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# cycling utah

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## SPEAKING OF SPOKES

**The Tour: A Tremendous and Tiresome Race**

By David Ward

The Tour de France is finally over. It has been long, hard month, and while it has been exciting, it is time to rest and recoup. For me, that is. I suppose the riders may be tired, too, but they don't have it nearly as tough as I do, a Tour fanatic. They at least have a good night's rest after a regular work day.

Meanwhile, I go to work during the day, then come home and, after doing only the essential household and other duties, sit down at the TV for several hours to watch the stage recorded earlier that day. Throughout my work day, I have to make a concerted effort to avoid any news about that day's stage, and warn friends against spoiler alerts. Then, after staying up till midnight or later to watch the coverage, I have to arise with a couple of hours less than my usual sleep to take on the next day. And that is in addition to all the other normal and usual things I have to do throughout the month of July. It makes for a hard month.

So why do I do it? Simple. It is the most exciting sporting event around. Sure, as a cyclist, I am biased. But the Tour is about much more than who wins. The Tour is a sporting event with so much happening on so many different levels. And you get to experience it for nearly the entire month of July.

This year's Tour exemplifies the complex nature of the Tour with its many subplots, and it was especially exciting. In typical fashion, the first week was comprised primarily of flat stages that showcased the sports sprinters' and short-burst fin-

ishers. Who would dominate? With Marcel Kittel absent due to injuries, would Mark Cavendish reign as the sprint king? Would André Greipel overcome Cavendish's dominance? Would crowd favorite Peter Sagan end his nearly two year drought of Tour stage wins?

No, yes and no. Indeed, during the first week, Greipel won two sprint finishes in Stages 2 and 5, would go on to win another sprint finish in Stage 15, and cap that off with a great sprint victory the final day on the Champs-Élysées. With 4 sprint victories, the last one being the jewel win on the Champs-Élysées, Greipel became this year's sprint king.

Sagan, meanwhile, would have 5 second place finishes but no wins. Still, he kept life exciting in several of what might otherwise have been mundane stages by getting in the breakaways. There, however, he would often be stymied when everyone else in the breakaway was riding against him. Though his efforts still left him short of victories, they did result in his fourth consecutive green jersey (sprint points competition). By capturing most of the intermediate sprints as a result of being in these breaks, and by placing high in others and the sprint finishes, Sagan outdistanced Greipel in the battle for the green jersey despite Greipel's fantastic Tour performance.

Meanwhile, though Cavendish did win Stage 7, he fell short of his and most everyone else's expectations. But he gives credit where credit is due, to Greipel for instance, and never makes excuses for his performances. For this and other reasons, he is also a crowd favorite, and we all were on edge and then disappointed

as the sprint victories eluded him.

Then there was the question of who the winners of each of the individual stages would be. Each stage is a separate race, and each is exciting. Of the 20 individual stage wins available (one was a team time trial won by BMC), there were 16 different winners. In many of these, the winner was the final survivor of a breakaway group. These were all exciting, but the breakaway wins by Romain Bardet, Joaquim Rodriguez, Reuben Perez, Tony Martin, Simon Geschke and Thibaud Pinot had me particularly on edge as I tensed to see if they could hold out till the finish. While pulling for many of these breakaways, I was admittedly hoping Sagan would catch Perez, American Andrew Talansky would catch Geschke, and Quintana would catch Pinot. But I, with everyone else, could not help but be moved when Geschke, a veteran with no major victory before in his career, could only weep as he tried to answer journalists' questions. This was great stuff.

There are also the unexpected stories that inevitably arise from a month long stage race. For Daniel Teklehaimanot, his Tour participation alone was a dream come true. Hailing from Eritrea in Africa, there were some political machinations that nearly prevented him from participation due to his country's record on alleged human rights violations. And that was only after his team, MTN-Qhubeka, received a somewhat surprising invitation to even participate in the Tour. To top it off, he managed to snag enough early mountain points to earn and wear the polka dot jersey for a few days as

the best-ranked climber. This was a moment he had dreamed of since he was a kid.

Then, of course, there are the tragedies and disappointments. For us Americans, there was the sudden collapse of Tejay Van Garderen on Stage 16 that result is his withdrawal from the race while sitting third overall. He had been looking very strong, and this turn of events was odd and left me, for one, scratching my head.

There are many such stories, both exhilarating and disappointing, during the Tour, and it is a true reality show to watch these stories unfold day to day as riders battle for stage wins, the green jersey, the polka dot jersey, the white jersey (best young rider) and the yellow jersey. With nearly every stage comes such a story.

But let's be honest: In the end, the Tour is about the yellow jersey. But not just who will have it when arriving in Paris. There is also the battle to see who can snag it for a day or two or more along the way. It started out per tradition with Vincenzo Nibali as last year's winner, but was taken by BMC's Rohan Dennis who won the opening individual time trial with a surprising victory over the favorite, Tony Martin. The next day, it crossed over to that well-known veteran, Fabian Cancellara as a result of being better placed than Dennis at the end of a wind-swept stage that split the peloton apart.

Cancellara would wear the yellow jersey only one day before withdrawing from the Tour prior to the start of Stage 4 as a result of fractured vertebrae received in a spectacular crash (repeatedly replayed the remainder of the Tour) during the previous day's Stage 3. Who can forget the image of Cancellara's yellow bike flying through the air? Meanwhile, Froome donned the yellow jersey, only to lose it to Tony Martin following his breakaway victory in the final kilometers of Stage 4's journey across the cobbles of northern France. This was an especially poignant moment for Tony Martin who, despite his illustrious career, had never worn the yellow jersey. This was made all the more spectacular by the fact that, just prior to his bold attack to win the stage and take the yellow jersey, he had flatted, been given a bike by his teammate, regained the lead group, and then initiated his bold attack.

Martin would then wear the yellow jersey for two days before losing it, as Cancellara had, as a result of a crash which he unwittingly caused in Stage 6 and in which he suffered a Tour ending broken collarbone. Out of respect to Martin, Froome, who was again atop the standings as a result of Martin's withdrawal, stated he would not don the yellow jersey the next day.

At that point, the yellow jersey came back to Froome, and his challenge was to make certain it was his when the Tour would end in Paris. This would be, as it turned out, no easy task. He never surrendered it again, but that was from no lack of effort on the part of the other con-



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**Cover Photo:** Nat Gordon on the trail to Prince Edward Mine in Alta, Utah. Photo by Photo John, [photo-john.net](http://photo-john.net)

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**GRAVEL RACING**

**Squire and Farina Win Crusher in the Tushar**



**By Steven Sheffield**

Beaver, Utah, July 11, 2015 - In the small southwestern Utah town of Beaver, a town originally settled by Mormon pioneers in 1856 just west of the Tushar mountains, also known as the birthplace of both the notorious outlaw Butch Cassidy and inventor of the television Philo T. Farnsworth, a beautifully crisp and cool morning greeted the field the roughly 600 riders choosing to brave the course designed by former road professional Burke Swindlehurst in the Fifth Annual Beaver County Travel Council Crusher in the Tushar, presented by DNA Cycling.

In attendance were riders from 23 US states and 3 countries, on a wide variety of bikes, ranging from cyclo-

cross bikes to both rigid and full-suspension mountain bikes, geared and singlespeed, with flat bars, drop bars, riser bars or moustache-bars, and even a couple of tandems, ready to tackle an event that never dipped below 5900' in elevation.

The 69-mile course through the remote wilderness areas of Utah's little-known Tushar Mountains and Fishlake National Forest features a near-perfect 50/50 split of paved and dirt roads spanning two counties and approximately 10,000 vertical feet of climbing, before finishing at Eagle Point Ski Resort, with a summit just under 10,400'.

**Pro Men Report**

Amongst the Pro/Open Men starters was 2014 runner-up Jamey

Driscoll (Raleigh-Clément), who had shown a steady progression in his three prior participations, finishing 7th in 2012, 4th in 2013, before finishing 2nd to Levi Leipheimer in 2014.

Toeing the line alongside Driscoll were fellow New Englanders and pro cyclocross riders Jonathan Page (Fuji-Spy Optics) and Tim Johnson (Volkswagen-Cannondale), along with Sho-Air/Cannondale pro mountain biker Alex Grant (4th 2012, 6th 2013). Like Driscoll, Grant and Page now make their home in Utah.

Also in the field were Team Sky professional Danny Pate, former professional road rider Neil Shirley (Road Bike Action), professional cyclocross rider Allen Krughoff (Noosa), and Salt Lake City native and professional road rider Robbie Squire (Hincapie Racing), along with 2011 podium finisher Benjamin Blaugrund (Juwi Solar), making his third appearance.

After an easy roll-out, Blaugrund and LeRoy Popowski (Groove Subaru) decided to get the ball rolling by launching the early break, quickly opening up a gap of 5 minutes on the rest of the field. Soon after, Jake Wells (Form Attainment Studio) and Menso de Jong (Team Clif Bar) attempted to bridge the gap, but were never quite able to shut it down.

Once the field hit the first dirt

Above: Men's Open winner and KOM Rob Squire (Hincapie Devo) leads Jamey Driscoll (Raleigh Clement) out of Sarlac. Right: Women's winner and QOM Robin Farina (Realwheels) passes by a group of fans. Photo by Christopher See, find more at [christopher-see.photoshelter.com](http://christopher-see.photoshelter.com)

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## COMMUTER COLUMN

**Michael Heathfield Commutes to Train for Mountaineering**

Michael Heathfield commuting to work. He commutes to train for mountaineering. Photo by Hunter Heathfield

By Kenneth Evans

Michael Heathfield hadn't straddled a bicycle since 1992, but in 2007 decided to start commuting to work on a bike. An experienced alpinist and outdoor enthusiast, it made sense that cycling would be an excellent supplement to his training regime based on feedback from family and work associates.

As an employee of REI, Michael had ample equipment choices as well as mentoring from knowledgeable staff; and fully equipped, he hit the road on a bike instead of a car one bright workday morning.

From his home on 12th Avenue, he descends Virginia Street, rides through the University of Utah campus, and continues along the 19th East corridor before ascending foothill neighborhoods and rolling into REI, exhilarated and ready for work.

Riding year 'round the 20 mile round trip route offers a sundry mix of urban, campus, and residential riding in addition to some healthy elevation gain. Although supplemental training was the primary motivation, the commute has become enjoyable to the point that he feels resentment when weather or circumstance dissuades him from riding.

"In addition to the physical benefits, I equally enjoy the 'mental' benefits as well, especially after an intense day at work; I just hop on my

bike and pedal my woes away."

During the eight years of riding, Michael has experienced all the woes and benefits of bicycle commuting one could expect: hostile motorists, mechanical breakdowns, refreshing summer mornings, and camaraderie amongst other commuters. Notwithstanding discouraging moments that sometimes prejudice the good, he peddles through it all with due vigilance and acceptance. He's adjusted to the challenges of aggressive traffic and learned to avoid mishaps in resourceful ways, such as focusing on vehicle wheel movement instead of making eye contact with motorists. He's adamant in obeying traffic laws, such as slowing to a complete stop at intersections, not only for safety sake, but also to demonstrate respect for other users.

Riding safe and utilizing keen instincts and agility developed via climbing, he's managed to avoid accidents with one bizarre exception. While riding through a deserted Ute stadium parking lot, he turned onto a sidewalk and collided head on with an errant maintenance vehicle driven by a University employee. Vaulted over the handlebars, he fortunately landed face up atop his pack, and in adrenalin induced daze feared the worst as the driver rushed frantically to assist. But other than some road rash and a sore knee that hit the tope tube of the bike with enough force

to bend it, he suffered no significant injury. Waving off pleas from the anxious driver, he declined medical assistance and instead called his wife to pick him up. A day off work tending to scrapes and bruises was the only physical consequence, but it took a month to regain the confidence to ride again.

"I had just returned from an attempt on Denali a month before so I was in top physical condition, which certainly aided in my recovery. Mentally however, it took time for me to feel at peace on my bike again."

Hazards of road cycling can mostly be attributed to close encounters of the motorist kind, but weather obviously presents its own indifference to the hearty cyclist. More than once icy conditions have necessitated Michael pushing his bike up Virginia Street during his return trip home. It's not often when winter snows and chilly temperatures are cordial to an enjoyable riding experience, but Michael recalls one stormy December evening delivering a memorable pre Yule-Tide gift.

"One Christmas eve I was riding home from work at dusk in a heavy snowstorm. HUGE snowflakes! The cloud cover was very low. It was a fun ride, then thunder filled the air. Next, lightning exploded-lighting up the clouds, it was surreal, something I never would have experienced in a car."

After acclimatizing to external forces and adjusting to the physical demands of biking, it may be safe to assume that Michael would extend his commuting skills to more recreational or competitive cycling endeavors, but this has not been the case. Commuting accounts for his total yearly riding mileage, the rest of his spare time is spent with wife Lora, son Hunter, and of course, mountain climbing excursions. He's crested most of the prominent peaks in the U.S., joined in five expeditions to the Alaskan range in the last decade, and has most recently been to South America on two climbing trips, with a third scheduled for this January.

His love for the outdoors began as a child growing up in Detroit (of all places). His father, an engineer for GM, took his family on many camping trips in Northern Michigan, and the cumulating effect was a love of wilderness and adventure. After graduation and subsequent marriage, he and family have resided in Oregon, Delaware, Nebraska, and Indiana. Whether living in the flatlands or in the middle of a bustling eastern metropolis, he has answered the alluring call of a distant mountain peak. Support from his wife has also been crucial when the call is heard from pinnacles as far away as South America and Alaska. With sentiments of true accord, she insists that no matter where they live, he is to devote an agreed amount of time



Michael, his son Hunter, and cousin on peak of Mount Hood. Photo by Hunter Heathfield

to indulge in climbing, and he enthusiastically obliges.

Living in Utah has largely mitigated logistical compromises, as climbing opportunities are a relatively short drive away. Michael is also blessed with a capable climbing partner, as his son inherited his father's love for climbing.

"When Hunter was younger I focused on the moment, for his safety and enjoyment. Now, years later, I cherish each and every outing with Hunter, not so much as a 'caretaker,' but as an equal in our outdoor adventures. I can't believe my teenage son still comes out to play with his old man!"

Maybe an old man in jest within the family circle, but not so much when play is scaling grade V climbs in remote areas of another continent, where conditioning and ability nullify chronological measures of age. While disregarding the advance of age he also ignores implicit fashion protocols. Instead of donning cycling specific clothing he wears a climbing jersey and approach shoes when peddling his Cannondale Quick

along urban thoroughfares. When dismounting at REI he could just as well scramble up Mt Olympus as walk into the store.

Riding a bike to work, bagging peaks in distant lands, and involvement in various outdoor activities are indicative of a man still in the peak of physical conditioning, and he shows no signs of slowing down.

"In a month I am heading up the Grand Teton with some friends, members of a veteran's climbing club put together through the VA Hospital in SLC and then shift training gears for my January climbing trip down to Chile. With each and every commute, I know I am getting stronger. I also want to thank every one of my mentors, mechanics and friends for keeping me safe on the road!"

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

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## MOUNTAIN BIKING

**New Mountain Bike Trails for Washington County?**

By Charles Pekow

Washington County wilderness may – repeat may – get a better and more organized system of mountain bike trails. The Bureau of Land Management (BLM) issued four alternatives for future management of the Red Cliffs and Beaver Dam Wash National Conservation areas (NCAs) in July. The alternative it selects (or combination thereof or as amended) will depend largely on the reaction it gets from the public during a three-month comment period.

The 63,400-acre Beaver Dam Wash and 44,859-acre Red Cliffs became NCAs by federal law in 2009. The latter gets more use: more than 150,000 hikers, mountain bikers and equestrians used it in 2012, the last year with available data. But they sometimes get in each other's way, as horseback riders can mess up the trails, forcing mountain bikers off trails if they ride there at all.

When a federal land agency presents a series of options, it includes a no change option (Alternative A), a preferred one (Alternative B) plus two others. BLM's preferred alternative is very conservative. But all but A include an effort to make the NCAs, especially Red Cliffs, more mountain-bike friendly. Option B focuses mainly on conservation, particularly protecting the Mojave Desert tortoise. Current BLM resource man-

agement plan closes Red Mountain and Cottonwood Wilderness Study areas to bikers and restricts them to designated trails in the rest of Red Cliffs for the benefit of these shelled creatures, who are protected by federal law.

But in addition to protecting the tortoise, BLM noted the need to improve the mountain bike scene. It notes in the draft plan ([http://www.blm.gov/ut/st/en/fo/st\\_george/planning2/nca\\_resource\\_management.html](http://www.blm.gov/ut/st/en/fo/st_george/planning2/nca_resource_management.html)) that the "existing trails were not professionally designed for sustainability or for specific recreation users. The two-track roads that were included in the trail network did not typically provide high quality visitor experiences, as a majority served as access roads for power transmission lines or other utilities. Existing trails that crossed sandy or soft soils have, over time, degraded to the point that they are only suitable for one user group. When horses, mountain bikes and hikers share the same trail in this type of soil, the trail tread will eventually become usable only by equestrians. As the trail tread is churned up by horses, hikers and mountain bikers can no longer easily negotiate that trail..."

All the plans except A call for a "two-pronged approach" of on the one hand further restricting people to trails and not letting them roam free in wilderness areas, but on the other hand expanding and improving the

trail network. BLM would consider special trails for mountain bikers if they demand it, says NCA Manager Donna Ferris-Rowley. Options B and C emphasize conservation over recreation but might allow some trail expansion.

Beaver Dam Wash, the more remote of the two areas, gets less recreational use but "we are definitely looking at increasing recreational use," Ferris-Rowley says.

The area "is really remote and so I don't see it in the near future being a big need to be a huge mountain biking destination because we have so many great trails so close to town," says Cimarron Chacon, founding president of the Dixie Mountain Bike Trails Association and president of GRO Promotions, a mountain bike event promoter. As Cycling Utah went to press, Chacon said she hadn't had a chance to see BLM's plan and couldn't comment on specifics but saw the possibility of creating "a couple hundred miles of trails" in the plan. Current association President Lukas Brinkerhoff was out of town and not reachable.

The public is welcome to comment until Oct. 15. BLM even provided a handy form online making it easy to submit comments: [http://www.blm.gov/style/medi-alib/blm/ut/st\\_george/fo/planning/rmp\\_other\\_docs.Par.72399.File.dat/RMP%20Comment%20Form\\_St%20George%20FO.pdf](http://www.blm.gov/style/medi-alib/blm/ut/st_george/fo/planning/rmp_other_docs.Par.72399.File.dat/RMP%20Comment%20Form_St%20George%20FO.pdf). But the

agency advises people not just to express opinions but to back them up. Explain why you take your position. "We base a lot on public input; substantive comments, as we say," Ferris-Rowley notes. "We can mix and match" among the alternatives.

"Everybody needs to comment. We need to get mountain bikers out there really reading and commenting," Chacon adds. "The reason mountain biking has gotten so much attention is because of the response in the initial comment period" five years ago.

Everyone is also invited to attend three open houses where BLM staff will present maps and other documents and can answer questions. They take place:

September 1, 2015  
6 p.m. to 8 p.m.  
Dixie Center  
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St. George, Utah 84790

September 2, 2015  
6 p.m. to 8 p.m.  
Hurricane City Office  
147 North 870 West  
Hurricane, Utah 84737

September, 2015  
6 p.m. to 8 p.m.  
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## HEALTH

# A Guide to Psychological Recovery from a Bicycle Accident

By Eric Yelsa

As a cyclist chances are that at some point you will be involved in a bike related accident. If you have ever been in a bike accident then you are most likely well aware of the difficulty that can be involved in recovery from that accident. Although much attention has been provided to the physical aspects of recovery from a sport related injury, little attention has been provided into the psychological aspects that might also be involved in recovery. This article will explain common psychological reactions to traumatic injury, explore long term impact of psychological sequelae on performance, and identify strategies to help get you back on the road following a traumatic accident.

Post-Traumatic Stress Disorder (PTSD) and Acute stress Disorder (ASD) may evoke images of war veterans involved in combat following a return from duty. These conditions involve severe psychological reactions to perceived life-threatening events. Most survivors of trauma return to normal given a little time. However, some people will have stress reactions that do not go away on their own, or may even get worse over time. Some people may relieve the experience through nightmares and flashbacks, have difficulty sleeping, and feel detached or estranged. These symptoms can be severe and last long enough to significantly impair quality of life. Similar symptoms may be present that indicate difficulty in returning to cycling as a past time following a traumatic accident. Traumas are generally referenced into two categories: type I and type II. Type I trauma represents single, catastrophic, unanticipated experiences (such as a single bike accident). Type II trauma consists of prolonged, repeated, extensive exposure to traumatic events (such as ongoing abuse). This article will only focus on addressing type I traumatic response consistent with Acute Stress Disorder.

So, what exactly is Acute stress Disorder (ASD)? According to the Diagnostic and Statistical Manual of Mental Disorders (DSM-IV) ASD represents a series of PTSD-like symptoms that present within one month following a traumatic event and is met when:

1: You have been exposed to a traumatic event that provokes fear, helplessness or horror with the possibility of death present to yourself or another.

2: You re-experience the event with intrusive distressing recollections or dreams and/or feelings that the event is recurring. Further you experience intense psychological distress or bodily reactions when exposed to internal or external cues that resemble an aspect of the traumatic event (e.g., sights, smells, sounds, dates); these are called triggers.

3: You persistently avoid things or events associated with the trauma and numb your response with selective forgetting or reduced activity that reminds you of the trauma. You experience a restriction of emotions, feel detached from others, and experience fears of a foreshortened future.

4: You have persistent difficulty falling asleep, increased irritability or outbursts of anger, difficulty concentrating, hypervigilance (being overly watchful), and exaggerated startle response (you are jumpy).

5: All of these symptoms present within one month following the incident.

6: Because of these symptoms, you are significantly distressed or impaired in social, occupational, or other important areas of functioning.

For those who may have ASD sudden return to cycling may increase levels of distress and lead to produce panic. Panic may be unexpected and occur without warning. However, upon review there are frequently "triggers" associated with the distress onset. The following are common "anxiety triggers" associated with post-accident cycling:

- 1)Feeling of fast movement
- 2)Sound of brake pads on the rim
- 3)Sound of the wind and/or traffic
- 4)Sight of the ground moving below the tire
- 5)Feeling of wind on face
- 6)Smells such as dry air, dust, gravel, moisture, oil, exhaust fumes
- 7)Feeling of arms on handlebars, body position
- 8)Proximity of other cyclist or motor vehicles
- 9)Length of a decent
- 10)Views of valleys, drop offs

The road back to riding involves a series of skill sets that are not only effective in increasing post-accident coping, but can also be effective aids in increasing competitive performance.

### Development/acknowledgement of strengths

Confronting trauma can initially decrease feelings of self-worth and confidence. Make a list of your strengths. Be sure to include;

What first interested you in

cycling?

What is it in cycling that you are already good at?

What is it about yourself that seems to fit with cycling?

What continues to bring you back to cycling as an interest?

What others aspects of your life provide similar experiences?

### Identifying trauma related beliefs

Trauma frequently changes our beliefs of ourselves and our world and can compromise adaptability. The following are some beliefs that may negatively impact your ability to return to cycling;

I believe that my actions don't impact others.

I believe that my wants are really my rights.

I believe that I don't have to live up to obligations.

I believe that things will happen to me just because I think they will.

I believe that fear is weakness, so I deny that I am afraid even when I am.

I believe that I am always supposed to win and that failure is not an option.

I believe I will let others down.

How might your beliefs help or hinder progress towards getting back on your bike? Can you challenge your beliefs to assist yourself in developing a more balanced perspective?

### Creating safety

When under extreme pressure the sense of safety can be shaken. Dizziness, derealization and irrational thoughts that one is going to die are often characteristics of panic attacks that might present following trauma. As such, having a safety routine that restores calm is an important step in post-accident recovery. A safety plan can be as simple as a pleasant memory, watching a favorite movie, counting numbers or items to 10 and repeating (such as in a meditation), working on a favorite hobby (your bike), painting, speaking to a friend, etc... All of these can serve as strategies to reinstate a sense of safety. Create your own list to use when feelings, memories and physical reactions become overwhelming.

### Development of relaxation techniques

Relaxation generally used to assist with accident related trauma or anxiety is referred to as active relaxation. Active relaxation is unique in that it involves formal dedication to develop and generally involves intentional placement of focus and mental attention. It is a way in which one can learn to divert attention from one subject matter (i.e., body tension) to another subject (i.e., identifying unwanted memories of previous trauma). There is an abundance of available relaxation techniques. Progressive muscle relaxation, mindfulness-based stress reduction (MBSR), autogenic training and structure focus are techniques that can be helpful in developing a relaxation routine and typically involve a 15 to 20 minute period of formal practice. These practices can assist in

reversal of muscle tension, restored cardiac function, ease gastrointestinal function and promote a general sense of wellbeing.

### Creating a SUDS

SUDS stands for subjective units of distress and is based on a 10 point scale of 10=extreme anxiety and 1=extreme relaxation. SUDS is important in that allows you to begin to identify the variation of mental and physical activity that might indicate the onset of panic when processing material associated with a bike accident. Refer to the following list as a sample of SUDS.

### SUDS

1=I feel calm. My mind is at ease. I am fully relaxed. My mind is clear

2=I continue to feel calm. My mind wanders, but I am still at ease

3=My mind is wandering more. I am aware of some tension in my body

4=My mind is having difficulty being still. I am aware of muscle tension. My breathing is faster

5=My mind is not still. My breathing is more labored. I am aware of my heart beating faster

6=My mind is beginning to race. My breathing is labored and my heart is beating fast

7=My mind is racing faster and I am having trouble keeping it still. I am afraid I'll hyperventilate. My heart feels hard against my chest

8=I am aware of anxious thoughts. I am scared. My breathing is escalating. My heart is pounding

9=I am scared. I am unsure if I want to continue this. I can't control my breathing. My heart won't stop beating so hard.

10=I am panicked. I am afraid I might die. My breathing and heart beat are out of my control. I feel I have no control of my body

### Accident Debriefing

Accident debriefing is a variation of desensitization training which is the process in which one takes an anxiety provoking topic and learns to associate it in a new way that does not provoke distress. It involves methodically recalling the accident while employing the SUDS scale and then using your preferred relaxation method to reduce anxiety responses when distress is at SUDS of 5 or above. Imagine the trauma incident frame by frame from the beginning as if it were occurring in slow motion. In each still frame identify what is happening. What you are seeing from your perspective. How close is the ground? Is there a smell involved? Do you hear sounds (i.e., screeching, brakes pads, cars, etc...)? Then move to the next frame and repeat. When SUDS hits 5 or above then imagine the scene going blank. Use your relaxation exercise until SUDS has restored to 3 or below then proceed with your imagery where you left off. If you return to SUDS 5 then go back to your relaxation technique until 3 or below. Continue until able to recall the entire incident below SUDS 5.

### Mental Rehearsal

Mental rehearsal involves

methodically developing a series of images that represent a preferred situation in cycling. Imagine yourself in a similar situation with similar factors involved in your accident, but without the actual accident. Frame by frame go through each scene identifying the emotions, physical sensation associated with your ride. See your surroundings, feel the elements, smell the smells. Make it as real as you can. Imagine frame by frame and in slow motion going through the motions to achieve your end goal. Once you're able to accomplish this imagery repeat the entire scene in double time. Then repeat again twice as fast. Continue to repeat each time doubling the speed at which you work through the entire series of events. Continue a minimum total of 5 times until your last review is in fast forward motion. If your imagery becomes interrupted by distressing accident memories, then return to your relaxation exercise again until your SUDS is a 3 or below and then return to using mental rehearsal.

### In Vivo Exposure/Physical Rehearsal

In vivo exposure is live exposure to the situation that was initially traumatic. During in vivo exposure you will use all of the above skill sets to accomplish progress. If your accident is specific to a particular aspect of cycling (such as descending), then first attempt smaller challenges. Address the challenge in small stages such as 1) getting on the bike 2) pedaling the bike 3) holding the bars 4) approaching a descent. If your incident involves a crash on a descent break the descent into smaller segments. Do not progress to higher challenge until your SUDS is at a 3 or below. Use your relaxation skills to restore calm. Use identified safety routines to redirect thinking away from distressing thoughts. If anxiety persists then you may need to modify mental rehearsal to address your response to these triggers.

