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SPEAKING OF SPOKES

Hope, Faith, and the Tour de France

By David Ward

It was 2003, and my wife, Karma, three of my children and I were in a small town in southwestern France. Karma and I had joined a tour group to watch several stages of the Tour de France, including Lance Armstrong's incredible win on Luz Ardiden. Following that stage, we had our three daughters join us for a trip to Spain where one of those daughters had served a mission for our church.

Our first night after meeting up with our children was spent in Lourdes, a city of faith. It was a touching experience that night and

the next morning to observe the faith and hope of hundreds of pilgrims who came to drink of the holy, healing waters. Faith can be a fragile commodity, and I was touched by the fervent faith of these pilgrims.

As we left that day, our route took us across the roads that Stage 16 of the Tour, Pau to Bayonne, would be following. A couple of times we found our way blocked and had to wait for the Tour's procession to pass. Finally, we came to a small town where our route was again blocked as the peloton would soon be passing through. We had managed to catch news as we drove of the developments in that day's stage, a

monster stage with four major climbs, and learned that Tyler Hamilton had soloed away early during that stage. So we decided to wait in a café in that small town and watch the last part of the stage on the café's television.

There was a fairly large and vocal contingent of fellow Tour observers at that café, many of whom were Americans. Of course, we were all wildly cheering Hamilton's epic effort as he managed to stay away. As he approached our small town, we went out to the sidewalk and cheered him on. After that, we returned to the café and whooped and hollered as we watched him finish his magnificent

ride to win the stage just ahead of a charging peloton.

Fast forward ten years to the release of Tyler Hamilton's book, *The Secret Race*. He had, of course, been caught and branded a cheater years before. But in this book we learned that the night before his epic mountain stage victory in the 2003 Tour, he had received an illegal blood-boosting injection that propelled him to his victory. We, and especially my wife, felt betrayed. Our faith in Tyler had been complete in 2003, and we had given our hearts to him that day. Now, we felt cheated on in a personal way.

Of course, this was the year that all hell broke loose from what had been percolating for years. First, Lance Armstrong publicly stated he would no longer fight the charges of doping that the United States Anti-Doping Agency ("USADA") had been pursuing, branding it an unconstitutional witch hunt. Thereafter, USADA had released its "Reasoned Decision" setting forth the basis for its charges against Armstrong. Subsequently, Armstrong was stripped of all his Tour de France victories.

And looking back, there was the 2006 Tour winner, Floyd Landis, who was stripped of his title shortly after his triumphal victory parade on the Champs-Élysées. Albert Contador who won in 2007, 2009 and 2010 was stripped of his 2010 victory, which, sadly, also taints his earlier victories. And, of course, there are the many, many others who have confessed, or at least no longer deny, their illegal performance enhancing efforts.

A breach of faith, especially on such a grand scale, leaves one skeptical, unwilling to be suckered again. So it was that 2012 winner Bradley Wiggins and, even more so, 2013 winner, Chris Froome, were constantly badgered by questions and suspicions of doping both during and after their Tour victories.

And so it also is that my wife, Karma, when someone is victorious in the Tour, or even a stage of the Tour, wonders if he is doping. It is a nagging suspicion, hard to ignore, particularly when someone so impressively rips the legs off all other pretenders on a hard, steep mountain top finish.

This year, Vincenzo Nibali has ridden an intelligent, impressive race on his way to overall victory. He started by winning Stage 2, and his riding skills on the cobbles in Stage 5 were an impressive display as he put nearly two minutes on Alberto Contador, his nearest rival after the unfortunate abandon of Chris Froome. With that

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Cover Photo: Luke Ratto on the wooden bridge on Snowbird's new Big Mountain Trail. The new trail is 7.5 miles long with 2900' of vertical drop.

Photo by Dave Iltis






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RACING

Utah Riders Win Plethora of National Championships



Sydney Palmer-Leger won the Women's 11-12 Cross Country National Championship. Photo by Ron Palmer-Leger.

By Jared Eborn

Stars, stripes and beehives. Might as well rework the national champ jerseys after Utah's finest displayed an impressive amount of speed and power at the latest round of USA Cycling's 2014 national championship races.

The Beehive State represented well, with more a handful of red, white and blue jerseys wrapped around shoulders.

Perhaps the most notable winners were rising stars Tanner Putt and TJ Eisenhart. The youngsters put on quite the show during the Fourth of July weekend in Madison, Wisconsin. Putt, racing for the

Bissell Development Cycling team, defended his U23 National Road Championship while Eisenhart, who was third in the road race, dominated the competition to earn a U23 Time Trial championship.

Putt's victory cemented the Park City product as one of the top young cyclists in the country while Eisenhart (BMC Development) showed he also has some of the strongest legs in America's young peloton.

In the U23 road race, Canyon Bicycles-Shimano's Daniel Eaton was part of a three-man breakaway early in the race. The trio's five-minute lead, however, was swallowed up by a hard chasing group and with three kilometers to go, the race set up well for Putt and Eisenhart.

A strong attack in the sprint gave Putt his second national champion-



Haley Batten won two national titles in the 15-16 Cross Country and 15-18 Super-D. Photo by Patrick Batten.

ship in as many years while his lead-out man, Keegan Swirbul (Bissell) took second and Eisenhart rounded out the podium with bronze.

Canyon Bicycles-Shimano's Erik Slack placed second in the Cat 1 road race.

Not satisfied, Lehi's Eisenhart – who had captured the Utah State

Time Trial title a few weeks earlier – beat all others in the race against the clock. The new U23 TT champion covered the 28-kilometer course in just 32 minutes, 38 seconds. Eisenhart's time was nearly

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Photos: Kevin Cass

COMMUTER COLUMN

Roger Borgenicht Wants to See the Return of the Bicycle



Roger Borgenicht is Executive Director for ASSIST, a non-profit community planning organization. He wants to see the return of the bicycle. Photo by Renae Widdison.

By Ashley Patterson

Roger Borgenicht is the Executive Director of ASSIST, a nonprofit community design center formed in 1969 to provide design services for low income Utahns. ASSIST provides architectural design, community planning and development assistance to nonprofit and community groups, and housing repair and accessibility design assistance to low income households or persons with disabilities. Roger is trained as an architect and a planner and has lived in Salt Lake City since 1984. With urban planning focusing more and more on bicycle infrastructure, it was a

natural fit for Roger to begin riding a bicycle to work three years ago and he quickly fell in love with it. "A big job of community planners is to reduce dependence on the automobile and through personal experience, I've learned that the bicycle is just simply a more sensible urban mobility mode of transport."

His daily commute to work is about two and a half miles each way with a downhill cruise to work in the morning and a slight climb home in the afternoon. He often rides up to 11th Avenue and back down to his home for some extra exercise and indeed, he started riding his bike to work a few years ago mainly to find a way to get more exercise during

the busy work week. He figured if he made it a daily habit, he'd get 20-30 minutes of exercise each day getting to and from his office. He was also growing increasingly concerned about the worsening air quality and did not want to be a personal contributor, and felt that 3000 pounds of steel was a bit of overkill for people to make short trips. Additionally, the desire to slow down a bit to offset the ever quickening pace of modern life was strong as was his increasing interest in the urban bicycle culture, fostered by Roger's grown son, who barely drives a car (nor do his friends) and was a strong inspiration.

Like most bike commuters, Roger has caught the bug and now hardly drives to work at all and indeed feels a bit odd when he does drive to work. "I don't like ice and snow and bitter cold, but otherwise I'm generally on the bike. It takes a bit more commitment in the dark of winter, but it's added so much pleasure to my commute and my life. I don't rush as much and I really like the transition it provides at the end of my day." He has panniers and baskets so he can grocery shop on the way home if needed, and because he has so many meetings downtown outside of his office, the bike has proven to be a better way than his car to get around downtown. His co-workers seem to agree, given that of six employees at ASSIST, there are typically three bikes in their office each day.

In addition to riding to work, he



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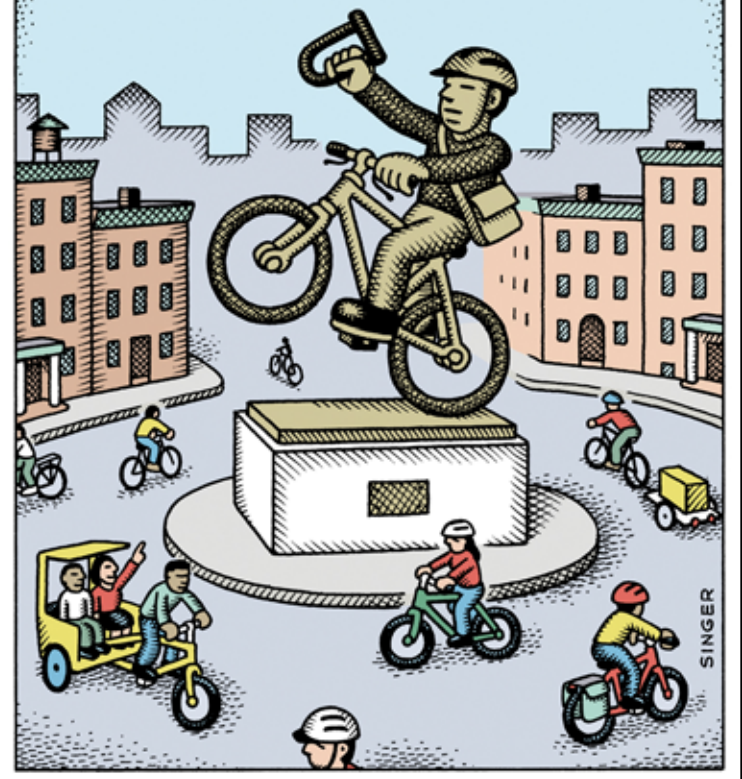


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MONUMENT TO FUTURE HERO



and his wife enjoy bicycle outings on the weekends; up City Creek Canyon and down to the Farmers Market or other local community events. He rides a road bike that he outfitted with good lights and a rack and he wears bright yellow all the time so he's visible to motorists. In the years he's been commuting, he's noticed more and more cyclists on the roads: "The other day, there were six cyclists at the corner of 200 S. and 400 E. and I thought to myself, we're beginning to matter here!"

When asked what advice he would give to potential bicycle commuters, Roger responds that his advice is given more to planners and government officials than to potential commuters: "60% of people will ride a bike if there are separated and protected bike lanes. 6% of people will ride regardless of the bicycle infra-

structure. If we invest in simple and intuitive infrastructure for bicyclists, we can potentially have an order of magnitude increase in bicycle commuters. That's a difference which will have a tremendous impact on air quality, congestion and quality of life in our City."

He concludes by saying, "I want to see the bicycle return to where it is seen as a major piece of urban transport and not a marginal use."

With folks like Roger working toward that goal, we might just get there.

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

Salt Lake County Bike News for August 2014

The Salt Lake County Bicycle Advisory Committee (SLCBAC) is in the middle of a busy summer. Several county projects and a recruit effort to fill empty seats on SLCBAC are in full swing! If you would like to apply to become a member of SLCBAC, follow this link: <http://slco.org/boards/>.

Part of our responsibility in advising the Salt Lake County Mayor's Office on all bicycle-related matters includes participating in projects that will determine the future of transportation throughout Salt Lake County. Currently, the Emigration Canyon Survey is moving forward with assessment concerning usage by automobile, bicycle and pedestrian traffic as well as infrastructure needs and community impact concerns. If you are part of the large demographic that lives around or utilizes Emigration Canyon, we would like your feedback concerning the future of this vital resource. Please follow this link to participate in community queries and remain informed on future meetings and plans: <http://www.slco.org/townships/Emigration-Canyon-Roadway-Safety-Working-Group/>.

The effort to connect the Jordan River Parkway Trail and the Bonneville Shoreline Trail is moving forward and public input is required to determine the best way to do so. The following project link will take you to a site where public meetings, route diagrams and project news is posted. This will be a major resource for Active Transportation in Salt Lake County and shape the future of transportation for our community and the intermountain west: <http://www.slcoeastwesttrails.org/>.

As always, refer to the Salt Lake County Bicycle Advisory Committee homepage for any queries and more links, or attend one of our meetings held on the first Wednesday of each month. Meetings are held in Suite N-3001 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, Utah from 5:30 – 7:30 pm. <http://slco.org/bicycle/>

-Ian Scharine

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TRAILS**Trail Etiquette - Clean, Considerate, Control**

By Jay Burke

We're often asked how we handle so many users groups (and the volume that goes with it) on the trails. Thankfully it seems most all of the trail users in Park City work under the same simple rule, stop and smile - maybe even say hello! It's a nice gesture to move off the trail and allow another user to pass — a practice which is pretty common around here no matter who has the right of way.

With that said though, we should revisit trail standards for right of way. Trails in the area are open for all non-motorized users, moving in both directions, remember that all users should yield to horses, and cyclists should yield to those on foot. When going downhill, yield to the uphill user (of the same type).

Mountain Trails Foundation has also implemented our own local set of idea to practice out on the trail, we call them The 3 C's. The first represents Clean, clean up after yourself and your pet. The second one is Control, this pertains to bikers, dogs, etc. The last is Considerate, even if you have the right-of-way, if it's reasonably easy for you to yield to another, give it a try!

Enjoy the trails in Park City, Utah this summer. If you'd like to see what is happening on the trail system, visit www.mountaintrails.org



Exercise the 3 C's of Trail Etiquette: Clean - clean up after yourself. Control: your bike, your dog, etc. Considerate: yield to others, even if you have the right of way. Photo: Jay Burke

COMMUNITY**Utah and Idaho cyclists raise \$1.4 million for MS in Annual Harmons Best Dam Bike Ride**

Cyclists raised \$1.4 million for multiple sclerosis research in 2014 during the Harmons Best Dam Bike Ride in Logan, Utah.

Logan, UT – This year, 2,200 cyclists pedaled through Cache Valley and into southern Idaho to raise \$1.4 million that will support a world free of multiple sclerosis. The event is the 28th annual Bike MS: Harmons Best Dam Bike Ride presented by the National Multiple Sclerosis Society Utah-Southern Idaho Chapter, June 28-29.

The annual ride helps raise funds that support research for a cure and local programs and services for Utahns and Idahoans impacted by MS.

2014 BikeMS Overview

1. \$1.4 million raised to date with fundraising continuing through July
2. Approximately 2,200 participating cyclists
3. 133 teams
4. The top fundraising team is currently Harmons, but other teams are closing in and have the month of July to continue fundraising

5. 70 riders in the I Ride With MS program who all have been diagnosed with MS

6. Seven riders were on their 20th Bike MS ride

7. 200 volunteers

“It was a successful BikeMS year, and we urge everyone to plan on participating again in 2015. Much gratitude and appreciation to all of our cyclists and volunteers who worked together to raise funds for MS in our communities,” said Becky Lyttle, vice president of community development for the Utah-Southern Idaho MS Chapter.

Harmons Vice President for the Customer Bob Harmon said, “For 15 years our customers and associates have rallied together to improve the lives of those living with MS. Bike MS is a party on two wheels, and we are thrilled to be part of it again this year.”

For more information, visit bikemsutah.org.

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BIKE TOURING

Cheryl Soshnik: the Grande Dame of Bike Touring

Cheryl Soshnik on the Selkirk Loop in June 2012. Photo courtesy Cheryl Soshnik.

By Lou Melini

I first met Cheryl Soshnik in 2007. She has been a valuable partner since the 1st annual “Rendezvous at RockCliff”, an annual bike tour we have been producing every year since 2007. Cheryl did her first long bike tour in 1975, the year I did my first multi-month tour. A lot has changed in the bike-touring world since that time though some things never change. You still need attitude and time, but most everything else has changed. I am honored to have Cheryl, from Park City, Utah, as my first subject for my new column profiling people that travel self-supported on their bicycle.

Cycling Utah. Cheryl, tell me about your first long bike tour. When and how it came about?

Cheryl Soshnik: My first long tour was the final segment of the Big Adventure of the Summer of 1975 that included many new and exciting modes of transportation. Beginning in June of that year, my husband-to-be and I had hopped freight trains and hitchhiked from Minnesota to the West Coast to backpack the Shipwreck Trail of Vancouver Island. We also backpacked in the Olympic National Park in the state of Washington. We then hitchhiked to Glacier National Park, where in addition to more backpacking, we found a willing clergyman and got married overlooking St. Mary’s Lake in Glacier National Park. The next morning, we loaded the entire wedding party onto the fast freight from Whitefish Montana back to Minnesota, where we put away the

backpacks, picked up our bicycles, and began our 5-week, 2,500-mile bicycle-touring honeymoon. My (now official) husband had previously bicycle toured from his home near Stillwater, Minnesota to his summer job at Glacier National Park, but I had only gone on a couple of overnights around Minnesota and Wisconsin.

C.U.: In 1975 I used a Sears bicycle and had to travel nearly 100 miles from my home in southern New Jersey to obtain suitable rear panniers. What type of bike and equipment did you have for the bike tour?

C.S.: I don’t think I knew anything about special touring bicycles in 1975. We installed front and rear racks on my 10-speed Peugeot. I created a set of my own panniers, sewing cordura fabric on my home sewing machine and using a friend’s commercial panniers for guidelines. For the stiffer backing, I used leftover fiberglass and epoxy resin from a prior homemade canoe project. Webbing snaps and seam sealer completed the project. They worked great, and I still have them in my camping closet, in case someone wants to borrow a set to try out bike touring.

The bikes, components, racks and panniers now-a-days are much better than in the past!!

C.U.: I used state maps that I picked up at each border. What navigation aides (maps) did you use for your trip?

C.S.: We also used road maps

only. We knew our final destination was St. John, Newfoundland, and we knew we wanted to pass through Niagara Falls, NY...it was our honeymoon, after all! I also wanted to see Quebec City. We just figured out a route with those intermediate points in mind, and used local road maps.

C.U.: 4. What other accessories on your bike and for camp did you have?

C.S.: We both had front and rear racks, I don’t think either of us had fenders. We just got wet in the rain and it rained a lot. I did not have a helmet. My new husband had bike raced a bit, and had one of those leather helmets with lots of open space between the pads. We had good rain gear, and really nice lightweight North Face down sleeping bags that got wet and soggy and were worthless most of the trip. We had a woefully inadequate tube tent, cheap and lightweight, but worthless in the constant rain. We had a sterno stove for cooking. Made coffee in the morning, and a lot of soup at night. We would stop at grocery stores and buy food for our (mostly wild) camping evenings. Today’s stoves, tents, and anything on the bike or for camping is much better than 1975.

C.U.: What “cycling” clothing did you wear in 1975?

C.S.: Probably like you, I rode in cut-off jeans. One improvement for cycle travelers is the clothing is much more enjoyable to ride in vs. the cut-off jeans. .

C.U.: I tell people that my cross-country ride was life changing. How did that trip influence your life?

