpatients.com](http://pedalforpatients.com)

**September 7, 2013 — Wild Horse Century**, Cody, WY, Benefits the wild mustangs of the McCullough Peaks outside Cody and Cody Youth Cycling. The joint sponsorship of Friends of a Legacy ( FOAL) and Park County Pedalers (PCP) bicycle club. 100 and 60 mile options. Great mustang viewing., Werner Noesner, [pcbike@tctwest.net](mailto:pcbike@tctwest.net), [wildhorsecentury.com](http://wildhorsecentury.com)

**September 8, 2013 — Tour de Tahoe - Bike Big Blue - Ride to Cure Diabetes**, Lake Tahoe, NV, 11th Annual, ride around Lake Tahoe's Shoreline with the Juvenile Diabetes Research Foundation, fully supported with rest stops, tech support and SAG. 72 miles, 4300 vertical gain. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, [tgft@bikethwest.com](mailto:tgft@bikethwest.com), [bikethwest.com](http://bikethwest.com)

**September 8-13, 2013 — The Amgen People's Coast Classic**, Astoria, OR, 6-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, [tee@arthritis.org](mailto:tee@arthritis.org), [thepeoplescoastclassic.org](http://thepeoplescoastclassic.org), [arthritis.org](http://arthritis.org)

**September 8-28, 2013 — Santa Fe Trail Bicycle Trek**, Santa Fe, NM, Ride all or part of the Santa Fe Trail (approx. 1100 miles) on paved public roads only. After the first four days, riders can leave the group at any place along the route., Willard Chilcott, 505-982-1282, [willard@cybermesa.com](mailto:willard@cybermesa.com), [SantaFeTrailBicycleTrek.com](http://SantaFeTrailBicycleTrek.com)

**September 8, 2013 — Ride For Red**, Charity, Boise, ID, Blue Chip ride through the vineyards and orchards of the Southern Treasure Valley. Rest stops will keep you fueled for a 100, 75, or 50 mile trip, with ride escorts to help you reach your timed goals. Then back to Barber Park for exceptional food, fun and Ride for the Red gift bags with cool swag. Start and Finish at Barber Park 4049 South Eckert Road., [redcross.org/news/event/Greater-Idaho-Ride-for-the-Red](http://redcross.org/news/event/Greater-Idaho-Ride-for-the-Red)

**September 14, 2013 — 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, [rideadirector@tahoesierracentury.com](mailto:rideadirector@tahoesierracentury.com), [tahoesierracentury.com](http://tahoesierracentury.com)

**September 14, 2013 — The Ride Westcliffe: The High Peaks Century**, Westcliffe, CO, Takes place in the Wet Mountains of Southern Colorado. Part of Ride

Westcliffe - the High Peaks Century is one of 5 rides offered. The Century has 10,000+ feet in elevation gain. The rides have 4 fully supported rest area, SAG Support, entrance to the High Peaks Music Festival, a T-Shirt, pasta feed and access to a pool and sauna. The other rides are a metric century, the West Mountain 60, a New Guys Ride and a family ride and kids bike rodeo. , Rob Tobin, 719-783-3229, [fttobin@msn.com](mailto:fttobin@msn.com), [ridewestcliffe.com](http://ridewestcliffe.com)

**September 15, 2013 — Jason Werst Memorial Owyhee Century**, Ontario, OR, Kurt Holzer, 208-890-3118, [kurfholzer@hotmail.com](mailto:kurfholzer@hotmail.com), [treasurevalleycycling.com](http://treasurevalleycycling.com)

**September 21, 2013 — RTC Viva Bike Vegas Gran Fondo**, Las Vegas, NV, Ride with five-time Tour de France Champion Miguel Indurain through the Las Vegas Strip, Red Rock Canyon & near Lake Mead., Amy Maier, 702-967-2296, [amai-er@bpadv.com](mailto:amai-er@bpadv.com), [rftc.com](http://rftc.com), [vivabikevegas.com](http://vivabikevegas.com)

**September 21, 2013 — Ride the Rails Bike-a-Thon**, Hailey, ID, 20 mile ride on the BCRD Wood River Trail., Janelle Conners, 208-578-5453, 208-720-7427, [jconners@bcd.org](mailto:jconners@bcd.org), [bcd.org](http://bcd.org)

**September 21, 2013 — 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, 617-697-6126, [director@rendezvouskitrails.com](mailto:director@rendezvouskitrails.com), [cycleyellowstone.com](http://cycleyellowstone.com)

**September 22-28, 2013 — OATBRAN**, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 22nd 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@bikethwest.com](mailto:tgft@bikethwest.com), [bikethwest.com](http://bikethwest.com)

**October 5, 2013 — No Hill Hundred Century Bike Tour**, Fallon, NV, 30 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., Danny Gleich, 775-423-7733, [ggleich@churchillcounty.org](mailto:ggleich@churchillcounty.org), [churchillcounty.org/parksnrec/index.php?ctr=152](http://churchillcounty.org/parksnrec/index.php?ctr=152), [churchillcountycyclists.com](http://churchillcountycyclists.com)

**October 5, 2013 — 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, [lavinz@gmail.com](mailto:lavinz@gmail.com), [santafegourmetclassic.com](http://santafegourmetclassic.com)

**October 5, 2013 — Tour of the Moon**, Grand Junction, CO, Cyclists will start and finish at Two Rivers Convention Center in downtown Grand Junction, Colorado. The courses have been changed in 2013 so that everyone will finish with the spectacular ride over the Colorado National Monument. You may choose between the "metric century" (62 miles) which includes the beautiful farm country surrounding areas of Fruita or the "classic" 41 mile route. The 2013 ride will be limited to the first 2,000 registered participants. , 303.282.9020, [touinfo@tourofthemoon.com](mailto:touinfo@tourofthemoon.com), [tourofthemoon.com](http://tourofthemoon.com)

**October 12, 2013 — Goldilocks Las Vegas**, Las Vegas, NV, 4th Annual! Fully supported, non competitive, women only bike ride with 20, 40, 60, 80 and 100 mile route options. Wayne Bunker Family Park at 7:00 am., Dani Lassiter, 801-635-9422, [dani@goldilockside.com](mailto:dani@goldilockside.com), [goldilockside.com](http://goldilockside.com)

**October 12, 2013 — 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. Metric Century starts 7:30 am. 40 mile starts 8 am. Registration 5 pm Friday / 7 am Saturday., Dawn Andone, 775-728-4460, [cathedralgorge\\_vc@cturbonet.com](mailto:cathedralgorge_vc@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)

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**October 19, 2013 — 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@planet-ultra.com](mailto:embassy@planet-ultra.com), [tristatesgranfondo.com](http://tristatesgranfondo.com)

**November 9-10, 2013 — Bike MS Las Vegas.** Bike MS, Las Vegas, NV, Fundraiser for the National Multiple Sclerosis Society. Fully supported. 30,65,100 mile on Saturday to Red Rock Canyon Loop, 35, 50 miles on Sunday to Lake Las Vegas. Start/Finish Ruvo Center for Brain Health., Kari Boatner, 310-479-4456, 310-481-1135, [kari.boatner@nmss.org](mailto:kari.boatner@nmss.org), [bikemsnevada.org](http://bikemsnevada.org)

**November 9, 2013 — Ride 2 Recovery Honor Ride Las Vegas.** Honor Ride, Las Vegas, NV, A non-competitive cycling event that offers 3 fully supported routes, 20, 40, 80 mile options, with great rest stops, festive start/finish in honor of our healing heroes. Ride 2 Recovery's mission is to improve the health and wellness of healing heroes through mental and physical rehabilitation programs that feature cycling as the core activity. The funds raised through the Honor Ride Series support outdoor cycling programs and Spinning Recovery Labs at Military and VA locations around the US, as well as local rides for healing heroes. The ride will start at 9am on the Las Vegas Strip in conjunction with one of the MGM Hotel/Casino's., Linda Glassel, 609-792-0709, 818-888-7091, [lindag@ride2recovery.com](mailto:lindag@ride2recovery.com), [ride2recovery.com](http://ride2recovery.com)

## Multisport Races

**August 3, 2013 — Aspen Triathlon and Duathlon.** Aspen, CO, 800-yard indoor pool swim, 17-Mile bike (gaining 1,500 feet in elevation) to the spectacular Maroon Bells, and a 4-mile run in the Elk Mountain range and the scenic Maroon Creek Valley. USA Triathlon sanctioned event., Sandra Doebler, 970-920-5140, [aspen-special-events@cityofaspen.com](mailto:aspen-special-events@cityofaspen.com), [aspen-recreation.com](http://aspen-recreation.com)

**August 9-10, 2013 — Emmett's Most Excellent Triathlon.** Emmett, ID, Kid's Tri on Friday, Olympic/Aquabike, Sprint on Saturday., Kristen Seitz, (208) 365-5748, [gmcountryside@emmetttriat.com](mailto:gmcountryside@emmetttriat.com), [emmetttriat.com](http://emmetttriat.com)

**August 10, 2013 — Herriman Escape from Black Ridge 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), [raceetri.com](http://raceetri.com)

**August 11, 2013 — Adventure Xstream Summit County.** AXS Series, Frisco, CO, Solo's or teams of 2 will mountain bike, kayak, trail run, and orienteer in either a 3-6hr "sprint", or 6-12hr "sport" course., Will Newcomer, 970-403-5320, [gravityplay.com](http://gravityplay.com), [gravityplay.com](http://gravityplay.com)

**August 17, 2013 — 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 17, 2013 — Jordanelle Triathlon.** TriUtah Points Series, Park City, UT, 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. Special 15th Anniversary Gift to all participants! , Dan Aamodt, 801-635-8966, [info@triat.com](mailto:info@triat.com), [triat.com](http://triat.com)

**August 17, 2013 — Saratoga Springs Tri.** Saratoga Springs, UT, USA Triathlon sanctioned 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, [\[fogspringstri.com\]\(mailto:fogspringstri.com\), Jared Mason, 801-310-0609, \[splash@masonfam.net\]\(mailto:splash@masonfam.net\), \[saratoga-springstri.com\]\(http://saratoga-springstri.com\)](mailto:splash@sara-</a></p>
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**August 17, 2013 — XTERRA Incline Village.** XTERRA America, Incline Village, NV, Course Distance: Full Course: 2X 750 meter swim laps with a 50 meter beach run, 22 mile bike, 6 mile run; Racers start with a swim in famous Lake Tahoe. The bike starts up Tunnel Creek, and then onto the area's famous Flume Trail, which skirts the mountain side overlooking Lake Tahoe to the Tahoe Rim Trail. Both the Short and Long course complete the 22 mile bike with approximately 4000 feet of climbing. The trail running course is relatively flat, fast and scenic with tall pines, aspens, and creek crossings., Todd Jackson, 877-751-8880, [info@bigblueadventure.com](mailto:info@bigblueadventure.com), [bigblueadventure.com/pub/main2.asp?daEvent=60&daPageName=INTRO](http://bigblueadventure.com/pub/main2.asp?daEvent=60&daPageName=INTRO), [xterraplanet.com](http://xterraplanet.com)

**August 17, 2013 — Colorado Dirt.** Fraser, CO, A 130+ mile cyclocross/gravel grinder endurance bike race. This self supported race will be a one day, 4 leg race that rises above 10,000' four times. Can ride it solo, duo relay, 4 person relay or a 5-6 person Gentlemen's Race type of event- cyclocross endurance bicycle race., Paul Karlsson, 303-960-8129, [info@digdeepsports.com](mailto:info@digdeepsports.com), [digdeepsports.com](http://digdeepsports.com)

**August 18, 2013 — XTERRA Wild Ride Mountain Triathlon (American Tour Points).** XTERRA America / Wild Rockies Series, McCall, ID, Ponderosa State Park at 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, [wildrockies@yahool.com](mailto:wildrockies@yahool.com), [wildrockiesracing.com](http://wildrockiesracing.com), [xterraplanet.com](http://xterraplanet.com)

**August 23-24, 2013 — Uinta Mountain Adventure Relay.** Heber, UT, Running, mountain biking, cycling and a leg of canoeing make the Uinta Mountain Adventure Relay one of the highest, toughest yet most beautiful relays around., Jon Johnson, 801-367-2575, [uintamountainadventurerelay@gmail.com](mailto:uintamountainadventurerelay@gmail.com), [uintamountainadventurerelay.com](http://uintamountainadventurerelay.com)