As with anything consistent practice is key to progress. Although you may have been involved in an accident, the accident does not necessarily need to define your life. By using the above strategies and arming yourself with knowledge you should be able to make significant improvement in your ability to return to riding your bike within weeks following a serious accident. However, if you continue to have difficulty then seeking professional help through a psychologist familiar with performance based athletics may be helpful.

Eric Yelsa, Ph.D. is clinical psychologist in practice through the University of Utah Hospital Pain Management Center. He has been a competitive cyclist since 1981. He is a USAC level 3 certified coach, an active member of the Association for Applied Sport Psychology (AASP) and a member of the American Psychological Association Division 47 Exercise and Sport Psychology. He can be reached for consultation at [Eric.Yelsa@hsc.utah.edu](mailto:Eric.Yelsa@hsc.utah.edu)

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**MOUNTAIN BIKE RACING**

**Utah Riders Take Home Numerous 2015 National Mountain Bike Championship Titles**



Haley Batten on her way to winning the Junior Women's 17-18 USA Cycling Cross Country National Championship. Photo by Cathy Batten.

By Mark Deterline

Utah Riders took home 11 national titles in the 2015 Mountain Bike National Championships held from July 15-19, 2015 in Mammoth Lakes, California. Utah riders results are highlighted below.

**Mitch Ropelato**, 1st Place, Pro/Open Men Enduro. Ropelato of Team Specialized Factory Racing climbed the podium as the inaugural men's pro/open National Champion. "It was a nice, easy day," said Ropelato. "Climbing wasn't too bad, but you were sprinting pretty good on all the runs. All the courses were pretty fun. I was a little nervous on Stage 1 because it was pretty rowdy, but other than that it was a great day."

**Joey Foresta**, 1st Place, Downhill Junior Men 9-14, Dual Slalom. Bryn Bingham, 2nd Place.

**Katie Clouse** took Gold medals in both the Junior Women's 13-14 Cross Country and Short Track Cross Country events.

**Haley Batten**, 1st Place, Cross Country Junior Women 17-18. Batten is currently the top UCI ranked junior female 17-18 in the world. Rachel Anders, 2nd Place.

Of the race, Batten writes, "Off the start, Rachel Anders took the lead and held a strong pace. I rode behind her in second place, with the field (15 total) right behind. Throughout the lap the group slowly got smaller and smaller and soon it was just Rachel and I with a little gap on the rest of the riders. Before the final descent I took the pass and went into the lead. This allowed me to choose my lines and avoid the thick dust on the long rocky downhill. Going into the sec-

ond lap I had a small gap on Rachel and was able to grow this throughout the second and third laps. On the final descent it finally hit me that I would earn the stars and stripes, and I couldn't hold back a smile."

When asked how she felt about the win, Batten remarked, "This win was really exciting for me since it was my first year racing in the 17-18 category, as well as the fact that this would automatically qualify me for World Championships. I was happy with how the season this year had gone, and taking the win at Nationals was really the cherry on top. The season is far from over, though and I look forward to racing at Worlds, which will probably be the most competitive and exciting race I have ever experienced."

**Tom Noaker**, 1st Place, Cross Country Masters Men 65-69. Keegan Swenson's coach, Noaker writes, "I won my first national title at Mammoth nearly 20 years ago (45-49), so it was motivating to repeat two decades later and then watch Keegan take Silver in the elite pro race." Dwight Hibdon, 2nd Place.

**Joel Quinn**, 1st Place, Cross Country Masters Men 70+.

**Ellen Guthrie**, 1st Place, Masters Women 55-59.

**Zan Treasure**, 1st Place, Cross Country Masters Men 55-59.

**Kelly Crawford**, 1st Place, Cross Country Masters Women 50-54.

**Mark Kugel**, 1st Place, Downhill Masters Men 45-49

**Alex Grant** took bronze medals in both the Pro Men's Cross Country and Short Track Cross

Country events. [See Alex's comments in this issue's anticipatory World Championships writeup.]

**Keegan Swenson**, 2nd place, Cross Country Pro Men.

**Other placings of note:**

**Cross Country Masters Men 35-39** - John Osguthorpe, 3rd Place

**Cross Country Pro Women** - Evelyn Dong 10th Place, Former SLC'er Emma Maaranen, 12th Place, Nicole Tittensor, 16th Place.

**Cross Country Masters Men 60-64** - Mark Enders, 2nd Place.

**Cross Country Junior Men 13-14** - Skylar Patten, 2nd Place.

**Cross Country Junior Men 15-16** - Connor Patten, 3rd Place.

**Cross Country Junior Men 17-18** - Anders Johnson, 2nd Place.

**Pro Men XC** - Justin Desilets, 21st; Jeff Bender, 27th; Kevin Day, 29th

**Pro Men Downhill** - Logan Bingelli, 5th; Demetri Triantafillou, 8th; Galen Carter, 19th

**Pro Women Downhill** - Amanda Batty, 4th place

**Master Men 50-54 Downhill** - Kevin Dwyer, 2nd place

**Master Men 35-39 Downhill** - Daniel Grolley, 3rd place

**Senior Men 19-24 Downhill** - Jack Drain, 4th place

Find complete results at <http://usacycling.org/2015/mountain-bike-nationals>.

(See also our article this issue about the Summit Bicycle Club, which elaborates on the Nationals events and Utah rider participation as well as our article on Utah riders being chosen for the world championships.)

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### Crusher in the Tushar - Continued from page 3

climb, the field started to come apart as one-by-one riders dropped off the back of the main chase, which was soon down to just 4 riders as Tim Johnson, Allen Krughoff, Neil Shirley and Jonathan Page were all initially left behind on the pace set by Robbie Squire, Jamey Driscoll, Danny Pate and Alex Grant.

As the riders neared the top of the first climb, Jonathan Page managed to reattach himself to the Squire and Driscoll group, and the group of 5 soon reeled in Wells and de Jong. With Utah rider Andrew Dorais (Contender Bicycles) also bridging the gap as the group approached Betenson Flat before the drop down the backside of the course, there was now an 8-strong group chasing the two leaders down the 5-mile unpaved descent of Utah Highway 153 towards the town of Junction.

Not surprisingly, the descent of Utah 153 claimed a few casualties as both Alex Grant and Jonathan Page flattened rear tires on the descent. With the Crusher's rules against outside mechanical assistance, both riders were left on the side of the road to repair their flats, damaging their hopes of a top-3 finish. Menso de Jong had a race-ending crash, tearing the rear derailleur from his bike; but suffered no major injuries.

Surprisingly, considering the rough road conditions faced on the descent, Danny Pate was the fastest down the mountain despite only being able to fit 25mm road racing tires on his team-issue Pinarello Dogma.

"The conditions were pretty good,

the course was selective as always. Going down the descent was equally as selective, if not more so. Danny Pate was a machine out there, on road tires no less, impressing all of us," said Driscoll after the race.

As the remaining riders in the lead hit US Highway 89 on the stretch from Junction to Circleville, LeRoy Popowski, who was riding a mountain bike, was left behind by Blaugrund, who was on a cyclocross bike. As they entered Circleville, Blaugrund's lead over Popowski was about 2:15, with the chase, now consisting of Squire, Driscoll, Pate, Dorais, and Wells a further 1:15 behind.

The chase group caught Popowski as they turned onto Doc Springs Rd., also referred to as the infamous "Sarlacc Pit" due to its often soft, sandy surface and full exposure to the sun. On this day, however, the road caused gave the riders little trouble as recent rains made the surface relatively hard-packed and smooth, and there was just enough cloud cover to keep temperatures cool as the riders looped around to rejoin Hwy 153 for the ascent of the oft-feared and aptly named "Col d'Crush".

At this point Robbie Squire began applying a little more pressure and once again the group started to get whittled down as Dorais, Wells, and Pate were all gapped, with only Jamey Driscoll initially able to maintain contact.

Working together, Driscoll and Squire finally managed to bring back Blaugrund as they made the left turn onto Hwy 153, but as the road turned upward, Squire started dancing his way up the climb, leaving first Blaugrund and then Driscoll behind,



An hour and forty minutes in, the race is broken into small groups and single riders, few of whom have time to take in the views. Photo by Christopher See, find more at [christopher-see.photoshelter.com](http://christopher-see.photoshelter.com)

maintaining a steady but rapid pace to claim the KOM prize at 13 miles to go.

The pain didn't stop there, however, as Squire and the rest of the riders still faced another 1,000 feet of climbing back to Betenson Flat before turning north towards Big Flat. For the final sting in the tail, Squire faced another 10% average climb over the last mile before cross-

ing the finish line at Eagle Point Ski Resort in 4:09:59, setting the second fastest time since the race's inception in 2010, just 3:42 slower than Levi Leipheimer's record time of 4:06:17 set in 2013.

"There was a bit of a tailwind up the Col d'Crush and so I was waiting for that to give it a little effort," said Squire of the winning move.

When asked how he trained for

the event, Squire said "It's been tough because my oldest training partner Burke has been too busy putting on this race. I come out here, and it's worth it. It's obvious the work he hasn't been doing on the bike has been put in here because it's a fantastic event."

Driscoll managed to hold on for 2nd place, in 4:22:33, just over 12 minutes behind Squire, while LeRoy

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**Preston Yardley winner of the 19-21 class. He held on to Robin Farinas wheel most of the way back up the climb. Photo by Christopher See, find more at [christopher-see.photoshelter.com](http://christopher-see.photoshelter.com)**

Popowski managed to claw back time on the final climbs to finish 3rd at 4:24:41.

“Robbie and I were together heading up the Col d’Crush, and he just took a look back and punched it. I tried to keep him in sight, but there was nothing I could do. I just fell apart and he had the legs and kept going all the way to the finish,” said Driscoll.

“Everyone was blown away by Danny Pate on the descent. He saved a little something on the top little rollers, and just came flying by everybody on a road bike, with teeny-tiny little tires. Driscoll came by me, and exclaimed ‘Holy crap! What a boss!’” added Squire.

Danny Pate also really enjoyed his first Crusher experience. “This was a fun race, and I was glad to be here. It’s a unique race, which is why I wanted to do it. It appealed to me because it had some road, some dirt, and a bit of everything and you just run what you bring and ride any bike you want,” he said after the race. Pate’s next appearance on the international stage will be at the Clásica San Sebastián, and then a likely spot on Team Sky’s roster for the Vuelta a España.

Rounding out the top-10 were Alex Grant (4th), Jake Wells (5th), with Neil Shirley (6th) just edging out Danny Pate (7th) in a two-up charge for the line, followed by Benjamin Blaugrund (8th), Andrew Dorais (9th) and Tim Johnson (10th).

“A rear flat took me out of the hunt on the main downhill,” said Grant after the race. “I put a tube in and rallied back to 4th. The silver lining was that after that I got to ride my own pace and enjoy the awesome event that Burke Swindlehurst has created a little more. Amazing views and a wicked day on the bike.”

**Pro Women Report**

Starting a minute after the Pro/Open Men, the Pro/Open Women was stacked with talent as well, featuring former US National Road Race Champion Robin Farina ([realwheels-bike.com](http://realwheels-bike.com)), multi-time Canadian National Champion Lyne Bessette, professional Enduro rider Kelli Emmett (Juliana-SRAM), and Utah riders Mindy McCutcheon (Canyon Bicycles-Shimano) and Anne Perry (DNA Cycling p/b K4 Racing).

As the group approached the first climb, Mindy Caruso (Nero Veloce) launched the first attack, bringing Robin Farina and Mindy McCutcheon with her. The three riders drilled it up the climb to Betenson Flat, but Caruso was unable to hold

Farina’s and McCutcheon’s wheel, and was gapped before topping the first climb.

On the descent of 153, Farina plunged down the mountain, leaving McCutcheon and everyone else behind.

“When it came to descending, I quickly ran out of gears,” said McCutcheon. “Crap, I didn’t think about my gearing going downhill, I was only worried about the uphill! I was pedaling as fast as I could, but Robin quickly drifted out of sight.”

Caruso was able to catch and pass the undergeared McCutcheon on the descent.

“I didn’t really know the time gaps between 1st (Farina), myself, and 3rd (McCutcheon) but I just went into time-trial mode and pushed it from there,” said Caruso after the finish. “As I passed about 5 miles to go they told me there was about a 2 minute gap to the leader, just I just hit it as hard as I could on that last little descent and the final climb up to the finish.”

Farina brought it home in 5:01:48, destroying Gretchen Reeves’ 2013 record pace of 5:16:46 by just shy of 15 minutes. Caruso’s late charge saw her narrow the gap to 1:36 as she finished in 2nd with a time 5:03:24. McCutcheon cruised across the line in 3rd place at 5:10:14, also breaking Gretchen Reeves 2013 record by a wide margin.

**Stories from the Race**

One of the beautiful things about the Crusher is the loyalty that it inspires in its riders, many of whom have participated in each and every edition since the first in 2011. Like Paris-Roubaix, it is inspiring and it is frustrating. For many riders, just finishing is a victory and having to abandon, whether for physical, mental, or mechanical reasons can be devastating.

**Cooke Excels**

One such rider is the 47-year old Thomas Cooke, of Park City, Utah, the 16th rider to cross the finish line at Eagle Point this year, who put in one of the most amazing rides of the race. Starting in the 45-49 age group this year, Cooke started in one of the last waves, 9 minutes after the Pro/Open Men’s field, and chased down and passed all but 15 riders in front of him, including every single age-group rider. On a strict timed basis, taking into account and adjusting for the later start, Cooke’s finish time of 4:38:51 set a record, not just in his own age group but for all age groups, and would have been good enough

to put him in 10th place in the Pro/Open Men’s field, for the second year in a row, knocking 14:19 off his 2014 time.

“After my top 10 pro finish in last year’s Crusher, I really didn’t expect to top that result,” said Cooke. “But when we hit the dirt, I knew a fast time was possible if I kept it steady and rode my own pace. The 2nd and 3rd-place in my category were really close at the end, so the 45+ old guys were hauling!”

**Lisonbee Perseveres**

Adam Lisonbee of Highland, Utah is another 5-time finisher, who has experienced the highs and the lows that the Tushar Mountains can dish out to those who brave her roads. This year’s Crusher was Adam’s first race of the year, and he had doubts about his form, but as he has done every year, he lined up determined to give it his best until the course told him otherwise. As it turns out, Lisbonbee was on a good day, until he wasn’t.

**Continued on page 10**

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## Crusher in the Tushar - Continued from page 9

"Turns out, the legs felt great all day long. I set a new personal best climbing the Col d'Crush, and had set myself up for a course PR when I flatted with 5 or 6 miles to go. I opened up my pack to get a replacement tube, and the tubes I brought with me had valve stems that were too short," he says after the race.

"A course marshal was right behind me when it happened, and he pulled over to make sure I was OK. He offered me a ride to the finish when it was clear that I was not going to be able to fix the flat. I considered that for a moment, but then decided that I'd better finish the race, even if that meant walking all the way to the finish line ... which I nearly did."

After walking the last few miles of dirt, including the windy descent back to the paved road to the finish, and starting to walk the paved climb to the finish, Lisonbee found a tube that he could use. Since the Crusher rules prevent outside mechanical assistance, we're going to assume that one of the Tushar's famous mountain goats left it for him as a

gift on the side of the road. "In all, I walked for more than an hour, and for about 4 miles. I got to cheer on a lot of friends as they zipped by, though, so that was fun."

"The Crusher is a tough race, and anyone who finishes it deserves huge praise. I knew that had I jumped into the truck, I would have gotten to the line faster, but then I'd have sat there all afternoon regretting the choice. I'd rather finish the race long after I wanted to, than not finish at all, and now I have a big incentive to come back in 2016 even more prepared."

### Thornquist and Dunleavy Reflect

First-timers like Amy Thornquist and Shane Dunleavy also recognize just how special the Crusher is, especially with regards to the volunteers and townspeople that live on and around the course. For Amy, this was not only her first Crusher but only her second-ever endurance race on dirt.

"Shane and I pre-rode the entire course last month in preparation. An array of vehicles buzzed by us throughout the 6-hour ride and not one tried to run us off the road.

They actually cheerfully shouted 'Go Crushers!' That says a lot for Burke and all of those involved in making this event happen."

"Athletes know what they get themselves into, physically and mentally when taking on challenges such as these. For me, the pain of each ensuing pedal stroke up the Col d'Crush resolved with every encouraging pat on the back, heckling scream, smile, cowbell, handful of sugary goodies, and impressive bottle handoff, all perfectly spaced out throughout the entire 70-mile course. Pedaling with all of my dearest and closest friends made for one of the greatest adventures on dirt that I have ever experienced."

Considering that Amy won her competitive 36-49 age group on her first attempt at the race, I feel certain that this is not the last time that she will be toeing the line in Beaver in July.

### Wasmund and Andrews Return

Steve Wasmund is another 5-time Crusher rider. For Steve, the very first Crusher was another opportunity to do challenging ride to do on his singlespeed CX bike. Since that first

ride, Steve has finished all 5 times he has entered, and his wife Amy has finished 4 times. The past two years, Steve and Amy have won the tandem category, which doubled in size this year. For this couple, the Crusher is like an annual reunion.

"The first year was smaller, and everyone knew it was an experiment, but Burke took his preparation seriously and it already had the feel of a well-oiled drivetrain and intimate gathering. Even that first year, the volunteers at the support stations, some possibly never having seen a bike racer zip by inches from their toes, handed up bottles and gels and bananas with aplomb, and with a smile. We had similar support from the campers banging on their pots and pans, the people cheering and handing out drinks at the finish line."

"You had the feeling you were a family member of the race, not just out another bike rider paying an entry fee. The nature of the roads and the size of the venues mean it may never grow so large you couldn't say 'Hi' to everyone lined up on 200 North in Beaver. Even that first year, I knew Crusher was an event I was going

to be putting on my calendar for the next year and the year after that. Five years on, it's already on my calendar for 2016."

### Sponsor Loyalty

That kind of loyalty isn't limited to just the riders however; but also to sponsors, such as Utah's own DNACYCLING.

"As a cyclist I rode in the first Crusher, and it was one of the toughest races I have ever done. That first year, it was such an unknown, I just grabbed the bike and rode," says Joe Sepulveda, co-founder of the company.

"After I finished that first year, I introduced myself to Burke and said DNA is in, whatever you need, we are ready."

Since that first year, DNA's support of the race has grown, from the Crusher Bike Photo Booth, to adding another fully-stocked feed zone/aid station about halfway up the Col d'Crush. While all the feed zones and aid stations are well-supplied with bottles of water and hydration mix from First Endurance, as well as energy bars, fresh fruit and other tasty and nutritional fare, the DNACYCLING Feed Zone is also stocked with less traditional fare, like Pop-Tarts, ice-cold bottles of Mexico-Coke, Hostess Ding Dongs and similar fare, as well as a water sprayer to help cool riders down during high-heat years, like 2014.

"As riders, we have a love/hate relationship with the Crusher," continues Sepulveda. "Some years we love it; some years we hate it, but it's the challenge that keeps us coming back at cyclists. How can we push ourselves more? What equipment can we change to improve our rides? I was really bummed that I wasn't able to race this year, but was able to ride in the lead car with Burke and see how the pros do it. It's easy to see how events like this can get into your DNA."

"As a business, our passion is customizing team clothing to match our customers' DNA, because it's also our DNA. At its core, DNACYCLING is about providing the best cycling clothing for both dirt'n asphalt, and the Crusher is about providing the best riding on both dirt'n asphalt. For our brand, the Crusher in the Tushar is the perfect event, and we have already committed through 2016."

### McCarrel's Praise

Finally, in the words of 5-time finisher Josh McCarrel:

"I have done the race fat but trained, and I've done the race thin but untrained. This year I did it fat AND untrained. It was the most difficult day I have ever spent on the bike. I do not recommend it, but something about this race makes me feel like finishing is an imperative. I will never see the podium but I will show up whenever it is physically possible."

"Although the volunteers, atmosphere, and location make the race a success, Burke and Tiffany Swindlehurst are what make it special. By signing up you automatically become friends with them. They genuinely care about each racer's experience, and I am proud to know them."

The sport of cycling has been going through a rough patch the past few years, with losses of sponsors due to both the economy and negative press at the upper echelons due to scandals around doping and accusations of corruption in its governing bodies.

Swindlehurst's back-to-basics

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## MOUNTAIN BIKING

## Scott Sports Debuts Line of 27 Plus Mountain Bikes at Scott Week



Some of the Scott Sports demo bike fleet set up at Deer Valley. A 27 Plus and a standard 27.5 front wheel side-by-side. The Plus, on the left, is just a bit beefier than the standard, on the right. Photos by Chris Magerl

By Chris Magerl

### The Plus Equals More Fun!

Let's get this out of the way: there are too many options on the MTB front. So why do we need one more?

Because you can never have too much fun!

Salt Lake City's Scott Sports just unveiled its 27 Plus line of mountain bikes to dealers and press at the annual Scott Week, held the week of July 20 at Deer Valley Resort in Park City. Scott was showing its full line of bikes, from the Foil and Addict road bikes that were being raced that day in the Tour de France by IAM Cycling and Orica-GreenEdge, to the latest gravel and CX bikes. Time trial

and tri machines, kids' bikes, 29er MTBs, 27.5 MTBs, a few gravity bikes and electric-assist bikes.

For the off-road set, the buzz was all about the Plus.

29 Plus and 27.5 Plus, often just called 27 Plus, fit somewhere between the relatively narrow tire size of XC racers, at perhaps 2.0, and the fat tire bikes found on snow and sand, usually at 4 inches wide. For many, the Plus tire of choice is around 3.0. For Scott, after some testing with Schwalbe, the sweet spot came at 2.8 inches. "2.8 seemed to be the perfect blend of bigger contact patch and minimal rolling resistance," said Zack Vestal, MTB Marketing Manager for Scott.

"Scott Sports feels like the Plus tire size is almost the natural evolution of the mountain bike," said Vestal. "Mountain bike technology is

not static. It has been evolving from day one. We don't see this eliminating any wheel and tire sizes. This is one more option. 27 Plus we see as representing stability, control, grip and versatility."

To fit in those wider tires, a wider bottom bracket and a wider rear triangle are needed. Many Plus models run on wider rims (Scott was using 40 mm Syncros rims). The Boost rear hub of 148 mm (for years most MTB rear hubs were 135 mm) is becoming far more common. And there is now a wider front standard at 110 mm (most fronts have been 100 mm).

Unlike the trickle of parts and complete bikes here and there that marked the early days of 29-inch wheels, 27 Plus seems poised to flood the market. The big names (Trek, Specialized) are already in, as are loads of smaller bike companies, including Utah's Fezzari. "The tidal wave of adoption is happening in one season," said Vestal.

"We've seen a bit of a cultural shift in mountain biking, where maybe racing is a little less important. Having fun with your buddies has really supplanted the need to be first to the top of the hill," said Vestal. "They're stopping to chat and take photos and then ripping the downhill and having a beer afterward. That's where these bikes fit in, for trail riders who want to have more fun."

"I look at the Plus bikes as being good for entry-level mountain bikers who need an extra measure of confidence and stability and grip. I also feel that experienced riders are going to adopt this bike. All of a sudden you can ride more terrain with less fear and more confidence."

Scott offers eight models of 27 Plus bikes, ranging from the Scale 720 Plus, an alloy hardtail (Retail \$1,699), to the Genius 720 Plus (alloy, 140mm travel, \$3,999), the Enduro-oriented Genius LT Plus (carbon, 160mm travel, \$7,999) to the lighter top-end Genius 27 Tuned Plus (carbon, 140mm travel, \$7,999).

Switzerland is home for Scott World HQ. In the US, Scott calls Salt Lake City home. Scott Week shares the magic of Park City riding with about 35 members of the media (US and international), about 30 sales reps and about 200 retailers representing about 100 shops.

"This is great for the proximity to the trails," said Vestal. "And of course Deer Valley has been a great host."

These folks attend presentations, walk through a showroom of almost all Scott models and ask questions of the engineers and marketing folks.

Then the fun begins. The demo fleet is just outside the door. Pedal the trails, ride the lifts, take a road bike winding down Royal Street. Scott technicians meticulously dial each bike to the rider, including setting front and rear sag on the dual suspension bikes.

For those wandering past, it all looks like a big fun time. The setting is beautiful, the gear top-notch, and time on a bike beats time in the office. But this is also work. Reviews mat-



### 27 Plus - The Ride

Let's tally it up. The big tires eat rocks and ledges. That's a plus. The soft landing really boosts confidence when launching off rollers. That's a plus. Braking is very positive, with so much rubber in contact with the ground. That's a plus, too.

The Scott Genius 27 Tuned Plus is fun. And surprisingly versatile. There are many factors that play into the great ride, the larger tire size being just one. Scott has long offered remote switches to control suspension options, and that continues here, with the front and rear linked in one switch, with options for locked, normal travel and wide open. The Fox suspension is tuned well to the bigger tires. This bike is easy to like from the first pedal crank.

I did not know I was going to be at the Scott event until the evening before. It was a lucky coincidence that I had ridden the same Deer Valley trails Tuesday on my own full-carbon, race-tuned XTR 29 dual suspension. So when I pedaled the Scott Genius 27 Tuned Plus on Wednesday, I had a pretty good basis for comparison.

I expected more bob and squish, not characteristics I would consider positive. But the bike was playful, not inch worm-like, on the flats and climbs. Turn around and point it down, and it was certainly a hoot. I was quickly running higher up on the berms, feeling a bit more OK with air and letting the bike run faster on the downhill straightaways.

When the boys on the real downhill bikes came up behind me, I got out of the way. But when the trail tilted upward, the Genius effortlessly left them behind. All-mountain is a phrase thrown around a lot. This bike defines that. More fun down the hill. Not at all a drag to pedal up.

It is important to not go too high on tire pressure. Scott folks suggested starting in the 13-15 psi range. I ended up lower than that. When the tires started widening out a bit, the way they were designed to roll, it was a blast to push into bermed corners and feel the bike compress and then push you back out. Such a feeling!

Have an unlimited wheel budget? As long as you have Boost hubs front and rear, you can run standard 27.5 or 29 inch wheels in this frame. But I doubt you would bother. The fun is in the Plus.

You might not win any XC races on a 27 Plus. But the Scott Genius 27 Tuned Plus would be right at home on the Shoreline, Flying Dog or the Porcupine Rim. Reasonable to pedal all day, and more control in every terrain.

-Chris Magerl



The Scott Genius 700 Tuned Plus. The bike features the new 27 plus tires, which measure 27.5 x 2.8". Photo courtesy Scott Sports.

ter. Dealers have to make the right choices on which models, and how many of each, to bring to their shop. Serious business, with real financial consequences. But you still get to ride a bike. A pretty sweet mix.

### Crusher - Continued from page 10

that his race has quickly become one of the must-do bucket-list events, attracting large fields including both national and international stars from the upper-echelons of the sport.

It is this type of mutual loyalty and commitment by riders, sponsors, and the promoter that will help restore the credibility of the sport.

#### Pro/Open Men

- 1 ROBERT SQUIRE 04:09:59.10 Hincapie Racing
- 2 JAMES DRISCOLL 04:22:33.44 Raleigh/Clement
- 3 LEROY POPOWSKI 04:24:41.09 Groove Subaru/Excel Sports
- 4 ALEX GRANT 04:26:25.91 Ridebiker/Cannondale/Gear Rush
- 5 JAKE WELLS 04:28:40.07 Form Attainment Studio
- 6 NEIL SHIRLEY 04:30:28.03 Road Bike Action
- 7 DANNY PATE 04:30:28.55
- 8 BENJAMIN BLAUGRUND 04:33:42.30 Juwi Solar
- 9 ANDY DORAIS 04:36:03.17
- 10 TIM JOHNSON 04:39:37.80 Volkswagen/Cannondale

#### Pro/Open Women

- | Position | Name               | Total       | Team Name  |
|----------|--------------------|-------------|--|
| 1        | ROBIN FARINA       | 05:01:48.60 |  |
| 2        | MINDY CARUSO       | 05:03:24.65 | Nero Veloce P/B Michael Thomas Coffee                              |
| 3        | MELINDA MCCUTCHEON | 05:10:14.34 | Canyon Bicycles  |
| 4        | ANNE PERRY         | 05:24:47.09 |  |
| 5        | KELLI EMMETT       | 05:26:06.39 | Juliana-SRAM Pro Team  |
| 6        | LYNNE BESSETTE     | 05:33:09.73 |  |
| 7        | JILL CEDERHOLM     | 05:51:50.88 | Kuhl   |
| 8        | RACHEL CIESLEWICZ  | 05:59:43.81 | DNA-801  |
| 9        | MEGHAN SHERIDAN    | 06:01:47.71 | <a href="http://Utahmountainbiking.com">Utahmountainbiking.com</a> |
| 10       | JACKIE BAKER       | 06:14:30.45 | DNA Cycling / Huntsman Cancer Foundation                           |

See results in this issue on page 14.