C.S.: I was doing a lot at that time so the bike trip didn’t really influence my life very much for me, it wasn’t a life changing experience. It was just one more adventure to chalk up on the list of very exciting adventures we were already having. After this tour, I put away the panniers and didn’t take them out again for 20 years, when I began touring again in earnest. Being a social person bicycle touring has opened up my opportunities to meet others. So now the touring bike and panniers are used constantly!

C.U.: What were some of the tours you have done since that 1975 trip? Were some of the tours more memorable than others? Were some complete disasters?

C.S.: I have done a lot of extended touring since 1995, when my life and my job allowed me large chunks of time off. Internationally, I have toured twice in France, twice in New Zealand, and once each in Tasmania, Ireland, and Italy. These trips were between two weeks and two months in length. In North America, I have also done quite a few one to two week tours, from the Selkirk Loop (Idaho, British Columbia, and Washington) to yearly tours that I organize for

the Wasatch Mountain Club in Utah and Idaho.

As far as disasters, I learned the hard way on my very first international tour, that credit card touring does not always work out if you don’t have prior reservations.

This happened along the Cote d’Azure in France: it was late May, and since we planned to grab a hotel every night, we did not bring sleeping bags or tents, nor anything that would work as a bivvy sack in case of an emergency. What we were not aware of was that the Cannes Film Festival was just about to begin, and we were getting closer and closer to Cannes. When we got to Cassis, we had a lovely lunch at the seashore, and then proceeded to the tourist bureau to have them find us a hotel. Oops, there were none to be had in that small town. They suggested we take the train to the next larger town, Toulon. So we did, not getting there until the evening, and finding that we were even closer to Cannes, so even though the town was larger, there was not a room to be had. In Toulon, we finally figured out why we were striking out on finding hotels, as we were now only 60 miles West of Cannes.

We decided to get out of the area, to take the train all the way to Nice, then bike from there. However, the next train would not arrive until 5 AM, and they kicked us out of the train station at 11 PM for the night. We ended up sleeping on the concrete steps of the city center train station, covering up with our jackets and ponchos while taxis buzzed by and locals walked the sidewalks around us in the night. We survived, took the early morning train to Nice, played tourist for a couple days, bicycling back to Cannes after the festival was over. I have never toured without sleeping bag and tent ever again!

C.U.: What have been the most valuable improvements for bicycle travelers in the past, say, 20 years.

C.U.: I mentioned earlier that bikes, components, clothing and camping equipment has improved immensely. There are a lot of other improvements that have been life and money savers, mainly Warmshowers (warmshowers.org) and S&S couplers (a system to allow a bike frame to be split in two for easier shipping). For lodging, both the increased number of backpacker hostels and the number of folks who open their homes to touring cyclists via Warmshowers, have made “wild” camping almost a thing of the past for

me. Plus, as one gets older, it’s not quite as fun to wait until dark, then find an out of the way spot to stealthily set up a camp for the night. You kind of like a roof over your head, a bed, a nice shower, and friendly locals to visit with. I have made life-long friends with my Warmshowers contacts around the globe, and I also enjoy hosting other touring cyclists as they venture through Park City over the years.

I have had my CoMotion touring bike with S&S couplers now since 2004, and I can’t imagine touring without a custom bike setup any more. When I first had to take my bike apart and pack it in the Cordura suit case for airline travel, my heart was pounding and sweat was pouring off my forehead. I photographed all the parts and how they had to go together again, but it was still a scary adventure to disassemble and reassemble a bicycle again at your destination. Now that I’ve gone through this procedure a dozen or more times, it’s easier, but still not easy. But it’s worth the stress, being able to travel with a bicycle as one piece of regular luggage. The airline fees for transporting bicycles are outrageous, and even then I hear horror stories of bikes being broken or bent in transport. I have never had one issue with damaged or lost parts of the bicycle with this method of transport, and I have never had to pay the bicycle surcharge on airlines.

C.U.: Describe your typical extended bike tour.

C.S.: First of all, I usually bike with just one other person on these long trips. My nomadic buddy Randy is my usual touring partner...low keyed and flexible with changing plans as the trip plays out. Next, we’ll get our plane ticket, so our dates and start/ending destination are locked in. I have always done loop trips when travelling internationally. Ahead of time, I will book our first night’s lodging at a hostel or WarmShowers host near the airport. We will use this location as our base to assemble the bikes, leave the bike bags and duffels, and then return there again the night before our return flight, to retrieve the bags and break down the bikes again.

Once ready to roll, we just start biking, heading towards some of the locations I had researched ahead of time, but being flexible enough to change plans if needed. We look for hostels or campgrounds for lodging, but will wild camp if the weather is nice and the bugs aren’t too bad. We carry a MSR stove and cook out for breakfast and dinner, getting a restaurant meal at the lunch town.

One of our biggest worries is finding a happy hour pub for my buddy Randy at 5pm every day!

In New Zealand and Tasmania, we carried lightweight backpacks and hiking boots, as we biked for a

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One of 4 crossings of the Continental Divide in Yellowstone National Park left to right: Dave Rumbellow, Cheryl Soshnik, Karen Baker-Jarvis, Rob Jones. Taken: June 25, 2014. Photo by Lou Melini

few days, then stored the bikes at a local campground as we climbed volcanoes or tramped 3-4 days on world famous tracks such as the Queen Charlotte or Milford. These serendipitous adventures are priceless, and we have always made it back to the airport on time, although sometimes it was a close call.

C.U.: What is it about traveling by bike that intrigues you to have been doing it for so long?

C.S.: I tell this to everyone I meet, when they ask why I love to bike tour so much: The very best way to see the world, to meet the locals, to experience a new country is on your touring bike. The locals are more open to tourists on a bicycle than one who gets off of a bus or who passes

by in a car. In the hostels, you meet like-minded folks from all over the globe. You share stories from past trips, and walk away with ideas for new trips. You discover from the locals or from fellow bike tourers the hidden gems of places to visit or foods to eat that a normal tourist would never know about. If you truly want to experience a new place in the world, do it on your touring bike...oh and keep an open mind for those new experiences!

C.U.: You've done all of your trips self-supported. Have you ever done a commercial tour where your bags are carried for you?

C.S.: I have used the brochures from commercial companies such as Vermont Bicycle Tours as resource

materials to give me ideas of places to visit. After many years receiving the VBT catalog, I actually did a tour with them to Poland last fall. I hate to say this but at my age (same as you Lou) it was nice. My ancestors are from Poland so I was able to visit places from my heritage. It was really nice to have two wonderful native Polish guides for translation, to the local customs, or to help us navigate the local outdoor markets. We had Polish lessons every morning before biking, and then we tried out our new phrases on the locals as we bicycled through the beautiful countryside and historic towns. I enjoyed the other guests on the tour, the 4-star hotels, the ethnic cafes, the cooking class, and the organized tours of museums, WWII sites, and touring the underground salt mines. Bottom line, I enjoyed the ride without having to do the work of planning, organizing, or toting all my gear on my own. Yes, it was pricier than my self-supported tours but for treat, it was well worth it.

My other notable supported ride occurred several years ago, when a SLC friend who is originally from Morocco, organized a sightseeing-bicycling tour of Morocco for 32 of her closest friends. It wasn't a commercial tour, but Mounia enlisted the help of her father, sister and brother to plan and accompany us throughout their home country. We rented bicycles from her dad, who just happened to own a bicycle shop in Meknes, and biked through small towns and the Sahara Desert on our way to our



Cheryl Soshnik riding in Deer Valley. Photo by Robin Perkins.

overnight camel adventure.

C.U.: Have you used navigation aides such as Garmin?

C.U.: I haven't. GPS and those aides are helpful but people are missing out on great alternate routes. I don't even have a computer on my bike anymore. WarmShowers, and even Facebook and the internet in general have lots of information via blogs. There is Crazy-Guy-on-a-Bike (crazyguyonabike.com) to help get you onto the back roads. Sometimes I contact touring groups to help out in areas I plan to tour in, especially overseas.

C.U.: What is on your future bucket list for bike travel?

C.S.: Next summer, I hope to spend 6 weeks bike touring in Scotland, Wales and Northern England. I've had the trip roughed out now for a couple years. After that, I think a third trip to New Zealand is in order. I wouldn't mind going back to Ireland again, or back to Tasmania again either. At this time of my life, I would prefer touring in English speaking countries. If not then I would like to have someone that speaks the language to act as a translator. So many trips, so little time!

C.U.: Cheryl, thank you for your time. I know we hustled to get this column completed. Have fun at another RAGBRAI event.

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HEALTH

Fat: Friend or Foe?

By Breanne Nalder, M.S., R.D.N.,
Nutrition and Sport Dietetics

Looking back on the nutrition articles we have published so far in Cycling Utah, there is a major topic that needs to be addressed... FAT. The three letter f-word, or is it? For athletes, establishing healthy eating habits starts from having a good understanding of the foods that we eat. The 3 big things our bodies need are called macronutrients: carbohydrate, protein, and fat. From a variety of food, the macronutrients deliver calories that our body uses as energy to think, play, move, work, focus, and exercise.

We have discussed the roles, functions, and foods of carbohydrates and protein in previous articles, so now it's time to break down fat. The purpose of this month's topic is to provide a basic understanding of dietary fat - food sources, functions, and tips on what foods to choose to get the appropriate amounts of fat for your size and exercise needs, and from quality sources. Fat often gets a bad reputation as people associate fat in our diet with fat on our bodies. Just like carbohydrate and protein, fat is an important nutrient necessary for overall health. The key to optimal fat utilization by the body is understanding which fats to choose.

Food Sources

Similar to protein sources, we break fat into two categories: plant and animal sources. We get fats from plants such as nuts, seeds, avocado and vegetable oils (canola, olive, peanut, sesame, walnut, safflower, etc.). Animal products include meats, dairy, fatty fish, and egg yolk. And let's not forget the foods where fat calories can creep up and bite: processed foods. Cookies, crackers, baked goods, and salad dressings all contain fats, whether they are plant or animal sources. For example, a cookie can have fat calories from any or all of the following: oil, egg, butter, chocolate chips, any type of nut, peanut butter, or a cream filling. Even vegan cookies, which won't have any of animal products, still have fat from the plant-based alternatives such as coconut and flax, chia, or hemp seeds. So being aware of what foods contain fat is the first step in being able to determine how much of any food to consume. Fat goes further than carbs or protein, as 1 gram of fat has 9 calories, while carbohydrates and proteins each have 4 calories per gram. So, using fat as a sprinkle for flavor to our meals and snacks can go a long way in our total caloric need each day.

Fat Function

Be sure to recognize now that fat is not a bad thing! We break down fats via digestion and use them for many vital functions in the body.

- Fat provides energy during low to moderate intensity exercise (i.e., walking, jogging, easy cycling). At an endurance pace, we burn about 50% carbohydrates and 50% fats. The higher the intensity, the more carbohydrates we use. Until we are anaerobic, which is when lactic acid is generated, and only lasts ~15 seconds, then it's back to carbs and fats for fuel.

- Fat encircles nerve cells and plays a role in sending messages throughout the body, like telling muscles to contract, so it is crucial that we have enough fat in our diet that we don't break down nerve tissue to fuel or exercise.

- Fat forms the outer wall of every cell in your body and aids in cell function. So when thinking about the fats you ingest, remember this. You want fats that are fluid at room temperature, because we want our blood cells, liver cells, skin cells, digestive tract, etc. to be soft and function well together, as opposed to being solid. This idea lends itself to the phrase "you are what you eat" in the sense that if we consume a lot of butter or vegetable shortening or even coconut oil (a highly hydrogenated oil), our cells will have solid coatings, causing further health problems i.e., atherosclerosis.

- Omega 3 fatty acids, found in fish, avocado, olive oil, and nuts, can help improve heart health and reduce inflammation in the body. I call Omega 3s "nature's Ibuprofen" because of its anti-inflammatory effects. Diets that are high in these type of healthy fats help us lower cholesterol and LDL (low-density lipoprotein or bad cholesterol) levels, and increase HDL (high-density lipoprotein or good cholesterol) levels, hence the "heart healthy" claims.

- Fat provides flavor and texture to food and meals. That is why bacon, cheese, avocado, and chocolate are used: to enhance the flavor and make our palate happy! The challenge is to be sure you don't over-indulge on the amounts. Use the fats for flavor, but keep the portion size reasonable. A good rule of thumb is 1 oz. of the fat food at a time, and limit to 3 oz. per meal. So mix, match, and enjoy... just be smart about it.

- Allows for absorption of fat-soluble vitamins and minerals. Specifically Vitamins A, D, E, and K. So we must get adequate amounts of fats in our daily diet in order to utilize these vitamins.

Tips & Tricks to choosing fats

For general, everyday health, be sure to choose lean meat and limit red meat consumption to once per week. Too much saturated fat, as found in animal products, or are solid at room temperature, can increase cholesterol and increase risk for heart disease. When choosing dairy products, opt for skim or 1% because low to no fat is all you need. The nutrients are in the milk, not the fat. Milk alternatives (almond, soy, rice, etc.) are great substitutes with all the calcium and nutrition you need. Be sure to favor fresh, whole, unprocessed foods vs. processed and packaged goods. The trans fats often found in processed foods clog arteries, decrease fertility, and increase inflammation. Incorporate more healthy fats as possible each day: olive, canola, & peanut oil, almonds, walnuts, avocado, fish. Choose aged cheeses and use sparingly. A sharp, flavorful cheese can flavor dishes nicely in smaller quantities than milder cheeses. Again and again, the theme of use fat to enhance flavor, rather than make it the main course.

Sport Specific Tips

An athlete's diet is a low saturated fat diet, but not a no-fat diet. Incorporate healthy fats as part of an overall varied and balanced eating plan. Fat provides energy for lower-intensity exercise and is a significant fuel source for endurance and ultra-endurance events. Remember that Omega-3 fatty acids (flax seeds, walnuts, salmon, fish oil supplements) provide valuable nutrients and reduce inflammation. Limit fatty meat and fried foods. Reconsider traditionally low-quality, high-fat fast food options prior to training or competition in favor of a high-carbohydrate meal with low amounts of healthy fat. Fat takes longer to digest than carbohydrates, so pre-ride/race meals should be low in fat content so you are ready to roll. In conclusion, to answer the title question, is fat our friend or foe? It is our friend, but just be sure to choose your friend wisely.

Breanne Nalder, MS, RDN has a Master's degree in nutrition with an emphasis in sports dietetics at the University of Utah. She is a Registered Dietitian Nutritionist, certified ACE (American Council on Exercise) fitness instructor, and races for DNA Cycling p/b K4 Racing as a category 1 road cyclist. For personal nutrition coaching, you can reach Breanne at 801-550-0434 or breanne@plan-7coaching.com.

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COACH'S CORNER**Tips to Prevent Heel Pain During Cycling**By **Tim Bochnowski**

Ooh, get on down like
 Uh, I wanna get on the good foot
 Ho, good foot, I got to get on the good foot, ah
 - James Brown

Plantar fasciitis is a common painful disorder affecting the heel and underside of the foot. It involves pain and inflammation of a thick band of tissue, called the plantar fascia, which spans the bottom of your foot and connects your heel bone and your forefoot. It is often caused by overuse resulting in micro tears or contraction of the plantar fascia, ultimately causing bone spurs. Plantar fasciitis is common in runners, triathletes and occasionally cyclists.

There is a whole host of stretching, strengthening, recovery and maintenance options available to cyclists who are encountering plantar fasciitis. Many excellent websites show how to correctly stretch and strengthen this problem area. As always, when issues arise, seek medical advice from your personal physician or medical professional first. They can identify what sort of injury you have, making sure you get appropriate treatment for your condition.

From a bike fitting perspective, proper pedal/cleat setup is important to guard against plantar fasciitis. Generally, the ball of your foot should be directly over or slightly in front of the pedal axle. Knee-foot alignment must also be checked. Finally cleat float should be adjusted. Pay special attention to your calves, ankles, feet and Achilles tendon when changing to a new pedal system or replacing cleats. Please be aware that any adjustments may require additional saddle height assessment.

Second, consider installing more support inside your shoe. Pronation, the rotation of your feet moving inward toward the bicycle frame during the pedal stroke, may attribute to foot pain. Often insoles or the use of wedges

in the shoe or between the cleat and shoe can help align the knee and foot lessening ankle rotation and foot stress. Finally, check for lateral rock in your bike shoes. When clipped into your pedals, see if someone can rock your foot side to side (like a boat on rough water). Replace all loose or worn cleats. Despite being a low impact sport, foot pronation can fatigue the plantar fascia while cycling.

Could saddle height contribute to PF? Maybe...A saddle set too high may force a cyclist to point the toes to reach the bottom of the pedal stroke. "Ankling", otherwise known as excessive ankle movement or range, could be considered a culprit in bottom of foot pain. Similarly a low seat, high torque, heel down pedaling technique, as associated with seated hill climbing, may also cause issues.

Most cases of PF resolve with time and respond to conservative methods of treatment. Rest, cross training, icing, therapy and night splints may all be ordered by your physician. A referral to a foot disorder specialist or sports medicine doctor is another option. Biomechanical adjusting during a bike fit and pedal coaching could also be beneficial.

In the end, having a good bicycle position is crucial. While considering these aforementioned ideas utilized in bicycle fitting, keep in mind, nothing beats a good bike fit from a well-trained and experienced fitter. Comfort and efficiency breeds performance. Keep working at improving your position and ride more bike.

Tim Bochnowski is the practitioner of bicycle fitting at Mountain Velo in Park City, UT. Fitting bicycles since 1985, Tim recently had clients win both USA U23 Road and Mountain Bike National Championships. He has been trained by BIK-EFIT, Slowtwitch, Retul and several other fitting techniques. To schedule a fit, Tim can be reached at 435-575-8356, mountainvelo@gmail.com or www.mountainvelo.com.

COMMUNITY**Family and Friends Celebrate the Life of Chase Pinkham**

Above: Family and friends gathered on July 19, 2014 to celebrate the life of Chase Pinkham, a Utah cyclist who passed away in April. Photo by Jared Eborn

Below: A portion of the awards and jerseys that Chase earned during his cycling career. Photo by Dave Iltis

By **Jared Eborn**

Friends, family and loved ones gathered at the Sugarhouse Park Garden Center on July 26 to not only pay respect to the family of Chase Pinkham, but to celebrate

his life.

Pinkham, a professional cyclist from Salt Lake City, passed away unexpectedly in April. Though he was only 23, Pinkham's life touched the hearts of countless people whether on his bike, over a dinner table or when reenacting Civil War battles.

TRAILS**Parley's Canyon Trail Study Completed**By **Dave Iltis**

After close to five years, Salt Lake County has completed the Parley's Canyon Trail Feasibility Study. The Parley's Canyon Trail was conceived by Gordon Stam in approximately 2006. Several years later, Mr. Stam convinced Salt Lake County to pursue the study, at a cost of \$75,000. The study was recently finalized.