**August 24, 2013 — Vikingman.** Heyburn, ID, Downstream Snake River Swim, Loop Bike Course, flat and fast run - lots of opportunities for your fans to cheer you on! 1/2 and Olympic distance triathlon, Duathlon, Aquabike and a Half Marathon., Lisa Clines, 214-236-1917, [info@vikingman.org](mailto:info@vikingman.org), [vikingman.org](http://vikingman.org)

**August 24, 2013 — 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), [raceetri.com](http://raceetri.com)

**August 24, 2013 — Expedition Man.** Reno, NV, This epic triathlon begins athletes at one of the most beautiful and desired beaches in Lake Tahoe, Zephyr Cove Resort. Athletes will be challenged by a climb to Spooner Summit at over 7,100 ft followed by a screaming 1,400ft drop into Carson City! The peaceful and scenic views of Washoe Valley leads riders to the bike finish. A scenic run in south Reno will cap off this extraordinary race, Ryan Kolodge, 775-762-8526, [info@expeditionman.com](mailto:info@expeditionman.com), [expeditionman.com](http://expeditionman.com)

**August 24, 2013 — Little Cottonwood Adventure Race.** South Jordan, UT, Graffiti Racing presents a multi-sport endurance event featuring mountain bikes, running/trekking, Tyrolean Traverse, and navigation using a map and a compass to attain check points. Snowbird will be a multi-discipline race using urban paved trails and wilderness trails to travel a course covering approximately 25-50 miles in a 6 hour period., Scott Browning, 801-867-5039, [graffitiracing@gmail.com](mailto:graffitiracing@gmail.com), [graffitiracing.com](http://graffitiracing.com)

**August 24, 2013 — XTERRA Buffalo Creek.** XTERRA America Tour, Bailey, CO, The XTERRA Buffalo Creek Triathlon features a 1500m Swim, 22 mile mountain bike, and 5m run., Lance Panigutti, [lance@withoutlimits.co](mailto:lance@withoutlimits.co), [withoutlimits.co](http://withoutlimits.co)

**September 2, 2013 — 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@agegroupsports.com](mailto:jo@agegroupsports.com), [greatbasincoaching.com](http://greatbasincoaching.com)

**September 2, 2013 — South Davis Labor Day Triathlon.** South Davis Racing Series, Bountiful, UT, Join the Labor Day Tri Union and show off the fruits of your labors. There's a race distance for everyone! Sprint: Swim 350 yds; Bike 12 mi; Run 3.35 mi, relay: Split the Sprint between 2-3 racers, novice: Swim 150 yds; Bike 2.4 mi; Run 1.5 mi, Award prizes for 1st - 3rd division winners. Finisher medals, race bags, and custom tech tees for all [racers.tri](mailto:racers.tri) Clinic/ Bike Route Preview: Friday, August 30th 5:30pm (free to registered participants) Packet Pickup: Monday, September 3rd - 6am to 7:30am Race Start: 8:00am Awards: 10:30 am, John Miller, 801-298-6220, [john@southdavisrecreation.com](mailto:john@southdavisrecreation.com), [southdavisrecreation.com](http://southdavisrecreation.com), [labordaytri.com](http://labordaytri.com)

**September 7, 2013 — Camp Yuba Triathlon.** RACE TRI, 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), [raceetri.com](http://raceetri.com)

**September 7, 2013 — I Can Triathlon.** Sandy, UT, Alta Canyon Sports Center, 9565 S. Highland Drive - 400m swim, 9 mile bike and 5K run., Lois Spillion, 801-568-4602, [lsplillion@sandy.utah.gov](mailto:lsplillion@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 14, 2013 — Ogden Valley Triathlon.** TriUtah Points Series, Ogden, UT, open water triathlon event, Dan Aamodt, 801-635-8966, [info@triat.com](mailto:info@triat.com), [triat.com](http://triat.com)

**September 14, 2013 — Bear Lake Man Triathlon.** 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 14, 2013 — 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., Cedric Keppler, 318.518.7303, [info@bbscetri.com](mailto:info@bbscetri.com), Michelle Lund, [michelle@bbscetri.com](mailto:michelle@bbscetri.com), [bbscetri.com](http://bbscetri.com)

**September 15, 2013 — XTERRA Pagosa Springs.** XTERRA America Tour, Pagosa Springs, CO, 1km (1000m) swim/18.5 mile bike/6.9mile trail run., Raena Cassidy, 877-751-8880, [info@xterraplanet.com](mailto:info@xterraplanet.com), [joingecko.org/info.asp?uid=339](http://joingecko.org/info.asp?uid=339)

**September 21, 2013 — 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)

**September 21-22, 2013 — XTERRA USA National 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., Raena Cassidy, 877-751-8880, [info@xterraplanet.com](mailto:info@xterraplanet.com), Jason Dyer, 801-620-1013, [jdver@snowbasin.com](mailto:jdver@snowbasin.com), [xterraplanet.com](http://xterraplanet.com), [xterrautah.com](http://xterrautah.com)

**September 21, 2013 — LeadmanTri - Bend.** Bend, OR, Finishers of LeadmanTri Bend - voted Best New Race of 2012; Leadman 250 | 5K swim \* 22K bike \* 22K run; Leadman 125 | 2.5K swim \* 106K bike \* 16.5K run., Keith Hughes, 208-340-4837, [khughes@lifetimfitness.com](mailto:khughes@lifetimfitness.com), [leadmantri.com](http://leadmantri.com)

**October 5, 2013 — Cache Classic Duathlon.** Wellsville, UT, 5 km run, 20 km bike, Kevin Rohwer, 435-770-9852, [krohwer@engineeringexcitement.com](mailto:krohwer@engineeringexcitement.com), [race2raceevents.com](http://race2raceevents.com)

**October 12, 2013 — Huntsman World Senior Games.** St. George, UT, Triathlon. Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K., Kyle Case, 800-562-1268, [hwsg@infowest.com](mailto:hwsg@infowest.com), [seniorgames.net](http://seniorgames.net)

**October 12, 2013 — Powell3 Triathlon Challenge.** Page, AZ, Olympic and Sprint Distances in Lake Powell. The transition area over looks Wahweap Marina and some incredible red rock cliffs., Joe Coles, 801-335-4940, [joe@onhillevents.com](mailto:joe@onhillevents.com), [powell3.com](http://powell3.com), [onhillevents.com](http://onhillevents.com)

**October 19, 2013 — Pumpkinman Triathlon.** BBSC Double Down Series, 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!, Cedric Keppler, 318.518.7303, [info@bbscetri.com](mailto:info@bbscetri.com), Michelle Lund, [michelle@bbscetri.com](mailto:michelle@bbscetri.com), [bbscetri.com](http://bbscetri.com)

**October 19, 2013 — Trick or Tri.** St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 9 am and 2 pm. Indoor swim, outdoor run and bike legs., Aaron Metler, 435-627-4054, [aaron.metler@sgcity.org](mailto:aaron.metler@sgcity.org), [sgcityrec.org](http://sgcityrec.org)

**November 9, 2013 — Telos Turkey Triathlon.** T3TRI EVENTS, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-769-3576, 801-678-4032, [shaun@t3triathlon.com](mailto:shaun@t3triathlon.com), [t3triathlon.com](http://t3triathlon.com)

## Cyclocross

**Clammy Cross** — American Fork, UT, Art Dye Park, 573 E 700 N October 30, November 23, December 8, Josh McCarrel, 385-208-6400, [joshwmc@ gmail.com](mailto:joshwmc@ gmail.com), [clammycross.blogspot.com](http://clammycross.blogspot.com)

**September 18, 2013 — 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, 2013 — Utah Cyclocross Series Race.** Utah Cyclocross Series, TBA, UT, Marek Uhon, 801-209-2479, [utccr-series@gmail.com](mailto:utccr-series@gmail.com), Matt Ohran, [info@utccr.net](mailto:info@utccr.net), [utccr.net](http://utccr.net)

**September 22, 2013 — Harvest Moon Cyclocross.** Ogden, UT, USAC Sanctioned, Ben Towery, 801-389-7247, [teamexceleator@gmail.com](mailto:teamexceleator@gmail.com), [teamexceleator.com](http://teamexceleator.com)

**September 28, 2013 — LTR CX Series 1.** LTR CX Series, Grand Junction, CO, Cyclocross, LTR CX Series, Mike Driver, 970-904-5708, [mdriver@liveatrainrace.com](mailto:mdriver@liveatrainrace.com), Brent Steinberg, 970-712-2012, [bs@lfrsports.com](mailto:bs@lfrsports.com), [lrevents.com](http://lrevents.com)

**October 5, 2013 — SICX #1 Sandy Point.** Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [cxidaho.com](http://cxidaho.com)

**October 6, 2013 — SICX #2 Sandy Point.** Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [cxidaho.com](http://cxidaho.com)

**October 12-13, 2013 — 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. Fundraiser for Victor Velo., David Bergart, 303-690-4373, [dave@moosecross.com](mailto:dave@moosecross.com), [moosecross.com](http://moosecross.com), [cxidaho.com](http://cxidaho.com)

**October 19-20, 2013 — Waffle Cross.** Waffle Cross Series (WCX), Boise, ID, All races are held at the Eagle Bike, which has downhill and cross-county mountain bike trails, bmx track and skate park for family members to enjoy during the races. Each weekend has its own theme and charitable partner., Brian Price, 208-908-5421, [brianp@catapult3.com](mailto:brianp@catapult3.com), [idahowafflecross.com](http://idahowafflecross.com), [eaglebikepark.org](http://eaglebikepark.org)

**October 19-December 15, 2013 — Idaho Waffle Cross Cyclocross Series.** Waffle Cross Series (WCX), Boise, ID, All races

are held at the Eagle Bike, which has downhill and cross-county mountain bike trails, bmx track and skate park for family members to enjoy during the races. Each weekend has its own theme and charitable partner., Brian Price, 208-908-5421, [brianp@catapult3.com](mailto:brianp@catapult3.com), [idahowafflecross.com](http://idahowafflecross.com), [eaglebikepark.org](http://eaglebikepark.org)

**October 25-27, 2013 — Crosstoberfest.** Sun Valley, ID, River Run Plaza, Elkhorn, Beer Festival, at Old Cutler's Park in Hailey., Billy Olson, 208-788-9184, [billy@powerhouseidaho.com](mailto:billy@powerhouseidaho.com), [powerhouseidaho.com](http://powerhouseidaho.com), [bcd.org](http://bcd.org)

**October 26, 2013 — LTR CX Series 2.** LTR CX Series, Grand Junction, CO, Cyclocross, LTR CX Series, Mike Driver, 970-904-5708, [mdriver@liveatrainrace.com](mailto:mdriver@liveatrainrace.com), Brent Steinberg, 970-712-2012, [bs@lfrsports.com](mailto:bs@lfrsports.com), [lrevents.com](http://lrevents.com)

**October 27, 2013 — King Cross.** tentative, Jackson, WY, A great Cyclocross race in the heart of Jackson Hole. Starting at around 12:00 noon at the base of Snow King Resort., Joel Ahlum, 307-733-5335, [Joel@hobacksports.com](mailto:Joel@hobacksports.com), [facebook.com/kingcrossrace](http://facebook.com/kingcrossrace)

**November 2, 2013 — SICX #3 Kuna.** Southern Idaho Cyclocross Series, Kuna, ID, 100 E Morris Ct, Kuna, ID, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [cxidaho.com](http://cxidaho.com)

**November 9, 2013 — LTR CX Series 3.** LTR CX Series, Grand Junction, CO, Cyclocross, LTR CX Series, Mike Driver, 970-904-5708, [mdriver@liveatrainrace.com](mailto:mdriver@liveatrainrace.com), Brent Steinberg, 970-712-2012, [bs@lfrsports.com](mailto:bs@lfrsports.com), [lrevents.com](http://lrevents.com)