Full results for all categories are available at [tusharcruiser.com/2015-res](http://tusharcruiser.com/2015-res)

## SLCBAC News for August 2015

Can you believe it is already more than halfway through the summer? Mercifully June's late heat wave led to a cooler, wetter July and Independence Day celebration. Things will be heating back up in August however with the Tour de Utah which is rising among the recognized bicycle races in world popularity and participation. The Salt Lake County Bicycle Advisory Committee will be in attendance at the two stages in Salt Lake County at one of the booths. Stop by if you have questions, comments or would just like to say hello. You might just end up with some cool swag!

As volunteer committees go, change is inevitable and the committee is sad to bid farewell to Steven Malone, Josh Staley and Bud Tymczyszyn who stepped down after faithful service on the committee. This of course means

that we are looking for new members to add and would like to focus on communities within the county located in the south and west quadrants. If you would like to apply to serve on the committee or recommend the application to someone you know, please go to this link and follow the application instructions: [slco.org/mayor/boards/](http://slco.org/mayor/boards/).

As usual, meetings are held on the first Wednesday of each month from 5:30 to 7:30 pm at the City Government Complex in the north building, room N2-800. The public comment session is a great way to contribute opinions, concerns or ask questions and it takes place just after the meeting convenes at 5:30 pm. We would love to hear your voice and expand our ongoing discussion of how we can make Salt Lake County and the state of Utah a premiere destination for bicycles. Come out, get involved! For more information, visit [bicycle.slco.org](http://bicycle.slco.org)

-Ian Scharine

## The Tour - Continued from page 2

tenders.

Four men came to the Tour as pre-race favorites: Chris Froome, Alberto Contador, Nairo Quintana and last year's victor, Vincenzo Nibali. They, along with several other less likely winners including Alejandro Valverde and our own Tejay Van Garderen, all came to the Tour in good health and with high expectations. It was the strongest group of challengers in years, with no serious contender missing.

Froome put his stamp on the Tour early, with a magnificent performance in Stage 10 where he crushed his opponents with a statement making victory on the mountain finish in La Pierre Saint Martin. He left all his challengers sucking wind and reeling with a victory that cost those challengers not seconds but minutes. It seemed, from all appearances, that it was now his

Tour to lose.

Which in fact was true, but that did not prevent the others from trying. Froome and his Team Sky teammates had to deal with attack after attack on nearly each and every subsequent mountain stage. Nibali would go, only to be chased down by Team Sky. Then it would be Contador. Following his capture, Quintana or his teammate, Valverde, would attack. Or some variation of the above. To their credit, they all continued to try to dislodge Froome and Team Sky.

At first, it appeared Froome and his team could handle it all. But in the last week, it was clear they were beginning to fray. Finally, on Stage 19, Quintana managed to drop Froome and gain back 30 seconds of his 3:08 deficit. With Froome and Sky's weakening status now apparent, the stage was set for a huge battle on the penultimate stage, and final mountain stage, that would end with the legendary climb up l'Alpe d'Huez. Froome and his team were

clearly "on the rivet", and Quintana, Valverde and their Movistar team were ready to try to pull off a near impossible upset.

This stage turned out to be everything the organizers, fans and spectators could hope for. Valverde and Quintana put in their attacks, both on the Col de la Croix de Fer and on l'Alpe d'Huez. It was exciting, with the finish uncertain till the last couple of kilometers on the stage. Quintana gained 1:20 on Froome, but Froome hung on to the last 1:12 of his lead to cling to the yellow jersey and insure his overall victory.

All this and much more is what makes the Tour de France the unique and spectacular sporting event that it is. Many stories, many layers and many subplots. Victory and tragedy, exultation and dejection, great performances and disappointments. This was a great Tour. Worth every minute I stayed awake to follow it.

But I'm glad it's over, because I can't keep that pace up.

## EDUCATION

# Youth Bicycle Skills Instructor Trainings to be Offered

By Phil Sarnoff

Salt Lake City Transportation Division and Bike Utah are partnering to host two trainings focused on teaching bicycle skills to youth. One training will focus on the skills and knowledge necessary to plan and implement a community bicycle rodeo or safety fair. The other training will be two days and will emphasize teaching a youth-focused bicycle education curriculum.

### Bicycle Rodeo Training

August 10, 2015

9 a.m. – 4 p.m.

Tracy Aviary

Cost: \$35 (Lunch included)

Register at: <http://bit.ly/1HhKRx6>

### Program Summary

Participants will gain the skills and knowledge to plan and implement a bicycle rodeo/safety fair for their community. We will look at the differing needs of younger vs. older participants, practical concerns for keeping kids safe, and most importantly, how to make the rodeo a genuine learning opportunity that is fun for everyone. This class includes an on-bike component.

### What Participants Need

Bring a bike that is in good working order, helmet, gloves, eye

protection, water bottle, and anything else you will need to ride. We will ride rain or shine, demonstrating how to take youth through the rodeo, check bikes, and fit helmets.

### School Bicycle Education & Safety Training

August 13 & 14, 2015

9 a.m. – 4 p.m.

Tracy Aviary

Cost \$50 (Lunch included)

Register at: <http://bit.ly/1dYV6hx>

### Program Summary

Participants will learn the basics of teaching bicycle safety to youth, including appropriate age range and developmental expectations, skills and drills, management of large groups on bikes, and everything else needed to confidently teach a bicycle safety curriculum. This class includes an on-bike component.

### What Participants Need

Bring a bike that is in good working order, helmet, gloves, eye protection, water bottle, and anything else you will need to ride. We will ride rain or shine, practicing drills, bike fit, helmet fit, and bike handling skills. We will be riding in quiet neighborhoods on the street.

### About the Instructor

Elicia Cárdenas has been teaching bicycle safety for over thirteen

years. She led women's and children's programs at the Community Cycling Center in Portland, OR and taught bike safety for the public schools, reaching over 800 kids a year. She created and taught a bicycle component for a traffic diversion class, and helped lead Portland to receive "Platinum" designation, serving as vice-chair of the Bicycle Advisory Committee for that city. She has been honored to present on teaching bicycle safety nationally and is happy to bring her skills to Salt Lake City. Currently, she serves as a Bicycle Ambassador, sits on the Salt Lake City Bicycle Advisory Committee, and teaches middle school Spanish and outdoor environmental education at an independent school. Elicia is a League Certified Instructor, certified and trained by the League of American Bicyclists.

### Scholarships Available

A limited number of reduced cost scholarships are available. Send an e-mail to [psarnoff@bikeutah.org](mailto:psarnoff@bikeutah.org) explaining your past experience engaging youth in bicycling and how your participation in the training will be useful in getting more youth to ride bicycles. Scholarship application deadline: July 31, 2015

For additional information, e-mail [psarnoff@bikeutah.org](mailto:psarnoff@bikeutah.org)

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

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

### Ephraim

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

327 S. Main  
Ephraim, UT 84627  
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#### **Over the Edge Sports**

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#### **Chile Pepper**

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(next to Moab Brewery)  
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(888) 677-4688  
[chilebikes.com](http://chilebikes.com)

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(435) 259-7423  
[moabcyclery.com](http://moabcyclery.com)

#### **Poison Spider Bicycles**

497 North Main  
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(435) 259-BIKE  
(800) 635-1792  
[poisonspiderbicycles.com](http://poisonspiderbicycles.com)

#### **Rim Cyclery**

94 W. 100 North  
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(888) 304-8219  
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1615 Park Avenue  
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#### **Jans Mountain Outfitters**

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

#### **Mountain Velo**

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

#### **Park City Bike Demos**

1555 Lower Iron Horse Loop Road  
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435-659-3991  
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#### **Slim and Knobby's Bike Shop**

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(435) 654-2282  
[slimandknobbys.com](http://slimandknobbys.com)

#### **Stein Eriksen Sport**

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

#### **Silver Star Ski and Sport**

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435-645-7827  
[silverstarskiandsport.com](http://silverstarskiandsport.com)

#### **Storm Cycles**

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#### **White Pine Touring**

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## Wasatch Front

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[diamondpeak.biz](http://diamondpeak.biz)

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#### **Skyline Cycle**

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#### **CityCycle**

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#### **Universal Cycles**

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#### **Millcreek Bicycles**

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

### Salt Lake City

#### **Beehive Bicycles**

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

#### **Bicycle Center**

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

#### **Bingham Cyclery**

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

#### **Contender Bicycles**

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

#### **Cranky's Bike Shop**

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

#### **Crank SLC**

749 S. State Street  
Salt Lake City, UT 84111  
385-528-1158  
[crankslc.com](http://crankslc.com)

#### **Fishers Cyclery**

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

#### **Gear Rush Consignment**

1956 E. 2700 S.  
Salt Lake City, UT 84106  
385-202-7196  
[gearrush.com](http://gearrush.com)

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

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

#### **Guthrie Bicycle**

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

#### **Highlander Bike**

3333 Highland Drive  
Salt Lake City, UT 84106  
(801) 487-3508  
[highlandbikeshop.com](http://highlandbikeshop.com)

#### **Hyland Cyclery**

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

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

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

#### **Performance Bicycle**

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

#### **REI (Recreational Equipment Inc.)**

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

#### **Salt Lake City Bicycle Company**

247 S. 500 E.  
Salt Lake City, UT 84111  
(801) 746-8366  
[slcbike.com](http://slcbike.com)

#### **Saturday Cycles**

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

#### **SLC Bicycle Collective**

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

#### **Sports Den**

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

#### **The Bike Guy**

1555 So. 900 E.  
Salt Lake City, UT 84105  
(801) 831-8391  
[bikeguyslc.com](http://bikeguyslc.com)

#### **Wasatch Touring**

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

#### **Wild Rose Sports**

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

### South and West Valley

#### **Bingham Cyclery**

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

#### **Canyon Bicycles**

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

#### **Canyon Bicycles**

11445 S. Redwood Rd  
S. Jordan, UT 84095  
(801) 790-9999  
[canyonbicycles.us](http://canyonbicycles.us)

#### **eSpokes**

SoDa Row at Daybreak  
11250 Kestrel Rise Ste. 300  
South Jordan, UT, 84095  
(801) 666-7644  
[eSpokes.com](http://eSpokes.com)

#### **Infinite Cycles**

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

#### **Lake Town Bicycles**

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

#### **REI (Recreational Equipment Inc.)**

230 W. 10600 S., Suite 1700  
Sandy, UT 84070  
(801) 501-0850  
[rei.com/sandy](http://rei.com/sandy)

# RACE RESULTS



Fire Road Cedar City 25k, 60k, 100k, Cedar City, UT, June 27, 2015

## 100 km

### Female Overall

1. Julie Dibens Boulder, CO 04:11:51.4
2. Jill Cederholm Mendota Heights, MN 04:40:35.7
3. Amy Thornquist Sandy, UT 04:46:47.4

### Male Overall

1. Justin Lindine Ogden, UT 03:48:59.9
2. John Gaston Aspen, CO 03:49:05.8
3. Leroy Popowski Colorado Springs, CO 03:51:19.1

### Female 18 - 29

1. Lindsey Mortensen Sandy, UT 05:00:36.2

### Female 30 - 39

1. Sara Bell Tarzana, CA 05:33:59.9
2. Maria Wimmer Carbondale, CO 05:40:18.6
3. Shana Van Stralen Malibu, CA 05:46:45.3
4. Sara Porter Carbondale, CO 05:46:50.3
5. Katharina Merchant La Verkin, UT 06:04:20.0

### Female 40-49

1. Caroline Szuch Evergreen, CO 05:10:45.9
2. Lisa Nelson Alpine, UT 05:12:45.4
3. Erika Wilde Springville, UT 05:29:30.1
4. Susan Daum, 05:35:30.8
5. Marlene Hatch Kamas, UT 05:38:32.3

### Female 50-59

1. Gale Bernhard Loveland, CO 05:40:19.9
2. Mimi Ford Tucson, AZ 06:09:30.1
3. Amy Kline Maplewood, MN 06:17:56.3
4. Carmela De Brouwer La Canada, CA 06:33:15.5
5. Jeanne Scheetz Upland, CA 06:55:18.1

### Male 17 and Under

1. Brandon Martine Arvada, CO 06:31:00.3

### Male 18-29

1. Stephane Roch San Diego, CA 04:12:02.8
2. Jason King Santa Rosa, CA 04:14:26.3
3. Connor Barrett Riverton, UT 04:20:45.8
4. Alexander Ehlers Telluride, CO 04:26:30.2
5. Juan Hernandez Los Angeles, CA 04:32:38.3

### Male 30-39

1. Eric Bostrom 04:00:49.2
2. Andrew Dorais Salt Lake City, UT 04:01:09.3
3. Peter Smith Los Angeles, CA 04:05:00.4
4. Ryan Steers Oak Park, CA 04:05:25.3
5. Will Hanson 04:11:45.6

### Male 40-49

1. Ben Blaugrund 04:00:46.3
2. Dennis Barrett Riverton, UT 04:04:48.0
3. Michael Staffieri Highlands Ranch, CO 04:06:26.6
4. Mike Donahue 04:06:58.9
5. Charles Kemp Los Angeles, CA 04:17:25.7

### Male 50-59

1. Mark Linares Jackson, WY 04:22:55.4
2. John Higgins Salt Lake City, UT 04:23:03.0
3. Steve Carpenter Fort Collins, CO 04:36:21.1
4. Shane Dunleavy Sandy, UT 04:37:11.4
5. Michael Hotten Los Angeles, CA 04:42:29.2

### Male 60 and Over

1. Greg Johns Manhattan Beach, CA 05:02:53.9
2. Stephen Hunter Mendota Heights, MN 05:15:07.0
3. Robert Bernhard San Diego, CA 05:22:55.0
4. Steve Fenn Spring Valley, CA 05:59:25.4
5. John Rodgers Ladera Ranch, CA 06:04:02.8

### Single Speed Male

1. Mark Scheetz Upland, CA 05:01:16.8

### Tandem

1. Mark Warner Provo, UT 05:10:09.8

### 60 km

#### Female Overall

1. Windy Marks Phoenix, AZ 03:04:40.0
2. Beth Bernucci Manhattan Beach, CA 03:33:22.4
3. Brittany Coyle Park City, UT 03:34:51.5

#### Male Overall

1. James Owen Elko, NV 02:45:09.7
2. Eudoro Guizar Saint George, UT 02:45:42.4
3. Mark Messer 02:49:58.7

#### Female 30-39

1. Stephanie Hathaway Tustin, CA 05:16:09.9

#### Female 40-49

1. Trisha Coffman Phoenix, AZ 03:56:46.2
2. Jacki Cannon Phoenix, AZ 04:14:50.9
3. Charlotte Endicott Alamo, CA 04:20:01.5
4. Andrea Morris Sebring, FL 04:24:42.5
5. Anna Nemeckay Park City, UT 04:29:53.5

#### Female 50-59

1. Kathleen Porter Cedar Falls, IA 04:43:17.0
2. Jane Moser Cox Bend, OR 05:24:29.9

#### Male 17 and Under

1. Bridger Wilson 03:42:10.9

#### Male 18-29

1. Jeff Sabin Salt Lake City, UT 03:58:59.7

#### Male 30-39

1. Pete Maniaci 02:54:24.7
2. Jeremy Andrews Cedar City, UT 02:55:09.0
3. Rusty Slade Cedar City, UT 03:47:35.8
4. Michael Hill Cedar City, UT 03:49:57.1
5. Cameron Avery Cedar City, UT 04:06:17.1

#### Male 40-49

1. Trevor Gerber St. George, UT 02:52:02.2
2. Brian Endicott Alamo, CA 02:59:00.2
3. Scott Parkinson Santa Clara, UT 03:04:27.6
4. Thomas Cheney Salt Lake City, UT 03:21:58.9
5. Chris Holub Ivins, UT 03:27:48.7

#### Male 50-59

1. David Marks Phoenix, AZ 02:59:25.3
2. Daniel Kline Maplewood, MN 03:00:30.8
3. Clayton Cheney Cedar City, UT 03:01:09.1
4. Michael Hartly Henderson, NV 03:06:34.2
5. David Spicer Beatty, NV 03:14:01.7

#### Male 60 and Over

1. Karl Mosch 04:13:11.7

2. Rich Howard Hurricane, UT 04:26:29.0
3. Anthonius Prinsloo Littleton, CO 04:48:25.9
4. Michael Kelly Guelph, ON 05:24:30.6

#### Single Speed Female

1. Laurel Sroufe Scottsdale, AZ 03:40:38.7

#### 25 km

##### Female Overall

1. Carly George Dunedin, FL 00:47:30.5
2. Ali Yates Santa Rosa, CA 00:47:50.2
3. Lynne Stevenson Salt Lake City, UT 00:48:26.1
4. Annabelle Schwab Layton, UT 00:48:41.1
5. Kathy Long 00:54:56.9

##### Male Overall

1. Wyatt Baxter 00:43:47.8
2. Gordon Wright Salt Lake City, UT 00:43:48.0
3. Colin Szuch Evergreen, CO 00:45:57.5
4. Wade Reed Kaysville, UT 00:46:32.5
5. Robert Berrett Washington, UT 00:47:37.8

#### Sundance Spin, Intermountain Cup, Sundance Resort, UT, June 27, 2015

##### Women 40+

1. Angela Johnson, Cottonwood Heights, UT 50:23.6
2. Brynne Davies, Providence, UT 52:31.3
3. Sally Reynders, Holladay, UT 01:29:6

##### Women 19-39

1. Mary Ann Nielsen, Orem, UT 10:09.2

##### Jr. Sport Women 13-15

1. Skyler Perry, Sandy, UT 39:48.2
2. Taylor Perry, Sandy, UT 40:01.2
3. Grace Jencks, Park City, UT 51:05.3

##### Women 40+

1. Angela Johnson, Cottonwood Heights, UT 06:18.0
2. Nicole Tittensor, Axtell, UT 00:30:6
3. KC Holley, Spanish Fork, UT 01:45.7
4. Erika Powers, Wanship, UT 07:44.1
5. Jennifer Tribe, Salt Lake City, UT 07:59.8

##### Semi Pro Women

1. Roxanne Toly, Park City, UT 03:29.3
2. Kelly Kugler, Ogden, UT 06:29.7
3. Erin Sweetser, Park City, UT 17:46.7

##### Pro Men

1. Chris Holley, Spanish Fork, UT 46:14.0
2. Justin Deslites, Riverton, UT 48:45.3
3. Jeff Bender, Salt Lake City, UT 49:52.7
4. John Osguthorpe, Sandy, UT 50:04.5
5. Thomas Bender, Salt Lake City, UT 50:37.2

##### Semi Pro Men

1. Bob Saffell, Salt Lake City, UT 59:09.5
2. Aaron Hagge, Ogden, UT 59:56.6
3. Zan Treasure, Ogden, UT 00:31.5
4. Eric Dupuis, Layton, UT 02:59.5
5. Eric Ellis, Springville, UT 07:49.3

##### Men 35+

1. Bogdan Balasa, Lehi, UT 47:38.3
2. Adam Reynders, Holladay, UT 56:17.8
3. Mike Nielsen, Orem, UT 10:45.2
4. Harry McCoard, Provo, UT 29:15.5

##### Jr. Beginner Men 16-18

1. Sandon Stokes, New Harmony, UT 46:36.1

2. Oliver Holdsworth, Draper, UT 58:26.8

##### Jr. Beginner Men 13-15

1. Jaden Mellott, Mountain Green, UT 45:24.8
2. Jonah Van Orman, Orem, UT 48:05.3
3. Jake Nielson, Pleasant View, UT 10:39.2
4. Porter Reeder, Pleasant View, UT 19:59.2

##### Expert Men 19-34

1. Enoch Pitzer, North Salt Lake, UT 58:09.5
2. Paul Clark, Park City, UT 00:13.7
3. Zach Crane, Draper, UT 17:15.9

##### Expert Men 35+

1. Mike Burton, Park City, UT 48:52.5
2. Rob Brasher, Holladay, UT 52:50.7
3. Ross Toelcke, Whitefish, MT 54:48.3
4. Reed Topham, Salt Lake City, UT 56:08.6
5. Racer Gibson, West Mountain, UT 57:08.2

##### Expert Men 50+

1. Gary Gardiner, Centerville, UT 56:37.1
2. STEP-o-HAN Warsoski, Sandy, UT 57:45.5
3. Geno Smith, Park City, UT 58:05.2
4. Joseph Brubaker, Salt Lake City, UT 01:17:6
5. Mark Enders, Pleasant View, UT 02:04.2

##### Jr. Expert Men 18 & Under

1. Brad Huber, North Logan, UT 46:43.0
2. Ryan Schadegg, Logan, UT 47:03.6
3. Seth Saxton, Draper, UT 54:24.7
4. Dylan Willick 03:23.3
5. Kade Brasher, Holladay, UT 04:40.3

##### Expert Women

1. Ali Knutson, Salt Lake City, UT 25:15.2
2. Jeannette Pierce, Payson, UT 32:14.8
3. Scott Parkinson Santa Clara, UT 03:04:27.6
4. Thomas Cheney Salt Lake City, UT 03:21:58.9
5. Chris Holub Ivins, UT 03:27:48.7

##### Men 60+

1. Dwight Hibdon, Park City, UT 26:46.8
2. Rick Morris, Park City, UT 30:33.8
3. Craig Williams, Park City, UT 31:42.1
4. Lewis Rollins, Salt Lake City, UT 39:58.2
5. Joe Benson, Salt Lake City, UT 45:32.2

##### Men 50+

1. John Lauck, Bountiful, UT 23:10.7
2. Phil Blair, Sandy, UT 23:11.7

1. Dwight Hibdon, Park City, UT 26:46.8
2. Rick Morris, Park City, UT 30:33.8
3. Craig Williams, Park City, UT 31:42.1
4. Lewis Rollins, Salt Lake City, UT 39:58.2
5. Joe Benson, Salt Lake City, UT 45:32.2

##### Men 50+

1. John Lauck, Bountiful, UT 23:10.7
2. Phil Blair, Sandy, UT 23:11.7

3. Dell Brown, Orem, UT 24:17.0
4. Brian Dunton, South Jordan, UT 29:11.7
5. Gabe Garcia, SLC, UT 31:26.8

#### Sport Men 19-34

1. Christian Walton, Farmington, UT 20:01.7
2. Preston Yardley, Lehi, UT 20:14.7

#### Sport Men 35+

1. Scott Stewart, Midvale, UT 19:56.8
2. Michael Gates, Centerville, UT 23:09.3
3. Jeremy Johnson, Cottonwood Heights, UT 24:32.6
4. Brady Miller, North Ogden, UT 25:05.2
5. Kathy Long 00:54:56.9

#### Todd Covan, Cottonwood Heights, UT 26:59.7

#### Clydesdale

1. Scott Nielson, Pleasant View, UT 30:11.0
1. Grant Hillam, Midway, UT 17:44.7
2. Alex King, North Logan, UT 19:22.1
3. Tristan Harris, Liberty, UT 21:25.2
4. Brock Nielson, Pleasant View, UT 23:59.3
5. Blake Miller, North Ogden, UT 25:32.2

#### Jr. Sport Men 13-15

1. Ty Nielson, Pleasant View, UT 23:07.2
2. Spencer Davies, Providence, UT 24:21.7
3. Matt DeBerard, North Logan, UT 31:01.0
4. Lans Myshall, Park City, UT 32:01.1
5. Levi Kammer, Cedar Hills, UT 32:04.2

#### Sport Women

1. Megan Hill, Saratoga Springs, UT 30:06.7
1. Skyler Perry, Sandy, UT 39:48.2
2. Shannon Squire-Kitchens, Salt Lake City, 33:06.4
3. Maryn Hansen, Cedar Hills, UT 59:31.2

#### Jr. Sport Women 16-18

1. Marin Kammer, Cedar Hill, UT 34:52.5
2. Sophie Sothorn 42:44.2
3. Maryn Hansen, Cedar Hills, UT 59:31.2

#### June 27-28 Canyonball Downhill and Super D, Go-Ride Gravity Series, Park City, UT, July 27-28, 2015

##### Downhill

##### Cat 1 Men 13-18

1. Joey Foresta, Factory GT/ENVE/Laketown/DVO/ Spy/Kenda/Shimano/Canyons 04:20.1
2. Brad Stover, Norco Grassroots/Black Hills Bikes 04:39.4
3. Cole Chipman, LakeTown /Spy/Atlas/Go Pro/ Scorpion Bike Stands 04:43.1
4. Jared Garfield 04:46.9
5. Tyler Shelley, Bear Valley Bikes/TruckerCo/Salt Cycles/Monster Army/Deity/1 Industries 05:28.2

##### Cat 1 Men 19-29

1. James Perry, SLCMTB 04:26.3
2. Matthew Shirley, Wolfman Racing 04:39.4
3. Christopher Ridder, Lake Town Bicycles/ Bohemian Brewery 04:42.2
4. Garson Fields 04:46.1
5. Robbie Bangartner 04:46.1

##### Cat 1 Men 30-39

1. Andrew Farrell 04:47.1
1. Chris Holley, Bohemian Cycling Team 04:48.1
3. Isaac Legare 04:51.3
4. Chris Kading, Salt Cycles 04:51.4
5. Sullivan Heward 05:08.2

##### Cat 1 Men 40-49

1. Glen Lehigh 04:32.1
2. Mark Kugel, Bohemian/Laketown/Mtn Ranks/ GT/DVO/ENVE 04:36.0
3. George Rogers 04:58.7
4. Quinn Winter, Deity/DVO/661/Azonic/Honey Stinger/MMSBA 05:01.7
5. Sheridan Damaug 05:04.3

##### Cat 1 Men 50+

1. Bobby Bondurant, Bear Valley Bikes Gravity 06:30.2
2. Mark Kugel, Bohemian/Laketown/Mtn Ranks/ GT/DVO/ENVE 04:36.0
3. George Rogers 04:58.7
4. Quinn Winter, Deity/DVO/661/Azonic/Honey Stinger/MMSBA 05:01.7
5. Sheridan Damaug 05:04.3

##### Cat 2 Men 13-18

1. Ian Bird, Cannonball Racing/Go-Ride/Canyons Bike Park 04:48.8
2. Logan McPhee, Laketown/Bohemian 04:48.9
3. Danny Fendler, LakeTown Bicycles 04:50.5
4. Dillon Pankov 04:53.5
5. Max Shepherd, Laketown/Bohemian 04:54.4

##### Cat 2 Men 19-29

1. David Dickerson 04:44.2
2. Alex Falkenstein 04:47.7
3. Mikal Hanna, [Go-Ride.com/Beau](#) Gnar Tuned 04:59.4
4. Brock Twitchell, Red Rock Bicycle/Rugged Material 05:01.0
5. Trent Stallard, Red Rock Bicycle Co. 05:03.7

##### Cat 2 Men 30-39

1. Nat Paton 04:53.8
2. Beau Gunnerson 05:01.0
3. Morgan Kent, K3D Designs 05:11.1
4. Steve Duke, Trail Crew 05:25.3
5. Jacob Levine 05:37.6

##### Cat 2 Men 40-49

1. Beau Brinkerhoff, [Go-Ride.com](#) 05:09.1
2. Darren Coles 05:15.4
3. Vaughn Martinez, Bohemian - Laketown 06:27.9
4. Sloane Wagstaff 07:05.8

##### Cat 2 Women 19+

1. Alexandra Green, 50/50 MTB 08:56.6
1. Julien Markewitz, Laketown Bicycles 04:06.2
2. Nathan Luna, Troy Lee Designs/X Fusion/Shox/ Commenal USA 04:23.7
3. Jonah Brinkerhoff, Go-Ride Gromlins 04:24.0
4. Carson Spencer 05:11.1

##### Cat 3 Men 13-18

**GRAVEL RACING**

**Lindine and Dibens Win Fire Road 100**



Top: The Fire Road 100 Dirt Fondo showcases the beautiful gravel roads in Cedar City.

Above right: A large field lined up for the 2015 Fire Road.