The study looks at options for connecting Salt Lake County with Summit County in Parley's Canyon. The basic connection would run from the Mountain Dell exit (SR-65) on I-80 to Parley's Summit. The paved trail would serve as a transportation and recreation corridor. Cyclists could ride up Emigration, and then on the Parley's Canyon Trail to get to Summit County, thus avoiding riding on I-80. In the winter, the trail could potentially serve as a cross country ski trail. From Parley's Summit, the south frontage road is a good option to connect to Park City and Kimball Junction.

The ten foot wide paved trail would most likely start out on the north side of the freeway at

Mountain Dell, and continue to approximately the Lamb's Canyon exit. From there, it would cross the freeway in one of four manners: 1. A bike-pedestrian bridge over I-80 2. A tunnel under I-80 3. Utilizing the Lamb's Canyon interchange, and then cutting a new trail on the south side of I-80. 4. Constructing a roadway bridge on I-80.

The four options have various benefits and drawbacks. Costs for the entire trail would, for each option, be: 1. \$8.8 million 2. \$9.6 million 3. \$13.7 million. 4. \$16 million.

Funding sources have not been identified yet.

The Parley's Canyon Trail is part of a partially developed trail system called the Wasatch Loop Trail. The WLT, as envisioned, would be a 230 figure-8 loop with the Legacy Parkway and Jordan River Parkway on the Wasatch Front and the Historic Union Pacific Rail Trail on the Wasatch Back forming the vertical bars of the '8'. Ogden or Weber Canyon, Parley's Canyon, and Provo Canyon would form the cross bars of the '8'. The trail would have significant recreational cycling

Pinkham - who raced professionally for the Trek-Livestrong, Bissell Pro Cycling and Jamis-Hagens Berman cycling teams in recent years - was a friend to many.

A video tribute was prepared by Bill Cutting, a member of one of Pinkham's earliest cycling teams. The tribute displayed photos and memories from Pinkham's too-short cycling career as well as during his formative years growing up in Salt Lake City.

Ava Pinkham, Chase's sister, organized the 'Celebration of Chase Pinkham' as a way to help her brothers friends and family not only mourn the loss of their dear friend, but to embrace each other over precious memories.

As a central theme to the gathering, dozens of friends brought flowers. "As many of you may know, Chase loved himself some flowers," Ava Pinkham wrote when inviting friends to the celebration, "in his honor, please bring a flower to pay tribute."

The pot-luck dinner party was a casual affair with friends milling about, hugging, chatting and sharing memories over drinks and various snacks.

Chase Pinkham will not be forgotten in the Utah cycling community. Though he raced for only a handful of years, his impression was a lasting one. In his honor, the Chase Pinkham Memorial Criterium became part of the 2014 Larry H. Miller Tour of Utah race.

and economic development potential.

Approximately half or more of the seven-county Wasatch Loop Trail is complete as of 2014. However, significant challenges remain. The completion of the Parley's Canyon Trail Study is a huge step forward in the planning of the trail system.

[Note: Cycling Utah helped to shepherd through the Parley's Canyon Trail Study. We plan to work on the Wasatch Loop Trail as well.]

For more information on the Parley's Canyon Trail and the Wasatch Loop Trail, and to read the study, visit: http://slco.org/recreation/planning/html/Parleys_Canyon.html

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ADVOCACY

The New Landscape of Funding for Bike Projects

By Charles Pekow

If you're not already thinking about what bicycle projects you'd like to see funded in your community next year, get busy. The next round of applications for federal funding likely will come in October. But while Utah figures out how to distribute its federal share, the bicycle community in the state is not taking advantage of unique ways other states are coming up with to raise their own money independent of the whims of federal law.

Reports from Rails-to-Trails and Advocacy Advance

Most states, Utah included, have delayed funding bicycle-related projects because of the problems of adapting to changes in the federal surface transportation law. The changes took effect officially in 2013 and already are up for possible changes as the law only was supposed to last two years.

The delays have been documented in numbers (but not in anecdotes) in the latest annual report on the largest source of federal aid for bicycle projects, the Transportation Enhancements & Alternatives Spending Report from the Rails-to-Trails Conservancy (RTC).

Meanwhile, Advocacy Advance (AA) reported on how states are compensating for declining federal funds with a variety of funding measures used to build and maintain bike facilities and pay for safety education.

RTC has produced a study of how states have used federal trails funding every year since the Intermodal Surface Transportation Efficiency Act of 1991 was passed. But this effort represents RTC's first report since the latest reauthorization took place, the Moving Ahead for Progress in the 21st Century Act, or MAP-21. The new law replaced the Transportation Enhancements with a Transportation Alternatives Program (TAP), which combined programs for bicycling and walking with other programs and cut funding by 26.37 percent, by RTC's count. It's up to states how to apportion their share amongst the various activities, including bike/ped projects, handling stormwater runoff, historic preservation, etc. (Full disclosure: I am an RTC member.)

The study looked at how states spent their Fiscal Year 2013 money. They were slower than usual in doing so because it took the Federal Highway Administration a long time to figure out the new law and give

guidance. In fact, 29 states hadn't yet decided what to do with any of the FY 13 money, figuring they'd exhaust money left over under the previous rules first while they figured out how to abide by the new law.

Idaho reported no new TAP projects in 2013. Utah obligated just 26 percent of its FY 13 money, above the national average of 11 percent (including the 29 states that obligated zero). Utah still retains money available for bike projects. It's balance of uncommitted funds from FY 13 totals \$3,190,358, plus \$6,077,909 from the old program waiting to be spent.

Actually, as of the end of July, nothing was clear as Congress had not yet passed a temporary extension of MAP-21, which technically expires Sept. 30. Still UDOT assumes it can give away about \$6.5 million next year, explains Chris Potter, UDOT local government program engineer. UDOT anticipates starting the application process early in October and running it through some time in January for communities that want to start, expand or improve bicycle and pedestrian projects among other approved TAP uses. UDOT anticipates distributing the money in accordance with current MAP-21 law. This means that right off the top, \$1.5 million goes to the Recreational Trails Program (required under the law because that share of the money comes from Utah's share of the federal off-road recreational vehicle fuel tax).

One of the complications inhibiting states involves the new MAP-21 formula, which requires them to distribute half the TAP money proportionally to communities based on their size, using Census Bureau data. States must give a share to communities with populations of 5,000 or less, another share those with 5,001 to 200,000, and another share to larger cities (of which, Utah has none). In the larger areas, metropolitan planning organizations (MPOs) get to choose projects, a role they have been struggling with.

UDOT anticipates earmarking about \$1 million for Safe Routes to School (SRS), but it hasn't figured out what to do with it. The agency's website says "due to recent changes with how the federal SRS program is administered, UDOT is currently reviewing the program and its processes, and therefore is not ready to accept any applications at this time."

To follow the law, UDOT plans to distribute half the remaining \$4 million itself, \$500,000 in each of

the state's four regions. "We are encouraging (applicants) to come to the table with some match to make the money go as far as possible," Potter explains. "If a proposal comes in and they are not offering to match it dollar for dollar or fifty cents per dollar, it is not going to be as strong a proposal."

The other \$2 million or so will go directly to local governments to decide how to distribute. While the larger MPOs are well aware of the funding process, the smaller communities have to take on a new burden. "We never know what is best for these communities but we try to work with local advocates to get them aware of the options," says Phil Sarnoff, executive director of Bike Utah. "Salt Lake City is highly aware of the options. But a lot of the other communities aren't quite aware and we are trying to get the word out. We'll try to help them find a match too."

The Mountainland Association of Governments; MPO for Summit, Utah and Wasatch counties; uses its own highly developed plan and just integrates TAP money into it. Every other year, it distributes about \$15 million and the TAP share of about \$360,000 is a relatively small part of the pie. "We usually get more bicycle and pedestrian project requests than we can fund," acknowledges Jim Price, the MPO's bicycle/pedestrian coordinator/planner.

RTC's data show that since the program's beginning in 1991, Utah has funded 223 enhancement/alternative projects. The state and its grantees put up 23 percent for a match, below the national average of 28 percent.

"Most states report that they cannot fund all qualified projects, and many sponsors are providing larger than the required non-federal share of project costs (20 percent)," RTC's report states. Based on available data, bike/ped projects got the majority of TAP funding in its first year: 58.4% (including rail-trail projects). The rest went for other eligible activities: everything from landscaping to stormwater drainage systems to historic preservation and wildlife management. You can download the report from <http://trade.railstotrails.org/publications>.

In Utah, the shares are largely determined by what the communities seek. "We don't tell (municipalities) what types of projects to apply for," Potter says.

Figures reported by AA and the Safe Routes to School (SRS) National Partnership in April show that Utah

had transferred 40 percent of its TAP money to other surface transportation programs this year. A clause in MAP-21 allows states to move up to half of the TAP money (the portion not sent by formula to communities based on size) into another surface transportation program.

Utah is not alone in moving TAP money somewhere else: 17 states had done so in 2013 or 2014. But the figures can be misleading in that they don't necessarily mean states are moving bicycle and pedestrian money into projects for automobiles. Utah's transfer went directly to SRS. Other states

moved the money to the Congestion Mitigation & Air Quality (CMAQ) Program, which allows projects to promote bicycling as a means to reduce auto traffic.

"Unfortunately, in the report, we can't say they are still using the money for good stuff that we care about. It still counts as a transfer," explains Katie Harris, principal author of the RTC report. "We have to be objective. The report is only 31 pages so we can't explain where all these funds are going to because then we'd have a 100-page document that no one would read. We can't decide what's a good transfer and what's a bad transfer."

But Utah joined only 13 other states in keeping SRS as a separate program. Most other states had combined it with TAP or hadn't yet figured out what to do. While 41 states, including Utah, retained an SRS coordinator, Utah's (and some other states') didn't work at SRS full time. Utah was one of only nine states that required a match for SRS grants. (Note: Three states did not provide data for RTC's latest report.)

Utah's matching requirement is rather low: only 6.77 percent, the minimum required by the federal law while some states required grantees to put up as much as 20 percent, either in cash or in-kind. Potter says Utah is keeping the minimum low to give a break to small communities with small budgets. "The way the economy is right now, local governments don't have a lot of money," he explains. "It is much easier for bigger communities to come up with the money than the smaller ones where the needs are. See the figures at http://www.advocacyadvance.org/docs/State_TA_April2014.pdf.

New Ways to Fund Bike Projects

But states don't have to rely on the federal government, says Advocacy

Advance's report. Many are finding unique ways to dedicate specific funding for bicycling. A new report from AA, State Revenue Sources that Fund Bicycling & Walking Projects, describes innovative and different ways states are supporting biking. None are found in Utah or Idaho.

AA, a partnership between the Alliance for Biking & Walking and the League of American Bicyclists, noted that only Hawaii earmarks fees from bicycle registration and only Wisconsin collects a bicycle user fee that it uses to support bicycling. You can download the report at http://www.advocacyadvance.org/docs/StateRevenueSources_June2014.pdf.

Hawaii mandates a \$15 fee on the purchase of a new bicycle and \$5 when ownership is transferred. Wisconsin collects a \$20 annual or \$4 day pass to ride on certain trails. But AA doesn't like to make cyclists pay. It says these methods are "not recommended."

In eighteen states, bond proceeds go toward bike/ped projects, AA reports. Way back in 1999, a New Jersey Department of Transportation bond plan earmarked \$22 million for bicycle and pedestrian projects as part of a \$500 million statewide transportation plan.

Colorado, Michigan and Minnesota use gambling proceeds (outside of lotteries). Colorado also earmarks lottery money for Great Outdoors Colorado grants, including Trails Grants for recreational paths for cycling, hiking, horseback riding, etc.

Many states have taken different tracks to get drivers to pay some of the costs of bicycling. Nevada and New Jersey designate a portion of drivers license fees toward bicycling. In Nevada, it's voluntary: drivers can donate \$2 to the Complete Streets fund when they obtain and renew their license. The money stays in the local community where the driver lives. The trouble is the state had a hard time implementing the provision because it couldn't fit an optional fee into its computer system.

Eight states earmark some of the tolls collected at toll booths for bike/ped. New Jersey allocates some of the money collected from traffic violation fines.

The Florida Department of Environmental Protection developed a unique program, evidently having taken the score from the stadium craze. It sells naming rights to highways and concession areas. Money goes to support trails and bicycle safety education, including SRS.



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MOUNTAIN BIKING

Big Mountain Trail Opens At Snowbird



Two riders at the start of the Big Mountain Trail at Snowbird on July 14, 2014. Photo: Dave Iltis

By **Dave Iltis**

new Big Mountain Trail on July 14, 2014.

Snowbird Ski and Summer Resort celebrated the grand opening of their

This isn't just any new trail. It's 7.5 miles and 2900 vertical feet of beautiful views, switchbacks, flow



Tim Roberts in the meadow higher up on the trail. Photo: Dave Iltis

trail, wooden bridges, terrain changes, and more. It's one of the longer downhill in Utah.

The trail starts at the top of Hidden Peak, just below the Tram, and flows downhill through Gad Valley to the Plaza. Along the way, riders will test their brakes and skills. The trail is billed as an Intermediate to Advanced level trail.

The trail was built by local trail-builders Alpine Trails. According to Ben Blitch, president of Alpine Trails. The trail took 4 months in 2013 and a couple of months in 2014 to build.

"The top Regulator areas – big rollers, bermed out switchbacks, As you get lower, it gets little tighter and a more technical. That when it's gets rockier tighter switchbacks. There's some bridging, some rock work, and pretty much everything you could want, this trails got it," said Blitch. "There are multitudes of rock gardens, there's one section where you actually ride through a small waterfall. There are caution signs in the areas where you need to pay attention."

While any mountain bike will work, Blitch recommends a trail bike. "It's a real mountain bike trail in the Wasatch."

Snowbird is planning a next phase of trail development, with plans for a bike park. The future trails will include some downhill specific trails.

The trail was built with a Sweco and a mini-excavator and tuned by hand. Some sections were completely built by hand. Alpine Trails and Snowbird worked with the Uinta-Wasatch-Cache National Forest to construct the trail in a fashion that was sensitive to viewsheds, watersheds, and natural areas.

I had a chance to ride the trail, and I found that the rating of Intermediate to Advanced was accurate. There are no spots that are really sketchy, or where there isn't an alternative easier line. And, there are no super steep spots either. The switchbacks can be pretty tight at the top, but they will ride in quite nicely with time.

I took my time getting down, stopping in numerous spots for photos, or to just soak in the mountain views. It's a trail worth riding. Make a day of it, and enjoy the mountains. The more people that ride it, the better it will become.

We caught up with Michael Martin, a Salt Lake City rider that was trying it out for the first time. "I thought it was awesome! For everything I've done, I thought it was top of the line," said Martin, "the views are amazing."

Shawn Dobson, another Salt Lake rider, echoed this, "it was a little rocky, but it was awesome! It's awesome to have a trail like that up here. It's beautiful up there!"

There are several ways that one can ride the trail. The first is after a lung-busting ascent. One can ride through Peruvian Gulch (on the Widowmaker Hill Climb Course) to the top of the Tram. The descent starts just below and the Tram, and heads in to Gad Valley.

The second human powered



The ribbon cutting.

Photo: Dave Iltis



Luke Ratto on one of the bermed switchbacks about halfway down. Photo: Dave Iltis

option is to ride up the trail. This can only be done if you start early enough to be at the top before 11 am. After 11, the trail is open to downhill riding only.

The third option is to buy a day or summer season pass to ride the Tram to the top of Hidden Peak and then ride the Big Mountain Trail to the

bottom. Two or three laps on the new trail will be enough of a workout for most riders. A day pass is \$29 and a summer season pass is \$125. If you want to bring your out of town friends, demo bikes are available too through Snowbird Sports.

For more information, visit Snowbird.com.



1. Melinda Macfarlane 3:10:15
2. Shirley Leydsman 3:10:16
3. Alison Frye 3:10:17
4. Kelly Crawford 3:10:19
5. Brookanne Mickelson 3:10:21

Male Cat 1/2

1. Joe Waters 4:08:48
2. Cameron Hoffman 4:08:49
3. Castor Jason 4:08:49
4. Jared Gilyard 4:08:49
5. Hanson Will 4:08:49

Male Cat 3

1. Joergen Trepp 4:20:52
2. Paul Burger 4:20:52
3. Scott Buccambuso 4:20:53
4. Colt Albrecht 4:20:55
5. Courtney Larsen 4:25:09

Male Cat 4

1. Shaun Johnson 2:49:39
2. Jared Muir 2:51:04
3. Allan Mecham 2:54:14
4. Scott Morrison 2:54:26
5. Jacob Crockett 2:58:43

Male Cat 5

1. Jed Christensen 2:56:46
2. Jared Meyers 2:56:54
3. Chad Lambert 2:59:30
4. Garrett Dana 3:00:25
5. Gary Christian 3:04:23

Male Cat 1/2/3 Masters 35-44

1. Amelbaru Louie 4:13:50

Male Cat 1/2/3/4 Masters 45-54

1. Mark Schaefer 4:13:50
2. Jeffrey Sargent 4:21:18
3. Dan Kadmas 4:38:36
4. Lorin Ronnow 4:38:37
5. Stephen Tueller 4:41:18

Male Cat 1/2/3/4 Masters 55-99

1. Jerald Hunsaker 3:00:30
2. Norman Frye 3:00:30
3. Rick Black 3:00:35
4. Ken Jones 3:07:56
5. Bill Pinckard 3:08:31

Male Cat 4/5 Masters 35-99

1. Joe Hicks 3:07:55
2. Aaron Papa 3:09:29
3. Stephen Hester 3:12:48
4. Tony Rago 3:18:05
5. Ian Skurnik 3:22:15

Heber Valley Circuit Race, UCA Series, Heber, UT, July 26, 2014**Cat1/2/3 Male Master 45-99**

1. Jeff Sargent, Ski Utah/Plan 7 1:58:40
2. Christoph Heinrich, FFKR - CONTENDER RACING 1:58:41
3. Zan Treasure 1:58:42
4. Michael Hanseen, Salt Lake City Cycling (SLCC) 1:58:59
5. Andrew Lock, Millcreek Bicycles 1:59:55

Cat1/2/3/4 Female Junior 10-14

1. Grace Shirley, Skullcandy/Think Architecture 1:16:20

Cat1/2/3/4/5 Male Junior 10-14

1. Luke Heinrich, FFKR - Contender Racing 0:53:14
2. Ian Frederick, Velosport Racing 0:53:14
3. Jack Shuckra, FFKR - CONTENDER RACING. 0:53:24
4. Ryder Jordin, Canyon Bicycles - Shimano 0:56:08