**November 9-10, 2013 — Turkey Cross.** Waffle Cross Series (WCX), Boise, ID, All races are held at the Eagle Bike Park which has downhill and cross-county mountain bike trails, bmx track and skate park for family members to enjoy during the races. Each weekend has its own theme and charitable partner., Brian Price, 208-908-5421, [brianp@catapult3.com](mailto:brianp@catapult3.com), [idahowafflecross.com](http://idahowafflecross.com), [eaglebikepark.org](http://eaglebikepark.org)

**November 16, 2013 — SICX #4 Nampa.** Southern Idaho Cyclocross Series, Nampa, ID, 1501 7th Street North, Nampa, Idaho, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [cxidaho.com](http://cxidaho.com)

**November 23, 2013 — LTR CX Series 4.** LTR CX Series, Grand Junction, CO, Cyclocross, LTR CX Series, Mike Driver, 970-904-5708, [mdriver@liveatrainrace.com](mailto:mdriver@liveatrainrace.com), Brent Steinberg, 970-712-2012, [bs@lfrsports.com](mailto:bs@lfrsports.com), [lrevents.com](http://lrevents.com)

**November 23, 2013 — SICX #5 Sandy Point.** Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [cxidaho.com](http://cxidaho.com)

**November 24, 2013 — SICX #6 Sandy Point.** Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [cxidaho.com](http://cxidaho.com)

**December 14, 2013 — Idaho State Cyclocross Championship.** tentative, Boise, ID, All races are held at the Eagle Bike Park, which has downhill and cross-county mountain bike trails, bmx track and skate park for family members to enjoy during the races. Each weekend has its own theme and charitable partner., Brian Price, 208-908-5421, [brianp@catapult3.com](mailto:brianp@catapult3.com), [idahowafflecross.com](http://idahowafflecross.com), [eaglebikepark.org](http://eaglebikepark.org)



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**ROAD RACING**

**Katie Clouse is the Future of Bike Racing in Utah**



Katie Clouse on the top step at the National Road Championships. Photo courtesy Ed Clouse.

By Jared Eborn

When people think about the future of bicycle racing in Utah they often look at guys like Tanner Putt, TJ Eisenhart, Connor O’Leary and Chase Pinkham.

Those people might want to turn their sites to Ecker Hill Middle School in Park City, though. That’s where Katie Clouse – a phenom who turns 12 on August 4 – spends her time waiting for that next chance to ride her bike.

Clouse, no stranger to bike races of all sorts in the region, is quickly becoming one of the most decorated cyclists in the state. So decorated, in fact, that she’s fast running out of room in her closet to hang the collection of Stars and Stripes jerseys she’s earning.

The youngster who has been beating women on the bike with frequency over the past couple of years established herself as perhaps the most promising junior cyclist in the country in July when she swept through the USA Cycling National Championships in Wisconsin.

Clouse crushed the competition from across the country to win the U12 time trial, road race and criterium national titles. This came just a few months after winning the U12 cyclocross championship.

Proving she’s not unbeatable, Clouse finished second a couple of weeks later in the USA

Cycling Mountain Bike National Championships – finishing behind friend and fellow Park City racer Sydney Palmer-Leger.

The month-long podium binge for Clouse was something she’d work hard for despite not being able to race against many kids her age in the state.

“Well I was training really hard this year. I knew that there were going to be tough girls that I was racing against. I was just hoping to do well,” Clouse said. “I really wanted to win the road race and that’s what I was training for.”

Though Clouse doesn’t have a lot of junior racers to compete against locally, she might benefit from that in a way. Instead of racing against other 10-12 year old girls, the champ lines up against grown women, her Cat 3 brother Evan and anyone else willing to throw it down and get humbled by an 11-year-old.

“I usually try to get out train as much as I can. It has been hard trying to train but my dad and my brother are really supportive and they are the ones that train with me because I have no else to ride with.”

Case in point, at the Midsummer Night’s Cyclocross race in late July at Deer Valley, Clouse and Palmer-Leger were forced to race in the Women’s 3-4 field. They crushed the competition to finish first and second.

Having big brother Evan to race against and train with has been a huge blessing, Katie said.

“I don’t think I would be doing as good as I am if he didn’t ride with me,” Katie said. “Evan is pretty fast and chasing his wheel has helped a lot.”

You might think racing so much as a young age could burn a kid out from the sport. Katie Clouse says that’s far from the case.

“I have made a lot of friends and I really enjoy seeing them at the different races and hanging out,” she said. “Racing is a lot of fun but training is kind of boring.”

Clouse said she wants to keep racing and move up into the Cat 1-2-3 fields before too long and try to secure a spot on the U.S. National team where she can race internationally.

“I love racing. I really would love to go to college for cycling and race on the US Team someday,” she said.

The changing seasons and style of racing also keeps Clouse from getting too worked over on any one type of racing – but she does have her favorites.

“Road and cyclocross is my favorite,” she said. “Cyclocross Nationals was my favorite. It was really cool racing in the mud, snow and fog.”

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## Tour of Utah from page 3

Festival of Flavors Beer Festival.

### Local's Tip:

After the start at Brian Head Resort, following the race on SR 143 towards Panguitch, but go south on Mammoth Creek Rd. Mammoth Creek is a wonderful area with lava fields and alpine forests. The first KOM of the Tour will be located at the junction of Mammoth Creek Rd and SR 14 in Duck Creek. If you ride your bike, it's a 50-mile ride with 4,000 feet of climbing through Dixie National Forest, lava fields and through Cedar Breaks National Monument.

### Parking:

Cedar City: Spectator parking is on 100 West between 200 North and Center Street. Directions: head South on 100 West from 200 North to can access parking.

Parking is available in the Navajo parking lot at the Brian Head Resort. Race Spectators are not permitted to park in pullouts and trailhead within Cedar Breaks National Monument. Pullouts and trailheads are for the exclusive use of park guests.

## Stage 2: Panguitch to Torrey

Presented by Utah Office of Tourism; Panguitch to Torrey

August 7 Road Race

**Total Distance & Elevation: 131 mi. (210 km); 9,877 ft. (3,010 m)**

**Start: 10:00 a.m.; Estimated Finish: 3:45 p.m.**

**Start Location: Panguitch; Main and 100 North**

**Finish Line: Torrey; Hwy 24 and Center Street**

[backcountry.com](http://backcountry.com) Lifestyle Expo; Torrey; 49 E. Main 12 p.m. - 4 p.m.

### Where to watch:

Spectators can view an XO Communications Sprint Line in downtown Panguitch on August 6 -Stage 1, and the race start of Stage 2 on Main Street on August 7. From Panguitch it's a short 12 miles drive to Bryce Canyon National Park.

Stage 2 of the Tour traverses famous Highway 12. Along the 131 mile race route, you will find Bryce Canyon National Park, Kodachrome Basin State Park, Grand Staircase-Escalante National Monument, Dixie National Forest, Petrified Forest State Park, the Burr Trail, Anasazi Village State Park and Capital Reef National Park. Pick a location and you can't go wrong!

### Escalante - Boulder

The 18 miles between Escalante and Boulder are some of the most. Start your ride from Escalante. Make sure you stop at Kiva Coffeehouse for a pick me up at one this scenic coffee shop. Pick a spot up on the Hogsback to watch the racers suffer over the knife-edge climb through Utah redrock and Grand Staircase - Escalante National Monument. Finish your ride with a meal at the Burr Trail Café or Hell's Backbone Grill in Boulder. Escalante will be hosting a Tour of Utah party with food and beer on Tuesday, August 6 at 6 p.m. in front of Escalante Outfitters.

### Local's Tip:

Get out of your car and visit the wonderful towns along the route of Stage 2. Each town has its own unique flavor: You'll find good eateries in Utah along Hwy 12, including Circle D, Escalante Outfitters, Café Diablo, Burr Trail Café and Hell's Backbone Grill to name a few.

Several slot canyons and day hikes are located a short distance from the race course. Hole in the Rock Rd in Escalante, Calf Creek, and the Burr Trail in Boulder offer spectacular scenery. Contact a local outdoor shop for tips on available adventures. Escalante Outfitters in Escalante and the Trading Post in Boulder are great options to get

the insider's scoop.

### Torrey:

Watch the exciting finish of Stage 2 in beautiful Torrey. Torrey is the gateway to Capital Reef National Park with miles of great roads for cycling. Get a ride in through one of the nations most beautiful and remote National Parks and have time to watch the finish and visit the Tour of Utah Lifestyle Expo.

### Parking:

Race spectators are encouraged to visit and park in any of the start/finish or pass through communities. Spectator parking is NOT permitted within Bryce Canyon National Park. Pullouts and trailhead parking within the park are for the exclusive use of park guests.

## Stage 3: Richfield to Payson

Presented by iOn Camera; Richfield to Payson

August 8 Road Race

**Total Distance & Elevation: 119 mi. (191 km); 6,202 ft. (1,890 m)**

**Start: 10:50 a.m.; Estimated Finish: 3:45 p.m.**

**Start Location: Richfield; City Park; 100 East and 300 North**

**Finish Line: Payson; Memorial Park; Main Street and 300 South**

[backcountry.com](http://backcountry.com) Lifestyle Expo; Payson; 250 S. Main 12 p.m. - 4 p.m.

### Where to watch:

Mt. Nebo will be the place to see the fireworks of Stage 3. Mt. Nebo is the highest mountain in the Wasatch, so escape the valley heat and come up to Mt. Nebo to see all the race action.

### Local's Tip:

Visit the finish city of Payson. Enjoy the lifestyle expo including motorcycle freestyle demonstrations and then ride your bike up the Mt. Nebo Loop. Give yourself plenty of time to climb up this beast of a climb: It's a 22-mile climb from Payson to the KOM on Mt. Nebo.

### Parking: TBD

## Stage 4: Salt Lake City

Presented by University of Utah Health Care; Salt Lake City Circuit

August 9 Circuit Race

**Total Distance & Elevation: 33.8 mi. (54.7 km); 3,550 ft. (1,082 m)**

**Start: 5:30 p.m.; Estimated Finish: 6:45 p.m.**

**Start Location: Salt Lake City; State Capitol; E Capitol Street**

**Finish Line: Salt Lake City, State Capitol; E Capitol Street**

[backcountry.com](http://backcountry.com) Lifestyle Expo; Utah State Capitol; 350 N State 3 p.m.-7 p.m.

**Friday, Aug. 9: Utah Bike Collective will offer a Bike Valet Service at the State Capitol Expo.**

### Where to Watch:

In 2011, State St was lined with thousands of spectators. The major climb of the circuit is up State Street and provides a great opportunity to see the racers up close as they suffer on their way to East Capitol. State St is also a short walk from the Lifestyle Expo.

Reservoir Park: City Weekly Magazine is throwing a party at Reservoir Park which offers an amazing vantage point as the race course touches three sides of the park. Racers will hit close to 60 mph on their way down Virginia on their way to Reservoir Park.

### Locals Tip:

A great place to watch the race is on Bonneville Blvd around City Creek Canyon. It is best to ride your bike and pick a shady vantage point. Come up Memory Grove to access this part of the course.

### Parking:

Please ride your bike or use local public transportation. A bike valet will be located at the Lifestyle Expo at the Utah State Capitol.

Stage 5: Snowbasin to Snowbird  
Presented by Utah Sport Commission; Snowbasin Resort to Snowbird Ski and Summer Resort

August 10 Road Race

**Total Distance & Elevation: 113 mi. (182 km); 10,611 ft. (3,324 m)**

**Start: 10:50 a.m.; Estimated Finish: 3:45 p.m.**

**Start Location: Snowbasin Ski Resort**

[backcountry.com](http://backcountry.com) Lifestyle Expo; Snowbird; 100 Little Cottonwood Canyon 12 p.m.-4 p.m.

**Finish Line: Snowbird Ski and Summer Resort**

Snowbird/Little Cottonwood Canyon:

Tanner Flats is a misnomer: This is the steepest part of the climb up to the Snowbird Ski and Summer Resort where the party starts early as spectators claim the best spots by early morning. Grab your friends, pack a cooler, wear a costume and head up to the biggest street party of the year.