Lower: The Fire Road has tough climbs and awesome views.

Photos by Asher Swan, find more photos at [swan-photography.com](http://swan-photography.com).

By John Higgins

July 25, 2015 - Cedar City - The Fire Road is a 100km (60 mile) dirt road race held in southern Utah that has been steadily attracting a larger and deeper list of riders over the past few years. This year saw 326 riders converge from California, Arizona, Nevada, Colorado, Idaho, Wyoming and further afield in addition to the strong showing of Utahns. The attractions include a high caliber event with excellent organization and on-course support, a challenging and scenic route, and a good chance to win a gold entry token to the legendary Leadville 100 mountain bike race.

Also on offer are shorter distances of 25km and 60km for those not wanting to obliterate themselves on the 100km route.

This year the event was brought forward by a week to avoid clashing with the July 4th holiday weekend, and to coincide with Cedar City's annual music and arts festival. GrooveFest took place in the main park in Cedar City, which is where the race also finished, providing non-riding family members with handy entertainment.

The race start this year was brought forward one hour to 7am in response to the predicted hot temperature for the day. Volunteers at aid stations around the course did an awesome job, and were supported by extra volunteers out on course handing out waterbottles from roving ATV's. There was no excuse for dehydration!

Back this year to defend his overall win from last year was Leroy Popowski from Colorado. A

renowned hill climber, Leroy grew wings on the days first big climb to open up a 4 minute gap on a talented chase group, earning the KOM award for his effort. No slouch on the rollers, Leroy maintained his lead for 90 out of the 100km, when he was caught and passed on the extremely steep and sketchy gravel road descent back down to the edge of Cedar City. Leroy was riding it conservatively, valuing his skin. Not so the chasers. Justin Lindine of Ogden out-powered John Gaston from Aspen to take the win by 6 seconds in a time of 3 hr 49 min, with Leroy rounding out the men's open podium.

In the open women's division, Julie Dibens devastated the other female competitors, and almost all of the men to come home in 13th place overall with a time of 4 hr 11 min. It helps to know that she is a British pro triathlete who lives and trains in Boulder, Colorado, and has multiple world championship titles in the Xterra and 70.3 distance events to her name, as well as being an Olympic athlete. Did I mention some serious talent shows up to this event?

The bad luck award surely went to the guy who drove from Minnesota to compete, but incurred a separated shoulder in a fall pre-riding some of the course the day before, and was facing a long drive home with one arm in a sling, and no finishers belt buckle to show for his pain.

What was a superbly orchestrated event had an unfortunate blip for the 100km riders when the race director made the difficult decision to move the awards ceremony and Leadville qualifier selection forward by 2 hours to avoid a forecasted direct



hit by a heavy duty thunderstorm (which fortunately never materialized). Many of the award recipients were not present, being offsite showering or resting up after this tough ride. As there was no mechanism to communicate the schedule change and the awards were all over by the advertised time, there was disgruntlement and disappointment about the decision.

Not to end on a note of disappointment, this event is a high

recommend to anyone training for something like the Crusher in the Tushars, or the Leadville 100, and is a stout event in its own right. Everyone gives glowing comments on the great support from the army of locals who turn out and donate their Saturday (and probably quite a few other days) to support the riders and showcase the hospitality of their town. For more information, photos and race results: [dirtfondo.us](http://dirtfondo.us).

**Race results, see page 14.**

**TETON MOUNTAIN BIKE FESTIVAL**  
At Grand Targhee Resort  
September 4 - 7, 2015

YUDAHOU RENDEZVOUS  
TETON MOUNTAIN BIKE FESTIVAL  
Sept 4 - Sept 7, 2015  
TetonBikeFest.Org

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Ideal Alpine Riding Climate  
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TOP FIVE BEST BIKE PARKS OF 2014

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GIANT

PIVOT

TREK

ROCKY MOUNTAIN

BREEZER

Guerrilla Gravity

DAVE WICKWERKS

SARAWAN

IDAHO

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## EVENT PREVIEW

**The Summit Challenge is a Beautiful Ride with Opportunities for All Riders**

Above: The Summit Challenge is host to several veteran's groups. Photo by Claire Wiley of Eclectic Brew Productions.

Right: The ride provides opportunities for all abilities. Photo by Jan Drake

By Dave Iltis

July 21, 2015 – The Summit Challenge, a century ride, will be held in Park City on August 22, 2015. The ride, in its 8th year, is a benefit for the National Ability Center, a non-profit dedicated to providing outdoor opportunities for people of all abilities and their families including those with neuromuscular, orthopedic, spinal cord, cognitive and developmental disabilities, and visual and hearing impairments.

We caught up with event promoters Chris Magerl and Julia Rametta.

Cycling Utah: Tell us about the course for the Summit Challenge. What are the course options? What are the highlights during and after the ride?

Summit Challenge: We have three routes to help fit a wide variety

of riders' idea of a challenge.

The 102-mile route travels across some of the best paved climbs of Summit and Wasatch counties, and features 6,800 feet of vertical. This route includes one very short, very steep climb into Wolf Creek Ranch—the steepest 1-mile segment of the Tour of Utah.

The 52-mile route winds around Park City and the Snyderville Basin before heading out toward the Kamas Valley and some very easy, quiet roads. But, there are some big climbs here, too, including a return through Browns Canyon.

The 18-mile route features many paved bike paths, bike lanes and designated bike routes in Park City and the Snyderville Basin, including the Union Pacific Trail and the Silver Quinn Trail. This route is family-friendly, lets you sleep in a bit longer, and still features two fully-stocked aid stations and a great post-ride

party at the National Ability Center ranch.

Known for its beautiful route, great service at the aid stations, and meticulous course marking, the Summit Challenge also fully supported by roving sag vehicles. And when you get back to the ranch, there will be food, beverages and DJs to help you celebrate.

CU: This year, the ride goes through Wolf Creek Ranch. Tell us more!

SC: Not every day you can ride through Wolf Creek Ranch. Riders will pedal and coast along its gorgeous 12-mile paved road that winds along at 8,000 feet. In fact, you might not otherwise ever have the chance. Wolf Creek Ranch is a private 14,000 acre community nestled between the Uintas and the Wasatch. The only other bike ride that will go through there this year is the Tour of Utah, and it is pretty hard to get a spot for that ride.

The views of Timpanogos and the

Heber Valley while pedaling along the ridge are outstanding! But you have to earn them. From the Wolf Creek Ranch gate to the plateau is only 2.2 miles, but one of those miles is a 12.3 percent pitch. For the pros last year, it took an average of 8.5 minutes to go one mile! We will have a shuttle option for those who find the climb just a bit too challenging. Come see how you compare with the pros, who will ride this climb one week before the Summit Challenge.

CU: What opportunities does the Summit Challenge have for those with disabilities? Are cycles available for use?

SC: The Summit Challenge is a fully-supported ride that accommodates all ages and abilities. We can provide adaptive cycles, buddy riders, guides for someone with a visual impairment or just about anything else that someone might require to ride in this event. We do have adaptive cycles available for rent as well. Additionally, cyclists with a disability ride at no cost and generally make up about one fifth of our field of riders!

CU: Tell us about the NAC. What programs do you have for those who have disabilities that would like to cycle.

SC: The National Ability Center offers a wide variety of adaptive recreation programs both seasonally and year-round. Activities include alpine and Nordic skiing, snowboarding, snowshoeing, horseback riding, hippotherapy, indoor rock climbing, swimming, archery, sled hockey, cycling, water-skiing, wakeboarding, kayaking, canoeing, paddle boarding, and challenge course activities.

Specific to cycling, the National Ability Center offers individual, one-on-one lessons that teach cycling skills and encourages people to be comfortable on a bike. We have a wide variety of adaptive equipment available. This year, we also started an adaptive mountain bike and off-road hand cycle program. Summer sessions are currently in session and fall sessions will begin in September. Call 435-649-3991 or visit [www.discovernac.org](http://www.discovernac.org) to sign up!

CU: Will any veteran's groups be

riding this year?

SC: Thirty percent of the population the National Ability Center serves are military veterans and their families. The Summit Challenge offers a great opportunity for veterans to get out and recreate together. This year will also be the 5th year that the Wounded Warrior Project Soldier Ride will take part in the event. We are excited to have them back to the ranch and to ride with them in August.

CU: Is there anything else that you'd like to add?

SC: We will have a great party happening at the National Ability Center after the ride. Have your friends and family come out to celebrate your ride with food, music and activities. A one-mile Discovery Loop is also available for kids and those wanting a shorter intro ride. Register for everything at [www.summitchallenge100.org](http://www.summitchallenge100.org).

#### Event Details:

August 22 — Summit Challenge, Park City, UT, Riders of all ages and abilities will hit the pavement for a 102, 52, or 18-mile road ride event in support of the National Ability Center's mission. All three fully-supported routes of this event follow paved roads in and around the beautiful Park City mountainside. This exciting event promises to serve up a challenge for a wide range of cycling levels and abilities. And don't forget – all Summit Challenge riders who have a disability can register and ride for free!, Julia Rametta, 435-649-3991, [events@discovernac.org](mailto:events@discovernac.org), Whitney Thompson, 435-649-3991, [whitneyt@discovernac.org](mailto:whitneyt@discovernac.org), [summitchallenge100.org](http://summitchallenge100.org), [discovernac.org](http://discovernac.org)

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**CLUB PROFILE**

**Team Cycle 4 Cure Rides With Purpose**



Above: Team C4C founder Pete Robinson and teammates pedal with full hearts at the 2015 Bike MS. Photo by [XOTIO.com](http://XOTIO.com)  
 Right: C4C team members and “passengers” celebrate a successful Squaw Peak climb. Photo by Steve Cox

**By Jamie Morningstar**

Last month I climbed Squaw Peak on an organized training ride with my club, Team Cycle 4 Cure. It had all the elements of a good club ride: a nice turnout of folks in matching jerseys, a ride leader to help me patch the broken spoke I earned halfway up the mountain, zippity-fast leaders that left me feeling far too slow crawling up those 1,800 vertical feet (we’ll be kind and blame the broken spoke for the slog up the mountain).

But this was a Team Cycle 4 Cure (C4C) ride, which meant it was no ordinary club ride. It’s what was - who was - waiting for us at the top of Squaw Peak that made this and every C4C ride so special. At the top we met two families fighting cancer

and one fighting MS. They weren’t there to cheer for us; it was us cheering, climbing, and struggling on their behalf. It’s what makes every ride with Team C4C different - every ride is about carrying somebody along in our hearts as we ride.

Team C4C was formed in 2013 to bring like-minded cyclists together to ride for a purpose. We all love to ride and love to build our own cycling skills and encourage cyclists of all levels to dig deeper. It is a recreational club with thirty members with a wide range of cycling skill and experience. Many members of Team C4C had not participated in any organized riding before joining the team and C4C provides training and opportunities to get stronger, cover more miles, and ride with confidence in a group.

Bike skills are only the beginning of Team C4C’s purpose. Team members participate in fundraising and awareness rides to raise money to fund cures for tough diseases from MS to diabetes to cancer to mental illness. The team has already raised more than \$11,000 in the first half of 2015 to support organizations like the National Multiple Sclerosis Society, Huntsman Cancer Institute, American Diabetes Association, and many others to fund programs and research for those fighting serious illness.

But what really sets Team Cycle 4 Cure apart for its members and beneficiaries is the personal aspect of every ride. Each rider is encouraged to choose a friend or loved one who is struggling with a serious condition and “carry them along” as a symbolic passenger for the ride. This includes sending the recipient photos or memorabilia from the ride, filming short video tributes while riding, or simply just acknowledging

in the heart of every rider that each painful or challenging mile pales in comparison to the struggles of loved ones who fight terrible diseases. I speak from experience that I can dig a lot deeper and ride a lot harder when I remember that I’m riding for people who are suffering.

Team member Rob Bateman sums it up like this: “I enjoy riding with a team that wants to make a difference in the lives of others. It impresses me that a group of people at all different levels of ability would start an event with prayer for those who are afflicted and would dedicate their exertions to finding a cure for the illnesses of others. This takes something that we all love to do (cycling) and gives it meaning beyond self.”

It can be easy for to underestimate the impact that Team C4C’s simple encouragements can make in the lives of those we ride for. I wonder, “how much good can my little acts of support do for my friends who are fighting uphill battles against cancer

and other serious diseases?”

And then I hear the stories from those whose spirits were lifted and who had a little more energy to fight another day because of the big hearts of Team Cycle 4 Cure. My friend Tom is fighting hard against melanoma and as he was reflecting on Team C4C he shared that “knowing C4C is riding for me is incredible; they have been a huge encouragement through a pretty difficult time. Having a group of people who are thinking about me, praying for me, and standing behind me, provides a huge boost emotionally and that gives me the courage needed to keep my chin up and push on! Team C4C is making a difference.”

And that’s why I Cycle 4 Cure.

If you’re interested in joining, sponsoring, or learning more about Team Cycle 4 Cure, check out our website at <http://www.teame4c.org> or email [teamecycle4cure@gmail.com](mailto:teamecycle4cure@gmail.com).



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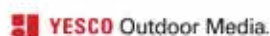
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## CLUB PROFILE

## Balance of Power: How Joel Rackham & Intermountain LiVe Well Make a Difference in Utah



Darren Goff is the reigning 35-39 Masters National Criterium Champion, and a key rider for Intermountain LiVeWell. Photo by Ravell Call.

By Mark Deterline

“Given that I was an ‘at-risk’ youth while growing up in Ogden, I attribute my involvement in cycling to helping me change my destiny. I was first introduced to cycling by my stepfather, affectionately nicknamed HAPS. After HAPS lost his battle with addiction in 2004, I felt a strong desire to give back to the cycling community in his honor, pro-

viding others the same opportunity to change their lives as I had been afforded,” explains Joel Rackham, founder and general manager of ThresholdSports.

“I worked with several friends to start a cycling club focused on creating an environment in which new riders could:

- Learn the sport of cycling
- Form lifelong bonds to the sport
- Connect with other cyclists within and without the club organization

“Our vision is simple: We desire to influence and help others accomplish their goals of a healthy lifestyle through cycling and sports that are complimentary to it. We will always challenge ourselves and our teammates to be better; earning respect through our behavior on and off the bike, while adhering to the adage that you help yourself by helping others!

“We have partnered with great organizations, like Intermountain Healthcare, to bring this vision to

life. We now enjoy association with several hundred club members from Logan to Salt Lake City, ranging from beginners to UCI (International Cycling Union - [www.uci.ch](http://www.uci.ch)) licensed racers. In addition, we have been able to form a charity to provide free bicycle safety education and helmets to kids in need. Ultimately, my dream has come to fruition thanks to the help of many wonderful individuals and support organizations who trust us to deliver on our vision.”

I was introduced to Rackham’s organization, ThresholdSports, after moving back to the Beehive State from California, where I run an elite bike racing program in one of the most competitive and prolific cycling regions in the country, the Northern California / Nevada Cycling Association. Our group has been supporting NorCal female and male racing squads for several years with the help of valued sponsors, so I understand how much work and sacrifice go into a successful bike racing program. And that’s only one component of ThresholdSports’s activities and mission.

During the first part of 2013, I was racing for another Utah team when longtime friend and former teammate, Cameron Hoffman, found out I was leaving that squad. He immediately called me to recommend I become part of ThresholdSports’s burgeoning elite program, raving about Rackham and great teammates of whom I was already fond, such as Manny Cypers, Clint Mortley and Darren Goff.

The organization’s public, sponsored identity -- Intermountain LiVe Well presented by Bountiful Bicycle -- consisted of a somewhat scrappy bunch. They had huge potential, and enjoyed strong sponsor support for which they worked hard on and off the bike. What made this, my new team, and its leaders unique was their humility, desire to sacrifice and work for one another to get results, and willingness to learn. All of these qualities represented values that had proven both hard to find as well as challenging to instill in others throughout my career.

Rackham and squad captain Cypers continually picked my brain, soliciting input and drawing on my experience as a rider, coach, and elite program manager. They IMPLEMENTED anything they weren’t already doing; I immediately had immense respect for them. We raced extremely well as a squad and won numerous events, with all of the guys making great strides, destined to go on to bigger and better things each season, which they have done.

I am no longer actively racing or coaching, and left the Threshold program about eighteen months ago. This provides me an opportunity to write relatively objectively about a club and its racing squads with which I had been acquainted before joining, worked closely while still actively racing as a member of its elite squad, and continued to follow after moving on to different recreational and career activities.

ThresholdSports is Rackham’s brainchild and passion-filled hobby (i.e. not his day job, which already

keeps him quite busy, along with his family), which is only possible through significant contributions by several key board members: Austin Scott, Kaytie Scott, Justin Bingham, Darin Jensen, Clint Mortley, Jeff Jones, Darren Goff and Nate Tippetts.

ThresholdSports is a DBA (doing business as) of ThresholdGives, a nonprofit 501c3 entity which, among other things, organizes several “bike safety rodeo” events where free bicycle safety education and helmets are provided to at-risk children and others in need. ThresholdSports was set up to run and operate the Intermountain LiVe Well p/b Bountiful Bicycle club and racing team, its USA Cycling elite squad, and its elite development team.

The Threshold board and many others work hard to support what is now one of the largest cycling clubs in Utah along with its aforementioned three-tiered racing program, as well as organize numerous functions each year where over 1,500 free helmets are given away to those who may otherwise not be able to afford them. How can you not get excited about all that, even if you’re part of a different team, club or other cycling organization?

Austin Scott serves as president of ThresholdGives dba ThresholdSports, Inc. Like Rackham, he works tirelessly to promote the organization and support its riders, male and female, including (and especially) his accomplished racer wife, Kaytie, another Threshold board member. While I was still actively racing for them, Austin put in a lot of effort and hours on behalf of my fellow elite squad riders and me -- as well as the entire club and its other squads. He is humble, service-oriented and friendly, as well as one of the most supportive spouses of an athlete I’ve ever known.

Kaytie has always worked hard to advance women’s cycling in Utah and beyond, all while focusing on her own racing and occupational careers. She is one of my favorite female athletes, both a fun, down-to-earth person and an extremely tough competitor.

While still working full-time as a coach and bike fitter, I had the pleasure of ending Kaytie’s years of suffering on non-ergonomic bike saddles and in a biomechanically unoptimized cycling position. We’ve had a lot of mutual respect ever since. I found her a spot on Martin Santos’s NorCal-based Halo Sports squad for Amgen Tour of California Women’s Race last year, an elite women’s program for which she still races (<https://m.facebook.com/zocacolnagoteam>).

ThresholdSports/Intermountain LiVe Well coordinates weekly group rides of various levels, which include designation of a ride leader for each group. These outings are welcoming to all, whether one is a veteran club member, a new teammate or a non-Threshold rider. The A groups provide spirited, race-pace rides for good training, while the C groups and less formal women’s groups provide lower key outings that include on-bike instruction for less experienced cyclists. Twice per month the club also hosts post-ride dinners



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Kaytie Scott helps out at one of the bike rodeos that Team Intermountain LiVe Well puts on.

Right: Team founder Joel Rackham speaks to a group of kids during a bike rodeo. Photos by Ricky Bangert, [prolineimagery.com](http://prolineimagery.com)

at restaurant sponsors Sonora Grill and Thai Curry Kitchen, at no cost to club members. "Adding meals after the rides further serves to build camaraderie, as well as friendships between casual riders and racers alike," offers Rackham.

The Threshold organization promotes and supports all of these activities with the help of valued sponsors, its board and numerous club member volunteers. Rackham explains that this was all part of his dream of "giving back to cycling". He has sought to surround himself with like-minded individuals who would share this vision and gain some of the same joy, family and friends togetherness, competitive opportunities, and health benefits that he has enjoyed through cycling over the years.

I've always felt that Rackham gives back more than he's ever received, which is a blessing for the Utah cycling and racing communities, especially in the Ogden area, which previous to the establishment of the Threshold organization had represented a largely untapped cycling treasure. Ogden has become a major cycling destination, hosting the USA Cycling Masters National Road Championships for 2014 and 2015, as well as the USA Cycling Fat Bike National Championships in 2015 and 2016.

As Rackham is quoted in the opening paragraphs of this article, one of his major motivations is the memory of, and gratitude for, his late stepdad nicknamed "HAPS," memorialized on the club's jerseys. HAPS

was a caring stepfather and enthusiastic cyclist with whom Rackham bonded on bike rides as a kid.

Today, Rackham; his wife Melissa; co-founders Austin and Kaytie Scott, and Justin Bingham; and fellow board members Clint Mortley (a LOTOJA elite category winner and dominant Utah racer), Darin Jensen, Nate Tippetts, Jeff Jones and reigning national champ Darren Goff revel in how far the organization has come over the years.

The entire club membership has supported and watched its elite program develop into a top regional entity, boasting the reigning Masters National Criterium Champion, Goff (one of the nicest, most gracious bike racers you'll ever meet), as well as accomplished national level riders, some of whom have also raced internationally. Furthermore, riders like Branson Yantes have progressed within the program from beginner racers (Category 5) to elite participants (Category 1) at National Racing and National Criterium Calendar events.

And while a club/team can always take pride in the prestige and opportunities its support of a successful elite squad affords, Rackham and his organization take great, equal satisfaction in the successes and advancement of all its members and athletes, across all cycling disciplines, including triathlon.

ThresholdSports's Team Intermountain LiVe Well p/b Bountiful Bicycle does indeed help to provide Utah with better talent and geography equilibrium, extending the balance of power from the



state's Salt Lake City epicenter further up the Wasatch Front into Davis and Weber counties. Other crucial programs also contribute, such as Roosters/Biker's Edge, Harristone/Sun Valley Mortgage, and Team Endurance360.

Former pro Ryan Barrett, 3B Yoga owners Gabe and Amy Williams, Survivor celebrity and former Euro racer Tyson Apostol are four Utah cycling personalities who would like to see increased representation, acknowledgment and support in the cycling populations of Utah and Wasatch Counties. There is so much talent south of Draper and east of Provo, yet it seems largely self-contained, as well as largely self-sustaining, thanks to hardworking event organizers, generous sponsors, and other movers and shakers in that area. Let us hope that these geographies, along with others, further emerge to claim their rightful places alongside Utah's recognized cycling powers.

For the moment, let's celebrate the Ogden area and its riders, who seemingly have never been as well represented at every level of cycling event participation and competition as they are now. This is thanks in large part to the efforts of Joel Rackham and his Threshold sisters and brothers ([thresholdsports.org](http://thresholdsports.org)).

Mark Deterline is a longtime elite women's and men's racing program owner/director ([lulus-leadout.com](http://lulus-leadout.com)), and was a prominent endurance coach, performance tester and bike fitter in Utah and Northern California until last year. He has written articles and translated books for VeloNews/VeloPress, and was a longtime technical journalist for Triathlete and LAVA magazines. He is a marketing consultant, a translator for Globalization Group, and works with his daughter, a tattoo designer.



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## MECHANIC'S CORNER

## A Guide to Tire Pressure for Mountain Bikes



Sequences of a tire hitting a square object at 20 psi (left) and at 40 psi (right). Note the middle photo in each sequence: At 20 psi the tire deforms, allowing the wheel and bike to continue to move forward and maintaining a larger tire patch contact with the ground. At 40 psi the tire deflects, forcing the wheel and the bike up and over. This will improve braking and traction as well as reducing wasted energy. You want the bike to move forward, not up.

By Chris Magerl

### Too much pressure!

Pump it up! And you will go slower.

Riding off road, your tires are constantly striking obstacles. Rocks, roots, dirt clumps. Tires will either deflect (bounce) or deform (bend).

Deform is faster. Yet many offroad riders, especially beginners, think they will be faster if they make their tires very hard. It is not uncommon to find 120 lb high school mountain bike racers showing up with 45 psi in their tires. And then they wonder why their bikes react like a bucking bronco.

"Tire pressure is the main thing you can control concerning your connection between the bike and the ground," said RideBiker Alliance/Cannondale pro cyclist Alex Grant. "Higher pressure feels faster because you are bouncing off everything. Low pressure feels slower because it is smoother. But low pressure is faster."

Correct tire pressure has many variables, Grant points out. For starters, he is assuming you are running tubeless, which improves performance and versatility of any offroad bike. Take into account rider weight, how your rims and tires react at different pressures, the trail you are riding, and the speed you will travel. The only way to learn is to experiment.

Chris Currie from NoTubes reminds riders that the ground is

their friend. "It's the ground that is propelling you forward. Tires with higher pressure are actually ricocheting constantly off the ground, propelling you upward and backward, two directions that definitely don't help with going forward."

"The argument that suspension systems handle all those impacts so tire pressure doesn't matter is also inaccurate," said Currie. "I just interviewed World Cup Downhill points leader Rachel Atherton and she let us know they check her tire pressure to 0.1 psi tolerance. And that's with 210 mm of travel!"

Grant has years of experience doing this, but when he gets to a new race course, he will test tire pressure for that venue.

"I will go out with a bit more pressure than I think I need, run a lap, take some out, see how it feels, and do it again." For top racers such as Grant, that includes doing a hot lap, a lap at full race speed. "What might feel good in a corner at slow speed will fold at high speed."

Kenny Wehn has been mechanic for the NoTubes Elite team as well as a top-level amateur MTB and cyclocross racer. In July he was wrenching for NoTubes athlete Chloe Woodruff as she won the US National Mountain Bike Championship. Chloe's tire pressure on the championship ride? 20 psi front, 21 psi rear.

"In order to get the bike to work the way it was designed, you have to get the pressure right," said Wehn. "It is so much more efficient if you are keeping that tire in contact with the ground. Too high pressure and you

are not going to have climbing traction or cornering traction."

Wehn thinks too many novice riders are being advised by an older rider who rode when mountain biking was in its infancy, tubes were the only way to go, and high pressure was the default. "When elite riders show younger riders what they are running, younger riders are more likely to get it."

"You can take it too far," Wehn cautions. "If you go too low, the tire will collapse in the corners."

Robert Marion of the American Classic pro team offers a slightly different take. "For amateurs, I will tell them to take the bike out on pavement, sprint hard, and see if the tire feels like it is too squirmy. If so, they might want to add a bit of air. Once they get on the trail, going hard through a corner, if they feel like they can't keep the bike on their chosen line, perhaps they should add a bit. If a tire is too squirmy in the warmup, think what is going to happen late in the race when you are tired and can't hold your line. Don't go too low."

### Cyclocross Tire Pressure

For cyclocross, the wrong tire pressure can take a strong rider out of the picture. For a dry course, Wehn suggests that riders start around 24 psi, go ride it, and adjust pressure. If you go too low on some clinchers, it will cause the tread pattern to bow in the middle, negatively affecting braking and climbing.

Grant's goal for CX tires "As low as I can go without rimming out on a hot lap. If I rim out, I need to add some more. If not, I take some out. It is a fine line. You have to play with it on the course."

There is less volume in CX tires, so learning to find the correct pressure become a much finer skill. But

the message from the experts is the same. Says Wehn, "A lot of air makes it feel like you are going fast, but when you compare lap times, you will be faster with lower pressure."

### Getting started

Stan's NoTubes offers a simple formula as a starting point for tubeless tire pressure for most XC riders. Divide your weight (in pounds) by 7, add 2 psi for the rear, subtract 1 psi for the front. For a 140 lb rider, that would yield 22 psi rear, 19 psi front.

Don't have a gauge? Alex Grant suggests the following thumb test as a starting point. Put your thumb on the tire, place your other hand over your thumb, and press down as hard as you can. Touch the rim? Add more air. If you are not getting the tire to indent, take air out.

Kenny Wehn wants you to be comfortable with the rim hitting the ground. If you are not rimming out at least once a lap, you have too much air in your tires. Twice a lap is perfect.

These all assume tubeless. If you

are running tubes, you have to go with more air or you will pinch flat, which happens when the tube is pinched between the rim and tire, creating two parallel cuts. Grant suggests the average high school racer with tubes start around 30 psi and test from there.

### The gauge

Forget your fingers. If you want to learn how to get the most out of your tires, and have the most fun on your bike, you need to measure tire pressure. Your shop can order a good tire gauge for you, but you need to know what you are looking for.

The gauge on most pumps covers a range from zero to 140 or higher. For a 29 inch tire, the critical range is likely between 18 and 28 psi, depending upon your weight, your skills and the terrain. For Plus tires, that range is around 11 to 15 psi, and for fat tires (4-inch and wider), the sweet spot might be between 6 and 10. A dial gauge that goes beyond 100 is not going to be detailed enough for your needs.