Cat3/4 Female

1. Jamie Bangert, Ski Utah/Plan 7 2:12:34
2. Kellie Oliver, Team Red Rock 2:15:07
3. Alison Knutson, Harristone/Sun Valley Mortgage 2:15:11
4. Sara Baker, Canyon Bicycles 2:15:18
5. Annette Bowman, SaltCycle - Intelitechs 2:15:36
6. Kate Madorin, Morgan High School MTB Team 2:30:43

Cat1/2/3/4 Female Master 35-99

1. Laura Howat, Ski Utah/Plan 7 2:15:09
2. Katherine Ragle, Bountiful Mazda Cycling Team 2:15:12
3. Ruth Shapiro, Ski Utah/Plan 7 2:15:43

Cat1/2/3 Female

1. Tiffany Pezulo, 2:30:25
2. Breanne Nalder, DNA Cycling p/b K4 2:53:25

Cat4/5 Male Master 35-99

1. Gregory Oneil, MiDuole 2:11:55
2. John Eisenhart 2:12:01
3. Stephen Bloch, Canyon Bicycles - Shimano 2:12:04
4. Dave Steiner 2:12:07
5. Stephen Hester, Mi Duole 2:12:15

Cat1/2/3/4/5 Male Master 55-99

1. Jonathan Laine, 3 Feet-It's the law 2:02:22
2. Dirk Cowley, FFKR-Contender Bicycles 2:02:23
3. Rick Black, Ski Utah / Plan7 2:02:27
4. Donald Armstrong, Microseal/Maddog Racing 2:02:27
5. John Lauck, Bountiful Mazda Cycling Team 2:08:32

Cat1/2/3 Male Master 35-99

1. Gregory Strokes, STRAFE 3:02:01
2. Mark Larsen, Team Red Rock 3:04:52

Cat4/5 Male

1. Andrew Dorais 1:40:12
2. Jared Muir, Infinite Cycles 1:40:20
3. Kurt Simpson 1:40:24
4. Joshua Bond 1:40:25
5. Noah Putt, FFKR - CONTENDER RACING. 1:40:26

Cat3/4 Male

1. Kaleb Legore 2:42:22
2. Shaun Johnson, FFKR - CONTENDER RACING 2:42:42
3. James Ji, Cicada Racing Inc 2:47:06
4. Cameron Anderson, Cicada Racing Inc. 2:47:09
5. Joergen Trepp, Saltcycle - Intelitechs 2:47:13

Pro/1/2/3 Male

1. Erik Slack, Canyon Bicycles-Shimano 3:01:34
2. Taylor Fletcher, Colesport 3:01:35
3. Robert Squire 3:03:32
4. Mitchell Peterson, Canyon Bicycles- Shimano 3:03:33
5. Branson Yantes, Intermountain Live Well p/b B 3:03:35

Speaking of Spokes - Continued from page 2

ride, Nibali gained the advantage on Contador and set the foundation for his overall victory. Thereafter, he and his team rode intelligently and efficiently, allowing Nibali to conserve his considerable skills for key efforts during the remainder of the Tour.

Those efforts came on the steep mountain top finishes at La Planche Des Belles Filles, Chamrousse, and Pla d'Adet. And he was impressive. He timed his attacks well, and none could follow. He was magnificent. And my wife said, "I hope he's not doping." Later, my son commented, only half-jokingly, "I guess he doped better than the others." And a daughter, when told Nibali had won by nearly eight minutes, commented, "He's probably doping." Nibali's victory was a great one, and it hurts to hear these comments, though in my heart even I have to harbor a hope they are not true.

I remember last year when, atop the podium in Paris, and having had to respond to constant questions about and suspicions of doping, Chris Froome emphatically stated, "This is a victory that will stand the test of time!" I felt his emotion, but could not help but wonder, as a

result of so many denials from so many others, if this was just bravado or the honest, vehement expression of a man who did not cheat. My wife just said, "I hope he's telling the truth."

I love my sport. To me, a bike race is a thing of beauty. I admire the skills and fortitude of all bike racers. I am especially impressed by the men who race the Tour. And I want to believe in them. I am a man of faith, and I choose to believe in them. When I hear the suspicions uttered by Karma and others, I defend them. Cycling has been through a tortuous crucible of redemption these last few years, and I believe the racers of today, including the great riders, with rare exception are racing clean. But right now, it is a fragile faith.

Years ago, we were friends with a couple and learned, sadly, of the husband's infidelity. They separated and eventually divorce proceedings were filed. I don't know what brought it about, but finally the man's relationship with his girlfriend was ended and he returned to his wife. While this was going on, though, we were close with his children, and Karma was a friend and support to his wife.

Sometime after their reconciliation, he asked if he and his wife could take Karma and me to dinner

and we agreed. During dinner, he thanked us for being good to his wife and children while they were going through this terrible ordeal. I appreciated his expression of gratitude, though Karma was certainly more deserving of it than me. In fact, however, I still harbored a lack of trust in him. I was not the one cheated on, but I have strong emotions about infidelity, and my faith in him was not easily restored.

In the many years since, this man has proven himself and his reformation. He is a good man, kind and generous, and I have come to admire and, yes, trust him. My faith in him has been restored, but it took several years.

Hundreds of thousands, maybe even a few million, of us are bicycle racing fans. And each July we love to follow the nearly month long excitement that is the Tour de France. Yet our trust has been breached, and it will not be easily extended again. Such restoration will take years, years of believable racing and results, and years of effective testing with few cheaters, particularly among the really elite racers.

Those years have already begun to roll by. In four years, we have had four different winners of the Tour. Cadel Evans in 2011, Bradley Wiggins in 2012 and Chris Froome

in 2013, though consistent winners and consistently good, have also proven vulnerable, humanly vulnerable. Though they would all have liked to repeat, there is something refreshing in the fact they have not.

Now, Nibali is at the top. Can he repeat? The future will tell. He was awesome this year and has been consistently good in prior years, winning the Vuelta à España in 2010, taking third in the Tour in 2012 and winning the Giro d'Italia in 2013. Thankfully, he has a reputation for being a clean rider. Still, he readily acknowledges that such success would not have been possible, and indeed did not come, during the waning years of the doping culture. "Steps have been taken and great progress has been made, and with it so my results have arrived," he stated as reported by AFP. "I have to thank them (doping controllers) because without these iron controls maybe I wouldn't be here today."

So I hope, and have faith, that within a few years, we can watch the Tour without wondering. That we can watch exquisite displays of athletic performance without suspicion. That Karma and I can watch an incredible finish on a mountain stage, and admire an impressive victor of the Tour de France, and Karma won't have to say, "I hope he's not cheating."

Bicycle Collective News for Summer 2014

Summer has been incredible at the Salt Lake Bicycle Collective, with our capacity expanding in all of our core programs. It appears that 2014 has seen the most children through Earn-A-Bike, the most goodwill clients served, the most donated bicycles, and the most people helped in our community bike shop. Our expanded hours have been working really well, leveling the hectic days by distributing patrons over the rest of the week. We still need your help, though, to keep up with the increased demand, especially as volunteers! Consider calling ahead and volunteering during the day, coming down on Monday Nights to help us out, during Wednesday's Women's Night (Women Only), or, for more advanced mechanics, during our open shops.

Coming up in August, we're proud to support Wildflower Pedalfest with volunteers, as their donations from every registrant allowed us to expand Women's Night to be a weekly program this year. Come show support for the women cyclists in your live by volunteering Saturday, August 16th, contact Wildflower Pedalfest for more information.

We've always parked bikes at Craft Lake City, but this year we'll be selling bikes, talking about DIY repair, and converting 80's MTB's into solid commuters throughout the show, we'd love to see you there! Come talk bikes with us, Friday and Saturday August 8th and 9th.

Bike Prom was a grand success, but we want to throw a party for our Provo and Ogden shops too! The Shop to Shop ride, in late September/Early October, is going to leave from both Provo and Ogden Collectives and take you along bike paths to a party in Salt Lake, with abridged ride options utilizing Frontrunner available. Look out on our website, bicyclecollective.org, for info on the ride.

For more information on all of our programs, visit bicyclecollective.org or call us at 801-FAT-BIKE.

-Davey Davis

Bike Utah News for Summer 2014

With all of the excitement of Utah Bike Month behind us, Bike Utah was able to take some time for events and meetings with old and new partners that will help to advance bicycling in Utah.

- Action Alert Update: Thank you for making calls and sending emails to Senator Hatch in regards to the Transportation Alternatives Program (TAP) funding cuts. The Finance Committee agreed to only make opening statements and to delay any votes so that the committee can work together on a bipartisan solution to the highway Trust Fund. This will, hopefully, be a better long term solution. Thank you for your support and contacts to the Senator's office, showing that bicycling is important to us here in Utah.

- We met with UDOT Director Carlos Braceras and Deputy Director Shane Marshall to discuss a variety of issues, including the best way for bicycle users to be an active part of the roadway planning process and how to best provide them feedback for roadway improvements.

- Representative Johnny Anderson was in attendance at our June board meeting to discuss transportation issues and how to continue the process of reaching out to legislators about the importance of active transportation.

- Bike Utah met with Troy Duffin and Sarah Marshall of Trails Utah to determine how we can both work to expand and improve trails throughout Utah.

- We also met with Lori Harward from the Utah High School Cycling League about expanding statewide opportunities for youth to get involved in mountain biking

- Our second Mobile Active Transportation Tour took in the Murdock Canal Trail from Orem to Lehi. More than 25 people were in attendance including all three Utah County Commissioners. Attendees learned about the benefits of an effectively implemented off-road, paved trail. Upcoming tours are planned for Farmington City, Ogden, and Moab.

- The northern leg of the Road Respect Tour took our group from Park City to Coalville for a community forum looking at road use along Chalk Creek. We then rode a loop from Morgan and had a children's bicycle safety session. The tour finished up in Logan where we rode with more than 150 enthusiastic local riders and had a community expo.

Sign up for our monthly newsletter at www.bikeutah.org/email so you can stay updated about what we are working on and how you can be involved in making Utah more bicycle friendly.

-Philip Sarnoff

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MOUNTAIN BIKING

WYDAHO Mountain Bike Festival to Be Held Over Labor Day Weekend - Raises Funds for Teton Valley Trails and Pathways

By Amanda Carey

If you haven't mountain biked in the Tetons, you are missing out on a hidden gem in the mountain biking world. At least this is what the WYdaho Rendezvous Mountain Bike Festival's original founders thought when they started the event 5 years ago. With its wide variety of terrain, dramatic views, cool mountain temperatures and uncrowded trails, Teton Valley Trails and Pathways knew that Teton Valley needed some much-deserved attention as a mountain biking destination. With that mission in mind, the WYdaho Rendezvous Festival was born.

Fast forward 5 years. Teton Valley and Grand Targhee's incredible trail network is no longer as big a secret (although the trails are still empty), the festival has grown bigger and better. Grand Targhee has built and rerouted countless miles of cross country and downhill trails, there are now 3 full-service bike shops in Teton Valley and the area has become known for a reason. The festival is now hosted and centered at Grand Targhee Resort in Alta, Wyoming and held over Labor Day weekend. The 5th annual WYdaho Rendezvous

Mountain Bike Festival kicks off at noon on Friday, August 29 and continues through Monday, September 1 at noon.

Held over Labor Day weekend and based at Grand Targhee Resort, the WYdaho Festival boasts a weekend of amazing trail riding in a family friendly, laid-back, mountain festival atmosphere with activities and trails for riders of all ages, riding styles and abilities.

It's also a fundraiser for Teton Valley Trails and Pathways, the local trails and pathways organization. The group's goal is to build and maintain a complete, connected network of pedestrian and bicycle pathways and trails throughout Teton Valley.

The festival should appeal to all types, from hard-charging downhillers to beginner cross-country riders. There are nearly 20 group rides, hosted by knowledgeable locals, held all over the valley, at Targhee and on Teton Pass downhill and cross country trails. There are skills clinics for all abilities, ranging from women's only clinics taught by pro rider Amanda Carey, to intro to downhill and even a kid's only ride. Ripstoke, a Colorado-based group of trials riders, will wow the crowd with massive box drops, spins and other mind-

blowing trials moves on Saturday night. There's beer from Snake River Brewing on tap, BBQ and food available all weekend and the Targhee chairlift spins daily to take riders up to both blue and black diamond trails. There are also huge product raffles every evening, live music from West Water Outlaws and Jonathan Warren & The Billy Goats, kid's races and games, Strava races, the infamous Targhee Super D, silly shenanigans like the Fat Bike Keg Pull and the Chainless Downhill and the festival's biggest attraction, 2015 demos from major bike manufacturers.

This year, festival goers can enjoy testing the latest and greatest 2015 bikes from Pivot, Specialized, Giant, Yeti, Rocky Mountain, Santa Cruz, Juliana, Trek, Niner and wheel and cockpit demos from Enve. Demos are included in the festival pass and can be taken on the Targhee XC trails or up the chairlift.

There is camping with showers available at the base of Grand Targhee as well traditional lodging options there and in the valley. For complete information, registration prices and event schedules, visit the festival website at tetonmountainbikefest.tvtap.org.



Troy Olsen and Dana Ramos riding the Grand Traverse Trail during the WYdaho Rendezvous Mountain Bike Festival. Mt. Owen is on the left and the Grand Teton is on the right. Photo by Mark Fisher.

36th annual snowbird bicycle hill climb

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September 13, 2014 — Start Time 9 a.m.

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at the UTA Park & Ride, 9400 S. 2000 E.

Online registration: snowbird.com.

Info: misty@snowbird.com

snowbird

snowbird ultra hill climb

14 miles - 6,500 Vertical
Sandy to Snowbird's Hidden Peak
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then ride your MTB up Gad Valley
to finish on Hidden Peak.

See registration
information at left.





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MOUNTAIN BIKE RACING
Maaranen and Grant Win Solitude Intermountain Cup



Above: Emma Maaranen on her way to winning the women's pro category. Right: Connor Barrett topped the men's Semi-Pro field. He's riding the A-line on the descent. Photos: Dave Iltis

COME PLAY IN PARK CITY WITH THE MOUNTAIN TRAILS FOUNDATION THIS FALL!

The Mountain Trails Foundation is a non-profit organization that is Park City's trail advocacy group. We're dedicated to supporting and promoting human-powered recreation on local trails, today and into the future. A lot of our funding comes through the events we produce, make plans now to participate and you will be directly supporting the trails we all love so much. Register now for one of these upcoming events at athlete360.com (search the event name).

 Sept. 13, 2014 All Singletrack trail marathon, passes through 3 world-class resorts in Park City.	 Sept. 21, 2014 7-mile mountain bike climb from City Park, to the top of Guardian Pass. Crazy costumes, crazy bikes is the concept!
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www.mountaintrails.org

By Dave Iltis

On a beautiful summer day on July 26, 2014, The Chris Allaire Memorial Solitude Intermountain Cup was held on a brand new course at the Solitude Mountain Resort.

Several hundred racers lined up in multiple categories to compete on the single track trails.

In the women's race, Emma Maaranen used a great start and kept it steady throughout the race to take the women's Pro Category win. Meghan Sheridan and she bolted out to an early race lead on the first climb. "It was so fun, it was a really great course with amazing people. It was so fun seeing all the junior

riders."

Kathy Sherwin (Stan's No Tubes) made up for a slow start by building up steam to get close to reeling in Maaranen. At the finish, Maaranen took a wrong turn, "I didn't see the finish line and started to head out for a fourth lap and jumped off my bike and had to run in for the finish. Note

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to self: know the race course.”

Although she is not new to mountain bike racing, it was Maaranen’s first Intermountain Cup Race. When asked about the event, she said, “It was a great group, I can’t wait to do this next year!”

Sherwin said, “I didn’t feel like myself at the start. I was about in fifth. I was able to work my Cannondale, the shocks, and anything I could to eke it out. I was able to make my way up to second place. And at the end, she (Maaranen) had a mishap. As she was running back around, I was coming down. She deserved it, she was in front of me the entire race and definitely was working hard all season.”

Commenting on her race, Sherwin also said, “It was really good. Because I don’t have what it takes anymore, you do what you can to gain advantage. You use your shocks, your lockouts. I almost made it happen, but it didn’t quite work out.”

Debbie Mortensen (Diamond Peak) rounded out the podium in third, perhaps in part due to her navigation of the A-line.

In the men’s Pro race, Alex Grant (Sho-Air/Cannondale) was fourth

after the first short climb. After the first lap, Grant was in the lead by close to a minute over second place Switzerland’s Oliver Zurbrugg (Wheeler). Grant kept it pegged the entire time and ended up winning by 4:09. Grant said, “I knew that with the big long climb coming up, it would sort out there. A couple guys tipped me off that there was a really strong Swiss guy racing. I knew Bryson was strong. I kept my eye on those guys He hit on the first climb. I followed him and let him set the pace for the whole climb. I jumped around him and punched it on the downhill and opened up a gap because I know the trail pretty well. I pushed it on the second climb and rode my own pace.”

When asked about upcoming races, Grant said, “I have the Breck Epic next week, a 6-day race.” About his season, “It’s been overall a great season. I’ve had some great races and a couple of rough ones. I had my best ever finish at Cross Country Nationals with a fourth place. I was really happy with that. Only 2 and half minutes off the win.”

Zurbrugg held on for second, and race organizer Bryson Perry (DNA Cycling) took third.

The course had some twists.

This year, the long climb to the top was removed, and replaced with more rolling single track on Solitude’s lower slopes and through Honeycomb Canyon. But the most interesting twist was the addition of an A-line on the bottom of the descent. Riders could chose to roll over a large boulder and hop two logs, or take the safer but slower route around a switchback. Most of the pro’s and few great bike handlers took the A-line, while most mortals played it safe. Another event to keep the crowd happy was the ‘huffy-toss’, where riders and spectators through a not so great bike as far as they can to win prizes.

The Solitude Intermountain Cup was the last race of the year in the series. Under new owners Bryson Perry and Kelly Peterson, the series is seeing some new energy, new twists, and a perhaps a return to the glory days of the series.

For more information, visit IntermountainCup.com. For results, see the results section in this issue.

For other mountain bike races, see Cycling Utah’s calendar in this issue

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COMMUTING

Salt Lake City's Greenbike Bike Share Doubles in Size



Above: The Greenbike station at the Union Pacific Building has expanded as part of the doubling of capacity of Salt Lake City's bike share program. Photo: Dave Ittis

July 22, 2014 – Salt Lake City, Utah – Greenbike, Salt Lake City's bike share program, today announced that they have doubled the size of their system. Eight new stations were installed over the last week, and over 70 new bikes were added to the system. Additionally, seven existing stations had more docks installed.

New station locations:

Salt Lake City and County Building, SE Corner, at 451 S. State. Cityscape, a new development, at 300 S and 400 E. 250 S and 300 E (west side of

the street)

Main Street, between S. Temple and 100 S on the west side of the street

Salt Palace, SE corner, at 200 S. and W. Temple.