\*\*\*\*Little Cottonwood Canyon will close for uphill traffic at 1:30pm\*\*\*\*

### Park City:

Known locally as the "Mine Rd.," Marsac Ave (also SR 224) is a relentless climb of 15% grade up to Guardsman's Pass. The Mine Rd is close to Main Street so you can grab a bite and stroll the shops of Historic Park City after the racers pass through.

### Local's Tip:

The best way to see Stage 5 is on your bike. The two climbs of the day will impact who wins this year's Tour. Ride up to Guardsman's Pass from Park City or to Snowbird up Little Cottonwood Canyon. This will help minimize traffic and enhance the experience for all spectators - and it's a great workout.

Make sure you also cheer-on our Ultimate Challenge participants who will be tackling the same course as the pro's earlier this day.

### Where to Park:

Parking will be available at the Snowbird Ski and Summer Resort. It's best to come early to beat the crowds up Little Cottonwood Canyon. Enjoy the mountain air and all the activities at Snowbird and grab a bite.

Parking is available in Park City on Swede Alley in the parking structure as well as the Flag Pole Lot at the corner of Heber Ave and Swede Alley. Again, parking is at a premium, so park further out of town and ride or walk to the race sites.

## Stage 6: Park City

Presented by VLMC & Barracuda Networks; Park City to Park City

August 11 Road Race

**Total Distance & Elevation: 78 mi. (125 km); 7,633 ft. (2,326 m)**

**Start: 12:15 p.m.; Estimated Finish: 3:45 p.m.**

**Start Location: Park City; Lower Main Street near Dear Valley Drive**

**Finish Line: Park City, Lower Main Street near Dear Valley Drive**

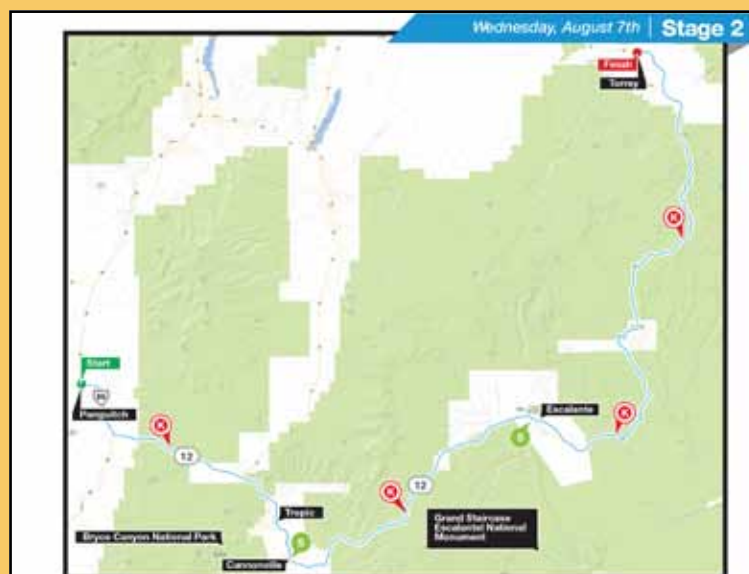
[Backcountry.com](http://backcountry.com) Lifestyle Expo; Park City; 650 Main 10 a.m. - 4 p.m. Sunday, Aug. 11: Cole Sport will offer Bike Valet Service in the Park City Expo.

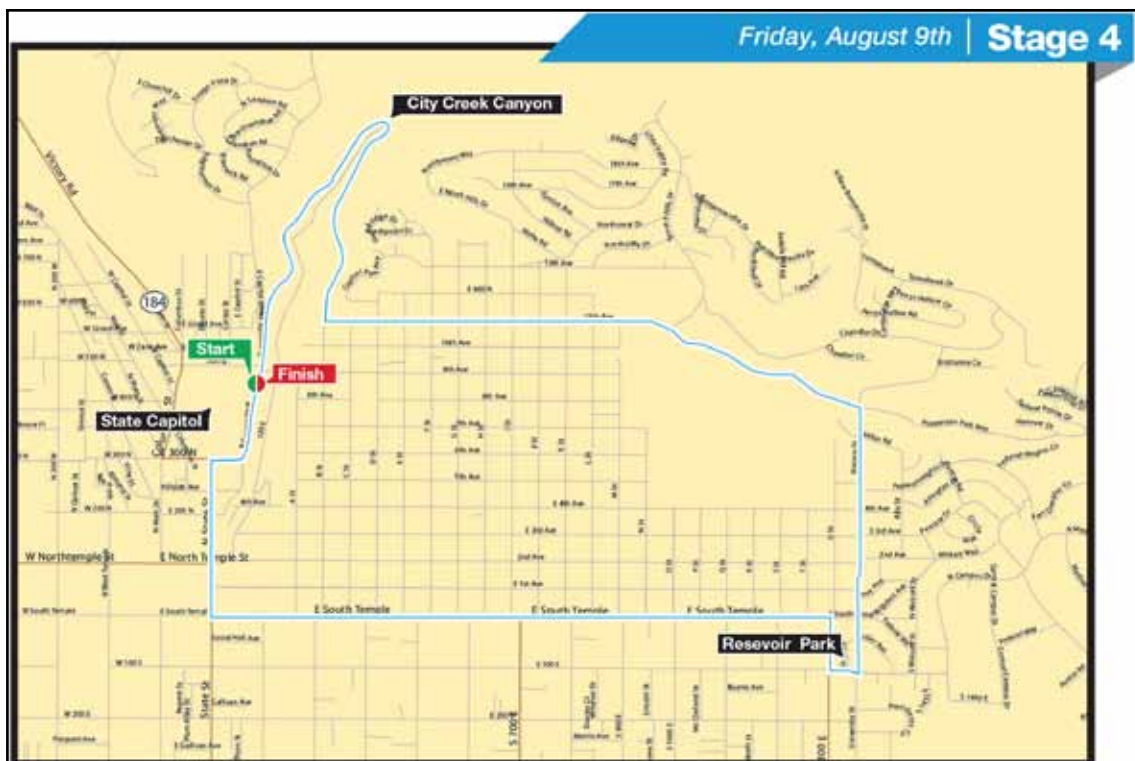
### Where to watch:

Last year more than 20,000 spectators packed the streets of Historic Main Street. The Tour of Utah is held in conjunction with the Park City Silly Market; after the racers depart, spectators will have approximately 3 hours to take in the sights and sounds of this mountain town before the racers descend the Main Rd at over 60 mph on their way to the finish on Main St.

### Empire Pass

Empire Pass will be the place to watch the racers suffer. Introduced in 2012, Empire Pass has quickly become a legend in American cycling with maximum gradients over 20%, racers





struggle on this 10 kilometer climb to Park City.

**Locals Tips:**

Make a day of it in Park City! After the racers depart at 12:15pm, the finish line will be opened for kids to create "Street Chalk Art" to welcome racers to the finishing stretch of the Tour. The race will take approx. 3 hours to complete, which gives you plenty of time to shop, eat., visit the Silly Market, or go for a ride or a hike.

**Parking:**

Parking for Historic Main Street will be available at the Park City High School on Kearns Blvd. Shuttle buses will be running from the High school to Main Street throughout the day.

There will be limited parking on top of Empire Pass. Thank you to the Red Cloud HOA for providing spectator parking. Please carpool or park further out and walk/ride in. Don't forget your water and sunscreen!

**Riders to Watch in the 2013 Tour of Utah**

Salt Lake City, Utah (July 30, 2013) –Organizers of the 2013 Larry H. Miller Tour of Utah today confirmed a stellar cast of 126 professional cyclists from around the globe will be racing the 586-mile course. A total of 16 professional teams will line up to contest "America's Toughest Stage Race™", bringing athletes from 32 different countries.

**Roster Highlights:**

- BMC Racing Team returns to the Tour of Utah for its fifth appearance in the race. BMC is the 10th ranked team on the UCI WorldTour and will bring three Olympians - Shaer, the 2013 Swiss National Road Race champion (2004 and 2008 Olympics), Stephen Cummings of Great Britain (2012 Olympics), and Greg Van Avermaet of Belgium (2012 Olympics). Also on the roster is Julien Taramarcas, two-time National Championship Cyclo-cross champion of Switzerland (2012-13).
- Team Garmin-Sharp will return for a fourth year with Utah native Dave Zabriskie, the five-time U.S. Professional Time Trial champion and Grand Tour veteran. Canadian Ryder Hesjedal is the 2012 Giro d'Italia champion. The team brings to other athletes who raced this year at the Tour de France - Canadian Ryder

Hesjedal, the 2012 Giro d'Italia champion, and Americans Christian Vande Velde and Tom Danielson. Vande Velde has recovered from two crashes at this year's Tour de France, which caused him to withdraw after Stage 7. Garmin-Sharp is currently ranked No. 8 on the UCI WorldTour.

- Radioshack Leopard Trek is the No. 7-ranked team in the world, and brings 15-time Tour de France veteran Voigt for a return to Utah. He and Horner will be supported by American's Matthew Busche and Ben King as they seek to give the Luxemburg-based team some results in this stage race. Hayden Roulston of New Zealand won a silver medal in the men's 4,000 Individual Pursuit and a bronze medal in the men's 4,000 Team Pursuit at the 2008 Olympic Games.

- Cannondale Pro Cycling will be back in the Tour of Utah for the third year. American favorite Ted King – eager to race after a disappointing Tour de France – will be easy to spot in the team's green kits. Cannondale, based in Italy, is currently the No. 11 team on the WorldTour standings.

- On the heels of its performance at the Tour de France, ORICA-GreenEDGE makes its first appearance in Utah. The Australian squad will be paced by Aussie Matthews, the 2010 World Road Race champion, who captured a stage victory during the 2011 Tour of Utah when he raced for Rabobank. The team also features Aussie Baden Cooke, who captured the green Points Classification jersey at the 2003 Tour de France. In the 2012 Olympic Games, Australian Michael Hepburn won a silver medal in the Team Pursuit and New Zealander Sam Bewley won a bronze medal in the Team Pursuit.

- UnitedHealthcare Pro Cycling Team makes its sixth appearance in the Tour of Utah. In addition to Utah resident Jeff Louder, the Team will feature Lucas Euser (USA), eighth overall in the 2012 Tour of Utah, and Philip Deignan (Ireland), ninth overall in 2009 Vuelta Espana. As a top UCI Pro Continental team, UHC is ranked No. 3 in the UCI America Tour standings.

- Champion System Pro Cycling Team will make its second appearance at the Tour of Utah. The China-based team will send American's Chad Beyer, Craig Lewis and

Chris Butler to the race, as well as Canadian National Champion Ryan Roth. Champion System is Asia's first UCI Pro Continental team.

- South African team MTN-Qhubeka p/b Samsung is ranked No. 1 in the UCI Africa Tour and No. 14 on the UCI Asia Tour. It is the first-ever UCI-registered Pro Continental team from the African continent. Italian Kristian Sbaragli is one to watch with this young team. The team also brings Tsgabu Grmay of Ethiopia, who was second overall at the 2013 Tour of Taiwan.

- No stranger to the Tour of Utah, "Paco" Mancebo won the stage race in 2009. His 5-hour ENERGY p/b Kenda Racing Team is currently the No. 2 team on the USA Cycling National Racing Calendar (NRC). Mancebo, who just secured the top spot on the National Racing Calendar for a third consecutive year, should attack often in the mountains with support from Taylor Sheldon (USA), Nate English (USA) and new team member Andres Diaz of Colombia.

- BISSELL Pro Cycling makes its sixth Tour of Utah appearance and brings strongman Phil Gaimon (USA), who finished second overall of the 2013 Tour of the Gila. He is flanked by Americans Jason McCartney, Chris Baldwin and New Zealander Jeremy Vennell, who won the overall Most Aggressive Rider at the 2012 Amgen Tour of California. BISSELL is No. 6 in the NRC standings and the No. 11 team on the UCI America Tour.

- The Bontrager Cycling Team is a U23 development team that features a pair of talented Utah riders, Tanner Putt (current U23 U.S. National Road Race Champion) and Connor O'Leary. They are joined by fellow American Nathan Brown, who finished second, behind Putt, in the 2013 U23 Road Race Nationals. Ranked No. 7 on the UCI America Tour, the entire team should contest every day for the Subaru Best Young Rider classification jersey.