There are analog (dial) gauges and digital gauges. Digital can be accurate and easy to read across the full range. Digital will require a battery, and some units, as crazy as it sounds, do not allow you to replace the battery. Do a bit of research first, looking for snazzy features such as auto shut-off and a replaceable battery.

There are analog gauges that have a range of zero to 30. If you are running tubeless, that is likely all you need.

A bleed-off valve is a very useful feature, and can be found on both digital and analog units, although reviews seem to question the effectiveness on some digital gauges. With a bleed-off, you can pump up higher than you need, then precisely let out air while the gauge is in place. Very handy, and far faster than removing the gauge, letting out some air, checking again, and repeating.

25 psi on your buddy's pump is not the same as 25 psi on your pump, and not the same as 25 psi on your handheld gauge. Don't sweat it. Buy a gauge, use it regularly, and develop your tire pressure knowledge based on the consistency that comes from using the same gauge every time. Bonus: if you are traveling, you can rely on anyone's floor pump, and never worry about what their gauge says. Pump up high, check with your gauge, bleed off as needed.



Three tire pressure gauges. I pumped up a MTB tire with my favorite pump. The tire pump read 30 psi. One gauge read 27.5, the second 36 and the third 40. Which is accurate? It really doesn't matter. Use the same gauge every time and learn what psi works for you.

**MOUNTAIN BIKE RACING****The Summit Bike Club Excels at Nationals**

Payson McElveen (Red) and Matthew Turner (Green) rounding the final corner of the lap into the finish straight. Photo by Sylvia Turner.

**By Michael Turner and Rachel Anders**

Recently, athletes from Summit Bike Club (based in Park City, UT) competed at USA Cycling National Championships in Mammoth Lakes, California. SBC started in 2012, and now has over 80 members, including some of the best junior mountain bikers in the country.

Most mountain bike races are between 60 to 90 minutes on a cross-country style course, with difficult climbs, fast descents, and tough obstacles. The race course at Mammoth consisted of a fairly smooth and gradual climb and ended with a bumpy, technical descent into the finish. Each lap was four miles long with 818 feet of climbing each lap and a starting elevation of 8,329 feet. It was sure to be both fun and challenging for the athletes.

Day one on Wednesday, July 15, started with Ellise Shuman (16, Sandy) and Amber Raby (17, PC) in the Junior 15-18 Cat2/3 Womens category. With a great start, Ellise stayed with the lead throughout the race that ended in an exciting sprint to the finish line. Both Ellise and Amber came out with personal bests with 2nd and 11th, respectively. In the second race of the day, Mike Turner (48, PC) came through the finish in 24th for the Cat2/3 45-49 Men.

The next set of races was the short track. At Nationals, the short track course is only three quarters of a mile, and is timed with 20 minutes of racing plus three laps. Two athletes competed for the first Category 1 National title in the Women's 17+ category. Rachel Anders (17, Sandy) and Lia Westermann (17, SLC) finished 4th and 7th, respectively.

Day two on Thursday, July 16th was the main day of racing for Summit athletes, with three athletes in the U23, four athletes in the Cat1 Jr Women, 10 athletes in the Cat1 Jr Men, and three athletes in the Jr 13-14.

The athletes that compete in the U23 wave typically race against the nation's top professionals during the regular season, but get their own race during Nationals. Mike Sampson (21, New Hampshire), Matthew Turner (20, PC) and Jason Christiansen (19, Lindon) were the hopefuls for Summit. Mike and Matthew were able to grab spots on the second row at the start, while Jason in his first race at this level, was in the last row in a field of 35. Mike was able to hold on in the top 10 until the penultimate lap where he was affected by back cramps but still managed to hold out for 13th. Matthew finished strong to end in 16th and Jason finished in 26th after five laps.

The second wave of the day featured Rachel and Lia again in the 17-18 Women's category followed by Sienna Leger Redel (16, PC) and Anika Heilweil (16, SLC) in the 15-16 Women's category. The 17-18s were off the line first, and Rachel and Lia held positions in the top 10. The 15-16 girls followed, with Sienna and Anika in pursuit. Rachel took hold of 2nd place early and held the position to the finish (Park City's Haley Batten took home the gold). Lia looked strong in 6th and was making up ground on 5th in the 3rd and final lap, but it just wasn't enough distance to close the gap. Sienna was fast off the line into an early lead but was plagued with breathing problems in the first lap and had to pull out of the race. Anika pushed through and finished the race in 10th.

Then it was the Junior Cat1 Men, with a big field of 10 Summit riders. Connor Patten (16, PC), Cameron Larson (16, Pleasant Grove), Tommy Fendler (16, PC) and Estin Hicke (16, PC) in the 15-16 age group. Danny Fendler (18, PC), Jacob Sacket (18, Texas), Adam Brown (18, Orem) Nick Loyola (17, Holladay), Matthew Behrens (17, PC) and Zach Calton (18, Ogden) in the 17-18 age group. The 17-18s were first off the line followed again by the 15-16s each on course for four laps. Danny had a breakthrough race and finished

**MOUNTAIN BIKE RACING****Five Utah Riders Named to the 2015 Mountain Bike World Championship Squad**

Rachel Anders grinding up the beginning climb at the USAC National Championships while being cheered on by teammate Jason Christiansen. Anders was picked to go to the World Championships in September. Photo by MJ Turner.

**By Mark Deterline**

2015 could be the strongest showing to date of Utah riders at the UCI Mountain Bike World Championships, with five Utahns out of thirty-nine total athletes named to the 2015 national squad by USA Cycling. Americans will compete in elite, U23, and junior cross-country events, and in the elite and junior downhill races.

The World Championships will be held from August 31st to September 6th 2015 in Vallnord, Andorra, Europe's sixth-smallest country.

Alex Grant, popular local pro and co-owner of Gear Rush ([gear-rush.com](http://gear-rush.com)) shares: "For any cyclist, the World Championships are one of the biggest events of the year. For fans and riders alike, each race is its category's most important one-day event, where the coveted "rainbow jersey" of World Champion can be won, to be proudly worn for a whole year.

"Long before I was a professional cyclist, I was a fan, and I have always followed MTB 'Worlds'

closely. In 2001 I made the trip to Vail, CO to watch them in person, and will always remember the energy and atmosphere. This year, for the first time, I get to race them myself!

"The whole thought process started for me after I placed 3rd in both Short Track and Cross-country at Nationals in Mammoth last month. I have been riding really well at altitude this year, and am enjoying the best form of my career, so I decided to petition to go. The course in Andorra is at about 7,000 feet, which suits me well. I figured this is my year to give it a try.

"I am super excited to go and experience Worlds as an athlete, and test myself against all the best riders in the world. I don't have any specific results in mind as a goal, I just want to feel that I laid it all out there and gave it the best effort that I could. As long as I do that, I don't care where I end up.

"It is pretty awesome how many riders from Utah are going. We have a rider in men's elite, a rider in U23, a junior racer, and two riders in the junior women's race. That really shows the strength of the sport here

just out of the top 10 in 11th. Jacob finished 22nd, Adam finished 29th after fixing a quick flat, Nick in 32nd, Matt 34th, and Zach in 46th after a hard crash in the first lap. In the 15-16s, Connor was with the lead group from the start, and put in an amazing effort to finish in 3rd. Cameron was 20 seconds off the podium in 6th, Tommy finished 17th, and Estin did not finish after having mechanical problems in the first lap.

The final waves of the day were the 13-14 boys and girls. Skylar Patten (14, PC) and Martin Anders (13, Sandy) were in the boys field, and Mila Leger Redel (14, PC) was Summit's only athlete in the girls' field. Off the start Skylar was on the tail of the leader, and making up ground at the last lap of their

shortened course. Skylar finished in 2nd, just 10 seconds off the top step, and Martin finished in 21st place. Mila was off the line into the top ten early in the first lap and continued to make up ground to get into the top 5 during the race, but got passed in the last lap to finish just one place off the podium in 6th.

Beyond racing, the team also enjoyed visiting Yosemite National Park to see Half Dome, El Capitan, and go on a quick hike during an off day.

Congratulations to Utah pros Keegan Swenson and Alex Grant on their respective 2nd and 3rd place finishes in the elite race, as well as the other Utah junior cross-country riders including: Jon Jon Drain, Drew Palmer-Leger, Anders Johnson,

in Utah.

"I want to thank some of my longtime sponsors for their support over the years; without them I would never have reached this point in my career. Namely, Cannondale Bicycles, who I have been with since 2009; Sho-Air and Ridebiker Alliance, who I have been with since 2013; ENVE Composites; and CTS Training Systems and my coach Adam Pulford. I also want to thank two Utah companies who are new sponsors -- Squatters Craft Beers and La Barba Coffee. I'm proud to represent local companies this year! I also need to mention Enduro Bites, who has been fueling my training rides this year with their delicious bars and pre-ride Beta Red drink mix.

"Lastly as always I owe a ton to my wife Sammi who supports my crazy

riding habit, well at least tolerates it... For this trip she will be cheering from home with our 4 month old daughter Eleanor!"

The 2015 Utah roster for Worlds is as follows:

**Junior Women Cross-country**  
Rachel Anders of Sandy, Utah  
Summit-Competitive Cyclist  
Haley Batten of Park City, Utah  
Whole Athlete Specialized Cycling Team

**Junior Men Cross-country**  
Anders Johnson of Huntsville, Utah  
Whole Athlete Specialized Cycling Team

**U23 (under 23yrs of age) Men Cross-country**  
Keegan Swenson of Park City, Utah  
Sho-Air/Cannondale

**Elite Men Cross-country**  
Alex Grant of Salt Lake City, Utah  
Ridebiker Alliance Professional Program

Seventeen of the thirty-nine athletes earned automatic nominations to the team. (To learn how athletes earn nominations based on USA Cycling selection criteria, visit [www.usacycling.com](http://www.usacycling.com).)

Hayden Sampson, Katie Clause, Lauren Bingham, Haley Batten, Kira Crowell, and Sydney Palmer-Leger.

After a successful weekend of racing at Nationals, Summit athletes prepare for the upcoming NICA High School season, Collegiate racing, and possible World Championships in Andorra. Thank you to all our coaches and parents who have supported all the athletes throughout the season and thank you to our awesome sponsors who make this all possible, especially Competitive Cyclist, Pivot Cycles, and Dr. Sumsion/PC Orthodontics.

For more information on the Summit Bike Club, visit [summit-bikeclub.org](http://summit-bikeclub.org)

cycling utah

## CALENDAR OF EVENTS

## Utah BMX

**RAD Canyon BMX** — South Jordan, UT, Indoor and outdoor BMX racing. Location: 5200 W. 9800 South, Practice Tuesday 6:30- 8:30, Race Thursday, Registration 6:00- 7:00, Race at 7, May through September (practices starting in April with additional practices on Tuesdays through May), Dallas Edwards, 801-803-1900, [radcanyonbmx@radcanyonbmx.com](mailto:radcanyonbmx@radcanyonbmx.com), [radcanyonbmx.com](http://radcanyonbmx.com)

**Legacy BMX** — Farmington, UT, Indoor bmx racing at the Legacy Events center 151 South 1100 West, Farmington, UT., Practice Wednesday 6:00- 9:00; Race Saturday, May through September, Kevin , 801-698-1490, [kevin@klikphoto.net](mailto:kevin@klikphoto.net), [lrbmx.com](http://lrbmx.com), [radcanyonbmx.com/Rad\\_Canyon\\_Legacy\\_Outdoor\\_Schedule\\_2014.pdf](mailto:radcanyonbmx.com/Rad_Canyon_Legacy_Outdoor_Schedule_2014.pdf)

## Utah Advocacy

**Bike Utah** — UT, Utah's Statewide Advocacy Group., Phil Sarnoff, 801-440-3729, [psarnoff@bikeutah.org](mailto:psarnoff@bikeutah.org), [bikeutah.org](http://bikeutah.org)

**Salt Lake City Mayor's Bicycle Advisory Committee (MBAC)** — Salt Lake City, UT, Meetings are the 3rd Monday of the month from 5-7 pm in the SLCT Transportation Division Conference room., Becka Roof, 801-535-6630, [bikeslc@slcgov.com](mailto:bikeslc@slcgov.com), [bikeslc.com](http://bikeslc.com)

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

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

**Mooseknuckler Alliance** — St. George, UT, We accept all types and styles of riders, most important we want people to ride their bikes and enjoy doing it. Most of us love riding our bikes in all types of weather and in multiple disciplines. The Alliance is located in Southern Utah and has group rides to help people get out, meet new friends, and most importantly, have fun riding their bikes., Lukas Brinkerhoff, 435-632-8215, [lukas@mooseknuckleralliance.org](mailto:lukas@mooseknuckleralliance.org), [mooseknuckleralliance.org](http://mooseknuckleralliance.org)

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

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

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

**Provo Bike Committee** — Provo, UT, Come join us every first Thursday of the month at 5:00 pm at 48 N. 300 W. We promote bike safety, culture, and better relations between bikes and cars., Zac Whitmore, 801-356-1378, [whitmore@gmail.com](mailto:whitmore@gmail.com), Heather Skabelund, 971-404-1557, [bikeprovo@gmail.com](mailto:bikeprovo@gmail.com), Aaron Skabelund, 385-207-6879, [a.skabelund@gmail.com](mailto:a.skabelund@gmail.com), [bikeprovo.org](http://bikeprovo.org)

**Dixie Trails and Mountain Bike Advocacy** — St. George, UT, Cimarron Chaco, 970-759-3048, [info@gropromotions.com](mailto:info@gropromotions.com), [dmbta.org](http://dmbta.org)

**Southern Utah Bicycle Alliance** — St. George, UT, Southern Utah's road advocacy group., Craig Shanklin, 435-674-1742, [southernutahbicycle@gmail.com](mailto:southernutahbicycle@gmail.com), [southernutahbicycle.org](http://southernutahbicycle.org)

**WOBAC - Weber Ogden Bicycle Advisory Committee** — Ogden, UT, Josh Jones, 801-629-8757, [joshjones@ogdenicity.com](mailto:joshjones@ogdenicity.com), [idahomtb.org](http://idahomtb.org)

## Events, Swaps, Lectures

**Salt Lake Critical Mass** — Salt Lake City, UT, Last Friday of every month, 6:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLU., None , [noemail@cyclinguah.com](mailto:noemail@cyclinguah.com), [facebook.com/groups/SLCCM/](http://facebook.com/groups/SLCCM/)

**Beehive Bike Polo Club** — Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons. Check out the Beehive Bike Polo Club on Facebook for location., Chuck Heaton, 801-688-7268, [heatpolo@gmail.com](mailto:heatpolo@gmail.com), [facebook.com/groups/189631497724953/](http://facebook.com/groups/189631497724953/)

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

**Moab Bike Party** — Moab, Utah, 4th Wednesday of every month, 6:30 or 7:30 pm., Jeff Gutierrez, [facebook.com/moabbikeparty](http://facebook.com/moabbikeparty)

**August 15, 2015 — Tour de Fat**, New Belgium Brewing's Tour de Fat, Boise, ID, Rolling Revival of Sustainable Folly! Various Western

Locations., Paul Gruber, 888-622-4044, [nbb@newbelgium.com](mailto:nbb@newbelgium.com), [newbelgium.com/tour-de-fat](http://newbelgium.com/tour-de-fat)

**September 22, 2015 — World Car Free Day**, UT, Ride your bike and leave the car at home!, None , [noemail@cyclinguah.com](mailto:noemail@cyclinguah.com), [worldcar-free.net](http://worldcar-free.net)

**November 14, 2015 — Henderson Stroll 'n Roll**, Henderson , NV, Our spin on the Ciclovía phenomenon that is sweeping the globe. Founded in Bogota, Columbia, it's where roads are closed to motorized traffic, allowing the community to come together and enjoy the streets on bicycles, skates, skateboards or simply on foot. The car-free street fair is packed with activities for all ages. Along the route, enjoy children's activities, interactive demonstrations, free fitness classes and games., Charlene Ham, 877-775-5252, [bikehenderson@cityofhenderson.com](mailto:bikehenderson@cityofhenderson.com), Annette Mullins, 877-775-5252, [bikehenderson@cityofhenderson.com](mailto:bikehenderson@cityofhenderson.com), [bikehenderson.org](http://bikehenderson.org)

## Mountain Bike

## Tours and Festivals

**August 1-2, 2015 — Knobby Tire Bike Tour of Idaho City**, Idaho City, ID, We will ride round trip from Boise to beautiful downtown Idaho City - a total of 88 miles. [idahowalkbike.org](http://idahowalkbike.org)

**August 7-9, 2015 — BetterRide MTB Camp**, Park City, UT, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [info@BetterRide.net](mailto:info@BetterRide.net), Patrick Gilbery, [patrick@betterride.net](mailto:patrick@betterride.net), [betterride.net](http://betterride.net)

**August 8-16, 2015 — BlomFest**, Salmon, ID, Come join the most unorganized mountain bike gathering in Idaho. Blomfest is 9 days of high alpine, primitive trail riding all over Lemhi County. Ride at your own risk!, Max Lohmeyer, 208 756 7613, [blom@ridesalmon.com](mailto:blom@ridesalmon.com), Marc Landblom, 435 260 0991, [marclan@blom@gmail.com](mailto:marclan@blom@gmail.com), [ridesalmon.com](http://ridesalmon.com)

**August 14-16, 2015 — BetterRide MTB Camp**, Evergreen, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [info@BetterRide.net](mailto:info@BetterRide.net), Patrick Gilbery, [patrick@betterride.net](mailto:patrick@betterride.net), [betterride.net](http://betterride.net)

**August 15-16, 2015 — VIDA MTB Series: Crested Butte Mountain Resort**, VIDA MTB Series, Crested Butte, CO, Women's mountain bike skills clinic, Sarah Rawley, 503-805-0043, [info@vidamtb.com](mailto:info@vidamtb.com), [vidamtb.com](http://vidamtb.com)

**August 21-23, 2015 — BetterRide MTB Camp**, Flagstaff, AZ, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [info@BetterRide.net](mailto:info@BetterRide.net)

## Calendar Guidelines:

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

Submit your event to:

[calendar@cyclingutah.com](mailto:calendar@cyclingutah.com)

with date, name of event, website, phone number and contact person and other appropriate information.

Let us know about any corrections to existing listings!

Patrick Gilbery, [patrick@betterride.net](mailto:patrick@betterride.net), [betterride.net](http://betterride.net)

**August 28-30, 2015 — BetterRide MTB Camp**, Durango, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [info@BetterRide.net](mailto:info@BetterRide.net), Patrick Gilbery, [patrick@betterride.net](mailto:patrick@betterride.net), [betterride.net](http://betterride.net)

**August 29-30, 2015 — VIDA MTB Series: Spirit Mountain**, VIDA MTB Series, Duluth, MN, Women's mountain bike skills clinic, Sarah Rawley, 503-805-0043, [info@vidamtb.com](mailto:info@vidamtb.com), [vidamtb.com](http://vidamtb.com)

**September 4-7, 2015 — TVTAP WYDAHO Rendezvous Mountain Bike Festival**, Teton Valley, ID, 6th Annual, held at Grand Targhee Resort. Races: Super D with 4,300ft descent, XC race, and shenanigans., Tim Adams, 208-201-1622, [tim@TVTAP.org](mailto:tim@TVTAP.org), TVTAP , 208-201-1622, [BikeFest@TVTAP.org](http://BikeFest@TVTAP.org), [tetonbikfest.org](http://tetonbikfest.org), [tvtap.org](http://tvtap.org)

**September 25-27, 2015 — MECCA Fall MTB Festival**, Wedge Overlook (Near Castle Dale), UT, Registration begins Friday at 1pm followed by a "warm up ride" at 3pm. Evening meal is provided as is a prize drawing. Saturday begins with a provided breakfast and then all-day, guided rides, ranging from beginner to advanced. End the day with a provided BBQ dinner. Finish up on Sunday morning with a provided breakfast and a guided (or on-your-own) scenic ride. Family-friendly (meal tickets only available), Kim Player, 435-653-2440, [meccabikeclub@etv.net](mailto:meccabikeclub@etv.net), [bikethestwell.org](http://bikethestwell.org)

**September 26-27, 2015 — Trek Dirt Series Mountain Bike Camp**, Durango, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only instructional weekend camp for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), [register@dirtseries.com](mailto:register@dirtseries.com), Emily Neuman, 604-484-6238, [info@dirtseries.com](mailto:info@dirtseries.com), [dirtseries.com](http://dirtseries.com)

**October 1-4, 2015 — Outerbike Fall**, Moab, UT, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos,shuffles, lunch, beer, and admission to parties and films., Don Wiseman, 800-845-2453, 435-259-8732, [outerbike@westernspirit.com](mailto:outerbike@westernspirit.com), [outerbike.com](http://outerbike.com)

**October 22-25, 2015 — Moab Ho-Down Mountain Bike Festival & Film Fest**, Moab, UT, 10th Annual - Mountain bike festival with dual stage endurance race, group shuttle rides, bike film festival, townie tour, dirt jump comp and costume party! The festival is a fundraiser for local trails and the bike park!, Tracy Reed, 435-259-4688, [info@chilebikes.com](mailto:info@chilebikes.com), [moab-ho-down.com](http://moab-ho-down.com), [chilebikes.com](http://chilebikes.com)

**December 5, 2015 — Global Fat Bike Day Utah**, Ogden, UT, 10 am, location TBD. We are planning to have a tailgate style BBQ / Party. This is a gathering of Fat Bike enthusiasts to celebrate Fat Fun and Friends with a ride and party., Mark Peterson, 801-782-3663, [mark-petersoncad@gmail.com](mailto:mark-petersoncad@gmail.com)

## Utah Weekly MTB

## Race Series

**April 14-August 21, 2015 — Mid-Week Mountain Bike Race Series**, Mid-Week MTB Race Series, Park City, Draper, and Solitude, UT, Races are on Tuesday evenings. Registration begins at 5:00, kids race at 6:00 and main event at 6:30. April to August Corner Canyon Apr. 28, Corner Canyon May 5, Heber (Coyote Trail) May 12, Round Valley May 19, Night race Heriman (Party Rock) May 29, Round Valley June 2, Round Valley June 9, Deer Valley June 23, Solitude July 7, Solitude July 21, Deer Valley (Silver Lake) July 28, Snowbird Aug. 4, Solitude Aug. 11, Night race Corner Canyon Aug. 21, Brooke Howard, 385-227-5741, [brooke@midweekmtb.com](mailto:brooke@midweekmtb.com), [midweekmtb.com](http://midweekmtb.com), [facebook.com/midweekmtb](http://facebook.com/midweekmtb)

**May 6-August 5, 2015 — Sundance/Soldier Hollow Weekly Race Series**, WWRs, Sundance, Soldier Hollow, UT, Wednesday nights, May - Aug. Venue alternates between Wasatch County sites and Sundance, 6:30 pm. Pros/Experts 1hr race time, Sports 50mins,

Beginners 30-40mins. 2015 Dates: Wasatch County: May 6, 20th; June 3, 17; July 1, 15, 29; Sundance: May 13, 27; June 10, 24; July 8, 22; Aug 5, Tyson Apostol, 435-200-3239, 801-223-4849, [aces@euclidoutdoors.com](mailto:aces@euclidoutdoors.com), John Woodruff, 801-223-4044, 801-223-4849, [johnw@sundance-utah.com](mailto:johnw@sundance-utah.com), [weeklyrace-series.com](http://weeklyrace-series.com)

**June 3-August 26, 2015 — Mt. Ogden Midweek XC Race Series**, Snowbasin Resort, UT, June - August, Check for dates, Registration- 5pm- 6:30pm at Grizzly Center, Race Start: 6:30, Tim Eastly, 801-620-1000, 801-620-1045, [teastley@snowbasin.com](mailto:teastley@snowbasin.com), [mtoagdenraceseries.com](http://mtoagdenraceseries.com), [bebikes.com](http://bebikes.com)

## Regional Weekly

## MTB Race Series

**June 23-August 18, 2015 — Laramie Mountain Bike Series**, Laramie, WY, Tuesdays. Local mountain bike series, great for riders of any age and ability., Evan O'Toole, [info@laramiemtbseries.com](mailto:info@laramiemtbseries.com), [laramiemtbseries.com](http://laramiemtbseries.com)

## Utah Mountain

## Bike Racing

**August 8, 2015 — The Chris Allaire Solitude Cup**, Intermountain Cup Solitude Resort, UT, The second to last stop in the XC series, this race is a long time favorite for many and this year will be no different. Look for some fun exciting racing to happen here on some of the best trails Northern Utah has to offer. Also a great place to tune up before the High School racing starts. Utah State Championships., Bryson Perry, 801-233-1400, 949-973-0300, [BrysonPerry@gmail.com](mailto:BrysonPerry@gmail.com), [intermountaincup.com](http://intermountaincup.com)

**August 14-16, 2015 — Flyin' Brian Downhill and Dark Hollow Super D**, Go-Ride Gravity Series, Brian Head, UT, Practice opens on Friday, August 14 at noon. The downhill is on Saturday, August 15. Dark Hollow Super D is on Sunday, August 16., Ron Lindley, 801-375-3231, [info@utahdh.org](mailto:info@utahdh.org), [go-ride.com](http://go-ride.com), [utahdh.org](http://utahdh.org)

**August 15, 2015 — Scott Enduro Cup at Canyons Resort**, Scott Enduro Cup Series, Park City, UT, Last year's race featured a stacked pro field and enthusiastic crowd. Racers at Canyons Resort can expect a course covering 17+ miles of trails within Canyons' network covering approximately 3,400 vertical feet ascending and descending. Premier racing for pros, amateurs, and juniors including challenging courses, professional timing, and a lively festival with lunch for competitors., Jessica Kunzer, 801-349-4612, [jkunzer@mtsports.com](mailto:jkunzer@mtsports.com), Courtney Leonard, 801-349-4616, [cleonard@mtsports.com](mailto:cleonard@mtsports.com), [endurocupmtb.com](http://endurocupmtb.com)

**August 15, 2015 — Utah High School Cycling Junior League Race Clinic and Prologue**, Utah High School Cycling League Race Series, TBD, UT, Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [utahmtb.org](http://utahmtb.org)

**August 22, 2015 — Brian Head Enduro**, Brian Head, UT, Multi-stage enduro race where racers compete to score the fastest time down the mountain., Jordan Bracken, 435-229-5397, 435-703-9880, [jordan@rapidcyclingracing.com](mailto:jordan@rapidcyclingracing.com), [rapidcyclingracing.com](http://rapidcyclingracing.com)

**August 28, 2015 — Utah High School Cycling Junior League Race #1**, Utah High School Cycling League Race Series, Soldier Hollow, UT, Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [utahmtb.org](http://utahmtb.org)

**August 29, 2015 — Utah High School Cycling League Race Series**, Utah High School Cycling League Race Series, Soldier Hollow, UT, A new and different race course than last year. In addition, we have added 1 new division and wave, so start times have changed to: Wave 1- Freshmen Boys - starting at 9:30AM. High school race is for 9th -12th graders. There will be a race on Friday, September 5th for the new junior development (7th & 8th grade) teams. Please visit our website for more information., Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [utahmtb.org](http://utahmtb.org)

**September 5, 2015 — Park City Point 2 Point**, Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race will never be on the same trail twice. Over 90% of the race is single-track. 75 miles & 12,000ft of climbing., Jay Burke, 801-330-3214, [info@thepcpp.com](mailto:info@thepcpp.com), [thepcpp.com](http://thepcpp.com)

**September 11, 2015 — Utah High School Cycling Junior League Race #1**, Utah High School Cycling League Race Series, TBD, UT, Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [utahmtb.org](http://utahmtb.org)

**September 12, 2015 — 12 Hours of Sundance**, Sundance Resort, UT, With Solo, 2-Man, 4-Man and Coed options this event has something for everyone. Race goes from 7am - 7pm., Czar Johnson, 801-223-4121, 801-223-4849, [czar@thesundance-utah.com](mailto:czar@thesundance-utah.com), John Woodruff, 801-223-4044, 801-223-4849, [johnw@sundance-utah.com](mailto:johnw@sundance-utah.com), [sundance-resort.com/explore/sum\\_biking\\_races.html](http://sundance-resort.com/explore/sum_biking_races.html)

**September 12, 2015 — Widomaker Hill Climb**, Snowbird, UT, Starts in Gad Valley, 10 AM, 3000ft vertical race to the top of the Tram for awards, food and fun., James Zwick, 801-583-6281, [sports@sports-am.com](mailto:sports@sports-am.com), [sports-am.com](http://sports-am.com)

**September 12, 2015 — Utah High School Cycling League Race #2**, Utah High School Cycling League Race Series, TBD, UT, Races are for 9th through 12th grades only. Categories for individual scoring are Freshman, Sophomore, JV, and Varsity for boys and girls separately.