Sheraton Hotel, at 200 W and 500 S.

300 S. and approximately 350 W. near Bingham's Cyclery and Pioneer Park

Citifront Apartments at 600 W. and N. Temple.

Greenbike has been a roaring success. In 2013, over 26,000 trips were taken by 6100 people on 65 Greenbikes. Salt Lake City's

Greenbike had the most successful debut for a bike share program for a city of its size.

Greenbike exists through a public and private partnership. Sponsors include title sponsor SelectHealth, helmet sponsor LDS Hospital, and membership card sponsor AT&T. Bike station sponsors include Key Bank, Backcountry.com, Harmons, Rocky Mountain Power, Radisson and Fidelity Investments.

"The Wasatch Front Regional Council is a proud Greenbike Strategic Partner," said Andrew Gruber, Executive Director of the Wasatch Front Regional Council. "The program furthers our region's goals to provide individuals with a variety of transportation choices, connect people with their destinations, and improve our community's quality of life."

New Station Sponsors Include the Sheraton Hotel, Utah Clean Air Partnership (UCAIR), Salt Palace Convention Center, Utah Office of Tourism, Film & Global Branding, Governor's Office of Economic Development, Telephone & Telegraph LLC, and Wasatch Property Management.

Bike share gives users the opportunity to ride a bike throughout downtown Salt Lake City. 24 Hour, 7 day, or year-long memberships may be purchased. A membership allows users to ride for free for less than 30 minutes to and from any of the bike stations.

For more information on Greenbike, visit greenbikeslc.org.

COMMUNITY

CAPSA Ride to Support Victims of Abuse

By Amy Gilden

Domestic and sexual abuse is a topic few feel comfortable acknowledging let alone discussing. It's a taboo subject at best and a preferred ignorance at worst. However the fact remains that in this world we reside lurks the darkness that is domestic and sexual abuse. As human beings we interact with other people on a daily basis. Is it unsettling to know that one out of every five people you meet has had or known someone who has had an experience with abuse? It's frightening real and the only solution to bring these horrors to an end is to take a stand against it.

In a popular film it was once quoted "Now, we must all fear evil men. But there is another kind of evil which we must fear most, and that is the indifference of good men." I take heart in knowing that there are people out there that carry this mind set of not turning a blind eye to the evil acts of domestic and sexual abuse. There is a group by the name of CAPSA (community abuse prevention services agency) and CAPSA exists to offer shelter to victims of these crimes as well as raise awareness to society in hopes to bring an end to abuse all together. In 2013 CAPSA provided shelter to 4 men, 96 woman and 131 children for a total of 4,595 nights of stay. Unfortunately an additional 126 requests for shelter went unmet

because all the beds at CAPSA were occupied. With such upsetting statistics it is no wonder that CAPSA works tirelessly in their fundraising efforts. One of these fundraisers was born three years ago in the form of a bike ride. Coined by a survivor of abuse "Cruising To Stop Abusing". This is a ride designed for all ages and abilities to participate in. A last jaunt through the crispness of fall before the winter settles in. I find this particular fundraiser most refreshing in its family involvement, the route winding its way through the most picturesque surroundings of cache valley and most importantly the gallantness of the cause itself. After all what rider wouldn't enjoy such a ride all the while creating awareness plus raising funds to help the victims of abuse?

I for one applaud the good people at CAPSA and you can be sure that I shall be gathering my family and my bike come this September 20th to take my own stand against abuse; forsaking any indifference to the evil that is abuse.

Ride information: September 20 – CAPSA's Cruising to Stop Abusing Ride

, 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, Michelle Merrill, 435-753-2500, michelle@capsa.org, cruisingtostopabusing.com

capsa
ABUSE ENDS HERE

A Benefit Ride to stop abuse in Cache Valley

Saturday Sept. 20th 2014

Cruising to stop
a benefit of cruisingtostopabusing.com

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CTSA

SEP. 20 2014



Abusing

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to guarantee a jersey.



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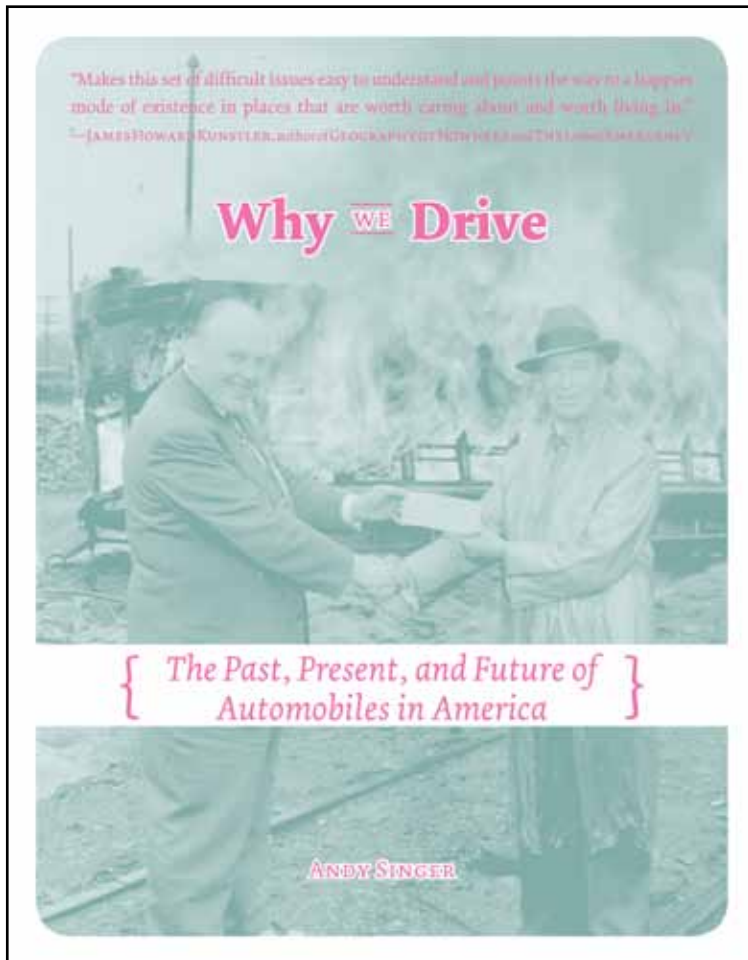
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TRANSPORTATION

Book Review of *Why We Drive* and an Interview with Cycling Utah Cartoonist Andy Singer



By Lou Melini

You may have seen the cartoons by Andy Singer that have graced the pages of Cycling Utah over the years. I became acquainted with the works of Mr. Singer many years ago before my association with Cycling Utah in the (now defunct) California based Auto Free Times and the Czech publication Car Busters magazines. Mr. Singer's cartoons and illustrations have also been published in a number of magazines as diverse as The New Yorker, Esquire, The New York Times, and many others. I also read his first book CARtoons published in 2001. Given that, I have been a fan of Mr. Singer for quite some time.

So when I had a chance to read *Why We Drive*, I took advantage of that opportunity. I was not disappointed. Andy is a great cartoonist. His cartoons will provoke thoughtful laughs or perhaps emotional outrage. His cartoons however are only a portion of what *Why We Drive* is about. Mr. Singer has taken classes in civil litigation and environmental law and is able to see the legal and financial tax structures that perpetuate highway building. He eloquently displays this knowledge in the pages of "Why We Drive". His cartoons are just a small part of a well written and researched book that will, as the title states, explain the reasons behind our car-centric culture that include the disciplines of law, finance, econom-

How many miles per gallon does your bike get?

ics, sociology and psychology.

I have read a couple of books from Andy's bibliography so I am familiar with much of what the book contains. Andy does a very nice job of organizing and explaining his points in the 151-page book in an entertaining manner. After reading the book I became both fascinated and somewhat frustrated by the history, some of it corrupt, of *Why We Drive*. If you want to see the big picture of the Past, Present and Future of Automobiles in America, read this book.

Andy points out that the automobile lobby is very strong. He offers a few solutions to counter it. First, ride a bike everywhere instead of using a car. In fact, becoming car-free is his advice. Andy's most compelling advice is: "At some point, however, you must participate in the political process. There is no substitute for making major legislative changes. Meetings are no fun but political power goes to those who are willing to sit through meetings."

I did have the pleasure of a short interview with Andy so I thought I might share his thoughts with the readers of Cycling Utah. In this way you can see the intellect of the man behind the cartoons.

Why We Drive: The Past, Present, and Future of Automobiles in America

By Andy Singer, 2013
Microcosm Publishing
Portland Or. 97214
www.microcosmpublishing.com

An Interview with Andy Singer
Cycling Utah: Andy, I read your first book, CARtoons, and was a subscriber to Car Busters many years

ago so I have been familiar with and a fan of your work. Why did you feel a need to write *Why We Drive*? Is it a follow up to CARtoons?

Andy Singer: Yes. After writing CARtoons, I became more involved in alternative transportation activism and did more reading and research. I took some classes in civil litigation and environmental law and started to see the legal and financial tax structures that perpetuate highway building.

A lot of people think that getting better bikeways and public transit is a cultural and political issue-- that if we can just convince enough people to support these alternative transportation modes, they will get built. What I found is that we've set up transportation funding structures in state constitutions and state legislatures that overwhelmingly favor cars. Thus, when a local or state Department of Transportation (DOT) is faced with a transportation problem, they will almost always choose a highway solution because they know that it can get funding. Put another way, the local or state DOT will tell your cycling or transit advocacy group "We don't have the money to build your tiny (half million dollar) cycle-track in downtown." Yet, when you look at their annual operating budget, they are often spending over a half BILLION dollars per year on highway expansion projects-- widening existing roadways or building entirely new roads or bridges, even as vehicle-miles-traveled in America has declined slightly since 2008. In many states the state constitution mandates that gas tax dollars and motor vehicle fees have to be spent on highways. Often there is no comparable revenue source for transit, bike and pedestrian projects. Much of what was accomplished in bike and transit infrastructure in the last 20 years has been done largely with federal money. So I felt like someone needed to point this out to activists and the general public.

After writing CARtoons, I also got invited to do slide talks at a number of venues (mostly universities). So I spent a few years developing a slide talk that explained the social and environmental problems caused by cars and also the funding structures and history that causes America to keep building highways. "Why We Drive" is my attempt to make that slide talk into a book. It's focused on U.S. history and politics and has updated statistics and some maps and photographs. When doing slide talks, I found it was helpful to show people photographic examples of good and

bad urban design or what a particular street or community looked like historically-- before a highway or automobile boulevard was rammed through it. I'm hoping the book will focus activists on which state laws need to be changed if we really want to make progress and get out from under the boot (or tire) of the automobile.

C.U.: I read your interview in Atlantic Cities. (www.theatlanticcities.com/commute/2013/10/cartoonists-vision-car-free-future/7088). That moment in high school you discussed must have been quite inspirational when it was asked; "How did you become interested in issues of sustainability, transportation, and auto culture". You used that answer in the first chapter of CARtoons. You currently live in Saint Paul but you previously lived in a number of communities according to the interview. Which of the cities would best represent your vision for transportation? Would any of the cities inspire another young high school kid to be inspired and follow in your footsteps?

A.S.: I was born in New York City and my dad lived there until his death. My mom and I moved to Berkeley, California when I was about 8 or 9. I've also lived in Ithaca, New York, Boston, Massachusetts (when my wife was getting her PHD) and Saint Paul, Minnesota for the last 13 years. Of the places I've lived, I think the big, older cities have done the best job making themselves bicycle, pedestrian and transit friendly-- New York, San Francisco and Boston.

Chicago and some other cities seem like they are rapidly improving as well.

Of the smaller cities at the top of the pile would be Portland, Oregon, Minneapolis, Minnesota (our sister city), Berkeley/Oakland, California and a few others. Indianapolis just completed a massive cycle-track network in its downtown. Salt Lake City and San Diego have done a lot of stuff as well.

Next to these others, Saint Paul is actually very uninspiring when it comes to bicycle/pedestrian infrastructure.

As co-chair of the Saint Paul Bicycle Coalition our group and others are trying to push our city into the 21st century but we're getting a lot of resistance. The local public works

department and county engineers and officials are very auto-centric. So it's difficult to get stuff done. We also run into the problems with state transportation funding structures like those I described earlier. Nevertheless, you can comfortably live in Saint Paul, any of the other cities I mentioned and just about any city in America without a car. It just requires a little planning when choosing where to live and work. No matter where you live, inspiration is out there for the taking. People are doing innovative stuff all over the country-- even in small towns and suburbs.

C.U.: I've read a couple of books in your bibliography, *Asphalt Nation* by Jane Holtz Kay and *Katie Alford's, Divorce Your Car*. Is there a book from your reading that has been particularly inspirational to you?

A.S.: *The Power Broker* by Robert Caro is the most inspirational book I've ever read on the subject of transportation and urban planning...but I lived in New York City and knew many of the places and people he was talking about. I'm not sure if it would be as inspirational to others. The book won a Pulitzer Prize when it came out in the 1970s. Caro was a newspaper reporter who wanted to write a book about political power-- how it was obtained and wielded and what role agencies played in government. In describing the life of Robert Moses, a highway builder, unelected state bureaucrat and creator of the modern "highway department," Caro was able to describe (in a microcosm) the transportation and political history of America.

Another great book is Ivan Illich's "Energy and Equity." That one is a quick read and (I believe) available for free on line.

C.U.: The University of Berkeley in California is considered a bastion of liberal thinking. You live on Berkeley Ave. in Saint Paul. Was that planned or just a coincidence?)

A.S.: It was just a slightly cruel joke of fate or some higher power. I always wanted to be able to live in Berkeley, California (closer to family). So fate said "Okay-- you can live in Berkeley-- Berkeley Avenue in Minnesota! ha ha ha!!" On the plus side, the cost of living is a heck of a lot lower in Saint Paul.

Thanks again for the interview and for reviewing the book.

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Trapper Trails Council, BSA with a ride around the south end of scenic Bear Lake on the Utah/Idaho border...

September 27, 2014 — The Watchman 100, St. George, UT, A beautiful fall century ride from Springdale, Utah...

September 27-28, 2014 — Ride to Lava, Smithfield, UT, 2-day 162 mile fully supported bike tour...

September 27, 2014 — Man of STIHL, North Salt Lake, UT, 62-mile (100km) fully supported metric century bike ride...

September 28-October 4, 2014 — Epic Bike 5 National Parks, Cycling Escapes, Zion NP, UT, 5 National Parks and Scenic Byways in 6 days!

October 18, 2014 — SoJo Marathon 25-mile Bike Tour, South Jordan, UT, Lead out hundreds of runners at the SoJo Marathon...

October 25, 2014 — Fall Tour de St. George, St. George, UT, Ride around southern Utah and see some of the most scenic views...

November 11, 2014 — Free Fee days in Arches and Canyonlands National parks, Moab, UT, The perfect time to ride your road bike in the parks...

November 29, 2014 — Saturday Fatter-day Ride, Saratoga Springs, UT, 6th annual ride to benefit the Utah Food Bank...

Regional Road Touring

Thursday Night Training Ride — Weekly Road Race, Cloverdale, ID, Training Rides every Thursday night from 17 April - 10 July 2014.

August 2-10, 2014 — BlomFest - OccupySalmon, Salmon, ID, We will be leading big Mtn Bike rides and shuttles all around the Salmon Area...

August 2, 2014 — Colorado Cyclist Copper Triangle, Copper Mountain, CO, The Copper Triangle has long been considered one of Colorado's classic alpine road rides...

August 3-9, 2014 — Ride Idaho, North Idaho, ID, 7-day supported bicycle tour in South Central Idaho, 400 miles, Twin Falls, Hailey, Sun Valley and back...

August 3, 2014 — Durango 100 Gran Fondo, Durango, CO, A loop ride from Durango, Colorado to Farmington, New Mexico and back...

August 9-16, 2014 — Oregon Bicycle Ride, Spray, OR, Participate in our 7-day fully supported roadtour beginning and ending in Spray, OR...

August 9, 2014 — Sawtooth Century Tour, Sun Valley, ID, Benefit for the Wood River Bicycle Coalition. Road bike tour from Ketchum to Alturas Lake...

August 9, 2014 — HeART of Idaho Century Ride, Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops...

August 9, 2014 — Le Tour de Kooconusa, Libby, MT, Fully supported 83 mile bike ride which tours the breathtaking shoreline of Lake Kooconusa...

August 9-13, 2014 — BOTOBO, Bozeman, MT, 5 days, 5 centuries - no relay! Bozeman to West Yellowstone, West Yellowstone to Jackson Hole...

August 10-21, 2014 — Klondike Gold, Dawson, YT, Ride through history, retracing the route of the notorious 1897 Klondike Gold Rush...

In reverse from Dawson, YT to Skagway, AK., Pedalers Pub & Grille, 877-998-0008, rides@pedalerspubandgrille.com...

August 16-17, 2014 — Bike MS Wyoming, Bike MS, Sundance, WY, Ride through the rolling hills surrounding grasslands and ponderosa forest...

August 23, 2014 — Pedal For Patients, Fruitland, ID, Chose the distance: 100, 68, 40, or 20 miles. The ride starts and ends at Saint Alphonsus Fruitland Health Plaza...

August 23, 2014 — Who Let the Dogs Out Century, Idaho Falls, ID, 100k ride that gently rolls along the scenic byway of the Snake River into Blackfoot...

August 24, 2014 — MS Wine Ride, Kuna, ID, Ride 35-50 miles through the beautiful scenery of the Indian Creek Winery in Kuna, Idaho...

September 6, 2014 — Wild Horse Century, Cody, WY, Benefits the wild mustangs of the McCullough Peaks outside Cody and Cody Youth Cycling...

September 6, 2014 — 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...

September 6, 2014 — Three Feet for Pete, Las Vegas, NV, Fun ride and rally to raise awareness for cycling safety. Honors Pete Makowski...

September 7 — Team USA Gran Fondo, Ogden, UT, 100 km gran fondo and 5.5 family ride, Rachel Leif, 719-434-4200...

September 7, 2014 — Tour de Tahoe - Bike Big Blue, Lake Tahoe, NV, 12th Annual ride around Lake Tahoe's Shoreline with the Juvenile Diabetes Research Foundation...

September 7-26, 2014 — Santa Fe Trail Bicycle Trek, Santa Fe, NM, 20th Year, Camping Trip. Ride all or part of the Santa Fe Trail (approx. 1100 miles)...

September 7, 2014 — Ride For Red, Boise, ID, Blue Chip ride through the vineyards and orchards of the Southern Treasure Valley...

September 13, 2014 — Tahoe Sierra Century, Squaw Valley, CA, 30-60-100 mile routes with 2500-6800 vertical gain. Starts at Squaw Valley Ski Resort...