- Jamis-Hagens Berman, ranked No. 3 on the NRC, is back in Utah after a year away from the race. Utah resident Jamey Driscoll is a cyclo-cross star and will try to establish himself as a stage racer. Juan Jose Haedo (Argentina) should contest for the XO Communications Sprint points jersey and Acevedo will chase



for the Ski Utah KOM points all week. Former Utah resident Tyler Wren is a crowd favorite and a great climber.

- One of the most powerful teams in America, Optum Pro Cycling p/b Kelly Benefits Strategies is running away with the NRC team competition. Former Tour of Utah stage winner Anthony finished second this year in the Philly Cycling Classic. He will be joined by Chad Haga (USA), who won the G.C. of the Joe Martin Stage Race and finished second overall at the Redlands Bicycle Classic this year.

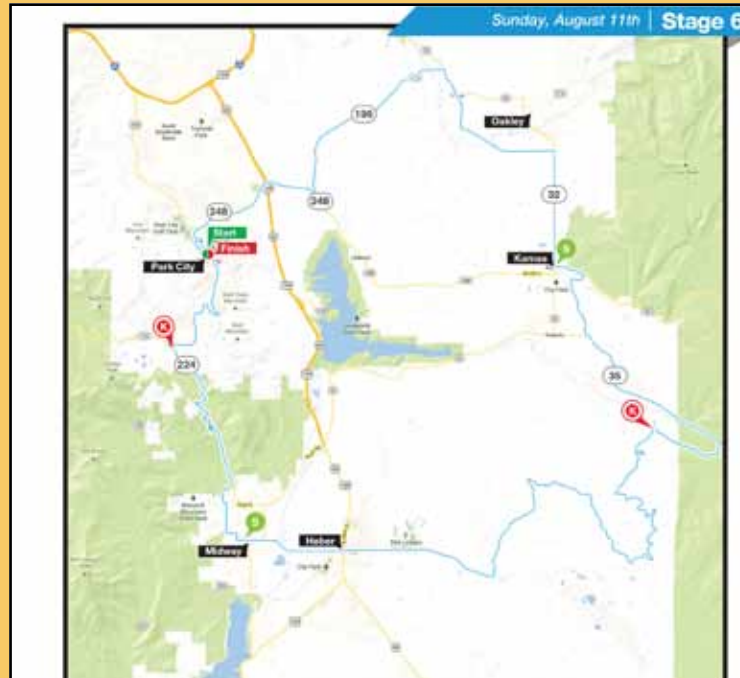
- Led by USA Cycling National Road Race champion Freddy Rodriguez, Jelly Belly Cycling p/b Kenda returns to Utah after a two-year absence. Alex Hagman (USA) and Serghei Tvetcov (Moldova) add more weapons to the Jelly Belly arsenal. Tvetcov earned the overall victory at the Cascade Cycling Classic in Oregon earlier this month. The team is ranked No. 5 on the NRC.

- The top-rated team in the UCI America Tour is Funvic Brasilinvest-

São José dos Campos. A first-time appearance at the Tour of Utah brings a talented of racers to Utah from Brazil. Led by 2012 Brazilian National Road Champion Otavio Bulgarelli and 2013 Copa America de Ciclismo champion Francisco Chamorro of Argentina. The squad seeks to carry on the legacy of South American teams creating exciting races at the Tour of Utah.

- Hincapie Sportswear Development Team will be showing that age is just a number in many ways. The youngsters are the No. 4-rated NRC team, led by Joey Roskopf (USA), currently ranked No. 3 on the NRC individual points list. This year he has a win at the two-day Paris Arras in Europe and second overall at the six-day Cascade Cycling Classic in Oregon. Teammate Tyler Magner won the 2013 National U23 Criterium championship.

Provisional rosters for all 16 teams are now available on the web site, and final rosters will be confirmed by August 5, 2013. For more information visit the Tour's web site, [www.tourofUtah.com](http://www.tourofUtah.com).



## GEAR PICKS

## First Endurance's Ultragen Lets You Recover Faster



By Jared Eborn

Fueling during races and while training is fairly well understood. If you want to perform well during long (or even short) periods of intense physical activity you need to replace the calories and electrolytes you're burning up.

But what about for the moments after you cross the finish line or slip

off the bike shoes?

Grabbing an ice-cold bottle of water certainly hits the spot, but endurance athletes of all sorts know there's a better way to put back into the body what it just lost.

For some, a hefty bacon cheeseburger and Mountain Dew is what they're craving. But as good as that might sound, there's science saying that if you want to recover in a way that will also boost your next

performance you might want to dial back on the guilty pleasure grub and instead grab a bottle of something specifically formulated to rapidly return your body to peak condition.

The folks at Utah-based First Endurance believe they've designed the perfect recovery supplement. As good as chocolate milk tastes and works for recovery, adding a serving of First Endurance's Ultragen might be the best choice you can make at the finish line.

"The mixture of certain foods timed appropriately will certainly help any endurance athlete recover better. We don't refute this. And following one or two workouts, this is OK to do," Robert Kunz, founder and vice president of science and technology at First Endurance said. "However, when you demand that your body exercise hard day in and day out, food is simply not absorbed as fast as a well formulated recovery drink. Within a few weeks this becomes obvious."

Water and a PBJ, Kunz said, will certainly help you recover. But there's a better way.

"This is no different than asking, 'Why not just buy a bike with six

speeds for your race season?' You can certainly race this way, and if strong enough maybe even podium," Kunz said, "but with new technology you give yourself the best chance to race at your potential."

The key to optimal recovery, Kunz said, is to understand a little of the science behind what's happening in your body after a long workout. But proper recovery actually begins during that workout and is then maximized during a window where the body is most receptive to restorative supplements.

"The entire endurance recovery process is based around replenishing what's been lost during exercise. It should be every athlete's goal NOT to deplete glycogen stores. It starts first with staying as well fueled as possible during exercise, then topping it off immediately afterwards," Kunz said. "Following long exhaustive exercise your cells are highly sensitive to 'accepting' nutrients. This is especially true the first 30 minutes following exercise, which has been defined as the 'glycogen' window. Choosing nutrients which are absorbed very fast allows you to take full advantage of this glycogen window. Glucose is the fastest carbohydrate absorbed, which is why Ultragen is designed with 60g of Glucose per serving."

Ultragen, according to First Endurance, is the most advanced formula on the market for recovery.

"Ultragen was designed to be absorbed as fast as possible, meaning it has a glycemic index nearing 100. That's because 100 percent of the carbohydrates come from glucose—the highest glycemic sugar available," Kunz said. "Adding fats, fiber, whole food proteins and other slower absorbed nutrients only delays this process and slows absorption. Because of this, we designed Ultragen with small molecular weight proteins (whey protein isolate and hydrolyzed whey protein), free form amino acids and vitamins and minerals. You theoretically cannot design a product to be absorbed any faster."

First Endurance recognizes that one of the worst things that can happen to endurance athletes is getting sick during peak training and racing periods. The body is trying to recover but simply can't because its immune system is messing up the game plan. Not surprisingly, proper recovery foods and drinks can help keep athletes out of the doctor's office.

"This is the primary reason why you use a recovery drink and is the basis of the entire formula. Depleting your glycogen due to heavy endurance exercise also directly depletes iron, glutamine, branched chain amino acids and electrolytes," Kunz said. "This increases your cortisol levels which directly suppress your testosterone. Athletes become cata-

bolic (break down muscle) and store more fat. Your heart rate is elevated throughout the day and you don't sleep well.

"The end result is overtraining syndrome a higher risk of infection," Kunz said. "Your ability to remain healthy, rested and well fueled is the only way you can demand your body to improve its ability to handle higher levels of stress and longer endurance bouts. It is very clear that our athletes and customers who have committed themselves to technically advance nutrition, have benefited first and foremost with a healthier lifestyle."

Ultragen, Kunz said, uses a scientific formula to keep an athlete's immune system functioning at high levels.

"Preventing the depletion of glycogen, glutamine, branched chain amino acids, electrolytes and, of course, water is the first step in improving your immune response," Kunz said. "Ultragen is engineered with carbohydrates and proteins which are absorbed faster than anything else and because of this they can be absorbed fully during the 30-minute glycogen window."

What exactly, then, is the science behind Ultragen's formula?

"It was critical that we chose proteins with the best clinical research and performed the best during and immediately post exercise," Kunz said. "Ultragen uses micro-filtered ion exchange isolated whey protein. This is a highly advanced form of protein which retains its superior amino acid profile and isolates only the proteins while minimizing carbohydrates or fats."

With professional teams such as Radio Shack Leopard Trek, Specialized Lululemon and Bissell – as well as countless professional triathletes – relying on First Endurance products, getting the formula just right was critical.

"The second protein used is a hydrolyzed whey protein, which is enzymatically pre-digested, so its absorption is complete and immediate. There are various analytical tools developed to measure a protein's effectiveness," Kunz said. "These tools measure digestibility, amino acid profile, muscular growth and absorption giving a better picture of how whey protein stacks up to soy, rice protein, egg, casein or nuts. A meta-analysis using the protein digestibility corrected amino acid score (PDCAAS), amino acid score, protein efficiency ratio (PER), and biological value (BV) clearly shows whey to be superior to other proteins. Ultragen delivers 20g of protein per serving exclusively from whey protein isolate and hydrolyzed whey protein assuring our athletes get the most technically advanced fastest proteins absorbed."

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## THANK YOU!

## TOP 20 TEAMS

BadAss Coffee  
Team Red Utah  
Team TNT  
Questar Chain Gang  
Taking a Bite Out of  
Diabetes: Lobster Ride  
BLOOD SUGAR DADIES  
Rocky Mountain Power  
Stein Eriksen Lodge  
Golden Spike Cycling  
Dudes in Lycra  
American Express — Be Healthy!  
Team Breeze  
CCI Mechanical  
Team Red - Utah  
Team IM Flash  
RANLife  
Team MECCA  
Klc Cruisers  
NUCOR RIDERS  
Team Brookell

## TOP 20 INDIVIDUALS

Willie Blocker  
Kenneth Schaecher  
Joanne Randinitis

Patrick Sisk  
Laurel Barry  
Russell Gaede  
Michael Christopherson  
Ralph Kanon  
Zane Holmquist  
Kathy Christensen  
Brandon Aycock  
Kathy Hoover  
Josh Swenson  
Danielle Aycock  
John Gwyn  
Ed Cooper  
Nathan Green  
Randy Lund  
Terri Bennett

## TEAMS

Aerojet-Rocketdyne  
Alliance Health Networks  
American Express Be Healthy!  
Apple Dumpling Gang  
ATK Cycling Club  
Autoliv  
Bad Ass Coffee  
BLOOD SUGAR DADDIES  
Bones  
Bristol-Myers Squibb  
Britney's Pedal Pushers  
Brooklyn's Crusaders

CASH For The Cure  
CCI Mechanical  
Celebrate Life  
Chandler's Walk Shoppe  
Cure-A-Beetus  
Diabetes Management Clinic  
Dixie Chicks  
Do Hard Things  
Dudes in lycra  
eBay  
Epic Biking  
Flying Tostada Monkeys  
GEHC Surgery  
Generations pumping power  
Golden Spike Cycling  
Hargroder  
Heapsters on Wheels  
Heber Crew  
In Memory of Marva Price  
Insulin Addicts  
Insuline Junkies  
Jordan Valley Medical Cntr  
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Larrieu Crew  
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**RIDE OF THE MONTH**

**Dinosaur Country Cruise**



This is not Jurassic Park, but the scenery is “stagger-saurus” at Dinosaur National Monument  
Right: A map of the Dinosaur Country Cruise ride.

By Wayne Cottrell

The Dinosaur Country Cruise is a 48.1-mile, out-and-back ride over gently rolling hills and false flats. The ride journeys from Vernal, into the Dinosaur National Monument as far as the pavement stretches, and then returns. The pavement surface is good along the outer ends of the route (i.e., in Vernal, and approaching and in Dinosaur National Monument) but is fair to rough along Brush Creek Road, in the middle section of the course. There are ten cattle guard crossings. The elevation ranges from 5,359 feet in Vernal to 4,757 feet along State Highway (SR) 149 near Dinosaur National Monument.