**TREK**

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Team scoring for division I, II, and III teams. Race starts Saturday at 9:30am. Bring your family and cowbells for a great day of fun cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [utahmtb.org](http://utahmtb.org)

**September 19, 2015 — Goldstrike Gravel Race**, Gunlock, UT. A Gravel Grinder is coming to Southern Utah! Race any style of bike on 49 miles of dirt road, with over 6,000 feet of climbing., Jordan Bracken, 435-229-5397, 435-703-9880, [jordan@rapidcyclingracing.com](mailto:jordan@rapidcyclingracing.com), [rapidcyclingracing.com](http://rapidcyclingracing.com)

**September 19, 2015 — Boulder Basin Challenge Enduro**, Midway, UT, David McCluskey, 435-714-0401, [mac@yesendurancesports.com](mailto:mac@yesendurancesports.com), [yesendurancesports.com](http://yesendurancesports.com)

**September 20, 2015 — Tour de Suds**, Park City, UT. 7-mile mountain bike climb from City Park, to the top of Guardsman Pass with a 2,700ft elevation gain., Ginger Ries, 435-649-6839, [ginger@mountaintrails.org](mailto:ginger@mountaintrails.org), [mountaintrails.org](http://mountaintrails.org)

**September 26, 2015 — Snowbird Ultra Hill Climb**, Snowbird, UT, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry II, 10 miles, 3500. vertical. Or choose the Ultra Hill Climb option. After the road climb, jump on your mountain bike and climb to the summit of Hidden Peak (14 miles total, 6500' of climbing), Misty, 801-933-2115, [misty@snowbird.com](mailto:misty@snowbird.com), [snowbird.com/events/bicycle-hill-climb/](http://snowbird.com/events/bicycle-hill-climb/)

**September 26, 2015 — Utah High School Cycling League Race #3**, Utah High School Cycling League, Moab, UT, Race for 9th through 12 graders only. First wave going off at 9:30 am, with 3 waves during the day. Spectator friendly 4-6 mile laps, total length depends on category. Both individual scoring and team scoring., Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [utahmtb.org](http://utahmtb.org)

**September 26, 2015 — 12 Hours of Zion**, Zion National Park, UT, New Date! Come race on Zion Ponderosa Ranch, on the east side of Zion National Park, for an all-new 12 hour cross-country mountain bike race. Bring family and friends to enjoy the scenery and cheer racers on., Jordan Bracken, 435-229-5397, 435-703-9880, [jordan@rapidcyclingracing.com](mailto:jordan@rapidcyclingracing.com), [rapidcyclingracing.com](http://rapidcyclingracing.com)

**September 27, 2015 — Whole Enchilada Enduro**, Moab, UT, Enduro racing on the Whole Enchilada Trail. Three options, including a two stage, one stage, and three stage option with 37 miles and 12, 920 feet of descending., Keith Darner, 719-221-1251, [keith@chocolatebunnyproductions.com](mailto:keith@chocolatebunnyproductions.com), [chocolatebunnyproductions.com](http://chocolatebunnyproductions.com)

**October 3, 2015 — Wasatch 360 6 Hour Race**, Utah Offroad Series, Utah Cup, Heber, UT, 6 hr MTB race with Solo, Duo, or Triple categories for men, women, & coed plus a Junior's category. Held in Heber City above the UVU Wasatch Campus. Proceed support Summit Bike Club and junior mountain biking in Utah., Michael John Turner, 801-664-6351, [mj@webecycling.com](mailto:mj@webecycling.com), [webecycling.com](http://webecycling.com), Karl Redel, [karl@webecycling.com](mailto:karl@webecycling.com), [webecycling.com](http://webecycling.com)

**October 9-10, 2015 — Fall Fury**, Utah Offroad Series, St. George, UT, Short track, cross-country and downhill riding through St. George's Zen Trail. Participants can choose which races within the Fall Fury they want to do. Want to do short track and cross-country but skip downhill? No problem! You choose what you want to do!, Jordan Bracken, 435-229-5397, [jordanbracken@gmail.com](mailto:jordanbracken@gmail.com), Jordan Bracken, 435-229-5397, 435-703-9880, [jordan@rapidcycling.com](mailto:jordan@rapidcycling.com), [rapidcycling.com](http://rapidcycling.com)

**October 10-12, 2015 — Moab Rocks**, Moab, UT, Incorporates Moab's best classic and new routes and combines them into a 3-day masterpiece of cross-country and lined descents in a fully supported format., Yuri Lortscher, 866-373-3376, [info@transrockies.com](mailto:info@transrockies.com), Kevin McDonald, 866-373-3376, [info@transrockies.com](mailto:info@transrockies.com), Kevin McDonald, 866-373-3376, [kevin@transrockies.com](mailto:kevin@transrockies.com), [transrockies.com](http://transrockies.com)

**October 10, 2015 — Utah High School Cycling League Race #4**, Utah High School Cycling League Race Series, Eagle Mountain, UT, A new course is in the works for this race, utilizing the lower trails. First wave (Freshmen Boys) starts Saturday at 9:30 am. Bring your family and cowbells for a great day of fun, cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [utahmtb.org](http://utahmtb.org)

**October 15-17, 2015 — Red Bull Rampage**, Virgin, UT, Downhill, slopestyle and freeride MTB athletes will converge on the demanding terrain of Virgin, Utah to compete for glory in one of the biggest tests of skill and guts in the world. 10th annual, Red Bull, 310-393-4647, [ncemail@cyclingutah.com](mailto:ncemail@cyclingutah.com), [cyclingutah.com](http://cyclingutah.com), [redbull.com/us/en/bike/events](http://redbull.com/us/en/bike/events)

**October 16-17, 2015 — Huntsman World Senior Games Mountain Biking**, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross-country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, [hwsq@infowest.com](mailto:hwsq@infowest.com), Merrill Barney, [seniorgames.net](http://seniorgames.net)

**October 16, 2015 — Draper Fall Classic**, Intermountain Cup, Draper, UT, The final race of the I-Cup racing season as well as the series award party/BBQ for both the EXC and XC series. The course will be ripping fast and fun trails with a party to match. Don't miss this one! Evening race! Bring your lights!, Bryson Perry, 801-233-1400, 949-973-0300, [brysonperry@gmail.com](mailto:brysonperry@gmail.com), [intermountaincup.com](http://intermountaincup.com)

**October 24, 2015 — Moab Epic**, AXS Series, Moab, UT, An MTB Safari - a 50+ mile cross-country mountain bike adventure. Riders will race over 50+ miles on Moab's best single track and jeep roads, in a true Safari style

adventure., Will Newcomer, 970-403-5320, [2015@gravityplay.com](mailto:2015@gravityplay.com), [gravityplay.com](http://gravityplay.com), [moabepic.com](http://moabepic.com)

**October 24, 2015 — Utah High School Cycling League Race #5**, Utah High School Cycling League, St. George, UT, Races are for 9th through 12th graders only. Categories for individual scoring are Freshman, Sophomore, JV, and Varsity for boys and girls separately. Team scoring for division I, II, and III teams. Race starts Saturday at 9:30am. Bring your family and cowbells for a great day of fun cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, [lori@utahmtb.org](mailto:lori@utahmtb.org), [utahmtb.org](http://utahmtb.org)

**November 7-8, 2015 — 25 Hours of Frog Hollow**, Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus-double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs., Cimarron Chacon, 970-759-3048, [info@grupromotions.com](mailto:info@grupromotions.com), [grupromotions.com](http://grupromotions.com), [GRopromotions.com](mailto:GRopromotions.com), [25hoursofiroghollow.com](http://25hoursofiroghollow.com)

**Regional Mountain Bike Racing**

**August 1, 2015 — Laramie Enduro**, Laramie, WY, 111K (70+/- miles). No repeat course, 8,600ft elevation gain, 7am start at Happy Jack Recreation Area-Hidden Valley Picnic Area, Richard Vincent, 307-760-1917, 307-777-6478, [enduro.rv@gmail.com](mailto:enduro.rv@gmail.com), [laramieenduro.org](http://laramieenduro.org)

**August 1-2, 2015 — Pomerelle Pounder DH**, Go-Ride Gravity Series, Albion, ID, Two USA sanctioned downhill races in two days. A one-run downhill on Saturday afternoon, and a two-run downhill on Sunday., Ron Lindley, 801-375-3231, [info@utahdh.org](mailto:info@utahdh.org), Darren Lightfield, 208-608-6444, [wildrockiesemail@yahoo.com](mailto:wildrockiesemail@yahoo.com), [go-ride.com](http://go-ride.com), [utahdh.org](http://utahdh.org)

**August 2, 2015 — Grand Targhee Enduro**, Montana Enduro Series, Grand Targhee, WY, There's some seriously fun trails at Wyoming's Grand Targhee Resort, so we're going to race 'em for the fourth stop on the series. It's going to be a weekend long celebration of the tetons., Andy Williams, 800-TARGHEE ext. 1309, [awilliams@grandtarghee.com](mailto:awilliams@grandtarghee.com), Montana Enduro Series, [contact@montanaenduro.com](mailto:contact@montanaenduro.com), Christine Wike, [christine@montanabicycleguild.org](mailto:christine@montanabicycleguild.org), [grandtarghee.com](http://grandtarghee.com), [montanaenduro.org](http://montanaenduro.org)

**August 8, 2015 — Big Hole Challenge MTB Race and Duathlon**, Driggs, ID, Mountain bike mass start first, at 10 am, 9.73 miles with 1,160 verticle feet, then either bike a second lap or run 6.13 miles with 938 verticle feet. Awards, Raffle and results at 1 pm held at the South Horseshoe Trail Head. Kids Duathlon at Noon, .5 mi run followed by 1 mi bike. Free entry, Awards to all., Dick Weinbrant, 208-354-2354, [peaked@silverstar.com](mailto:peaked@silverstar.com), [peakedsports.com](http://peakedsports.com)

**August 14-16, 2015 — Brundage Mountain Bike Fest XC, Enduro, and Festival**, Idaho Enduro Series, Brundage Resort, ID, 3 day, family friendly cycling experience with something for everyone. A good placing in the Chainless race Friday will take seconds off your time at Sunday's Enduro. The XC race will challenge your fitness while riding buff single track through stunning scenery. Kid's races, demos and live music will round out the weekend. On site camping is available. No license required., James Lang, 208-571-1853, 208-344-9182, [jlans83702@yahoo.com](mailto:jlans83702@yahoo.com), [idahoenduroseries.com](http://idahoenduroseries.com)

**August 15, 2015 — Pierre's Hole MTB Race**, NUE Series, Alta, WY, 6th Annual Pierre's Hole. Staging begins at the Grand Targhee Resort, ample lodging and amenities available. 100 consists of 33-mile loop, each lap features approx. 3,000ft climbing on single and double-track trails. Total elevation for the 100 mile race is approx. 9,000ft. 100mile (3 laps), 100km (2 laps), 50km (1 lap) events. Only the 100 mile race is part of the NUE Series., Andy Williams, 800-TARGHEE ext. 1309, [awilliams@grandtarghee.com](mailto:awilliams@grandtarghee.com), [grandtarghee.com](http://grandtarghee.com), [the-resort/news-events/1863/2014PierresHole100.php](http://the-resort/news-events/1863/2014PierresHole100.php), [ph100.org](http://ph100.org)

**August 15, 2015 — Leadville Trail 100**, Leadville Race Series, Leadville, CO, Leadville Trail 100 is one of the most notorious and challenging bike races in the world. 100 mile out-and-back., Josh Colley, 719-219-9357, [JColley@lifetimfitness.com](mailto:JColley@lifetimfitness.com), [leadvilleraceseries.com](http://leadvilleraceseries.com)

**August 15, 2015 — Steamboat Stinger**, Steamboat Springs, CO, Beginning at 8:00am at the Howelson Hill Ski Area right in the heart of Steamboat Springs. The course takes an extended 50 mile detour deep into the beautiful backcountry of Routt County and a total of 3,327ft elevation gain before returning to the transition/finish area. Teams of two are also welcome to race the 1st and 2nd half of the course., Nate Bird, 866-464-6639, [nate@honestyinger.com](mailto:nate@honestyinger.com), Jon Winkelsch, 970-367-4394, [jwinkelsch@honestyinger.com](mailto:jwinkelsch@honestyinger.com), [honestyinger.com/steamboatstinger.html](http://honestyinger.com/steamboatstinger.html)

**August 16, 2015 — Whitefish Enduro**, Montana Enduro Series, Whitefish, MT, Montana Enduro Series, [contact@montanaenduro.com](mailto:contact@montanaenduro.com), Christine Wike, [christine@montanabicycleguild.org](mailto:christine@montanabicycleguild.org), [montanaenduro.org](http://montanaenduro.org)

**August 21-23, 2015 — NW Cup #6**, Northwest Cup Downhill Series, Kellogg, ID, Downhill race. Held at Silver Mountain Bike Park. Friday will be open practice. Saturday will be split practice by category. Pro/JuniorX seeding Saturday evening. Sunday racing all categories, Scott Tucker, 800-797-4288, [nwcup@yahoo.com](http://nwcup@yahoo.com), [www.nwcup.com](http://www.nwcup.com)

**Fat Bike Nationals Returns to Ogden for 2016**

Colorado Springs, Colo. (July 14, 2015) – USA Cycling is pleased to name Ogden, Utah and Grand Rapids, Mich. as the host cities for the 2016, 2017, and 2018 Fat Bike National Championships.

Following a successful debut at Ogden's Powder Mountain Resort this year, the event will return to the Wasatch Mountains for a second time in 2016 before heading to Grand Rapids for a two-year contract in 2017 and 2018.

"Fat Bikes are emerging as one of the fastest-growing segments in the cycling community, and they're becoming increasingly popular among our members," comment-

ed USA Cycling's VP of National Events, Micah Rice. "It was very exciting to offer a fresh and different kind of national championship to our members in 2015, and we're thrilled to bring Fat Bike Nationals back again. Powder Mountain was a fantastic stage for the event's debut and we look forward to a second year there. We're also excited to work with the West Michigan Sports Commission to bring the event to the Midwest in 2017 and 2018."

Slated for Feb. 27, the 2016 event in Ogden will take amateurs twelve miles across Powder Mountain's Hidden Lake area terrain while pro and open class riders will compete over 18 miles. The atmosphere will also include free fat bike demos provided by Borealis and local bike shops, as well as an opportunity from Rockstar to win a

**August 22, 2015 — WYOCITY American Mountain Bike Challenge**, Casper, WY, XC race held on Natrona Trail on Casper Mountain. C race held on Natrona Trail on Casper Mountain. Category 1 racers four loops – 22 miles; Category 2 racers three loops – 16.5 miles; Category 3 racers one loop – 5.5 miles. Also an mtb festival., John Gianantonio, 307-234-5362, [john@visitscasper.com](mailto:john@visitscasper.com), [visitscasper.com](http://visitscasper.com), [amcbc.com](http://amcbc.com)

**August 29, 2015 — Whit Henry Memorial Galena Grinder**, Knobby Tire Series, Galena Lodge, ID, XC/Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops., Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), [knobbytire-series.com](http://knobbytire-series.com)

**August 29, 2015 — Barn Burner 104**, Flagstaff, AZ, 104 mile mountain bike race, Solo, Duo, Teams, Kaibab and Coconino National Forest, Camping on private land. 26 and 52 mile options. Party afterwards with music, food, and beer., Casey Brown, 480-299-1203, [CBrown6@lifetimfitness.com](mailto:CBrown6@lifetimfitness.com), Ryan Sumers, 949-929-7476, [sumers@lifetimfitness.com](mailto:sumers@lifetimfitness.com), [barnburnermtb.com](http://barnburnermtb.com), [redrockco.com](http://redrockco.com)

**September 4-7, 2015 — TVTAP WYDAHO Rendezvous Mountain Bike Festival**, Teton Valley, ID, 6th Annual held at Grand Targhee Resort. Races: Super D with 4,300ft descent, XC Race, and shenanigans., Tim Adams, 208-201-1622, [tim@TVTAP.org](mailto:tim@TVTAP.org), [TVTAP.org](http://TVTAP.org), 208-201-1622, [BikeFest@TVTAP.org](mailto:BikeFest@TVTAP.org), [tetonbikefest.org](http://tetonbikefest.org), [TVTAP.org](http://TVTAP.org)

**September 4-5, 2015 — Big Mountain Enduro Winter Park**, Big Mountain Enduro Series, Winter Park, CO, Epic, backcountry and lift-accessed enduro racing., Sarah Rawley, 720-407-6142, [sarah@bigmountainenduro.com](mailto:sarah@bigmountainenduro.com), Brandon Ontiveros, 303-551-4813, [info@bigmountainenduro.com](mailto:info@bigmountainenduro.com), [bigmountainenduro.com](http://bigmountainenduro.com)

**September 5-6, 2015 — 24 Hours of Flathead**, Kalispell, MT, Tia Celentano, [info@24hoursofflathead.org](mailto:info@24hoursofflathead.org), [montanacycling.net/schedule?discipline=all&year=2014](http://montanacycling.net/schedule?discipline=all&year=2014)

**September 6, 2015 — Rebecca's Private Idaho**, Ketchum, ID, 50mi or 100mi gravel grinder put on by professional racer Rebecca Rusch in her hometown of Ketchum, Idaho. The route can be done as a challenging ride or a lung busting, thigh screaming race up into the mountains surrounding Ketchum and Sun Valley. It is a beautiful route and it all ends in a great down-home party with food, festivities, music, and libations, Colleen Quindlen, 254-541-9661, [colleen@rebeccarusch.com](mailto:colleen@rebeccarusch.com), [rebeccasprivateidaho.com](http://rebeccasprivateidaho.com)

**September 12, 2015 — Jurassic Classic**, Lander, WY, Mountain bike race at Johnny Behind the Rocks. Start time - 9:00 am, Beginner, Intermediate, Advanced/Pro categories. BBQ, t-shirt and swag bag for registered participants., Tony Ferlisi, [landercycling@gmail.com](mailto:landercycling@gmail.com), [landercycling.org](http://landercycling.org)

**September 12, 2015 — Fire on the Rim Mountain Bike Race**, Pine, AZ, 15, 30, and 45 mile mtb races near Payson, AZ, Janet Brandt, [info@fireontherim.com](mailto:info@fireontherim.com), [fireontherim.com](http://fireontherim.com)

**September 12, 2015 — Idaho High School Cycling League Race #1**, ID, Dylan Gradhandt, 208-340-5200, [dylan@idahomt.com](mailto:dylan@idahomt.com), [idahomt.com](http://idahomt.com)

**September 12, 2015 — Bohart Bash**, MBRA series, Bozeman, MT, Alex Lussier, [lussiera@hotmail.com](mailto:lussiera@hotmail.com), Megan Lawson, [meganmlawson@gmail.com](mailto:meganmlawson@gmail.com), [gallatinvalleybicycletclub.org](http://gallatinvalleybicycletclub.org), [gascyclingteam.com](http://gascyclingteam.com)

**September 12-13, 2015 — Vapor Trail 125**, Salida, CO, 125 miles, 20,000 feet of climbing, 10 pm start, singletrack, Earl Walker, 719-539-9295, [earl@absolutebikes.com](mailto:earl@absolutebikes.com), [vaportrail125.com](http://vaportrail125.com)

Fat Bike. Participants and spectators who make their way to Ogden can look forward to double the snow action as Powder Mountain also hosts the US National Snowshoe Championships that same weekend.

"We are thrilled to be hosting the 2nd Annual Fat Bike National Championship in Ogden! It was an honor to host the inaugural event and we are very excited to be bringing it back for one more year. This segment has been growing locally as well as nationally, and it's great to see the excitement and participation. We continue to appreciate our partnership with USA Cycling and our local venues to produce these world-class events," said Visit Ogden CEO Sara Toliver.

For more information and to register, visit [usacycling.org](http://usacycling.org) and [visitogden.com](http://visitogden.com)

**September 19, 2015 — Stone Temple 8**, Curt Gowdy State Park, WY, 8 hour, 15.1 mile loop, Curt Gowdy State Park, Aspen Grove Parking Area, Tentative start 9AM, IMBA Epic single-track, additional High School Race., Richard Vincent, 307-760-1917, 307-777-6478, [info@idahomt.com](mailto:info@idahomt.com), [idahomt.com](http://idahomt.com)

**September 19, 2015 — Idaho High School Cycling League Race #2**, Galena Lodge, ID, Dylan Gradhandt, 208-340-5200, [dylan@idahomt.com](mailto:dylan@idahomt.com), [idahomt.com](http://idahomt.com)

**September 20, 2015 — Red Lodge Enduro**, Montana Enduro Series, Red Lodge, MT, Montana Enduro Series, [contact@montanaenduro.com](mailto:contact@montanaenduro.com), Christine Wike, [christine@montanabicycleguild.org](mailto:christine@montanabicycleguild.org), [montanaenduro.com](http://montanaenduro.com)

**October 1-4, 2015 — Monarch Crest Enduro**, Salida, CO, 5 stage epic backcountry enduro in the San Isabel and Gunnison National Forests., Keith Darner, 719-221-1251, [keith@chocolatebunnyproductions.com](mailto:keith@chocolatebunnyproductions.com), [chocolatebunnyproductions.com](http://chocolatebunnyproductions.com)

**October 3, 2015 — Tour of the White Mountains**, Pinetop-Lakeside, AZ, Arizona's longest standing mountain bike event. At 7,000 feet, The Tour is a grassroots event with laid back vibes among a gathering of bike-minded individuals., Karen Warsh, 520-623-1584, [info@epicrides.com](mailto:info@epicrides.com), [epicrides.com](http://epicrides.com)

**October 3, 2015 — Idaho High School Cycling League Race #3**, Magic Mountain, ID, Dylan Gradhandt, 208-340-5200, [dylan@idahomt.com](mailto:dylan@idahomt.com), [idahomt.com](http://idahomt.com)

**October 3-4, 2015 — CMU Mountain Bike Race**, Grand Junction, CO, Patric Rostel, 970-248-1503, [prostel@coloradomesa.edu](mailto:prostel@coloradomesa.edu)

**October 17, 2015 — Idaho High School Cycling League Race #4 (State Champs)**, Avimor or Targhee, ID, Dylan Gradhandt, 208-340-5200, [dylan@idahomt.com](mailto:dylan@idahomt.com), [idahomt.com](http://idahomt.com)

**October 23-25, 2015 — USA Cycling Collegiate Mountain Bike National Championships**, Beach Mountain, NC, Chad Sperry, [chad@gorge.net](mailto:chad@gorge.net), [usacycling.org](http://usacycling.org)

**Salt Air Time Trial Series** — Salt Lake City, UT, Every other Thursday April - September, I-80 Frontage Road West of the International Center, Starts 4-3-2015, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**DLD (DMV) Criterium** — Utah Crit Series, West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700S., 2780W., A file - 6 pm, B file between 6:45 and 7:05. Call for information regarding C file. April 8 - September 2, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com), [skitahcycling.com](http://skitahcycling.com)

**Emigration Canyon Hillclimb Series** — Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April through August, April 10, 2015 start date, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**April 23-August 13, 2015 — Logan Race Club Thursday Night Time Trial Series**, Logan, UT, Thursdays. 11 series consisting of 18 races on five difference courses, with weekly and end-of-series prizes. Check the website for the location of the weekly course., Stephen Clyde, 435-750-8785, [swc@mdsc.com](mailto:swc@mdsc.com), Ben Kofeod, [benhkof@hotmail.com](mailto:benhkof@hotmail.com), [loganraceclub.org](http://loganraceclub.org)

**Utah Road Racing**

**August 3-9, 2015 — Larry H. Miller Tour of Utah**, The Tour of Utah is one of only 3 UCI 2.HC sanctioned stage races in North America. More than 17 international and national pro teams will compete over 500+ miles in seven days. Free for spectators., Larry H. Miller Tour of Utah, 801-325-2500, [info@tourofutah.com](mailto:info@tourofutah.com), [tourofutah.com](http://tourofutah.com)

**August 3-4, 2015 — Larry H. Miller Tour of Utah Women's Edition**, Tooele, UT, The Tour of Utah Women's edition will be a 15 lap circuit race on a 2.2 mile course at Miller Motorsports Park. The pro women's race will run from 12:30 pm - 2 pm in advance of the finish of Stage 3 of the Tour of Utah., Larry H. Miller Tour of Utah, 801-325-2500, [info@tourofutah.com](mailto:info@tourofutah.com), [tourofutah.com](http://tourofutah.com)

**August 15, 2015 — Tour de Park City**, UCA Series, Park City, UT, 157 Classic Road Race returns for 2015! 7,500 feet of climbing, 10,750 foot summit. Fully Supported. Start and finish in the same spot., Ben Towery, 801-389-7247, [team-excelerator@gmail.com](mailto:team-excelerator@gmail.com), [tourdeparkcity.com](http://tourdeparkcity.com), [teamexcelerator.com](http://teamexcelerator.com)

**August 15, 2015 — Wildflower Hill Climb**, Mountain Green, UT, Timed 5.5 mile climb during the 75 mile course option in this women-only cycling event. Age-group cash prizes. Gift for all who complete the climb., Stacie Palmer, 801-644-9940, 801-391-2819, [wildflow.com](http://wildflow.com)



**Sunday - Sept 13, 2015**  
Lake Tahoe, NV - 13th Annual.  
Another opportunity to enjoy the end of summer and ride around Tahoe's 72 Mile Shoreline. 2000 participants.

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**Sept 27 - Oct 3, 2015**  
24th Annual "One Awesome Tour Bike Ride Across Nevada." Fully Supported multi-day tour across the Silver State on US Hwy 50 - America's Loneliest Road, from Lake Tahoe to the Great Basin National Park.