September 19-21, 2014 — Ochoco Gravel Adventure, Prineville, OR, Participate in our 3-day fully supported tour exploring minimally traveled roads...

September 20, 2014 — West Yellowstone Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk...

September 20, 2014 — Tour de Vineyards, Palisade, CO, A fun, 25 mile bike tour of the West Slope vineyards and orchards held in

conjunction with the 23rd Annual Colorado Mountain Winefest., Mike Heaston, 970-858-7220, 303-635-2815, emgmh@emgcolorado.com...

September 20, 2014 — Mountains to the Desert Bike Ride and Telluride 200 Gran Fondo, Telluride, CO, Come enjoy some of the most scenic cycling in the world at the 11th annual Mountains to the Desert Ride...

September 21-27, 2014 — OATBRAN, 23rd Annual, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada! 23rd Annual, following the Legendary Pony Express Trail...

September 21, 2014 — Edible Pedal, Carson, NV, 10 mile, 50 mile and Nevada 150k ride options, Start: Bowers Mansion Regional Park, Washoe Valley, NV...

September 28-October 3, 2014 — Whiterock Canyons Tour, Grand Junction, CO, If you are only going to ride one tour of Utah, this is it. Explore the weird and wild landscapes of twisted canyons and rock...

October 4, 2014 — No Hill Hundred Century Bike Tour, Fallon, NV, 30 mile, a 60 mile, and a 100 mile tour, fully supported. Event shirts, gift bags, lunch...

October 4, 2014 — Santa Fe Gourmet Classic, Santa Fe, NM, The Santa Fe Gourmet Classic is a fun, challenging 60 mile bike tour with delicious, creative Southwest style foods...

rounding areas. Ride is limited to 150 riders., Kathleen Davis, 505-795-3286, 408-499-0775, lavimz@gmail.com, santafegourmetclassic.com

October 4, 2014 — Tour of the Moon, Grand Junction, CO, The Tour of the Moon was made famous in the 1980s Coors Classic and later in the cycling movie American Flyers...

October 4, 2014 — Gila Monster Gran Fondo, Silver City, NM, With four distances to choose from, everyone can find their challenge. Gran Fondo 103 miles, Gough Park, Silver City 8:00am...

October 11, 2014 — Tri-States Gran Fondo, Mesquite, NV, 112 miles, 7,500ft of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling...

October 11, 2014 — Goldilocks Las Vegas, Goldilocks Bike Ride, Las Vegas, NV, 5th Annual Super cool, Fully supported, non competitive, women only bike ride with 20, 40, 60, 80 and 100 mile route options...

October 11, 2014 — Park to Park Pedal Extreme Nevada 100, Kershaw-Ryan State Park, NV, Starts and finishes at Kershaw-Ryan State Park. 100 mile starts 7:30am. Metric Century starts 7:30am...

October 18, 2014 — North Las Vegas Century, Las Vegas, NV, Benefits Pancreatic Cancer Action Network and Eagle Quest of Nevada. Start and finish at the beautiful Craig Ranch Regional Park...

August 2, 2014 — Layton Triathlon, Layton, UT, Sprint, Mini Sprint, Relay Sprint, and Kids Triathlon options in the Layton Surf N Swim

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MOUNTAIN BIKING

A Chronicle of the Single Speed World Championships - Scavenger Hunt, Bar Crawl, Race?



Salt Lake City's Ryan Miller won the 2014 Singlespeed World Championship. He's showing his brand new winner's tattoo. Photo by Shanna Powell, endlessbikes.com

By Jamon Whitehead

The Single Speed World Championships is equal parts scavenger hunt, alley cat, bar crawl, double dare, rolling pirate ship and heavy metal show.....Yes, there IS a race but it's SO much more than that. This year's event was held in Anchorage Alaska from July 18-20, 2014. The weekend kicked off on Thursday evening with check in at Speedway Cycles. Race packets included normal swag : Stan's No Tubes fluid, stickers, event guide, T-shirt but also a 6 pack of beer, a card that listed 6 bars, punches at each magically turned the card into a raffle ticket and lastly a race plate....identical to every other plate in the mix. An ominously awesome sign to be sure. We were told to be ready for whatever; whenever but the extent of the actual schedule included the aforementioned check in, 2 group rides at the hilltop trails on Friday followed by an enchilada dinner at Don Jose's. The rest was fueled by rumor and innuendoLots of innuendo.

Historically the race has taken place on Saturday (at least I think it has) so when we woke up bleary eyed on Saturday "morning" anticipating a start time in the next 6-8 hours, we were mystified to learn via the facebook that the only riding we were to do that day was on our own. The only rule: be at the Carousel Lounge for last call "then we will go ride bikes after that". This meant a lot of things to a lot of people and rumors did swirl, some thought we would kick off the race immediately after last call, some said sun rise (which of course in Anchorage is not too long after).

We headed to the Carousel lounge around 9:30 pm Saturday. Communication indicated that we should anticipate a performance by Alaska's own, the "Black Owls", a heavy metal band of epic proportions as well as additional race start details. We started to really fill the place up, locals had no clue what was going on. While costumes aren't required on race day they are certainly suggested.

Most didn't wish to take chances and assuming the race DID start immediately following last call costumes abound that evening. Yours truly was sporting a grey slim and short Pee Wee Herman suit complete with red bow tie. We were a rag tag bunch of misfits to say the least. After the headlining band finished we hit last call and started to file out. By the time everyone made it outside the time was 2:30 am and the rain was falling. Rumors were confirmed when we were told to be back to the Carousel at 7 am later that morning. As we pedaled away we could hear a chorus of groans permeate through the crowd. Back at the hotel the Pee Wee suit was hung up, gear was laid out for the next day and I was unconscious within seconds.

6 am came quick! My roommates for the weekend were down for the count (Anchorage 3 - Salt Lake 0...for now) so I threw on the Pee Wee suit, slammed a granola bar and was out the door. I arrived at the carousel at 6:55 am where maybe 5 others were waiting patiently. Most had learned that punctuality was not a desired trait for the weekend; I had apparently not. As the minutes ticked by folks started rolling in, by 7:30 there were 150 or so. At this point there were murmurs of departure in 15 minutes. We rolled out of the parking lot sometime between 7:45 and 8 but not before SLC'ers Ryan Miller, John Gilchrist and Dan Hall hit the lot. The course ended up in Kinkaik Park, the opposite side of town as rumored about 8 miles from the meet up on the far western tip of the peninsula. We headed to the spot as a group, taking our sweet time arriving about 45 minutes later. Did I mention the storm clouds were rapidly clearing? The weather was gorgeous, 65 and sunny, eat your heart out Utah in July, I thought to myself as I ascended to the top of the final hill to the most epic view of Denali hundreds (?) of miles to the North.

There were race "officials" scrambling around trying to re-mark a course that had been pounded by rain earlier that morning. Chalk paint arrows and water apparently don't mix...weird. However justified, this led to some delays and grumbings from the steadily swelling peanut gallery. Despite some negativity surrounding the seemingly unorganized morning, the majority of the crowd was giddy with anticipation, tension was eased further when a pallet of 12 oz. cans hit the scene. The next half hour was filled with construction of new acquaintances as well as hazy recounts of the evening before.

DeeJay (captain of the pirate ship, AKA: the race organizer) finally emerged sometime after 9 pm, by this point the anticipation was at a tipping point (or was that the beer can I was holding?). Either way, he broke us up into 3 groups: pink, orange and blue. There were 3 distinct loops, each group was meant to start with the lap marked with the same colors as their group namesake. Beer cans flew, names were called

and the game was on. There was no huge rush (for the most part). I hit the orange loop nearly solo. There were two riders in front of me and no one to be seen behind. I was riding my rigid Richey Break Away travel bike with a 2.1 inch mountain bike tire shoe horned between the fork and the most aggressive 35mm cyclocross tire I could find sitting behind my seat tube. This set up was less than optimal for the loose, wet rooty single track but then again neither was my tightfitting suit in that humidity or my .07 (and rising) BAC. Lap one was briefly interrupted by a mother moose and calf....ALASKA!!!!

There was a physical challenge of sorts waiting at the midpoint of each lap for us to tackle or not. Lap one presented a sling shot a steel ball and a cookie sheet. Hit the cookie sheet, take a bead and roll on. Miss the sheet and you had to slam a beer to collect the precious....er, bead and move on. Back on course and I stumble upon a shot station where you take a shot and get a "bonus point", whatever that means (spoiler alert, that bonus point meant nothing but a free shot...which was fine). Finish the lap and as the rules went "climb the hill, bang the gong, get a mark on your bracelet and hit the next lap". YES, there was a gong on a hill in Kinkaik Park. Apparently it has been there since the 50's. Anyway, back on course, blue lap to be exact. This lap was unique, it had sand...lots of sand, well glacial silt to be exact but it felt acted and tasted like sand so for the sake of this story it was sand. We started pedestrianly enough on the paved multi-use trail but then descended on a hike only section that led through a shin deep water hazard that led to a deck of cards from which to pull. I ended up with the "ACE OF SPADES!" Relevant? I thought so, sorry to say the only relevant trait of the card is that it was in my pocket....Did I mention I fell earlier and lost all my beads? That WILL come into play later so pay attention. From the card deck we were sent across a soft beach with some of the most amazing views of the weekend. After a steep, unrideable accent we were back on the single-track which led to the gong, the bracelet mark and the final lap. Pink it turned out was my favorite loop of the event. It was smooth fast, an absolute riot but of course I was beyond the legal limit at this point. Half way through the lap I threw a rock into a trash can, took my Uno card and slammed a beer anyway. I arrived at the finish to a hill full of riders some had finished all 3 laps, some 2 and some were there to purely instigate. I slammed the gong one final time and took my third bracelet mark. I was done riding MY bike but the race was far from over.

The Utah crew rolled through one at a time, John, Dan, Ryan all having finished the course as well as all the physical challenges.....and all having an absolute blast. After hanging out for about a few hours cheering on the riders who were filing in we were told that there was food at the pavilion. We scarfed brats, salmon burgers



Riders during the race portion of the 2014 Single Speed World Championships. Photo by Shanna Powell, endlessbikes.com.

and more adult beverages then were told that if we had 2 cards and at least one bead we should grab someone else's bike and head down the hill. As mentioned I had lost all my beads on course so I grabbed the nearest racer with more than one bead and convinced them it was in the best interest of competition to "loan" me one. It turns out that completion of the course qualified us for the final championship event which was to be a "foot down" or "no dab" contest (last year it was go-karts). For those who don't know a human circle is created and participants ride laps, put a foot down and you are out. To add an additional level of difficulty the human circle slowly closed in. Sierra VanDer Meer took the win for the women.

The men's round started neutrally enough with a few laps before the

time to take one for the team and as I went down I flailed as best I could and took out about 5 other riders. I hopped up and cleared my bike (which was actually John's bike). A quick fall took down two more and it was Ryan versus a rider from Team Japan. Team Japan got hung up on the edge and managed a solid track stand for what seemed like 10 beats. Ryan spun a lap around the circle and after what looked like a quick elbow followed by a Japanese foot down, Utah resident Ryan Miller become the Single Speed World Champion. Instead of a medal, the winners receive a unique custom tattoo by a local artist so commitment was an absolute requirement.

At the 17th edition of the Single Speed World Championships I was hoping to find the cure for the common mountain bike event. What I



Jamon Whitehead racing in the 2014 Single Speed World Championships in costume. Photo by Tom Flynn.

official start. It was a heated round, riders were dropping off like flies. I seemed to stay out of trouble while most of team Utah got picked off one by one. The key to staying alive in this competition was staying out of pileups (I thought to myself), just then I got tied up with a few others riders and realized I was going down. Out of the corner of my eye I noticed that Ryan was alive and well at which point I decided it was

found was more than I could ever imagine....and a buddy with a championship tattoo. I hope to see you next year in Japan.

(Editor's Note: Ryan Miller is the second Single Speed World Champion from Utah. Heather Holmes won the event in 2011.)

(Editor's Note 2: Cycling Utah does not condone riding and drinking. Doing so may be hazardous to your health and to others.)

Utah Riders Clean House at Nationals - Continued from page 3

48 seconds faster the second place finisher Robin Carpenter (Hincapie Development).

Adding to Utah's Time Trial tally was Contender Bicycle's Tim Mulvihill. The Park City cyclist won the men's open elite division with a time of 32:54, almost 10 seconds better than runner up Justin Rossi.

In a mild 'upset,' defending champion Katie Clouse finished second in the Women's 13-14 Time Trial with a time of 13:52. Boise's Megan Doherty made an impressive showing with a gold-medal time of 13:06.

Clouse, however, was not about to let a second place finish be her best result.

Adding to her increasingly impressive collection of national championship jerseys, Clouse powered away from the field in the Women's 13-14 Road Race to win a repeat championship and followed that up with a Women's 13-14 Criterium championship a day later.

Utah's cycling power wasn't limited to the asphalt, however. Utah's mountain bikers also had impressive races in June and July.

Saratoga Spring's Makayla Weist captured the national title in the Women's Cat 2 19-29 downhill race. Joseph Foresta claimed first in the Men's 14-under Dual Slalom race as did Syracuse's Doug Cheney (Men's Cat 2/3 40+) and South Jordan's Sophia Foresta (Women's Cat 1/2/3) during the races in Angel Fire, New Mexico.

In the Mountain Bike Marathon races in Sun Valley, Idaho, Ogden's Zan Treasure won a national title in the Men's 55-59 field and Axtell's

Nicole Tittensor took top honors in the Women's 19-29 race.

When the USAC Mountain Bike National Championship cross country races took place in Macungie, Pennsylvania from July 17-20, 2014, Utah once again showed its stuff with Clouse leading the way.

Arguably one of the brightest lights in America's cycling future, Clouse won her third national championship in three weeks with a strong showing in the Women's 9-16 Short Track Cross Country race. Championship Number Four came a day later in the Women's 13-14 Cross Country competition where Clouse opened up a gap against the field and never looked back - winning by 85 seconds. Park City's Mila Leger Redel was third in that race.

Haley Batten continued the Park City onslaught with a victory in the Women's 15-16 Cross Country race while Sienna Leger Redel took third.

Sydney Palmer-Leger added a Stars and Stripes jersey to her collection with a crushing win the

Women's 11-12 Cross Country field with a margin of victory of 2:24.

"Going into Nationals I felt really strong," Palmer-Leger said. "I have been training with my teammates (Summit Utah Devo) and racing with the Cat 1 15-18 women at the Pro XCT races throughout the summer and they have all pushed me to become a better mountain biker. I felt really strong going into my race at Nationals. I felt confident in the technical sections so my strategy was to get out in front early on and just maintain my lead. Once I had a large enough gap, I just rode steady."

Palmer-Leger said she is honored to wear the jersey.

"Winning a National Championship title and wearing the



Left: Keegan Swenson won the U-23 National Cross Country Championship. Photo: USA Cycling/Todd Leister

Middle: Katie Clouse shown winning the 13-14 Women's Road Race. Photo: USA Cycling/Karl Hendrikse

Right: TJ Eisenhart celebrates his win in the U-23 Time Trial National Championship race. Photo: USA Cycling/Karl Hendrikse

Below: Tanner Putt won the U-23 Road Race National Championship for the second year in a row. Photo: USA Cycling/Karl Hendrikse



stars and stripes jersey is such an honor. It's such a great feeling to know that on that day it all came together perfectly," she said. "It's just awesome, not only for me but for my family, team and coaches. I couldn't have done it without them."

Perhaps the most impressive performance of the bunch, though, belonged to Park City's Keegan Swenson. The youngster continued his impressive career with a 16 second victory in the Men's U23 Cross Country race.

"It's great. The year's been kind of up and down for me so far," Swenson told USA Cycling after his win. "I'm really happy to come out on top finally. It's a great feeling."

Swenson said he hopes his USA title propels him to bigger and better things over the remainder of the season.

"There's a couple of World Cups left," he said, "so I'd like to, if I can, sneak in a couple of Top 5's there and get on a podium there. That's the big goal."

Batten topped off Utah's string of wins by adding a second title to her resume with a victory in the Women's 15-18 Super D race.

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MOUNTAIN BIKING

Passing Along the Lost Art of Bike Etiquette

By Mike Newberry

Let's talk about riding bikes!

Over the past few years, I've noticed a curious thing...more and more people are getting on bikes. On one hand, that's a great thing. On the other, my experience is this...even though people are riding, they're missing something about riding. Bear with me while I spew forth....

When I entered the road racing scene in Florida in the mid-80's, I was lucky enough to be taken under the wing of some pretty talented and gracious people. What was handed down to me so many years ago now became a part of the way I ride a bike. Once I moved to Utah, some 20 years ago, and started riding mountain bikes with some of the guys I knew and worked with (that only rode mountain bikes), I again was lucky to have learned from some of the best riders in the State. Those lessons taught have stayed with me today.

Over and above the how to train, what/when to eat, what to wear, how to speak in the vernacular of "bike", etc., etc., ad nauseam....I was taught bike etiquette. If you don't think handing down knowledge is an important subject, I challenge any of you to explain the sequence of negotiating a 4-way stop. See where I'm going with this?

Extending bike etiquette on the trail is, like the road group ride, a

lost art practiced by only a few these days. With mountain bike season in full swing (climate change aside), I'd like to offer a few rules or "suggestions" ("...some people call it Kaiser blade, I call it a Sling blade...") to pass down from one rider to others.

Ride bikes and be nice to people

With more and more people entering the sport of mountain bike riding and getting on the local trails, there is a great chance that you may encounter someone else using that trail. I've noticed a growing angst between some of said trail users.... not unfounded might I add. What I initially loved about riding on trails is that the people partaking in this activity are, for the most part, pretty pleasant. We were outside, on dirt, and listening to the birds chirp (not horns honking) when you didn't have the sound of your heart in your ears during a climb.

"Suggestion" 1 – Be mindful of who has the right of way. Read those Yield signs at the trailhead. In general, uphill travel has the right of way. This may come as a surprise to some of you but it's a damn sight easier to, when stopped, continue downhill than up. This goes for runners, riders, equestrians and hikers (and drivers!). Obviously, this pertains to XC trails (not DH trails).

"Suggestion" 2 – When traveling downhill and encountering an uphill traveler, slow down/stop/pull over and allow that fellow traveler to pass

unfettered. Maybe even offer some encouragement to that person grinding up that climb be it on foot or bike.

What this does is a) un-complicate matters for the less initiated (i.e., novice) rider and b) keep single track, single. Riding past while going downhill creates a situation where one or both riders divert off trail into the sage brush doing one thing, widening the trail. One thing to love about riding single track is just that, it's a tiny ribbon of dirt and should stay that way.

Another, sometimes unexpected, occurrence is c) the possibility of collision which may lead to unkind words/actions. Let's "use the sense God gave a goat" here and say this... don't Strava the Dry Creek descent on a Friday at 5pm during peak riding season....it's just not that important.