The main feature of the ride is Dinosaur National Monument, which was the site, in 1909, of the discovery of a rich cache of dinosaur fossils. Among the fossils found were those of the allosaurus, apatosaurus, barosaurus, brontosaurus, camarasaurus, camptosaurus, ceratosaurus, diplodocus, dryosaurus, stegosaurus, and torvosaurus—an impressive quarry. The discovery forever changed Utah’s role in paleontological history, and led to the creation of the Dinosaur National Monument, along with other dinosaur-related attractions in Utah (such as the Dinosaur Diamond Prehistoric Byway). The monument began as a quarry; today, a visitor center allows

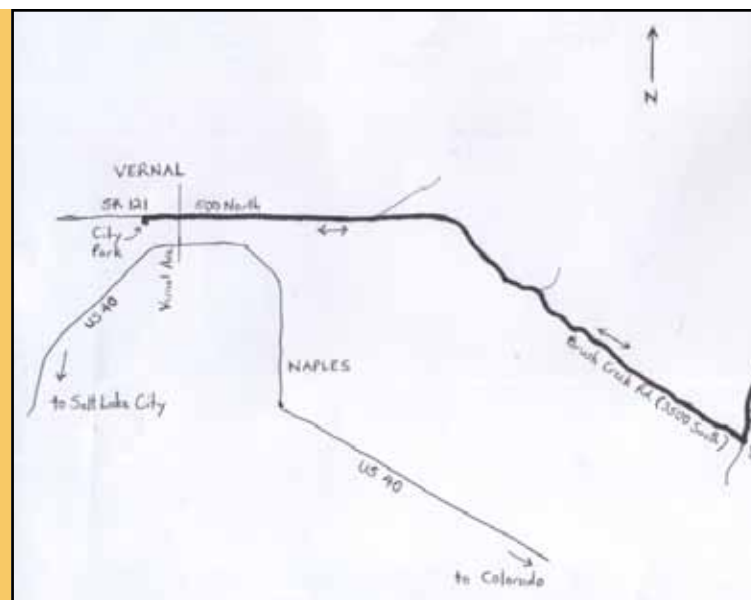
the general public to view the ongoing process of fossil evaluation, as well as an authentic dig. Later, the site was expanded to include opportunities for river rafting, hiking, scenic drives, and geological exploration in the Yampa and Green River Canyons. Although the monument headquarters is located in Dinosaur, Colorado, the Utah side features the Quarry Visitor Center and the Green River.

The ride begins in Vernal, Dinosaurland’s largest city and center of commercial activity (population 9,089 in 2010). Several facts distinguish Vernal: One of the few Utah towns founded by non-Mormons, and the largest city in the United States with no railroad are two of the city’s claims to fame. Monuments to Tyrannosaurus rex and a creature that resembles Barney stand at two of the city’s gateways. The city has a hard, rural, industrial feel, perhaps because of the city’s outlaw past, and the work involved in water reclamation and oil-extraction projects. But the city has a “soft” side, with plenty of outfitters providing for the region’s recreational opportunities, museums, and a few outstanding examples of architecture.

Start the ride at Vernal City Park; head east on 500 North from 900 West. Where 500 North curves to the right to become 500 West, turn left to continue on 500 North (mile 0.3). Cross Vernal Avenue and continue heading east. The roadsides become increasingly rural through here: open space, pasture, and fewer houses. At the fork in the road (mile 3.9), veer right onto Brush Creek Road. The pavement surface gets rough here; watch out for potholes. The vista is of a desolate, dry landscape. The road turns downhill at mile 7.3; stay right at the Y intersection at mile 7.8. Climb out of this “saddle” to mile 8.5, and then begin another steep downhill. Reach the foot of the descent at mile 9.0; enter Brush Creek Valley. There are a few houses through here and a prominent bluff on your left. The pavement surface improves at mile 9.7, except for a rough, narrow bridge at mile 11.7. Turn left at mile 12.5 onto 9600 East (SR 149) and head north. This lightly used state highway (680 vehicles per day in 2005) provides direct access to

Dinosaur National Monument. After passing some lovely meadows, with bluffs on your left and the Green River on your right, enter the monument at mile 14.3.

The monument’s entrance station is at mile 16.0; you may be required to pay a fee here, although the station was unmanned when I visited. The visitor center (not the quarry, which is up the adjacent hill) is on the left; stop here for restrooms, refreshments, and information. The mountains in the foreground appear to “bubble” over the landscape; the tall peak in the background is Split Mountain (elevation 7,609 feet). The road through the monument reveals a mixture of tilted sedimentary rocks, hogbacks (steep ridges that are narrow at the top and broad at the bottom), flatirons (successions of hogbacks), and cues-



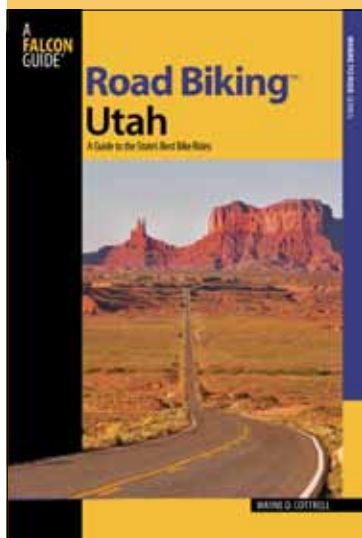
tas (asymmetrical ridges). There are also sections of desert scrub, along with panoramas of the Green River and nearby Yampa Plateau. Cross the Green River at mile 21.5, and begin a gradual climb. The rocky ridges have a very bright sand color that accentuates their ruggedness. The grade eases at mile 23.2, and the road narrows at mile 23.9. Turn around here; beyond this point, the road continues to narrow, becoming unpaved. On the return ride, cross the Green River at mile 26.1 and begin to climb. The road crests at mile 27.8; check out the expansive vista at mile 29.2. You are looking at the broad draw of the Green River. The famous Dominguez-Escalante expedition passed through this area in 1776. The visitor center appears on the right at 31.7; exit the monument at the right at 33.8. After crossing Brush Creek, turn right onto 3500 South (Brush Creek Road; mile 35.5) and start the westerly journey back toward Vernal.

Cross the rough, narrow bridge at mile 36.1; the pavement surface becomes consistently rough at mile 38.4. The road climbs at mile 39.1. After cresting at mile 40.0, the road makes a sharp descent; stay left at the Y intersection, and watch for gravel in the turn. The road makes a short, steep climb before entering rolling terrain. This area, through which you passed earlier, is particularly desolate, with only patchy scrub. The high moun-

tains in the far distance are the Uintas, Utah’s tallest range. The pavement surface improves at mile 42.4. Vernal can be seen in the distance at the crest in the road at mile 43.4. Turn left onto 500 North (no street sign) at mile 44.2. Development slowly returns after you cross Ashley Creek at mile 45.5. Cross Vernal Avenue at mile 47.2. At mile 47.7, turn right at 500 West to continue on 500 North. The ride ends at 900 West (mile 48.1); turn left here to return to Vernal City Park, which is on your right after making the turn.

For more rides, see 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.



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replacing until the brakes are metal to metal. Worse yet, the brakes may fail altogether. Fortunately, disc brake pads are easy to inspect and easy to replace.

To inspect the brake pads, use a flashlight and look inside the brake caliper. If the amount of brake pad material is equal to or less than the thickness

- Clockwise from top left:
1. Check the chain for stretch.
  2. Check front fork seals for leaks or abrasions.
  3. Check the rotors for wear.
  4. Check disc pads for wear.
  5. Check tires for cuts or embedded glass.
  6. Check rear fork seals for leaks or abrasions.

**By Tom Jow**

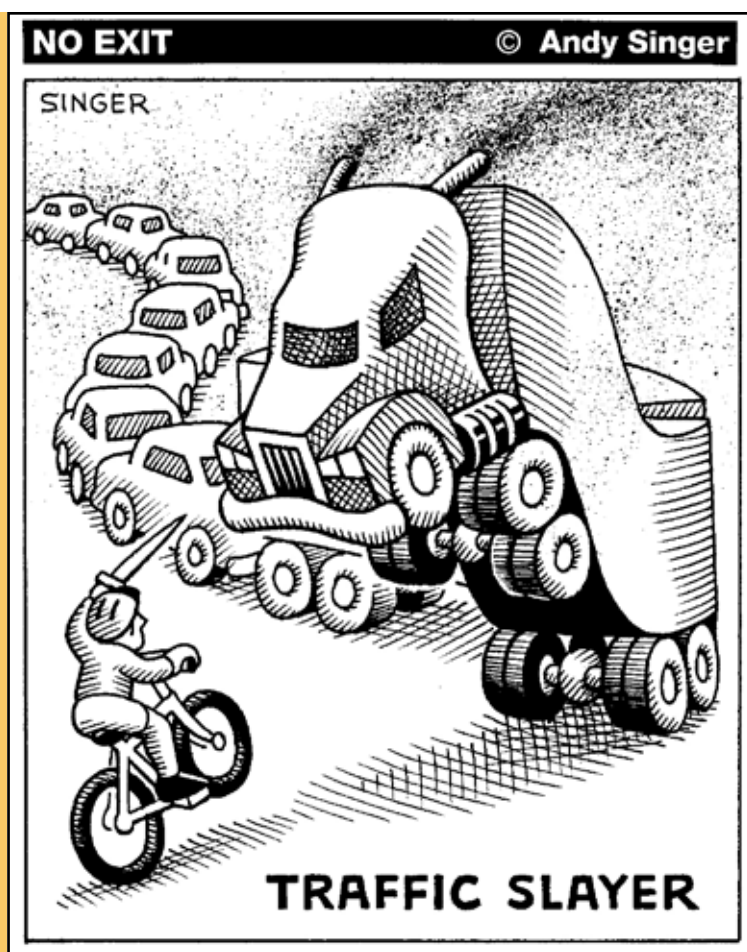
As we enter the month of August, the riding season is just about half-way over. Some riders started early in the year and have ridden thousands of miles. Others have waited patiently (others impatiently) for the trails to dry and are now in the prime of their season. No matter which of these riders you are, if you use your

bike frequently a single spring tune-up may not be enough to keep your bike working smoothly and safely. At this point of the season a full tune-up is probably not necessary, however, key components such as brakes, chains, tires and suspension often need maintenance more than once a year.

Hydraulic disc brake pads are a good example of a component that often needs service more than once a year. Due to the automatic adjustment feature of hydraulic disc brakes, the rider may not know they need

of a dime it is time for replacement. Replacing the pads is a pretty easy task. To do it yourself, refer to the manufacturer's owner's manual. If you don't have time, take it to your favorite local bike shop.

After the brake pads are inspected, check the rotor next. Look for dark blue discoloration of the metal. This indicates overheating of the rotor and reduces stopping power. The friction surface of the rotor, where the pads contact, should be free from deep scratches. Scratches in this area may be due to brake pads that became worn out. The brake rotors, like brake pads, also wear. Rotor wear can be checked with a (clean) fingernail



or tool scraped along the brake surface towards the center. A significant ridge means the rotor probably needs replacement. I haven't found a definitive guide to rotor wear limits so if in doubt, replace it. When replacing brake rotors, always replace the brake pads.

Another component that often needs mid-season replacement is the chain. The old rule of thumb was to replace the chain at mileage intervals; 1,000 miles for mountain bike and 1,500-2,000 miles for road. Now, there is a tool designed for the job. A chain wear gauge is an inexpensive tool that measures the wear of the rollers over a given length. With this tool, it takes just a minute to determine if the chain needs replacement.

Tires, on the other hand, take a little time to inspect. They are probably the most abused component on a bicycle. Tires are subject to road debris, extreme temperatures, high friction (skidding), impact, sharp rocks and sticks, and general neglect. Because of this, and their contribution to safety, tires should really be inspected after every ride.

A good tire inspection begins with the tread, looking for cuts, skidded flat spots, and knobs that are coming off. Cuts should be individually inspected for debris remaining inside which could work its way into the tube and cause a puncture. The tire sidewalls should be checked for tears or cuts, broken casings (abnormal bulges) and delaminating tread. A tire with any of these conditions should be replaced.