For more info and to register go to **Bike the West . com**





**September 19, 2015 — Wonder Woman Century.** Payson, UT. Join us in our fully supported all women's ride, choose between the 15, 30, 70 or 100 mile options. Remember that every woman is a wonderful woman! Mahogany Thurston, 801-318-1420, [wonderwomanride@gmail.com](mailto:wonderwomanride@gmail.com), [herin.carolina@gmail.com](mailto:herin.carolina@gmail.com), [wonderwomanride@gmail.com](mailto:wonderwomanride@gmail.com)

**September 19, 2015 — Million Miles at Miller.** South Jordan, UT. Century, Metric Century, and 25-mile ride starting and finishing at the Megaplex Theatre at The District in South Jordan, UT., Anne Marie Gunther, 801-563-4140, [amgunther@lhm.com](mailto:amgunther@lhm.com), [millionmilesatmiller.com](mailto:millionmilesatmiller.com)

**September 19, 2015 — Aptalis Cystic Fibrosis Cycle For Life.** Coalville/Morgan, UT. Fully supported, beautiful autumn ride with four route options - 20,40, 60 and 100 miles. Benefit for the Cystic Fibrosis Foundation., Laura Hadley, 801-532-2335, 801-558-8310, [lhadley@cfri.org](mailto:lhadley@cfri.org), Mary Fresques, 801-532-2335, [mrfresques@cfri.org](mailto:mrfresques@cfri.org), [cycle.cfr.org](mailto:cycle.cfr.org)

**September 19, 2015 — Coldwell Banker Parkway Pedal.** West Valley City, UT. A casual ride along the Legacy and Jordan River Parkway to benefit The Autism Council of Utah. Utah Cultural Celebration Center in WVC. 1355 West 3100 South West Valley City, UT, 70, 55, 40, 30, 25, and 10 mile options., Chris Jensen, 801-563-7670, 801-940-1447, [chris.jensen@utahhomes.com](mailto:chris.jensen@utahhomes.com), [parkwaypedal.com](http://parkwaypedal.com)

**September 25-26, 2015 — Bike the Bear Century.** Garden City, UT, 100 and 50 miles. Begins at Parking Lot behind church in Garden City, UT. Support the Trapper Trails Council, BSA with a ride around the scenic Bear Lake on the Utah/Idaho border., Jason Eborn, 801-479-5460, [leborn@bsamail.org](mailto:leborn@bsamail.org), Nelson Palmer, [nipalmer@comcast.net](mailto:nipalmer@comcast.net), Martie Green, 801-479-5460, [johnm.green@scouting.org](mailto:johnm.green@scouting.org), [trappertails.org](http://trappertails.org)

**October 10, 2015 — Legacy Fall Flat 100 SuperSeries.** BCC SuperSeries, Centerville, UT. Free self-supported event. Start Foxboro Park NSL, flattest 100 ever 4 trips up and back on the Legacy Parkway bike path. Food at Farmington Station. Shorter leg options of 25 and 30 miles for one or two trips up and back., Don Williams, 801-641-4020, [roadcaplain@bccutah.org](mailto:roadcaplain@bccutah.org), Greg Allen, 801-450-1861, [greg.allen@mhnt.com](mailto:greg.allen@mhnt.com), [bccutah.org](http://bccutah.org)

**October 17, 2015 — SoJo Marathon Bike Tour.** South Jordan, UT. Lead out hundreds of runners at the SoJo Marathon and ride from through the west side of the Salt Lake Valley to South Jordan. Medals/shirts and post-ride festivities for finishers! Start 7:15 a.m., W Thomas, [whthomes@sc.utah.gov](mailto:whthomes@sc.utah.gov), Matt Dodge, 801-253-5236, [mdodge@sc.utah.gov](mailto:mdodge@sc.utah.gov), [SoJoMarathon.com](http://SoJoMarathon.com)

**October 24, 2015 — Fall Tour de St. George.** St. George, UT. Ride around southern Utah and see some of the most scenic views as you climb to Veyo and go through Gunlock State Park as well as all the beautiful colors throughout this 35, 70, or 100 mile ride., Ryan Gurr, 435-674-3185, [info@spingees.com](mailto:info@spingees.com), Margaret Gibson, 435-229-6251, [margaret@spingees.com](mailto:margaret@spingees.com), [spingees.com](http://spingees.com)

**November 28, 2015 — Saturday Fatter-day Ride.** Saratoga Springs, UT. 7th annual ride to benefit the Utah Food Bank. Burn off a bit of turkey and pie calories. Bring a donation for the Food Bank as your entrance fee., Dan Burton, 801-653-2039, [epicbiking@gmail.com](mailto:epicbiking@gmail.com), [epicbiking.com](http://epicbiking.com)

**April 23, 2016 — Front Runner Metric Century Ride.** Salt Lake City, UT. Point to point metric century bicycle ride from Salt Lake City's Intermodal Hub to Ogden. Return to Salt Lake City via the Utah FrontRunner train service. Your bicycle will be transported via private truck to SLCC., Matt Storms, 801-448-6061, [matt@forthewinracing.com](mailto:matt@forthewinracing.com), [forthewinracing.com](http://forthewinracing.com)

**Regional Road Touring**

**August 1, 2015 — Sawtooth Century Tour.** Sun Valley, ID. Benefit for the Wood River Bicycle Coalition. Road bike tour from Ketchum to Alturas Lake and back. 50 or 100 mile tour options. Aid stations along the way., Brett Stevenson, 208-720-8336, [wrbcbrett@gmail.com](mailto:wrbcbrett@gmail.com), [woodriverbike.org](http://woodriverbike.org)

**August 1, 2015 — Gran Fondo Taos-Mora-Angel Fire.** Taos, NM. 7:00 am start. 105, 84, or 46 miles. Five aid stations. Beautiful scenery. Ride for fun, ride for time; all riders

welcome! Proceeds from this event will go to the Taos Sports Alliance, whose goal is to bring more sporting events to Taos County for area youth. Start/finish for all three distances is at the Taos Youth and Family Center, 407 Paseo del Canon East, Taos NM, 87571., Jennifer Buntz, 505-306-1443, [bikefunsafe@gmail.com](mailto:bikefunsafe@gmail.com), [taosportsalliance.com](http://taosportsalliance.com), [tourofhegila.com](http://tourofhegila.com)

**August 1, 2015 — Colorado Cyclist Copper Triangle Alpine Classic.** Copper Mountain, CO. 10th Annual. The Copper Triangle has long been considered one of Colorado's classic alpine road rides. Graced with breathtaking scenery, gorgeous roads and three challenging climbs, the ride exemplifies cycling in the Colorado Rockies. The course is 78 miles, with an elevation gain of almost 6,000 feet over three mountain passes., Mike Heaston, 303-282-9015, 303-635-2815, [emgmh@emgcolorado.com](mailto:emgmh@emgcolorado.com), [coppertriangle.com](http://coppertriangle.com), [emgcolorado.com/wordpress/?page\\_id=10](http://emgcolorado.com/wordpress/?page_id=10)

**August 1, 2015 — Ride 2 Recovery Honor Ride Orange County.** Honor Ride, Orange County, CA. Presented by A Road Bike 4U, Honor Ride OC offers two amazing routes with the longer heading out to the ocean with scenic views and great climbing! All routes will be fully supported with SAG and fun rest stops along the way., Linda Glassel, 609-792-0709, 818-888-7091, [lindag@ride2recovery.com](mailto:lindag@ride2recovery.com), Honor Ride, 818-888-7091 Ext. 106, [honorrideinfo@ride2recovery.com](mailto:honorrideinfo@ride2recovery.com), [ride2recovery.com](http://ride2recovery.com)

**August 2, 2015 — NAMI Billings Annual Bike Ride.** Billings, MT. Our 12th annual NAMI Billings Bike Ride will start and end at ZooMontana. The ride raises money and awareness for those affected by mental illness. Five routes are available, ranging from a 62.1 mile loop for the cycling enthusiast to a 1 mile loop for children. The event is great for all skill levels, however just keep in mind there is no official timing., Kaitlyn Cochran, 406-256-2001, [kaitlyn@namibillings.org](mailto:kaitlyn@namibillings.org), [namibillings.org/bikeride2014/](http://namibillings.org/bikeride2014/)

**August 8, 2015 — HeART of Idaho Century Ride.** Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho., Miyai Griggs, 208-524-7777, 208-766-6485, [mabe@heartmuseum.org](mailto:mabe@heartmuseum.org), [heartmuseum.org/Century.htm](http://heartmuseum.org/Century.htm)

**August 8, 2015 — Le Tour de Kooconusa.** Libby, MT. Fully supported 83 mile bike ride which tours the breathtaking shoreline of Lake Kooconusa. Ride finishes with a Blues Festival Finale. Fundraiser for Search & Rescue., Dejon Raines, 406-291-3635, [dejonrains@hoimail.com](mailto:dejonrains@hoimail.com), [lefourdekoocanusa.com](http://lefourdekoocanusa.com)

**August 8-15, 2015 — Idaho Bicycle Ride.** Blackfoot, ID. Weeklong fully-supported tour exploring the beauty of the Snake River, Swan Valley, Jackson, WY and Lava Hot Springs, ID on two wheels, Sanna Phinney, 541-382-2633, 541-410-1031, [info@bicycleridesnw.org](mailto:info@bicycleridesnw.org), [bicycleridesnw.org](http://bicycleridesnw.org)

**August 15-22, 2015 — Ride Idaho.** Couer d'Alene, ID. 7-Day fully supported with showers, beer garden, entertainment, Tent and Porter Service available. Coeur d'Alene, Kellogg, Wallace, Noxon & Troy Montana, Sandpoint. Trail of the Coeur d'Alene, and Hiawatha Trail option., Earl Grief, 208-890-4434, 208-830-9564, [rideidaho@rideidaho.org](mailto:rideidaho@rideidaho.org), [rideidaho.org](http://rideidaho.org)

**August 15-16, 2015 — Bike MS Wyoming.** Bike MS, Sundance, WY. Ride through the rolling hills surrounding grasslands and ponderosa forest at the foot of the Black Hills., Alexis Johnson, 303-698-5403, [alexis.bradley@nmss.org](mailto:alexis.bradley@nmss.org), [bikemswyoming.org](http://bikemswyoming.org)

**August 15, 2015 — Four Peaks Gran Fondo.** Pocatello, ID. One Day: 82 miles, Four Peaks: 7800ft total elevation gain. Climb the 4 peaks of the Portneuf Valley; Crystal, Scout Mountain, Pebble Creek, Buckskin. The hill climb portions are timed with timing chips. Downhill portions are not timed. Cumulative climb times will be combined to determine rank., Kaylee Pooley, 208-232-8996, [barriesskiandsports@gmail.com](mailto:barriesskiandsports@gmail.com), [4PGF.com](http://4PGF.com)

**August 22, 2015 — Pedal For Patients.** Fruitland, ID. The ride starts and ends at Saint Alphonsus Fruitland Health Plaza in Fruitland, Idaho. 910 NW 16th St. Lunch, rest stops, and sag wagons will be provided along with plenty of food. 100, 68, 40, or 20 mile ride options. Avid racers and family friendly., Ken

Hart, 541-881-7295, [hartkr@trinity-health.org](mailto:hartkr@trinity-health.org), [pedalforpatients.com](http://pedalforpatients.com)

**August 22, 2015 — Pedal for Patients.** Fruitland, ID. Choose the distance: 100, 68, 40, or 20 miles. The ride starts and ends at Saint Alphonsus Fruitland Health Plaza in Fruitland, Idaho 910 NW 16th St. Lunch, rest stops, and sag wagons will be provided along with plenty of food., Ken Hart, 541-881-7295, [hartkr@trinity-health.org](mailto:hartkr@trinity-health.org), [pedalforpatients.org](http://pedalforpatients.org)

**August 23, 2015 — MS Wine Ride.** Kuna, ID. Ride 35-50 miles through the beautiful scenery of the Indian Creek Winery in Kuna, Idaho and raise money for multiple sclerosis through the National MS Society Utah-Southern Idaho Chapter. Enjoy a catered lunch afterwards at the winery., Megan Nettleton, 208-336-0555, [Megan.Nettleton@nmss.org](mailto:Megan.Nettleton@nmss.org), [georgescycles.com](http://georgescycles.com), [bikereg.org](http://bikereg.org)

**August 29, 2015 — 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. Several route options available including the 100 mile route that takes riders over the Colorado National Monument. Start and finish at Canyon View Medical Plaza., Morgan Taylor, 800-621-0926, 970-256-6222, [webquest@ghosp.org](mailto:webquest@ghosp.org), [yourcommunityhospital.com/Tour\\_of\\_the\\_Valley.cfm](http://yourcommunityhospital.com/Tour_of_the_Valley.cfm)

**August 29, 2015 — Cruisin Magic Valley.** Twin Falls, ID. A 12, 30, 50, or 100 mile bicycle ride for all levels. There is a family friendly 12 mile route that takes you out to Meander Point. The 30 mile route heads out west, north of Filer, through farm country. All of the routes are on rural paved roads in Southern Idaho. The ride is fully supported with a bbq and ice cream at the finish line. Goody bags & finisher medals for the 30, 50 & 100 mile routes. Finisher ribbon for the 12 mile route., Denise Alexander, [dalexander@flertel.com](mailto:dalexander@flertel.com), [mavlec.org/race/cruisin-magic-valley/](http://mavlec.org/race/cruisin-magic-valley/)

**September 6-25, 2015 — Santa Fe Trail Bicycle Trek.** Santa Fe, NM, 20th Year. Camping Trip. Ride all or part of the Santa Fe Trail (approx. 1100 miles) on paved public roads only. All gear carried by truck. After the first four days, riders can leave the group at any place along the route., Willard Chilcott, 505-982-1282, [willard@cybermesa.com](mailto:willard@cybermesa.com), [SantaFeTrailBicycleTrek.com](http://SantaFeTrailBicycleTrek.com)

**September 12, 2015 — Cascade Lake Gravel Grinder.** Cascade, ID. This event is a long-distance bike ride starting in Cascade, Idaho and continuing over U.S. Forest Service roads through the Boise and Payette National Forests. The route traverses through the beautiful mountain range just west of Lake Cascade. 35, 57, or 76 mile routes. Sag wagon will pick up any riders still on the course at 5:00pm., Mike Cooley, 208-343-3782, [mccooley@georgescycles.com](mailto:mccooley@georgescycles.com), [4summitchallenge.com](http://4summitchallenge.com), [gcorsaevents.com](http://gcorsaevents.com)

**September 12, 2015 — Tahoe Sierra Century.** Squaw Valley, CA. 30-60-100 mile routes with 3000-7200 vertical gain. Great support and spectacular views from Squaw Valley Ski Resort, to Lake Tahoe, Donner Lake, and over Donner Summit., Nancy Lancaster, [director@tahoesieracentury.com](mailto:director@tahoesieracentury.com), Sue Rae Irelan, [rideidirector@tahoesieracentury.com](mailto:rideidirector@tahoesieracentury.com), [tahoesieracentury.com](http://tahoesieracentury.com)

**September 12, 2015 — Idaho Poker Ride.** Boise, ID. A Benefit Ride for: Simply Cats Adoption Center Canyon County Animal Shelter. Start at MWI Veterinary Supply 3041 W Pasadena Dr. in Boise, Rebyn Farber-Knoek, 808-871-0951, [rknoek@mwivet.com](mailto:rknoek@mwivet.com), [idahopoker-ride4pawsandclaws.org](http://idahopoker-ride4pawsandclaws.org), [pedalforpawsandclaws.org](http://pedalforpawsandclaws.org)

**September 13, 2015 — Tour de Tahoe - Bike Big Blue.** Lake Tahoe, NV. 13th Annual ride around Lake Tahoe's Shoreline with the Juvenile Diabetes Research Foundation, fully supported with rest stops, tech support and SAG. 72 miles, 4300ft vertical gain. Boat cruise and 35 mile fun ride., Curtis Fong, 800-565-2704, 775-771-3246, [tgft@bikethest.com](mailto:tgft@bikethest.com), [bikethest.com](http://bikethest.com)

**September 18-20, 2015 — Oregon Gravel Adventure.** Philomath, OR. Participate in our 3-day fully supported tour exploring minimally traveled roads where the surface may differ from various shades of asphalt to hard-packed gravel in the Oregon Coast Range., Sanna Phinney, 541-382-2633, 541-410-1031, [info@bicycleridesnw.org](mailto:info@bicycleridesnw.org), [bicycleridesnw.org](http://bicycleridesnw.org)

**September 19, 2015 — West Yellowstone Old Faithful Cycling Tour.** West Yellowstone, MT. West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, supported ride., Moira Dow, 406-646-7701, [director@rendezvouski-trails.com](mailto:director@rendezvouski-trails.com), Moira Dow, 406-646-7701, [cycleyellowstone.com](http://cycleyellowstone.com), [cycleyellowstone.com](http://cycleyellowstone.com)

**September 19, 2015 — Tour de Vineyards.** Pallsade, CO. Come join Bacchus and the rest of his merry revelers by joining this 25-mile ride through Colorado's Wine Country just prior to the Colorado Mountain Winefest., Mike Heaston, 303-282-9015, 303-635-2815, [emgmh@emgcolorado.com](mailto:emgmh@emgcolorado.com), [tourdevineyards.com](http://tourdevineyards.com)

**September 19, 2015 — Royal Gorge Century.** Canon City, CO. 100 mile, 62.5 mile, and 50 k Bike rides and community beer festival, Gordon Eckstrom, [director@bikesandbrews.org](mailto:director@bikesandbrews.org), [bikesandbrews.org](http://bikesandbrews.org)

**September 20, 2015 — Edible Pedal 100.** Carson, NV. 10 mile, 50 mile and Nevada 150K ride options. Start: Bowers Mansion Regional Park, Washoe Valley, NV. Challenging course, fully equipped ride stops, SAG, water bottle, maps, post ride BBQ, priceless views, camaraderie and an unbeatable sense of accomplishment., Kerry Crawford, 775-393-9158, [ride@ediblepedal100.org](mailto:ride@ediblepedal100.org), [ediblepedal100.org](http://ediblepedal100.org)

**September 20, 2015 — Fruitful Fields: Ride the Landscape of Local Food.** Boise, ID. Metric century ride through Canyon County. Riders will be treated to tastings of local food and wine, water, rest stops, medical support, SAG wagon support, and a post-ride luncheon. Each rider will also take home a "swag bag" of local produce grown in the Treasure Valley., Mike Cooley, 208-343-3782, [mccooley@georgescycles.com](mailto:mccooley@georgescycles.com), [treasurevalleyfoodcoalition.org](http://treasurevalleyfoodcoalition.org), [gcorsaevents.com](http://gcorsaevents.com)

**September 26, 2015 — Mountains to the Desert Bike Ride.** Telluride, CO. 12th annual. From the high mountains of Telluride, cyclists descend past hillsides of quaking aspens along a route that passes through millions of years of geologic record, ultimately finding themselves at the base of striated sandstone cliffs reaching up to 1,000 feet overhead. Benefits the Just for Kids Foundation., Cindy Fustling, 970.729.1372, [m2dbikeride@gmail.com](mailto:m2dbikeride@gmail.com), Victoria Lovely, 773-590-6499,

[vblovly@yahoo.com](mailto:vblovly@yahoo.com), [m2dbikeride.com](http://m2dbikeride.com), [telluride200.com](http://telluride200.com)

**September 27-October 3, 2015 — OATBRAN.** Lake Tahoe, NV. One Awesome Tour Bike Ride Across Nevada! 24th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50. 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully Supported metric style tour., Curtis Fong, 800-565-2704, 775-771-3246, [tgft@bikethest.com](mailto:tgft@bikethest.com), [bikethest.com](http://bikethest.com)

**October 3, 2015 — 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 (for metric and century riders), post event BBQ at noon for all riders, 8:30 am, Churchill County Fairgrounds., Danny Gleich, 775-423-7733, [dgleich@churchillcounty.org](mailto:dgleich@churchillcounty.org), [churchillcounty.org/parksnrec/index.php?cfr=152](http://churchillcounty.org/parksnrec/index.php?cfr=152), [churchillcountycyclists.com](http://churchillcountycyclists.com)

**October 3, 2015 — Santa Fe Gourmet Classic.** Santa Fe, NM. Fun, challenging 60 mile bike tour with delicious, creative Southwest style foods at 5 gourmet refueling stops. The non-competitive ride winds through Santa Fe and into the surrounding areas. Elevation gain is about 1,800 feet. Ride is limited to 150 riders., Kathleen Davis, 505-795-3286, 408-499-0775, [lavinm@gmail.com](mailto:lavinm@gmail.com), [santafegourmetclassic.com](http://santafegourmetclassic.com)

**October 3, 2015 — ICON 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. Today it continues to be considered one of the premier recreational road rides in the western United States. The breathtaking high desert scenery and beautiful roads make this an epic day of cycling., Mike Heaston, 303-282-9015, 303-635-2815, [emgmh@emgcolorado.com](mailto:emgmh@emgcolorado.com), Scott Olmsted, [touinfo@tourofthemoon.com](mailto:touinfo@tourofthemoon.com), [tourofthemoon.com](http://tourofthemoon.com), [emgcolorado.com/wordpress/?page\\_id=10](http://emgcolorado.com/wordpress/?page_id=10)

**October 3, 2015 — 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. Medio Fondo 70 miles, Gough Park, Silver City 8:00am. Micro Fondo 50 miles, Hi-Spot, HWY 152 8:30am. Nano Fondo 32 miles, Camp Thunderbird, HWY 35 8:30am., Jennifer Buntz, 505-306-1443, [bikefunsafe@gmail.com](mailto:bikefunsafe@gmail.com), [taosportsalliance.com](http://taosportsalliance.com), [tourofhegila.com](http://tourofhegila.com)

**October 3, 2015 — Las Vegas Century's Pedal to the Medal.** Las Vegas, NV. Benefits Special Olympics of Nevada, Pancreatic Cancer Action Network and the Southern Nevada Bicycle Coalition. The ride is fully supported and the route is designed to take you around the fabulous Las Vegas valley. Distance options: Century, Metric Century, and 25 mile., Renae Egan-Williams, 702-932-1560, [renae@lvbc.org](mailto:renae@lvbc.org), [northlasvegascentury.org](http://northlasvegascentury.org)

**October 10, 2015 — Tri-States Gran Fondo.** Mesquite, NV. 112 miles, 7,500ft of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deborah Bowling, 818-889-2453, [embassy@planetultra.com](mailto:embassy@planetultra.com), [tristatesgranfondo.com](http://tristatesgranfondo.com)

**October 10, 2015 — Park to Park Pedal Extreme Nevada 100.** Kershaw-Ryan State Park, NV. Road bike starting at Kershaw-Ryan and takes peddlers through the towns of Caliente and Pioche, and through three other state parks: Cathedral Gorge, Echo Canyon, and Spring Valley and back to Kershaw-Ryan State Park. 3 rides available: 100, 60 and 40 mile options., Dawn Anderson, 775-728-4460, [cathedralgorge.vc@cturbonet.com](mailto:cathedralgorge.vc@cturbonet.com), Jonathan Bruner, 775-726-3564, [kershaw@cturbonet.com](mailto:kershaw@cturbonet.com), [lincolncountynevada.com/exploring/biking/park-to-park-pedal/](http://lincolncountynevada.com/exploring/biking/park-to-park-pedal/)

**October 17, 2015 — Goldilocks Vegas.** Goldilocks Bike Ride, Las Vegas, NV. The only women exclusive ride event in Nevada. Cyclists can choose from a 30, 60, or 100 mile ride all featuring downhill, flat, and rolling terrain. Hand-crafted necklaces are awarded to finishers, as well as a high-quality custom technical shirt, absolutely free race photos, exceptional "Papa an Mama" bear course support, and delicious food., Dani Lassiter, 801-635-9422, [info@goldilocksride.com](mailto:info@goldilocksride.com), [goldilocksride.com/events/glv](http://goldilocksride.com/events/glv)

**November 7, 2015 — Ride 2 Recovery Honor Ride Las Vegas.** Honor Ride, Las Vegas, NV. Starts and rides down Las Vegas Boulevard with a full escort down the strip! 2 routes will be available with the longer heading out

towards Henderson., Linda Glassel, 609-792-0709, 818-888-7091, [lindag@ride2recovery.com](mailto:lindag@ride2recovery.com), Honor Ride, 818-888-7091 Ext. 106, [honorrideinfo@ride2recovery.com](mailto:honorrideinfo@ride2recovery.com), [ride2recovery.com](http://ride2recovery.com)

**Multisport Races**

**August 1, 2015 — Zoot Aspen Triathlon and Duathlon.** Aspen, CO. 800-yard indoor pool swim, 17-Mile bike (gaining 1,500 feet in elevation) to the spectacular Maroon Bells, and a 4-mile run in the Elk Mountain range and the scenic Maroon Creek Valley. USAT sanctioned event., Wes Graham, 970-429-2098, [wes.graham@cityofaspen.com](mailto:wes.graham@cityofaspen.com), Sandra Doeblir, 970-429-2093, [sandra.doeblir@cityofaspen.com](mailto:sandra.doeblir@cityofaspen.com), [aspenrecreation.com](http://aspenrecreation.com)

**August 7-8, 2015 — Emmett's Most Excellent Triathlon.** Emmett, ID. Kid's Tri on Friday. Olympic/Aquabike, Sprint on Saturday., Kristen Seitz, (208) 365-5748, [gcrd@emmettrecreation.com](mailto:gcrd@emmettrecreation.com), [emmetttri.com](http://emmetttri.com)

**August 8, 2015 — Rush Triathlon.** Rexburg, ID. Olympic and Sprint Distances. Come to our first family triathlon vacation! The Youth Tri will be held August 7, Friday evening, and the Adult Rush Tri will be held on Saturday the 8th. An after party will be held Saturday after the Rush at Wakeside Lake., Bob Yeatman, 208-358-3020, 208-716-1349, [bobby@rexburg.org](mailto:bobby@rexburg.org), [rushtriathlon.com](http://rushtriathlon.com), [rexburg.org](http://rexburg.org)

**August 8, 2015 — Jordanelle Triathlon.** TriUtah Points Series, Park City, UT. Enjoy everything from the wildlife and boardwalks on the river bottoms in Rock Cliff Recreation Area at Jordanelle to the local canyon backdrop of the towns of Francis and Woodland., Dan Aamodt, 801-635-8966, 385-228-3454, [info@triatl.com](mailto:info@triatl.com), [triatl.com](http://triatl.com)

**August 8, 2015 — Escape from Black Ridge Sprint Triathlon.** RACE TRI, Herriman, UT. Fast and fun! There are two transition areas, with T1 at the reservoir and T2 at nearby Butterfield Park. Athletes will swim 500 yards in the reservoir then ride a 14 mile clockwise loop down around Herriman City and into Butterfield Park to begin their 5K run loop along the footpaths and return to Butterfield Park for the finish. The race is capped at 400 athletes., Aaron Shamy, 801-518-4541, 801-358-1411, [info@racetri.com](mailto:info@racetri.com), [racetri.com](http://racetri.com)

**August 8, 2015 — XTERRA Snow Mountain Ranch.** XTERRA America Tour, Columbine, CO. A cold and grassy adventure swim of 100m, followed by a classic 13.5 mile mountain bike, and finally a challenging 4 mile run that follows the first 4 miles of the bike course. The finish is arguably the most scenic in all of XTERRA at the beautiful Columbine Point. Bike and run courses will be on the single track, double track and no track trails of the southwest side of Snow Mountain Ranch. A big ole' party at the finish with food, drinks, and great prizes., Paul Karlsson, 303-960-8129, [info@digdeepssports.com](mailto:info@digdeepssports.com), [digdeepssports.com](http://digdeepssports.com)

**August 8, 2015 — Varsity Tri.** Ogden, UT. Super Sprint Triathlon at Weber State University. Aimed at Varsity Boy Scouts to finish their triathlon pin, but open to anyone., Jon Hansen, 801-657-1845, [info@varsitytri.com](mailto:info@varsitytri.com), [varsitytri.com](http://varsitytri.com)

**August 8, 2015 — DCC Sprint Triathlon.** Draper, UT. Draper Coordinating Council Sprint Triathlon. Jennifer Koplin, [jenniferkoplin2013@gmail.com](mailto:jenniferkoplin2013@gmail.com), [drapersports.com](http://drapersports.com)

**August 8, 2015 — Escape from Black Ridge Olympic Triathlon.** RACE TRI, Herriman, UT. Olympic distance course. There are 2 transition areas, with T1 at the reservoir and T2 at nearby Butterfield Park. The race is capped at 400 athletes., Aaron Shamy, 801-518-4541, 801-358-1411, [info@racetri.com](mailto:info@racetri.com), [racetri.com](http://racetri.com)

**August 15, 2015 — Saratoga Springs Tri.** Saratoga Springs, UT. USAT sanctioned Sprint Tri. 600 meter swim, 12 mile bike, 3.1 mile run, held at the Saratoga Springs Marina at Pelican Bay, 200 E Harbor Parkway., Jared Mason, 801-471-0464, [spash@saratogaspringstri.com](mailto:spash@saratogaspringstri.com), [saratogaspringstri.com](http://saratogaspringstri.com)

**August 15, 2015 — Snowbird Adventure Race.** Snowbird, UT. Multi-sport endurance event featuring mountain biking, running/trekking, a Tyrolean traverse, and navigation. Snowbird AR will cover approximately 10-15 miles for the short course and 30 miles for the Sprint course., Scott Browning, 801-867-5039, [graffitracing@gmail.com](mailto:graffitracing@gmail.com), [graffitracing.com](http://graffitracing.com)

**Race To Angel The Hillclimb, Triathlon & Half Marathon**

**13.1** swim. bike. run. RACE TO THE ANGEL

Mountain Bikes \* Road Bikes Walkers

## Triathlon Training Quick Tip : Brick Workouts

If you're looking to improve your running off the bike be sure and incorporate brick workouts into your training. A brick workout is where you go from one activity immediately into the next. Generally a cycling workout immediately into a run is ideal. Be careful not to add too many "brick" workouts into your training as to compromise the effectiveness of each discipline. Once a week during race season is ample. A simple example of a brick workout would be: cycling 25 miles followed by a 3 mile run. I generally I like my athletes to set the pace that they want to run in a race the first half-mile off the bike. It's good to get the body accustomed to changing disciplines rapidly and will improve your race experience. Happy training!