"Suggestion" 3 – When approaching a slower rider while climbing and need/want to pass, give them some notice before you climb up their backside. The popularity of bells have come, gone and come back again. They're a pretty benign tool for alerting your presence to others. Your voice is too. Offering a friendly "mind if I go around?" might go a long way. As the passer, wait until there is a good spot to make the pass then pass quickly. As the passee... give 'em a break and pull over if you feel so inclined.

This brings up another point. I'm all for everyone getting in touch with

their "inner TGR movie" but don't be pissed when you're riding/running with your ear buds in and someone, after numerous (and possibly loud) attempts to get your attention, passes you because you couldn't hear them. Just my opinion, but iPods aren't meant for trail riding...it's dangerous. Also, all that wire dangling down just ready to snag a tree limb....think about it. Ditto for boom box backpacks....might be awesome in the "stunt ditch" but I like my peace and quiet. That's why I ride in the woods. I'll catch some flak about this but I really don't care.

"Suggestion" 4 – With the Park City, Uintas and American Fork areas allowing multi-use, you will encounter equestrians (that's a fancy word for horse riders). What to do? Stop and move to the downhill side of the trail until the horse(s) pass. Appearing smaller to the horse will create a less threatening situation for that animal and, ultimately, a safer situation for the horseman/woman. Oh, don't mistake a mule for a horse....mule owners don't like that.

"Suggestion" 5 – Be prepared. I sometimes ride with a fellow that for a "normal" ride packs enough gear for an emergency night out....for him and me. I'm not suggesting that but at least have the required items, tools and basic knowledge to fix a flat/chain to get you back to your car. Youtube is chalk full of how to videos on this subject. Watch them.

"Suggestion" 6 – Pack it out.

Food/energy gel wrappers should be secured before setting off to the next way point. If you see trash on the trail, stop and pick it up....nuff said.

Ride bikes and be nice to the trail

Spring and Summer brings everyone out of the woodwork ready to ride. Springtime (and Fall) are also "shoulder" seasons meaning trails are or will be muddy. This isn't the North Shore of BC where riding muddy trails is the norm. Try to rein in your desire to get on your bike until the trails are ready for riding. Riding on muddy trails creates ruts. Ruts then channel early season run off and create the potential for erosion and long term degradation of the trail. When encountering a muddy spot, don't ride through or around the puddle but portage your bike (i.e., walk, carrying your bike) around. Try riding a new trail where things dry out early.

Another potential problem with riding muddy trails and, in particular, riding on the type of soil found in and around this area when its wet is that it's sticky. This clay-like material will bog your bike down so much that you'll end up walking out. The potential for ruining frame paint or, worse yet, carbon and breaking drivetrain parts is very high.

I've always tried to "pay it forward" for all the lessons taught to me from my fellow cyclists. I hope you glean something from this as we all want to enjoy our rides and our rides together with friends.



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MECHANIC'S CORNER

Upgrade Your Disk Brakes and Rotors for More Stopping Power

By Tom Jow

My friends often call me with bicycle questions. Last month a friend of mine called me for a consultation about his failing disc brakes. "They just don't stop that well anymore", he started, "and I test rode a new bike. Those brakes were so much better". I agreed with him since I have the same brakes on one of my bikes; I know how old they are. "Well", I replied, "you have three options: have them repaired, pur-

chase new ones, or purchase a new bike". I'll just cut to the chase here, get new brakes. There is much more value than having the old brakes repaired and they are a lot less costly than purchasing a new bike. Now that we're getting new brakes, what brand, model, size should we purchase? Well, I'm not here to sell you a brand, but let's look at what makes newer brakes better than the old ones. In addition, I'll give a brief explanation on how to install new brakes on your bike.

The biggest improvements in bicycle disc brakes are master cylinder design and caliper piston size. The master cylinder is housed as part of the brake lever. Older models have an independent reservoir and piston system that is not as efficient or powerful as the in-line reservoir and piston of today. The adjustments for lever reach and lever throw are also easier to access. Other components of the brake system have also seen improvements. Brake lines are stronger to transfer fluid pressure to the calipers. The brake calipers, the housing for the brake pads and pistons, have larger pistons

than years ago. This allows more pressure to be applied to the pads with the same input pressure. Downhill specific models use quad piston calipers (two pistons per brake pad) which have even more power.

In order to take full advantage of the disc brake systems, the correct size rotor needs to be used. For the longest time, the standard size rotors for mountain bikes were 160 millimeters front and rear. As more riders began using disc brakes, especially downhill racers, larger sizes became available. First 180 milli-

meters, then 200 millimeters. Bigger is better. Why? First, the larger diameter provides more leverage against the rolling wheel. Second, larger rotors control heat better than smaller ones. The larger rotor has more material to both absorb and dissipate that heat. Braking generates a lot of heat

and when the brake pads and rotors become overheated they lose their effectiveness.

That's the basics of disc brake systems. If it sounds pretty simple, that's because it is. In fact, the easiest way to increase braking power is to just increase the rotor size. Remember to replace the pads with new rotors and make sure to get the proper brake mount adapters as well.

Installing New Disc Brakes is Easier Than You Think

1. Remove wheels. Remove old rotors and install new rotors. If one is larger, it goes on the front wheel. Be sure to install in the correct direction. Tighten bolts to 6 newton-meters.

2. Remove handle grips. Disconnect all brake lines from cable guides. Cut cable ties as necessary. Remove the front brake.

3. Unbolt the rear caliper. If necessary, remove the brake line from the lever in order to thread it out of the frame. Remove the old rear brake lever.

4. Install the front brake. When using an IS (international standard) brake mount, install it on the fork first. Tighten bolts to 7 newton-meters. Slide the lever on the bar and tighten. Install the caliper on the fork, if using a post mount adapter, it fits between the caliper and fork. Remember to run the brake line inside the fork leg.

5. Clamp the brake line in the cable guide. Install the front caliper and align the caliper. Tighten bolts to 7 newton-meters.

6. Install the rear brake following step 4 and 5. run the brake line inside the seat-stay but do not fasten it anywhere else yet if it needs to be routed inside suspension components.

7. Cut the front brake line. Using an 8mm open end wrench, remove the brake line from the lever. Try to keep the line vertical. Cut the line to length. Slide a new olive on the line and install a new barb. Insert the line into the lever until it stops, slide olive and nut into place; tighten nut to approximately 5 newton-meters.

8. Remove the rear brake line from the lever. Thread it through any suspension components and cable guides. Install and tighten any cable ties. Cut the line and complete as in step 7.

9. Clean up with isopropyl alcohol. Clean rotors with alcohol.

10. Test brakes. Most brakes do not need additional bleeding at this point. Follow manufacturers recommendation for brake burn-in procedure.



Top: 180mm post mount adapter installed.
Middle: Brake line cutting tools.
Below: Brake line inside fork.

Top: Brake line inside frame.
Middle: Brake rotors 160mm (L) 180mm (R).
Below: Installing the olive and barb.
Bottom left: International standard (IS) mount.
Bottom right: Trim cable ties.

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

MOUNTAIN BIKING

Riding Brian Head

By Lukas Brinkerhoff

I consider myself a bit of a connoisseur when it comes to porches. This is mostly because they happen to be the best places to sit and relax

last thing on our mind. We came to get our gnar on.

During the heat of the summer, us Southern Utahans are forced to ride at the very earliest hour possible which explains the zombie like stares of most cyclists in St. George. The



Riding the lift at Brian Head. Photo: Lukas Brinkerhoff.

with a recovery drink after a long day in the saddle. In fact, my porch is the one reason I was talked into buying a home a few years ago. It is the number one most frequented "room" of our house and is the gathering place for the Mooseknuckler Alliance. My wife and I always notice a good porch and even fantasize about purchasing different houses strictly for what they offer in outside seating areas. Unfortunately, a good porch is hard to come by these days.

To be honest, porches were the

alternative to losing sleep is heading to higher elevation. The obvious choice for us is the hour and a half drive to Brian Head and the trails that surround it. Leaving 100+ degree weather and cactus for 75 degrees and Quakies will refresh any wary desert traveler.

The downside of this journey to higher elevation is that you are at higher elevation. Living at 2500 feet and trying to ride at 10,000 feet is difficult. There are plenty of cross country options for those who have



Kenny Jones enjoying the ripping downhill. Photo: Lukas Brinkerhoff.



Stopping to take in the views of the Cedar Breaks National Monument from Blow Hard. Photo: Lukas Brinkerhoff.

the lung capacity of a Sherpa. I do not have that lung capacity and due to a recent introduction to the effects of HAPE, I was not looking for a sufferfest. So we started at the Brian Head Resort for some gravity assisted riding, also known as getting our gnar on.

The resort is in the process of rebuilding its mountain bike park. We were ok with that as there was pretty much no one else on the mountain. We rode the lift to the top, rode the trail down and got back on the lift. No waiting in line, no dodging other riders, just us and some smooth mountain singletrack. The downside to this rebuilding is the fact that the original lift is closed. This means that the price of entry, \$29, gets you access to three runs. Luckily, those three runs are all new and the antithesis of what the older trails were. They are smooth, flowy and aren't too big or fast for beginners. The original lift will be open again next year and will be equipped with a new high speed lift.

We rode the lifts until our stomachs were in need of sustenance and nothing says recovery food like beer and pizza. Next to Giant Steps is a small pizza place known as Pizanos. We've been frequenting this place for years. The pizza is great and the recovery drinks available are top notch. And then there's the porch. The summer sun can bake you when it is at full height, but simply stepping into some shade will turn the heat down to a nice 70ish degrees. Getting some awesome pizza and enjoying it at a perfect temperature whilst under a good porch, that's pretty much the perfect end to a ride.

For us this was just the intermission of a great day of riding. Once the pizza and beer settled we loaded the bikes back up and headed out for our first shuttle run. The great thing about Brian Head is that there is lift assisted riding and then there's all the other stuff outside of the resort. Our choice for the day was the Blow Hard trail. For those unfamiliar with the Hard that Blows, it starts at 10,000+ feet and drops over 3,000 into Cedar Canyon. It does this just at the edge of the Cedar Breaks National Monument. This means you get to try and keep the rubber side down on some singletrack while also attempting to take in the

views as they blur past.

I recommend stopping frequently.

Blow Hard feels like three trails in one. The top section is a steep, loose downhill that switchbacks on the edge of the Monument. You will need to stay on top of your handling to negotiate the corners. This drops you into the middle section that is wide open downhill with a few short

fire but not cold enough to really need it. Moments after we relaxed into our seats, a server arrived by our side and then promptly brought us our recovery drinks.

It was everything you could ask for in a porch.

Brian Head Travel Information
From I-15 take the Parowan Exit



The Grand Lodge has the best porch in Brian Head. Photo: Lukas Brinkerhoff.

punchy climbs that feel like they will last forever (don't forget you're still at elevation). The trail then ends on a section of smooth switchbacks and open space as it drops you down into the canyon. If you do this quick enough, you will need to pop your ears a few times due to the drop in elevation.

We hit the canyon floor with big eyes and wide smiles. It wasn't the typical outing for us, but the stoke was high. Kenny Jones and Heather Gilbert were accompanying us on this journey. They were unaware of the existence of this trail and had nothing but good words to say about the journey. We were all pretty sure it had been a good day and anything good on top of the riding we had enjoyed would just be a bonus that we probably didn't deserve.

And then there was the porch. It was tucked away in the trees. We had no idea it existed, but were happy once it was revealed to us. There was a fire raging in two different pits that were bordered by a brick and rock bar. Chairs were conveniently placed around each of the pits. We found our way to the far side and sat our tired bones down. The air temperature was perfect, just chilly enough to make you want to feel the warmth of the

75. Follow Utah 143 to the Resort.

The lifts are open Friday through Sunday till the end of August. Through September they will be open Saturday and Sunday. Lifts open at 10 AM. If you are looking to rent a bike or need supplies, the bike shops open at 9:30. Lift tickets are \$29. For more information go to brianhead.com/summer/mountain-info/

After you get done shredding the gnar, the pizza and beer at Pizanos Pizza next to the Giant Steps Lift is the place to be. The staff is friendly and the pizza is fresh. Whatever the current sporting event is, it will be playing on the tvs. For more information, visit: pizanospizzeria.com

The Grand Lodge not only has the best porch in all of Brian Head Village, but is a top notch place to stay. I always know things are going to be ok when I'm told it's ok to store my bike in the room. The rooms are clean, comfy and provide great views into the forest. Both restaurants provided us with top notch service and delicious food. For more information, visit: grandlodgeatbrianhead.com.

Lukas Brinkerhoff blogs about mountain biking and life at mooseknuckleralliance.org.

BIKEPACKING

Bikepacking Idaho's Sawtooth Region

Above: Noodling along the nice gravel road of Copper Basin at the foot of the Pioneer Mountains.

By Tom Diegel

Several years ago we did a bike

tour in Idaho that was focused on gravel roads and hot springs; two great bike touring elements that exist in plenty in that fine state. Since then

we have been looking at other Idaho options, and since mid-July is almost as hot in Idaho as it is in Utah the hot springs part didn't have as much appeal as it did for our previous October trip we left out available hot springs as a priority. Because Idaho offers more amazing backcountry bike touring than anywhere we knew we could figure out a killer route without too much effort.

Sun Valley always seems to be a great starting point; it's the closest "nice" Idaho to Salt Lake and you can go north, east, and west from there into great terrain. We hadn't done much out to the east, so that's the direction we decided to go first. The first few miles leaving Ketchum didn't feel very adventurous as we wheeled along the Trail Creek bike path with the many Sun Valley vacationers on cruisers, BMX bikes, scooters, and strollers, but soon enough the bike path ends then the pavement ends and we started churning up towards Trail Creek Pass (that goes over the northern end of the Pioneer Mountains).

Trail Creek is a pretty mellow pass to cross - at least, with fresh legs - and is followed by a long descent towards the Lost River valley. However, about halfway down to the main valley we veered south into the Copper Basin, which is a remote area on the backside of the dramatic Pioneer range that is made up of craggy 12,000 foot peaks. The Copper Basin road is a 20 mile loop that goes into a kind of nook in the mountains, and proved to be a worthy side mission on roly, deserted roads to gape up into the Pioneers and camp alongside mountain streams.

An easy day of riding brought us into the Lost River valley, which has highway 93 running through it from the east Idaho desert up to and along the Salmon via Mackay. Mackay is a bit more classic Idaho town



Above: Ashley Patterson gets up close and personal with the Pioneers. Below: Camping along the upper Pahsimeroi river - the only water around - with Mt Borah looming above.

Bottom: Peanut butter, water, and beer: the three essentials of bike touring.



than the surreal Sun Valley; a fairly hardscrabble little place that could be an outdoor mecca due to its close proximity to plenty of mountains - including Mt Borah, the highest peak in the state - and the Lost is one of the premier trout streams in a state that knows its good trout streams. But without "cute" it will probably always remain a bit gritty, as it probably should be; there can't be Sun Valleys everywhere.

From Mackay we went south a little and then veered off the highway and climbed up and over a pass through the Big Lost range that provided entry into the even-more-remote Lemhi Valley, which is an austere one. Literally in an afternoon of riding, a night camping next to the headwaters of the Pahsimeroi river, and again riding the next morning we saw.....no one. No cars, no people, no structures. At one point as we spun down a 15 mile gradual descent with the craggy eastern faces of Borah and Leatherman peaks looming above and a vast sage plain below we asked ourselves: "have we been transported to Mongolia?"

But soon enough we hit Highway 93 that runs along the Salmon river to the town of Salmon, in the process getting caught out in a shelterless area by a decent thunderstorm complete with helmet-vent-intruding hail just before we hit town. Twenty more miles and we were able to leave the highway and ride along the lonely road that goes down the river towards the Middle Fork Salmon river take out and the main Salmon river put in, so the only vehicles going by



were the occasional river trippers.

Our destination was the Panther Creek road, which not surprisingly runs along Panther Creek, which parallels its much-larger sister to the west, the Middle Fork. Like the MFS, Panther bisects a one of those really big swaths of green you see on Idaho maps, and is a critical conduit for backcountry travelers in those parts because it goes over 65 miles through that particular green swath back to Highway 93. Amazingly, it's a 45-mile climb to the pass! It only climbs 4500' in those 45 miles, so it's not consistently steep, but it's a long grind nonetheless with not much of anything/anybody out there.

From Challis - which is another town not far from "cute" Ketchum and Stanley yet culturally in another galaxy - we caught another key conduit: the "Custer Parkway" that goes from Challis to the old mining boom town of Custer. I'm not sure how they came to apply the term "parkway" to a one lane gravel road that

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that then, and there's still a big working mine above town that not only is literally tearing down the mountains but is also likely using cyanide to leach out the gold, which makes the dredging seem not so bad. In any case, Custer is a worthy stop, especially for families with kids who might be interested in old west history.

The hamlet of Loon Creek was up and over another big pass and deep in the Frank Church wilderness; in fact, the road that we were on is bordered for something

distance were sublime and enhanced by the fact that there were no woods to obstruct our views; it had burned as far as we could see! We had left our last water source in anticipation of going up and over the top and down into the next drainage, but to add an exclamation point to a long, tough day the road actually rolled up and down along a ridge for seven more miles. Glorious riding, but the light was starting to wane and we were keen to find some water and camp. A couple of lakes glistened tantalizingly a thousand feet of steep hillside below us, but still we rolled on the ridge until finally we began the plunge down and came upon a tiny pond that looked like a mosquito haven, but it was water which meant we could flop down and camp.

A long, bumpy (but ever-improving) descent to Highway 20 followed, with a welcome spin on the highway to Stanley, where the Stanley Baking Company looms large for hungry cyclists needing to fuel up for the haul back to Ketchum. Not far out of Stanley is the beautiful Redfish Lake tucked into the foot of the Sawtooths, which - despite being overrun with tourists in high summer - has a great restaurant, nice campgrounds, and a super fun and technical singletrack loop around the perimeter of the lake. The cheap boat ride across the lake lands at another campground that's pretty much deserted (and you can bring bikes on the boat) and offers hiking access up to the incredible alpine Elephant's Perch Yosemite-esque granite face and other peaks beyond.

For the final leg back to Ketchum we spun up the highway for a few miles and then at the base of the Galena climb we veered onto the graveled Old Pass road that parallels the highway and is a far preferable, no-traffic route on moderately-knobby tires that tops out right near Galena Pass.