Mountain bikes also have suspension components that need regular service. Both Fox Racing Shox and RockShox recommend that seals be replaced after 50 hours of riding. For some riders that could be as little as 3 weeks! If a rider were to stretch out that service interval, how would they know when it's time? The key is frequent inspection of the seal areas. Early indication of a seal going bad is a small ring of dirty oil on the tube. In severe cases, it becomes a muddy, oily mess after one ride. Another symptom is discoloration of the tube where it slides into the seal. This discoloration is the coating of the tube being abraded away by dirt and friction. This second condition is irreparable and will require replacement of the shock or fork.

It is hard to ignore the excitement of riding in the middle of summer. The conditions are great and our fitness is at a high level. In order to fully enjoy this time of the season, it's a good idea to perform bicycle inspection and maintenance. There are two reasons for doing maintenance to our bikes. One is to keep them operating smoothly, because a bike that works well is fun to ride. The second is to prevent excessive damage to components which can be a safety hazard and reduces costs in the long run. A small investment of time and service now will extend our riding joy to the end of the season.

Got a bike question? Email Tom at [1tomjow@gmail.com](mailto:1tomjow@gmail.com)

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## RACING

**Leipheimer and Reeves Win Crusher in the Tushar**

Former Utah resident, Levi Leipheimer alone on the Col du Crush Climb on his way to winning the Crusher in the Tushar.

Right: The beautiful backroads of the Tushar Mountains.  
Photos: Chris See, [fredmarx.photoshelter.com](http://fredmarx.photoshelter.com)

By Adam Lisonbee

Five hundred cyclists crowded the small Beaver, Utah street. Some of them were riding in lazy circles. Others sprinted up the road a short distance, then turned around toward the group. And others simply waited.

A deep voiced boomed over the loud speakers. "Can you dig it?"

A few people clapped or cheered.

"I can't hear you! I said, CAN YOU DIG IT!"

Hollers of excitement rippled through the crowd, which by now

"Ten, nine, eight..."

Most of the riders at the start line had spent months planning, training, and preparing for the next 70 miles of their lives. They had spent hours climbing dirt roads, doing high-intensity sprint intervals, and skipping dessert. The long days in the saddle, the deprivation, and all the worrying about tire treads and gear ratios was over.

"Seven, six, five..."

There is no other race quite like the Crusher. It attracts a dynamic

foothills, through ragged cedar and juniper forests. The crux of the entire race, the crown jewel of the Crusher, is the Col d' Crush, a heart-breaking-ly long and steep climb.

The combination of diverse riders, and the one-of-a-kind course make the Crusher one of the most popular races on the cycling calendar. In just its third year, the race sold all of its 500 available spots in 2013. Among those who raced were Levi Leipheimer (Clif Bar), two-time Crusher winner Tyler Wren (Jamis/Hagens Berman), reigning USA cyclo-cross national champion Jonathan Page (Fuji/Spy), Jamey Driscoll (Jamis/Hagens Berman), Alex Grant (Cannondale), Barry Wicks (Kona Bikes), and Jeff Louder (A Little Bit Louder Now).

In the Women's pro field, defending Crusher winner Gretchen Reeves (Tokyo Joes) was back to defend her title. She would be challenged by Nicole Duke (Alchemy/Spy), Joey Lythgoe (Kuhl-Rocky Mountain), Meghan Sheridan ([UtahMountainBiking.com](http://UtahMountainBiking.com)), Anna Jo Dingman (Team Rockford/Clif), and others.

"Four, three, two..."

The first two editions of the Crusher lived up to its name. Riders finished the race completely spent. 2013, with its deep pro field, ideal weather, and the fastest course conditions yet, promised to be the best Crusher yet.

"One, go!"

Category after category, and rider after rider rolled across the start line. Whatever expectations or ambitions each rider brought to the race were now about to play out in perfect execution, or be dashed to pieces. The Crusher doesn't tolerate off days. And it isn't too keen on mercy. Those who pedaled unprepared into the depths of the Tushar Mountains would pay the price. But, even the prepared would suffer through the next 70 miles.

Immediately, each category's race started to unfold. Riders attacked early, were caught, and attacked again.

Groups formed into pace lines, that eventually splintered in small alliances of two or three riders working together to bridge or lengthen gaps. Off the front, Levi Leipheimer, Jamey Driscoll, Alex Grant, Jonathan Page, and Tyler Wren yo-yo'd up the winding climb and through the early morning shade. Behind them, pro and amateur alike chased the riders they could see, in hopes of catching those they couldn't.

From front to back, everyone was learning (or re-learning) how to be a Crusher.

All the climbing, and all the exposed pavement and rolling double-track in the first 50 miles of the



race are simply prelude to the main event, the Col d' Crush. The climb begins with a long, treadmill-like section of pavement before turning to gravel. When the dirt begins, so does the steep grind. The 5.2-mile climb averages 8.3% and gains 2,300 feet. There is no shade. And there is no respite from the brutal indifference of the road. With 50 miles already behind them, the Col d' Crush becomes an exercise of long suffering for Crusher racers.

Climbing the road, narrow cyclo-cross tires struggled to find purchase, while wider mountain bike tires felt sluggish and cumbersome. Riders shifted into their lowest gears, and were dismayed when there were no cogs left on their cassettes. No gear is too low. No rider too fit. Everyone suffers on the Col d' Crush. The only way up, is up. Slowly, churning, and methodical.

The top of the Col d' Crush isn't the end of the climbing. Twelve miles of rolling, high-altitude dirt and pavement separate riders from the finish line. For some, the rolling road sparks a second wind, and for others, it's a bridge too far. But Crushers are resilient, and so they each pedaled across the plateau, and finally to the day's ultimate climb. The finishing stretch of the Crusher requires racers to dig deep just once

more, and to truly earn the title "Crusher". Crossing the finish line, itself resting at 10,300 feet above sea level is a huge triumph for pro and amateur alike. For many it is the culmination of months of hard work, planning, and training. Minutes later, after the pain has subsided somewhat, Crushers gathered around the finish line were already talking about how to be faster in 2014.

Levi Leipheimer set a new course record en route to winning the race. He was joined on the podium by Tyler Wren and Barry Wicks.

Gretchen Reeves successfully defended her 2012 title with a new women's course record despite a flat tire, edging out Joey Lythgoe and Meghan Sheridan. "I had to charge it up the second climb," said Reeves. "She was climbing strong, but I managed to catch her soon after the QOM, and was able to hold it to the finish."

After the race, Leipheimer summed up his experience,

"It's good for the soul to do something like this. It just flew by. You go around every corner and there's something different. It's about going home with an awesome story. That's why I ride a bike."

For complete results, visit [tushar-crusher.com](http://tushar-crusher.com).



Above: Joanne Lythgoe at the top of a climb. She finished second to Gretchen Reeves.

Right: Gretchen Reeves on her way to a course record time.  
Photos: Cathy Fegan-Kim, [Cottonsoxphotography.com](http://Cottonsoxphotography.com)

was gathered into a massive array of age-group arranged color and energy. Road cyclists were lined up next to mountain bikers and cyclocrossers. In attendance were former Grand Tour riders and weekend warriors. Some of the people had intentions of riding fast, while others were content to "only" finish. But fast or slow, there is nothing easy about finishing what has become one of the nation's most grueling and rewarding bike races: The Crusher in the Tushar.

cross section of road racers, mountain bike riders, international pros, age-group amateurs, and novices, looking to find out if they are really all that serious about this new cycling hobby they've picked up.

The course is equally unique. Half pavement, half dirt, it climbs above 10,000 feet and boasts over 10,500 feet of elevation gain. It passes through high alpine meadows, forests, and near pristine mountain lakes. It also contours along the Tushar



## TOURING

## A Ride With My Granddaughter



Above: Mel and Madeline Bashore, cruising through Perry.

Below: Janice Tolhurst and Molly Mooers, in Perry.

Below Right: Janice Tolhurst (leading), Molly Mooers, Mel and Madeline Bashore, north of Brigham City

Photos: Martin Neunzert

**By Mel Bashore**

"Grandpa, do you still go on long bike rides?" asked my 14-year-old granddaughter, Madeline.

"Yes," I answered.

"Do you think I could go on a ride with you?" she asked.

Suddenly I was no longer focused solely on our Christmas dinner. My only granddaughter, who had never before expressed an interest in my biking adventures, now wanted to come along on one! Was she serious? What prompted this surprising question? That and a number of other thoughts raced through my head.

Most people, upon hearing that I like to go on long bike jaunts every year, think I'm a bit crazy. They can't imagine what could be fun in riding a bike long distances for days and weeks on end. Then when they learn that I generally ride solo and do what I term "sleeping in a ditch," their opinion about me being crazy is confirmed in their minds.

Madeline's expression of interest in accompanying me on a biking adventure took me by complete surprise—coming as it did out of right field. That night, the food on our plates grew cold as we talked over what we might do, when we might go—the logistics of a successful bike tour.

There is a certain romance to bike touring, especially for those who have a fondness for adventure. I wondered if it was this that had sparked Madeline's interest in going on a bike ride. Had she heard me talk about my adventures or read articles that I had written? I tried to remember back to when I was a youngster and had gone off on long bike adventures. I think I may have been about her age or even a little younger when I ventured off on my first long ride. But whatever had motivated her to ask about joining me on a ride, I needed to open her eyes to some of the hard realities of bike touring.

Long bike rides are not all fun and adventure and great food—especially, at least for me, they are way short of the latter. I told her there would be hard things—like head winds and very sore bottoms. But it's one thing to tell a person these things and quite another to experience them firsthand. Knowing this, I determined that our first bike ride should be somewhat short, safe, and sensible. I immediately thought of two things: Crystal Hot Springs and a recumbent-riding acquaintance in Ogden.

Crystal Hot Springs is a camp/resort located just north of Honeyville. It is reputed to have the highest mineral content of any hot springs in the United States and possibly, the world. If Madeline needed to nurse a

sore seat and muscles after a day in the saddle, the mineral waters in that northern Utah resort might be most welcome for her. I had stopped there several times after long rides upon returning to Utah from the north.

I had met Martin Neunzert, a recumbent nut from Ogden, several years earlier when he was riding around the Oquirrh Mountains (see *Cycling Utah*, March 2011). I was on an archaeological dig at Camp Floyd when our paths crossed. We pitched our tents together that night near the historic cemetery. For several years we nurtured this casual acquaintance through regular e-mails, sharing experiences about rides we were doing. Although we had never found occasion to ride together before this, I invited Martin to join us in our little jaunt.

To make it even safer and more sensible for a first-time rider like Madeline, we could take the Trax train near her house in Herriman, ride it to Salt Lake, and then catch the FrontRunner train to Ogden. In that way, we could shorten her ride to a very do-able 40-mile ride the first day and eliminate some of the dangers from driving in city conditions.

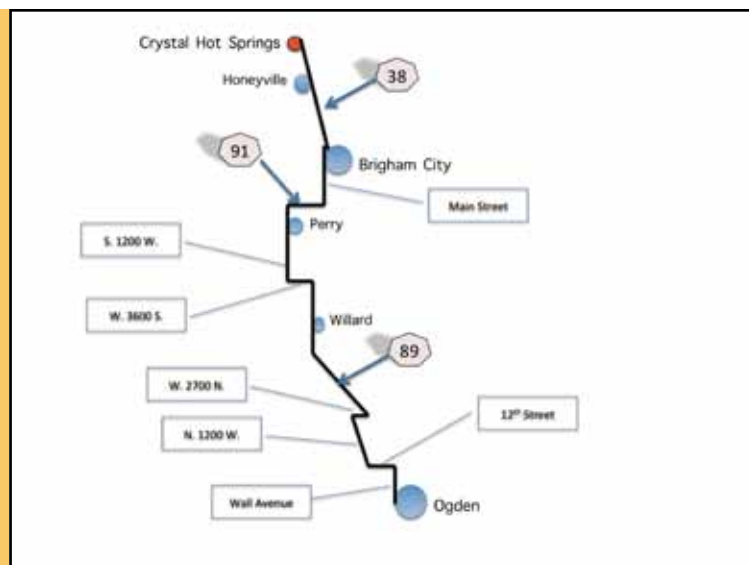
In late April, she assured me that she was still interested in going on a ride—in fact, still excited about the prospect, but she only had a big cruiser bike. So I told her dad, my son (Adam), that we needed to find some kind of touring or road bike for her. A work colleague of Adam's had a tandem and offered the use of it to us. The bike was just sitting in a garage in Kaysville so Adam trucked it home to Herriman.