All the western states have plenty nice of Forest Service roads that see little use, but Idaho seems to not only have more than most but they are really high quality and actually "go somewhere" (instead of ending in Pacific Northwest clear cuts or Utah desert mines). As such they enable that giant green swath in the middle of Idaho to have thousands of miles worth of stellar wilderness touring.

like 70 miles by wilderness on both sides, so the road and the village was basically a grandfathered-in thread and small chunk of a gigantic swath of Idaho wilderness. We were having great riding on this car-less, "wilderness" road, but lingering in the back of our mind was the warning we had gotten from the Forest Service folks back in Custer: "We've heard the road up out of Loon Creek is washed out! Can't get through there! Five feet of snow!" Usually we mostly ignore statements like this from folks who don't have firsthand experience, but still... then we met an XC moto guy heading back towards us who surprised us by saying he already heard of us and our intent and said that the climb out of Loon Creek was "a lot different" than the nice road that we were on; he had turned back because of "avalanches", blowdowns, and washouts. Ah well, that's a moto! Those guys are wimps! We'll have no problem!

It's a 5000 foot climb in 10 miles from the Diamond D dude ranch at Loon Creek to the ridge below Pinion Peak, so it's a grind, but at least it was also blistering hot! We ground up the first couple of miles until... indeed, we found an "avalanche". A huge fire had swept through the area the year prior followed by big rains, and literally the denuded hillside had simply swept downhill, taking everything with it, including the road! Riding was not an option for a couple of miles, and truthfully I'm not even sure that rebuilding the road is an option since it'll just happen again (this year that route is still blocked by snow up high, so the Forest Service hasn't even gotten to that section yet). But there wasn't much traffic! And as we got closer to the treeline the road improved dramatically and became very rideable again as we inched our way upward toward the ridge.

When we finally assumed the ridge the views of the Frank Church Wilderness and the Sawtooths in the

A Custer Cemetery headstone from late 1800's.

not only had some brutally steep sections up to an 8800' summit, but was also completely washed out in places, but it was fine riding (and it was built in less than a year in 1879!).

On top of the first super mean climb under a blistering sun the only car we'd seen - an ancient, beat to crap Ford Tempo with unrecognizable license plates came wheezing up past us, sighed to a stop, and out hopped....what I can only describe as "hippies". I've been to Dead shows and know and have been part of the crowd, but even so these folks were impressive in their hippiness: reams of hair, gallons of patchouli oil, everyone tie died head to toe; the works. And there seemed to be something like 7 of them in this car that "was gettin' a little hot; it doesn't really like hot climbs like this" along with a ton of stuff as well as a huge fluffy dog! "We are looking for this place that has a bunch of opals; have you seen any?!" Huh? Opals? Of course that's what you're looking for! But no, sorry, haven't seen any, but I can't see much through my sweat-stung eyes.

So we weren't much help on the opal front, but despite this they reached into the depths of the Tiempo and pulled out an ice cold Henry Weinhard's root beer and offered it up, which was much appreciated. Thanks much, and good luck opal hunting!

The town of Custer is about 10 miles up the Yankee Fork river, which in turn is about 20 miles from Stanley. It was a former gold rush boom town in the 1870's and is now a tourist destination and gives a pretty good glimpse into life back then. Not far away is an amazing dredging machines that was actually a converted steamship that they somehow carted into the wilds of Idaho to churn up miles of a river bed. Sort of an environmental nightmare, of course, but they didn't think much of



Top: The 'saloon' in Custer. Middle: The beginning of the long haul up to Pinyon Peak; 'the road looks good here!' Bottom: But some challenging 'riding' lay ahead.

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GRAVEL RACING

Fire Road Cedar City – Satisfying a Thirst for Dirt - Popowski and Shaw Take Wins



Above: Several hundred riders start the Fire Road Cedar City. Right and below: The Fire Road Cedar City has long climbs and beautiful scenery. Photos: Asher Swan. For more photos, see swan-photography.smugmug.com.

By John Higgins

Gravel grinders, those long challenging rides on dirt roads, started in the Midwest due to a lack of interesting rides and races for both road and mountain bikers. Although the Intermountain West presents an overabundance of interesting rides for any type of cyclist, dirt road races are proving to be surprisingly popular in this area. The Crusher in the Tushars, held mid July in Beaver, UT now attracts a high calibre field and sells out promptly. The Fire Road Cedar City is also quickly gaining notoriety, for all the right reasons.

Held on the Saturday of the July 4th weekend, this year marked the 4th Fire Road which offers up 3 metric distances: 25km, 60km and 100km, as well as a short kid's race. This year the event attracted riders from 20 states, from California to New York and Texas to Minnesota. Some 300 participants fronted up, with two thirds taking on the 100km course. Participant diversity is huge, from young kids to octogenarians, tri-athletes, road riders, mountain bikers, and "what the heck, I'll give it a go" local riders. By far the most popular vehicle choice is a hardtail mountain bike, due to the nature of the descent. A fewer crazy "crossers"

line up, as well as those on fully rigid mtb's, but what goes up faster will come down slower.

Starting on Main Street in Cedar City, and finishing only a block away at the City Park sounds easy, but there is a lot in between. Heading out of town on pavement with a mass start neutral rollout, the pace quickens when the lead moto pulls off and soon the dust is flying as riders jockey for a smooth line on a dirt road. Ten miles in and the pack thins quickly when the road tilts skyward on the first of two stout and sustained climbs for the 100km participants. Who knew there was an interesting back route to Kolob Reservoir from Cedar City? More back road back-country exploration follows, revealing surprising views for those able to divert their focus from the steep pitches of the second big climb up Oak Creek. The 100km route offers up 7,500 feet of climbing, and the 60km route offers not a lot less at 5,000 feet.

Thoughtfully spaced aid stations manned by helpful local volunteers provide needed food and beverage, and roving volunteers are on the lookout for any riders needing assistance around the route. Unlike the Crusher, the Fire Road finishes with 20km of scorching downhill and flat



lands back into town. Beware the tight bends on the pavement section, the heavily gouged out loose and sketchy double-track sections, and the ball bearing gravel and even tighter turns on the scarily steep road that plunges riders from the plateau back to the valley below. It's not all cruiser riding!

The event is superbly orchestrated by partners, Paul Huddle & Roch Frey of multisports.com. With extensive experience as a triathlete, coach, and Ironman logistics organizer, Paul and his team know how to run a professional event that has a relaxed local vibe. As a part time Cedar City resident this event is in his own backyard and is aided by the full support and assistance of Cedar City, tons of volunteers, Iron County Search and Rescue and the Cedar City volunteer police. Many out of town participants praised highly the local hospitality and friendliness, volunteer support, route, scenery and overall event organisation.



An extra factor that sets this event apart is that it is the only Leadville Trail 100 MTB qualifier race held in Utah. Lifetime Fitness who operate the Leadville Trail Series considered the Fire Road to be a worthy test for Leadville readiness. If you place well in your age category you could get offered a start in either the current year or next year's Leadville Race Across the Sky. Otherwise entry to Leadville is via a low probability lottery, or a qualifier race somewhere else. Note that you still have to pay the Leadville entry fee, but you are in!

Paul is optimistic the event will continue to grow in popularity, and the route can accommodate a large field of riders. Not only can you register a week before this event, you can even register the morning of! No pre commitment required in January when you don't even know how you are going to be feeling in

around the course, although both riders came unglued at some stage during the descent, with Rhae electing to hike some sections and Leroy grazing the ground.

Leroy made his move on the first big climb, moving up through the lead pack and vanishing from sight to establish an 8 minute lead over last year's winner Paul Thomas after the 7 mile ascent. He kept this advantage and more, soloing around the rest of the course to the finish line. He proclaimed to barely notice the second climb, he was having such a good time looking at the scenery. Leroy returned to Utah the following weekend for the "Crusher", finishing 4th overall to better his 10th place finish from 2013. A number of other riders were also using the Fire Road as last minute preparation for the longer, higher Crusher in the Tushars, held in Beaver the weekend after the Fire Road.

July. Mimicking Leadville, the Fire Road rewards fast finishers with a belt buckle / bottle opener: gold for a 100km finish time under 5 hours, and silver for finishing under 6 hours. The top male and female finishers also get a dashing cowboy hat as an extra reward for spurring their steed across the line the fastest. And taking a cue from the Tour de France, those riders lucky enough to find themselves standing on the finishing podium are graced with a kiss from the trophy girls or boys. Now that incentive should give you a little extra giddy-up to ride strong!

Race Recap

This year the men's and women's overall winners were Leroy Popowski (Suwi- Slipstream) and Rhae Shaw (Liv Giant) both slipping across the border from Colorado. Both are also accomplished road bike racers, with limited (Leroy) to no (Rhae) mountain biking experience. That didn't stop them blazing

Rhae confessed to being a mountain bike neophyte, but came with strong credentials, being an ex-pro-triathlete turned road racer, achieving a 2012 Canadian National Championship in the criterium, and is a sponsored domestic pro rider who recently relocated to Boulder, CO from Seattle. Rhae showed a clean pair of heels to all of the women and most of the men on the opening climb, but then suffered a flat tire, which temporarily halted her forward momentum. No wheel car was going to show up on this course, so another competitor helped her out, and she continued on to set a new women's course record. At the finish line Rhae paid tribute to the event organisation, friendly competitor camaraderie and especially to her flat tire saviour.

Both winners vowed to return to the Fire Road next year. See you there! Check the Race Results section in this issue of Cycling Utah for a summary of other results.

RIDE OF THE MONTH

Cache Caribou Classic



Under a dynamic sky, two riders enter the city of Newton along State Route 23. Photo by Wayne Cottrell.

By Wayne Cottrell

The Cache Caribou Classic is a great, summer ride that starts in northern Utah, crosses into southern Idaho, and then returns to Utah. The route visits Cache and Box Elder Counties in Utah, and Franklin and Oneida Counties in Idaho. It is an 88.1-mile loop. The elevation ranges from 4,250 feet at State Route (SR) 30's crossing of the Bear River, just east of Riverside in Box Elder County, to 5,569 feet adjacent Weston Reservoir, near Weston Canyon in Idaho.

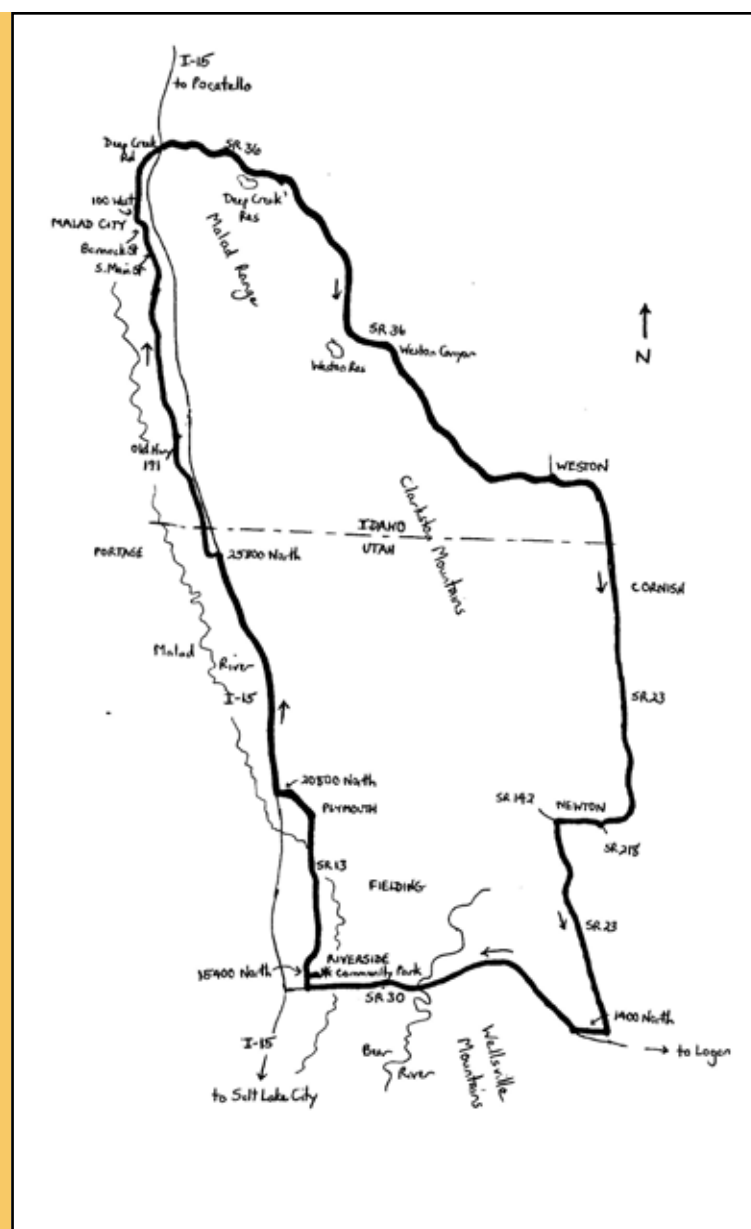
Start the ride at Riverside Community Park in Riverside (Utah), located on 15400 North just west of State Route (SR) 13 in Riverside. To get to the park, take the I-15 freeway north to the SR 30 (15200 North) exit (north of Tremonton). Turn right onto SR 30 and head east. At SR 13, turn left and head north. Turn right onto 15400 North and head east. The park will be on the right. Riverside is an unincorporated community of about 760 persons (2010 Census), located in northern Box Elder County. Head west from the park on 15400 North; turn right on SR 13 and head north. Your starting elevation is 4,368 feet. SR 13 is a lightly-traveled highway, carrying just 985 vehicles per day in 2012. Continue heading north through Plymouth. Although most of Box Elder County is barren desert, on the north side of the Great Salt Lake Desert, this region of the county, the Malad Valley, is quite fertile. Crops

such as alfalfa, barley, corn, oats and wheat are grown here in abundance out here. Plymouth is a small town, having a population of just 414 as of 2010. SR 13 turns left onto 20800 North, north of Plymouth.

At I-15, 7.5 miles into the ride, turn right onto the northbound on-ramp and, riding on the shoulder, head north. Ride on the freeway? Yes – there are no other through, paved routes in this region, so the next six miles of the ride have you hugging the freeway shoulder. The freeway was carrying 9,095 vehicles per day along this segment in 2012, however, making this the most lightly-traveled segment of I-15 in the entire State! Take the next exit, at 25800 North; turn left at the end of the exit ramp. Once beyond I-15, turn right onto the I-15 frontage road, and head north. You are now riding parallel to I-15. The road is also referred to as Old Highway 191, which was the main north-south route before I-15 was constructed. To the west of here is one of Utah's mostly northerly towns, Portage. Head north across the Idaho border, at mile 15.5 – no passport required. You are now in Oneida County! The Malad River flows to about one-half mile to your left. On your right, just on the other side of I-15, is Caribou National Forest, which is part of the 2.6-million acre Caribou-Targhee National Forest. This component of the forest features sagebrush and grass. Continue along Old Highway 191 as it gently curves northward through the Malad Valley. Upon reaching the southern limit of Malad City, at mile 27.6, the road becomes South Main Street.

Malad City, with a population of 2,095, is the largest city along the entire ride. Malad means "sickly," in an errant reference to the area's drinking water. The water is fine; 19th century mountain men took ill here after eating some beaver! In 1975, a 6.1-magnitude earthquake damaged about two-thirds of Malad City's buildings. Also, somewhat in keeping with the city's name, a

2003 influenza outbreak, which was nationwide, hit the city particularly hard. United Presbyterian Church, on South Main, is listed on the National Register of Historic Places. Near the center of town, South Main curves to the left, becoming Bannock Street. The set of buildings at the corner of Main and Bannock, representing the Co-op Block and the old J.N. Ireland Bank, are all on the National Register. After two blocks, bear right onto 100 West to continue heading north. After a pleasant ride through the heart of Malad City, and its comparative hustle and bustle, leave town; the road becomes Deep Creek Road. As Deep Creek nears I-15, the road curves sharply to the right. After crossing over I-15, at mile 32.5, you are on SR 36 (still on Deep Creek). Deep Creek Reservoir is on the right as SR 36 climbs into the northern reaches of Malad Range. Enter Caribou National Forest around mile 40, although, as noted above, there is little forestation out here. By this point, the highway is heading south. Weston Creek Reservoir is on the right at mile 44, near the highest point of the ride (5,569 feet). Enter Franklin County as SR 36 heads into Weston Canyon (now on Weston Canyon Road). Mountains in Malad Range ascend to over 6,500 feet on either side of the highway, amid some interesting canyon formations. An ancient rock shelter in the canyon was used by the Great Plains Culture, thousands of years ago. Exit the canyon after a brisk descent, and enter the fertile Bear River Valley. The Bear River is notable for being the longest river in North America (nearly 500 miles) that does not reach the ocean. The highway continues to descend. SR 36 bends eastward, becoming 1st North as you enter Weston, 54 miles into the ride. This small city had a population of 437 in 2010. Turn right onto Westside Highway – the highway curves sharply to the left, becoming Depot Street. Depot takes you directly through the center of town;



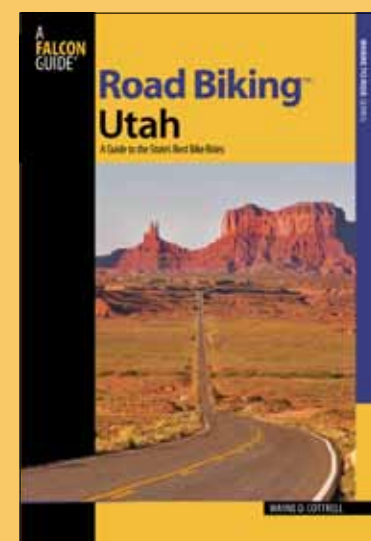
the road continues to descend.

Upon leaving Weston, now at an elevation of 4,622 feet, Depot Street curves to the right, once again becoming Westside Highway. You are now heading south. Cross the Utah border at mile 57.3; you are now in Cache County, along SR 23. Enter the city of Cornish (population 288 in 2010; elevation 4,488 feet) as you pedal into Cache Valley. The not-so-little Little Mountain is to your right somewhat south of here. SR 23 climbs gradually as it passes along the western flank of the mountain. At the junction with SR 218, turn right to continue on SR 23. The highway enters Newton (mile 68.8). At 787 residents in 2012, this is one of the larger settlements along the route. Ride through town. At 300 West, on the far western edge of town, turn left to continue heading south on SR 23. The highway crosses Cutler Reservoir – a refreshing scene on a hot day – as well as Cache Junction (small, old railroad settlement). After a pleasant southward jaunt along SR 23 on the west side of Cache Valley – on a route that is popular with local cyclists – turn right at mile 77.4 onto 1400 North. At the road's end, at SR 30, turn right. This climb is gentler than the one that brought you into Weston Canyon, earlier – but now your legs are tired! The route makes a passage between the Wellsville Mountains, to your left, and the Clarkston Mountains, to your right. The climb, to around 4,990 feet at the border between Cache and Box Elder Counties, is rewarded with an exhilarating descent into Malad Valley along SR 30. Once you have returned to Riverside, turn right onto SR 13 to return to 15400 North,

Riverside Community Park, and the end of the ride.

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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