Then the fun began. Neither of us had ever ridden a tandem. They may look easy to ride, but they aren't. They take coordination, communication, and good balance. We began practicing in the evenings on the hills of Herriman. The front pedals were clip-ins so I was seriously depending on Madeline to brace and hold us up when I braked for a stop. That would be a key element to keep us vertical. I admit that I had my worries about that, but Madeline turned out to be a good teammate.

We scheduled to start on our ride the day following her graduation from 9th grade in early June. We had yet to ride with loaded panniers, but fortunately they seemed to make us even more stable. We opted to get by with only the rear panniers. With a single overnight ride, there was no need to pack a lot of gear.

We set out from her house before 7 am, hoping to catch the first Trax train from the end of the line in Herriman into Salt Lake. We only got a few miles before the rear tire went flat. It's always the rear tire. Not a fortuitous start. But Madeline was a good sport and helped me pull the wheel. I could see that there was a weak place in the tube, undoubtedly caused by sitting around unused for months in a garage. As I thought, the patch job held up for less than a mile.

I called for rescue. Adam went shopping for two new spare tubes and brought them to us. While waiting for her dad to come to our rescue, I told Madeline that these misadventures happen on bike rides. In my way of thinking, they become part and parcel of the adventure. I don't know if Madeline was convinced, but she didn't seem at all disappointed. She was still very excited to be on our ride.

**Tour Details:**

**Ogden Union Station to Crystal Hot Springs, Honeyville**  
70 miles round-trip

2 Days

Camping place: Crystal Hot Springs campground

Difficulty: Easy beginner overnight tour

By the time we were rolling again, we were about an hour and a half off our schedule. We contacted Martin in Ogden and were delighted to learn that he had talked two of his cycling friends, Molly Mooers and Janice Tolhurst, into joining us on our little excursion, too.

Fortunately the threesome we were to meet in Ogden didn't seem to

Wal-Mart.

Brigham City would be our last town that would offer us meal choices before we reached Crystal Hot Springs. I had told Madeline that we would eat our dinner at a good burger joint. She was primed. I knew just the place. I had stopped there last September on my ride from the Oregon coast to Utah (see *Cycling*



be put out by our tardy arrival. Long tourers all, they were most understanding. And Madeline enjoyed the train rides immensely—her first on a big diesel train. The flat tires were a distant memory.

After a quick bite at a nearby restaurant, we set out with Martin in the lead. This was his town—and he was an able guide through the back roads of Ogden's west side. Although Highway 89 isn't bad riding going north out of Ogden, his way was better. I was amazed at the nearness of an agricultural side to downtown Ogden within its city limits. It made for very pleasant riding. But it took an experienced Ogdenite to guide us. I doubt I could retrace our route.

Somewhere north of Ogden, Madeline said, "Grandpa, this is so fun. We can talk because we're riding on the same bike." We did talk. It was really fun.

As we headed up the "Fruit Way" on Highway 89 past Willard, Martin drew us off on a little side road at one point. He explained that we were on the original old highway. Apparently it scooted around a bit of a hill that the present highway just barrels over. It was just a short stretch, but it was fun to think we were riding on an old historic road—and getting away from the hustle and bustle of today's traffic. We continued on the almost-deserted back roads of Perry, coming back to "civilization" at the

Utah, Fall-Winter 2011). We pulled in, tongues hanging out, and put in our orders. While waiting for them to be prepared, the owner came to our outdoor table and asked us about our journey. She told us that last September a fellow came through on a ride from Oregon. "That fellow was me," I said. She said how amazed she was and how she had shared the story of my ride with all her employees. We had a nice little reunion visit. It's these kind of moments that help make touring such fun.

Now filled with good food and drink, Madeline and I were ready to push on. Unfortunately, Madeline spotted a little spider on my helmet—and came unglued. And it was just a little spider! I told her, "What would you have done with that scorpion that I slept with on my ride that I took to Colorado?" Molly and Janice shouted in unison, "What! Was that you?" I had written up my little adventure about sleeping two nights with a scorpion en route to Colorado in a past issue of *Cycling Utah* (see Fall-Winter 2010-11). Molly and Janice told me that they had recounted that story dozens of times to people who they had ridden with on other cycling tours. Then they stepped back and started taking pictures of me!

But the hot springs were beckoning so off we went. It was just

**Continued next page**

## TOURING

# My Ride with Clampa

By Madeline Bashore

For weeks I had been asking my mom, Emilie, about my grandpa's adventures on a bike after seeing him ride down to the Riverton 4th of July parade. She told me that he liked doing long-distance bike rides and I wondered if I could ever do one. I had not been on a bike in years, but the idea kindled in my mind until about a week before we were to go to my grandparent's house for dinner. I asked my mom if she would let me and wondered if my grandpa would take me on one with him. Her answer was, "You could ask him. I'd let you go."

At the Christmas party I walked in the door with one thing on my mind—ask Grandpa about doing a ride with him. I sat by him on the couch and asked, "Hey Clampa. Do you still do bike rides?"

He looked surprised that I'd asked, but he responded, "Yes."

I asked him, "Do you think I could go on a ride with you?" wondering what he would say, but his answer got me excited.

"Well sure!" he said, looking shocked at my question. Then he

became serious and started telling me about all of the pros and cons about bike rides. But the only thing I was worried about was slowing him down and my backside hurting. We looked at his past articles and adventures and it looked great!

I didn't have the kind of bike I needed so I went to my parents to see what to do. My dad gave the idea of riding a tandem bike and the first thought into my head was, "I haven't been on a normal bike in years! How am I supposed to ride a tandem?" We got the bike and decided to give it a try.

Practices went well. The first practice started a bit tough, but got better as we went on. I felt like I was about to tip over and fall off every turn we made. It did not help that I couldn't see in front of me. I could only see the sides so I had to trust that my grandpa wouldn't run into anything and that he would tell me when I had to put my feet down to stop and balance us. I believe that we made a pretty good team and that after a couple of practices, I was ready for the ride.

The day of the ride started a little rough because I woke up to find that my house had been toilet-papered and that my cat decided to mark his

territory on the pants I was going to wear for the trip. I told my parents everything that had happened and luckily my dad had an extra pair of shorts I could use. And as for the toilet-papering job, we found written on a piece of toilet paper that said that the people who creatively decorated my house loved my brother. I'm sure he enjoyed cleaning up that mess.

On the bike, we made it about two and a half miles before getting our first flat tire. We stopped in front of a church and sat in the shade of a tree trying to fix our flat. Once on the road again, we just happened to get another flat tire about 300 yards from our last one. We decided to call my dad to pick us up a new tire. Also, my grandpa had to call the people we were meeting up with because we wouldn't be able to catch the train at the time we had planned. As we waited, we watched a biking race and sat on a rock by my high school seminary building.

Finally arriving at the Trax station, we missed the train by 10 seconds and had to catch the next one. On that train a man in a wheel chair was frustrated with us for having our bike in the handicapped area. We tried to explain to him that our bike would not fit in the bike car,

but I don't believe he was listening. The man made conversation with my grandpa, but I gave up trying to listen because out of the whole conversation I only could understand three things he said—which were: Evel Knievel, his Jazzy, and the word "anyways" which he said about once every five seconds. At our stop to get off in Ogden, I met the people we were going to ride with. They seemed nice.

Riding through the country was beautiful. We went by field after field of cherry trees and even saw some kittens running through the grass looking for mice. The first day of riding was only 40 miles. But still, that's more than I've ever done in a day. We stopped at a place to eat by the Brigham City Temple and I had the best smoothie I believe I've ever tasted and a hamburger! When we continued to ride, my grandpa explained to us the story of the Paramount Pictures symbol because we were riding past the mountain (Ben Lomond Peak) that the symbol is based off of.

Crystal Hot Springs was nice. We arrived at our destination and got checked in. Then we went into the pools and my grandpa and I agreed that the warm pool was the best. Not

many people spoke English, so we never fully understood what some of the people were saying, but we didn't mind. We camped overnight under the stars and when I woke up, my grandpa told me that I had slept through a train and a boy playing drums in the middle of the night! The day before we went to the store and bought oranges so we ate them for breakfast before we had to leave to start heading home.

Set on getting home, we started early in the morning. The air was a bit chilly, but it heated up more as the day went on and our backsides were sore from the previous day's journey. We would be traveling 20 more miles than we did the day before. On the Rail Trail we passed through a couple small towns and eventually we got to my dad's friend's house where we completed our ride, got picked up, and went to McDonald's to get smoothies.

In conclusion, I had tons of fun on this ride. For a first ride it was a good trip for me to take—not too hard. I would love to do it again. In fact, I asked my mom today if I could take a ride with her and my brother to Moonstone Beach in California.



Above: Mel and Madeline Bashore, relaxing at Crystal Hot Springs. Right: (left to right) Janice Tolhurst, Martin Neunzert, Molly Mooers, Mel Bashore and Madeline Bashore, ready to start Day 2.

Below: Molly Mooers, north of Brigham City.

Below right: Molly Mooers, Mel and Madeline Bashore, returning to Brigham City.

Photos: Martin Neunzert

a little over ten miles through the country to get there. We soon arrived, settled in our reserved campsite, and Madeline and I set out for the pools. We enjoyed ourselves in every pool—from cool to warm to hot (but not unbearable). We had our fill after three hours of soaking. Then we went up and laid down on our sleeping bags until nightfall came and we

tucked ourselves in.

I knew from previous camping there that trains would come very close to the camp a couple of times during the night. They did—and each woke me with their blaring horns. The next morning I asked Madeline if she had heard any trains. She said, "What trains?" She was so tired that she never heard them at all!



While Martin, Janice, and Molly cooked nourishing breakfasts, I treated Madeline to my usual spartan bike-touring fare: Fig Newtons and oranges. I thought the oranges were a healthy touch and different from my norm. Usually I just choke down a couple of spoonfuls of peanut butter and call it good.

After breaking camp, we set out for home, following the same route as before in reverse. The nearby mountains shielded us for a time from what would soon turn into an extra-warm early June day. In fact, it came close to setting a record in some Utah towns. I could tell by the relative silence of our return ride that Madeline was undoubtedly feeling saddle-weary. Where we had enjoyed a chipper chatter on our ride north the previous day, she would be taxed somewhat by our fifty-plus mile return ride. By the time we reached the outskirts of Ogden, our water bottles had warmed considerably. At some point northwest of Ogden, Martin pointed out the road where Madeline and I would go our separate ways. We said goodbye to our tour-mates and set off to find the Roy trailhead of the paved Denver and Rio Grande Western Rail Trail.

We worked our way south, stopping for a burger and drink, before reaching the trailhead. We encountered very few pedestrians and almost no bikes on the rail trail. We were grateful for a safe corridor on this



recently-completed trail, but found the bike gates at each cross street to be an exasperation. Every mile or so, we had to stop and dismount to get our tandem through these gates. In each section, we'd just begin to enjoy some good progress when the next bike gate would loom up. What's up with this! The rail trail seemed more geared for walking than biking although road bikes without panniers might negotiate the gates certainly better than we could. Without street or town signs posted at the gates on the trail, it was also difficult to know exactly where we were at any given cross street.

We were trying to find Kaysville so we could return the tandem to its owner and get picked up by Madeline's dad for a ride home. By asking some other trail users, we finally found the cross street in

Kaysville we were searching for. We left the rail trail at this point. Other riders interested in continuing on to the rail trail's southern terminus in Farmington can there make an easy connection with the Legacy bike trail.

On this extra-hot day, both Madeline and I were happy to reach our destination.

"Would you like to do another bike ride?" Madeline's dad asked as we transferred our gear into the trunk of their car. There was a considerable pause before she answered. "Yes," she hesitantly said.

I heard later from my daughter-in-law (Madeline's mother) that she talked about it for days and weeks. As the body aches and pains receded in her memory, the fun little ride we shared came more into focus. And it's an adventure her grandfather will cherish for years to come.



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