Coach Lora

About the coach: Lora Erickson aka Blonde Runner is an experienced USA Triathlon run & swim certified coach and athlete with over 30 years of experience. To learn more visit [BlondeRunner.com](http://BlondeRunner.com)

-Lora Erickson

**August 15, 2015 — TriathaMom**, Riverton, UT, Women only triathlon at the Riverton Country Pool, 300 yard swim, 12 mile bike ride, and 5k run. Carnival style cheering section provided for families of participants., Cody Ford, 801-558-2503, [cody@ustsports.com](mailto:cody@ustsports.com), Dani Lassiter, 801-635-9422, [info@goldilocks.com](mailto:info@goldilocks.com), [gotriathamom.com](http://gotriathamom.com)

**August 15-16, 2015 — XTERRA Lake Tahoe**, XTERRA America, Incline Village, NV, Course Distance: Full Course: 2X 750 meter swim laps with a 50 meter beach run, 22 mile bike, 6 mile run. Bike Tunnel Creek, and then onto the Flume Trail, which overlooks Lake Tahoe to the Tahoe Rim Trail. Both the Short and Long course complete the 22 mile bike, approximately 4000 feet of climbing. The trail running course is relatively flat, fast and scenic. Todd Jackson, 530-546-1019, [todd@bigblueadventure.com](mailto:todd@bigblueadventure.com), Kiley McInroy, [kiley@bigblueadventure.com](mailto:kiley@bigblueadventure.com), [bigblueadventure.com/event/xterra-lake-tahoe/](http://bigblueadventure.com/event/xterra-lake-tahoe/), [xterraplant.com](http://xterraplant.com)

**August 15, 2015 — Polson Triathlon**, Polson, MT, Olympic Distance Triathlon. 1.5 km, two-lap triangular swim in Flathead Lake. 40km bike, loop course through the valley southwest of Polson. 10km run single loop course through scenic Polson., Matt Seeley, 406-871-0216, 406-883-9264, [seeliespeedwagon@gmail.com](mailto:seeliespeedwagon@gmail.com), [com.polsontriathlon.com](http://com.polsontriathlon.com)

**August 22, 2015 — Vikingman**, Heyburn, ID, Downstream Snake River Swim, Loop Bike Course, flat and fast run - lots of opportunities for your fans to cheer you on! 1/2, Olympic, and Sprint distance triathlons, Duathlon, Aquabike and a Half Marathon., Alan Fluckiger, 208-431-2232, [info@vikingman.org](mailto:info@vikingman.org), [vikingman.org](http://vikingman.org)

**August 22, 2015 — Utah Half Triathlon**, RACE TRI, Provo, UT, Longest multisport race on the Wasatch Front 70.3 miles: 1.2 mile swim, 56 mile bike, and 13.1 mile run triathlon. Part of the Toughman series., Aaron Shamy, 801-518-4541, 801-358-1411, [info@racetri.com](mailto:info@racetri.com), [racetri.com](http://racetri.com), [toughmantri.com](http://toughmantri.com)

**August 22-23, 2015 — XTERRA Wild Ride Mountain Triathlon (American Tour Points)**, XTERRA America / Wild Rockies Series, McCall, ID, Ponderosa State Park at Payette Lake, 3/4-mile swim, a 19-mile mountain bike and a 6.2-mile trail run, mass start at 9 am in the Park and the finish line festivities begin at noon with the racer feed and music., Darren Lightfield, 208-608-6444, [wildrockiesmail@yahoo.com](mailto:wildrockiesmail@yahoo.com), [wildrockiesracing.com](http://wildrockiesracing.com), [xterraplant.com](http://xterraplant.com)

**August 22, 2015 — XTERRA Buffalo Creek**, XTERRA America Tour, Bailey, CO, The XTERRA Buffalo Creek Triathlon features a 1500m Swim, 22 mile mountain bike, and 5m run, Lance Panigutti, [lance@withoutlimits.com](mailto:lance@withoutlimits.com), [withoutlimits.com](http://withoutlimits.com)

**August 22, 2015 — The Toughman Utah Half Long Course Triathlon 70.3**, RACE TRI, Herriman, UT, Long course tri - 1.2 mile swim, 56 mile bike, and 13.1 mile run. If you are a seasoned triathlete, put this into your schedule and experience an amazing event, or if you are looking to jump up from sprint and Olympic distances, this is your graduation present., Aaron Shamy, 801-518-4541, 801-358-1411, [info@racetri.com](mailto:info@racetri.com), [racetri.com](http://racetri.com)

**August 22-23, 2015 — Lake Tahoe Triathlon**, Tahoma, CA, Planet Earth's most beautiful triathlon! Sprint, Olympic, Half, Duathlon, Aquabike, Todd Jackson, 530-546-1019, [todd@bigblueadventure.com](mailto:todd@bigblueadventure.com), Kiley McInroy, [kiley@bigblueadventure.com](mailto:kiley@bigblueadventure.com), [bigblueadventure.com](http://bigblueadventure.com)

**August 29, 2015 — Tiger Trout Triathlon**, Price, UT, USAI Sanctioned triathlon at Scofield Reservoir with Olympic and Sprint distances., Joe Coles, 801-335-4940, [je@onhillevents.com](mailto:je@onhillevents.com), [onhillevents.com](http://onhillevents.com), [tigertrouttri.com](http://tigertrouttri.com)

**August 29, 2015 — Boulder Sunset Triathlon**, Boulder, CO, Scenic course, sweet swag and all for a good cause! Includes olympic, sprint, duathlon, and 5k., Craig Towler, 318-518-7303, [info@bbsctri.com](mailto:info@bbsctri.com), Michelle Lund, [michelle@bbsctri.com](mailto:michelle@bbsctri.com), [yourcausesports.org](http://yourcausesports.org)

**August 29, 2015 — Race on the Rock**, Rock Springs, WY, Race along the base of White Mountain and through portions of this mining town. Super Sprint, Sprint, and Olympic Distance options., Traci Ciepiela, 307-922-1840, [ciepiela723@yahoo.com](mailto:ciepiela723@yahoo.com), [raceontherock.weebly.com](http://raceontherock.weebly.com)

**September 7, 2015 — Youth and Family Triathlon**, Murray, UT, Super Sprint Triathlon for all ages. Distances vary by age. Please go to the event website for more information., Jo Garuccio, 801-566-9727, 801-557-6844, [jo@gagroupsports.com](mailto:jo@gagroupsports.com), [greatbasincoaching.com](http://greatbasincoaching.com)

**September 7, 2015 — South Davis Labor Day Triathlon**, South Davis Racing Series, Bountiful, UT, Swim 350 yds; Bike 12 mi; Run 3.35 mi, relay: Split the Sprint between 2-3 racers. Novice: Swim 150 yds; Bike 2.4 mi; Run 1.5 mi Beginner Tri Clinic/ Group Ride (optional): Saturday, August 29 @ 8:00am (free to registered participants), Start: 8:00am, Awards: 10:30 am Location: South Davis Recreation Center; 550 N 200 W, John Miller, 801-298-6220, [john@southdavisrecreation.com](mailto:john@southdavisrecreation.com), Cindy Hunt, 801-298-6220, [cindy@southdavisrecreation.com](mailto:cindy@southdavisrecreation.com), [southdavisrecreation.com](http://southdavisrecreation.com), [labordaytri.com](http://labordaytri.com)

**September 11-12, 2015 — Ogden Valley Triathlon/Utah State Championships**, TriUtah Points Series, Huntsville, UT, This is the culmination of all your hard work for the 2015 season! Huntsville BBQ Company, serious awards and prizes, festival, and the crowning of the Utah State age group champions. Kids, Sprint, Olympic and Long distances., Dan Aamodt, 801-635-8966, 385-228-3454, [info@triuah.com](mailto:info@triuah.com), [triuah.com](http://triuah.com)

**September 12-19, 2015 — Bear Lake Brawl Triathlon**, Gold Medal Racing Championship, Laketown, UT, Event is on two dates, 9/12 is the Half/Long 70+ and 9/13 is the Sprint and Olympic event., Joe Coles, 801-335-4940, [je@onhillevents.com](mailto:je@onhillevents.com), [beatlakebrawl.com](http://beatlakebrawl.com), [onhillevents.com](http://onhillevents.com)

**September 12, 2015 — Camp Yuba Sprint Triathlon**, RACE TRI, Yuba State Park, UT, These Sprint and olympic triathlons are all about indian summers, camping, and good ol' fashion swimming, biking, and running. All of the campsites in the state park will be reserved for triathletes and their families., Aaron Shamy, 801-518-4541, 801-358-1411, [info@racetri.com](mailto:info@racetri.com), [racetri.com](http://racetri.com)

**September 12, 2015 — I Can Triathlon**, Sandy, UT, Alta Canyon Sports Center, 9565 S. Highland Drive - 400m swim, 9 mile bike and 5k run., Lois Spillion, 801-568-4602, [lsplillon@sandy.utah.gov](mailto:lsplillon@sandy.utah.gov), [sandy.utah.gov/government/parks-and-recreation/alta-canyon-sports-center.html](http://sandy.utah.gov/government/parks-and-recreation/alta-canyon-sports-center.html)

**September 12, 2015 — Adventure Xstream Glenwood Springs**, AXS Series, Glenwood Springs, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike., Will Newcomer, 970-403-5320, [2015@gravityplay.com](mailto:2015@gravityplay.com), [gravityplay.com](http://gravityplay.com)

**September 12, 2015 — Kokopelli Triathlon**, BBSC Red Rock Triathlon Series, Hurricane, UT, Sand Hollow State Park, with Sprint, Olympic, and Kids' distances., Craig Towler, 318-518-7303, [info@bbsctri.com](mailto:info@bbsctri.com), Michelle Lund, [michelle@bbsctri.com](mailto:michelle@bbsctri.com), [bbsctri.com](http://bbsctri.com)

**September 19-20, 2015 — XTERRA USA National Championship- XTERRA Utah**, XTERRA America Tour, Ogden, UT, XTERRA Utah, two distance options: 750m / 19K mountain bike / 5K trail and 1.5k swim / 30k mountain bike / 10k trail run; XTERRA USA Championships (invite-only): 1.5k swim / 30k mountain bike / 10k trail run., Raena Cassidy, 877-751-8880, [info@xterraplant.com](mailto:info@xterraplant.com), [xterraplant.com](http://xterraplant.com), [xterrautah.com](http://xterrautah.com)

**September 19, 2015 — Las Vegas Triathlon**, BBSC Double Down Series, Boulder City, NV, 18th Annual, now produced by BBSC Endurance Sports at the largest reservoir in the United States, Lake Mead., Craig Towler, 318-518-7303, [info@bbsctri.com](mailto:info@bbsctri.com), Michelle Lund, [michelle@bbsctri.com](mailto:michelle@bbsctri.com), [bbsctri.com](http://bbsctri.com), [las-vegas-triathlon.com/c56](http://las-vegas-triathlon.com/c56)

**September 19, 2015 — Bear It All Off Road Triathlon**, Bear Creek Lake Park, CO, Beginner friendly off-road triathlon, capped at 250 athletes. Veteran and beginner triathletes will enjoy an off-road delight inside Bear Creek Lake Park. After swimming with Red Rocks Amphitheater in the background, enjoy biking and running on non-technical single and double track trails., Lance Panigutti, [lance@withoutlimits.com](mailto:lance@withoutlimits.com), [withoutlimits.com](http://withoutlimits.com)

**September 20, 2015 — Bobcat Triathlon**, Bozeman, MT, Sprint distance with a 1000 yard pool swim at the Montana State University, 20 k bike, 5 k run., Julie Zickovich, 406-581-2191, [zickovich@hotmail.com](mailto:zickovich@hotmail.com), [bobcattriathlon.com](http://bobcattriathlon.com)

**October 4, 2015 — Nevada Silverman 70.3 Ironman**, Henderson, NV, 70.3 distance, Frank Lowery, 702-914-7852, 303-444-4316, [silverman70.3@ironman.com](mailto:silverman70.3@ironman.com), [ironman.com/triathlon/events/americas/ironman-70.3/silverman.aspx](http://ironman.com/triathlon/events/americas/ironman-70.3/silverman.aspx)

**October 10, 2015 — Huntsman World Senior Games Triathlon**, St. George, UT, Triathlon. Must be 50 years or older. 450 Meter Outdoor Swim, 20K Bike, 5K Run. It's the best little triathlon in the world., Kyle Case, 800-562-1268, [hws@gifowest.com](mailto:hws@gifowest.com), [seniorgames.net](http://seniorgames.net)

**October 10-11, 2015 — Adventure Xstream Moab Finale 30 hr**, AXS Series, Moab, UT, Solo racers and teams will kayak, trek, rappel, and mountain bike through the Moab Canyon Country, 30 hours of multisport racing., Will Newcomer, 970-403-5320, [2015@gravityplay.com](mailto:2015@gravityplay.com), [gravityplay.com](http://gravityplay.com)

**October 24, 2015 — Powell 3 Triathlon Challenge**, Page, AZ, USA Triathlon and Olympic Distance at Wahweap Marina, Lake Powell. Starts at 9:00am Utah time, or 8:00am Arizona time., Joe Coles, 801-335-4940, [je@onhillevents.com](mailto:je@onhillevents.com), [powell3.com](http://powell3.com), [onhillevents.com](http://onhillevents.com)

**October 24, 2015 — Pumpkinman Triathlon**, BBSC Double Down Series, Boulder City, NV, Point-to-point race begins in Lake Mead National Recreation Area and ends in Boulder City, with Sprint, Olympic, and Half Courses; costumes welcomed, Craig Towler, 318-518-7303, [info@bbsctri.com](mailto:info@bbsctri.com), Michelle Lund, [michelle@bbsctri.com](mailto:michelle@bbsctri.com), [bbsctri.com](http://bbsctri.com), [pumpkinman.com](http://pumpkinman.com)

**November 7, 2015 — Telos Turkey Triathlon & 5K**, T3TRI EVENTS, Orem, UT, Splash distance triathlon which includes a 5K Run, 12 Mile Bike, and 350 Meter Swim in that order. Located at the Orem Rec Center., Shaun Christian, 801-769-3576, 801-678-4032, [shaun@t3triathlon.com](mailto:shaun@t3triathlon.com), Nicholle, [nicholle@t3triathlon.com](mailto:nicholle@t3triathlon.com), [t3triathlon.com](http://t3triathlon.com)

## Cyclocross

**P-Town Cross** — 3B Yoga Mid-Week Cyclocross Series., Provo, UT, Tuesday Evening CX Series, 9 rounds. All categories of racing including a First Timer race. Start at 5:45 pm. Kids race free. Weekly raffle prizes. Starts Sept. 1, 2015. Joe Johnson, 949-412-0587, [je@bikereligion.com](mailto:je@bikereligion.com), Kerry Thurgood, 801-623-9152, [kerry@sbriiah.com](mailto:kerry@sbriiah.com), [3byoga.com](http://3byoga.com), [facebook.com/weeklycrossseries](http://facebook.com/weeklycrossseries)

**Southern Utah Cyclocross Series** — St. George, UT, Races on Saturdays, November to January. 2015 dates: 11/14, 11/28, 12/5, 12/12, Cimarron Chacon, 970-759-3048, [info@gropromotions.com](mailto:info@gropromotions.com), [southernutahcyclocross.com](http://southernutahcyclocross.com)

**September 2-October 28, 2015 — Team Rockford Cyclocross series**, Bozeman, MT, Scott Urban, [scott7272@yahoo.com](mailto:scott7272@yahoo.com), [rockfordcycling.com/cx-series](http://rockfordcycling.com/cx-series)

**September 2-October 7, 2015 — Back 2 Basics Cyclocross Series**, Golden, CO, Lee Waldman, 720-313-5312, [lwaldman3@gmail.com](mailto:lwaldman3@gmail.com), [com.feedbacksports.com](http://com.feedbacksports.com)

**September 5, 2015 — Powder Mountain Cyclocross Clinic**, Eden, UT, Preseason cyclocross skills clinic, 10-2., Amanda Ballenger, 801-920-4101, [ballengerak@gmail.com](mailto:ballengerak@gmail.com)

**September 13, 2015 — Match-It Treads UTA#1**, UTA Series, Grand Junction, CO, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, [madracingcolorado@gmail.com](mailto:madracingcolorado@gmail.com), [madracingcolorado.com](http://madracingcolorado.com)

**September 16, 2015 — CrossVegas Cyclocross Race**, Las Vegas, NV, The biggest cross race in the USA featuring UCI World Cup Pro Cyclocross Race Elite Men and Women, Wheelers and Dealers Industry Race and USA Cycling Categories at Desert Breeze Soccer Complex during Interbike. Held in the evening under the lights! This is the first World Cup to be held in the US!, Brook Watts, 303-684-9170, [contact@crossvegas.com](mailto:contact@crossvegas.com), [crossvegas.com](http://crossvegas.com)

**September 26, 2015 — Utah Cyclocross Series Race**, Utah Cyclocross Series, Salt Lake City, UT, Big Cottonwood Sports Complex, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Utah Cyclocross Series, [utcx.net@gmail.com](mailto:utcx.net@gmail.com), [utahbikeracing.com](http://utahbikeracing.com)

**October 2-3, 2015 — Eagle Island Cyclocross Series**, Eagle Island State Park, ID, Come out and enjoy the area's best cross venue! Eagle Island State Park. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs. 12th Annual, benefits Idaho Humane Society, Brad Streeter, 208-866-3384, [bradstreeter@gmail.com](mailto:bradstreeter@gmail.com), [idahocyclocross.com](http://idahocyclocross.com), [eagleisland.hml](http://eagleisland.hml)

**October 3, 2015 — Utah Cyclocross Series Race**, Utah Cyclocross Series, Draper, UT, Draper Cycle Park, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Utah Cyclocross Series, [utcx.net@gmail.com](mailto:utcx.net@gmail.com), [utahbikeracing.com](http://utahbikeracing.com)

**October 3-4, 2015 — Crosstoberfest IV Sandpoint**, Wild West Cross Series, Sandpoint, ID, Saturday's course will be open and fast. Sunday is called the Turnimator. So far 75 turns, shorter and more technical., Wayne Pignolet, [wapignolet@gmail.com](mailto:wapignolet@gmail.com), [wildwestcxseries.com](http://wildwestcxseries.com), [facebook.com/SandpointCyclocross](http://facebook.com/SandpointCyclocross)

**October 4, 2015 — Orchard Treads UTA#2**, UTA Series, Palisade, CO, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, [madracingcolorado@gmail.com](mailto:madracingcolorado@gmail.com), [madracingcolorado.com](http://madracingcolorado.com)

**October 10, 2015 — Utah Cyclocross Series Race**, Utah Cyclocross Series, Ogden, UT, Fort Buenaventura, 2450 A Avenue, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Utah Cyclocross Series, [utcx.net@gmail.com](mailto:utcx.net@gmail.com), [utahbikeracing.com](http://utahbikeracing.com)

**October 10-11, 2015 — Moose Cross**, Wild West Cross Series, Victor, ID, Two-day cross festival, post race gathering, host housing available. Fundraiser for Victor Velo, David Bergart, 307-690-4373, [dave@moosecross.com](mailto:dave@moosecross.com), [moosecross.com](http://moosecross.com), [wildwestcxseries.com](http://wildwestcxseries.com)

**October 16-17, 2015 — Crosstoberfest**, Hailey, ID, Free Friday Time trial with prizes to seed for Saturday races; family friendly event in city park; Beer Festival, at Old Cutter's Park in Hailey., Billy Olson, 208-788-9184, [billy@powhouseidaho.com](mailto:billy@powhouseidaho.com), [crosstoberfestidaho.com](http://crosstoberfestidaho.com), [powhouseidaho.com](http://powhouseidaho.com)

**October 17, 2015 — Utah Cyclocross Series Race**, Utah Cyclocross Series, Herriman, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Utah Cyclocross Series, [utcx.net@gmail.com](mailto:utcx.net@gmail.com), [utahbikeracing.com](http://utahbikeracing.com)

**October 17-18, 2015 — Waffle Cross**, Waffle Cross Series (WXCX), Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill., Brian Price, 208-908-5421, [brianp@catapult3.com](mailto:brianp@catapult3.com), [idahowafflecross.com](http://idahowafflecross.com), [eaglebikepark.org](http://eaglebikepark.org)

**October 17-18, 2015 — Bozeman Cross Weekend**, Wild West Cross Series, Bozeman, MT, Wayne Pignolet, [wapignolet@gmail.com](mailto:wapignolet@gmail.com), [wildwestcxseries.com](http://wildwestcxseries.com)

**October 17-18, 2015 — US Open of Cyclocross**, Boulder, CO, Lance Panigutti, [lance@withoutlimits.com](mailto:lance@withoutlimits.com), [withoutlimits.com](http://withoutlimits.com)

**October 18, 2015 — Gas-X State Championship Cyclocross**, Bozeman, MT, Lisa Speegee, 406-995-2313, [lisa.speegee@gmail.com](mailto:lisa.speegee@gmail.com), [gallatinpinesports.com](http://gallatinpinesports.com)

**October 24, 2015 — Utah Cyclocross Series Race**, Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds, 100 North 1200 West, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Utah Cyclocross Series, [utcx.net@gmail.com](mailto:utcx.net@gmail.com), [utahbikeracing.com](http://utahbikeracing.com)

**October 24, 2015 — SICX #1 Sandy Point**, Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [cxidaho.com](http://cxidaho.com)

**October 24, 2015 — Creepy Treads UTA#3**, UTA Series, Grand Junction, CO, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, [madracingcolorado@gmail.com](mailto:madracingcolorado@gmail.com), [madracingcolorado.com](http://madracingcolorado.com)

**October 24-25, 2015 — Rolling Thunder Cyclocross**, Wild West Cross Series, Missoula, MT, Wayne Pignolet, [wapignolet@gmail.com](mailto:wapignolet@gmail.com), [wildwestcxseries.com](http://wildwestcxseries.com), [montanacyclocross.blogspot.com](http://montanacyclocross.blogspot.com)

**October 25, 2015 — SICX #2 Sandy Point**, Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [cxidaho.com](http://cxidaho.com)

**October 31, 2015 — Utah Cyclocross Series Race**, Utah Cyclocross Series, Salt Lake City, UT, Big Cottonwood Sports Complex, Halloween Cross, Halloween Costume Contest Parade right after Kidie Cross, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Utah Cyclocross Series, [utcx.net@gmail.com](mailto:utcx.net@gmail.com), [utahbikeracing.com](http://utahbikeracing.com)

**November 7, 2015 — Utah Cyclocross Series Race**, Utah Cyclocross Series, Kaysville, UT, Barnes Park, 950 W, 200 N., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Utah Cyclocross Series, [utcx.net@gmail.com](mailto:utcx.net@gmail.com), [utahbikeracing.com](http://utahbikeracing.com)

**November 7, 2015 — Comy Treads UTA#4**, UTA Series, Grand Junction, CO, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, [madracingcolorado@gmail.com](mailto:madracingcolorado@gmail.com), [madracingcolorado.com](http://madracingcolorado.com)

**November 7, 2015 — WWCX Series Finale — Coeur d'Alene**, Wild West Cross Series, Coeur d'Alene, ID, Wayne Pignolet, [wapignolet@gmail.com](mailto:wapignolet@gmail.com), [wildwestcxseries.com](http://wildwestcxseries.com)

**November 14-15, 2015 — Turkey Cross**, Waffle Cross Series (WXCX), Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill., Brian Price, 208-908-5421, [brianp@catapult3.com](mailto:brianp@catapult3.com), [idahowafflecross.com](http://idahowafflecross.com), [eaglebikepark.org](http://eaglebikepark.org)

**November 14, 2015 — SICX #3 Mallard Park**, Southern Idaho Cyclocross Series, Mallard Park, ID, Orchard Avenue intersection 10th, Caldwell, ID, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [cxidaho.com](http://cxidaho.com)

**November 14, 2015 — Utah Cyclocross Series Race**, Utah Cyclocross Series, Draper, UT, Draper Cycle Park, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Utah Cyclocross Series, [utcx.net@gmail.com](mailto:utcx.net@gmail.com), [utahbikeracing.com](http://utahbikeracing.com)

**November 14, 2015 — Bengal Cross**, Pocatello, ID, 10 am at Bartz Field at Idaho State University, Peter Joyce, 208-282-3912, [joycpete@isu.edu](mailto:joycpete@isu.edu), [isu.edu/outdoor/pdf/bengal%20cross%20flyer.pdf](http://isu.edu/outdoor/pdf/bengal%20cross%20flyer.pdf)

**November 15, 2015 — SICX #4 Mallard Park**, Southern Idaho Cyclocross Series, Mallard Park, ID, Orchard Avenue intersection 10th, Caldwell, ID, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [cxidaho.com](http://cxidaho.com)

**November 21, 2015 — Utah Cyclocross Series Race**, Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds, 100 North 1200 West, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Utah Cyclocross Series, [utcx.net@gmail.com](mailto:utcx.net@gmail.com), [utahbikeracing.com](http://utahbikeracing.com)

**November 21, 2015 — Salty Treads UTA#5**, UTA Series, Fruita, CO, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, [madracingcolorado@gmail.com](mailto:madracingcolorado@gmail.com), [madracingcolorado.com](http://madracingcolorado.com)

**November 28, 2015 — Utah Cyclocross Series Race**, Utah Cyclocross Series, Salt Lake City, UT, Wheeler Farm, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Utah Cyclocross Series, [utcx.net@gmail.com](mailto:utcx.net@gmail.com),

**ROAD CYCLING**

**A Grand Ride at the Cache Gran Fondo**



Above: Jyl and Ace Call ride by the Deep Creek Reservoir in the 2015 Cache Gran Fondo, their first century ride. Photo by David Ward



Above: Nick Ward headed up Weston Canyon during the 2015 Cache Gran Fondo. Photo by David Ward

By David Ward

The Cache Valley Gran Fondo is a bike ride designed for a person born and raised in Southern Idaho, which I am. While I am now a thoroughly urbanized resident of Salt Lake, riding these roads brought back the sweet nostalgia of the paths I wandered while growing up in a small farming community outside of Pocatello.

I joined with my brother Nick, another Southern Idaho ex-patriot, and my niece, Jyl, her husband, Ace, and Angela, a heretofore unknown extended family cousin, all current Pocatello residents. For Nick and Jyl, this would be their very first century rides.

Beginning in Logan, the route takes you 20 miles through western Cache Valley to the first food stop in Trenton, just south of the Idaho border. From there, we continued the next 30 miles to ride through the refreshing and rolling farms and ranches of Northern Utah and Southern Idaho till we reached Malad. The section between Weston and Malad included some decent though not leg-breaking climbs up Weston Canyon and along the Deep

Creek reservoir, over the top of the pass, down the other side to where we crossed over I-15 and followed the frontage road for several miles as we headed back south to Malad.

This was the more fun part of the ride for several reasons. It was early morning, which is always a refreshing time to ride. It was a varied route, including flatlands, rolling hills and some relatively steep climbs. It was on this section, on the downside of Weston Canyon, that I saw six vultures circling over head, but not, so far as I could see, awaiting the demise of a passing cyclist. Finally, this was the first half of this 104 mile ride. As a friend told Nick, the first 75 miles of a century are easy, it's the last 25 miles that hurt.

In our case, the hurt began shortly

after we left Malad. We suddenly came up a two mile section of newly chip sealed road, with the excess gravel not having yet been cleaned off. I felt rather like the Tour de France riders who, just a couple of days before, had to contend with the infamous cobbles of northern France. Taking a cue from them, Nick and I just poured it on, pounding our way over the gravel till it thankfully ended.

Then, we began to pick up a head wind which dogged us for the next 25 miles to Riverside. It was particularly brutal the final 10 miles to the next food stop. I have to be honest and say that this feed was disappointing. The people were very friendly and helpful, but the pickings were slim and not the best. At this point, I could

have used some really substantive food, but there was only some fruit and salty snack foods. The water in the coolers was obviously (from the taste) hose water. Also, I was forewarned about this long slog from Malad to Riverside, so I really tanked up on fluids in Malad and filled both water bottles. Had it been a hotter day, and for the unwary, this is a long distance at this stage of the ride without at least a fluid stop.

From here, we took the rather busy road from Riverside east to Cache Valley. Thankfully, it is a four lane road with a good shoulder all the way so, although there is a lot of traffic, there is plenty of room to ride. This is a rolling climb up from Riverside till the descent in to Cache Valley. But at least we no longer had a headwind . . . till we made the turn to head for the final food stop in Mendon. Then, we again battled that old south wind for several miles to that food stop.

This final stop, though only about 10 miles from the finish, is well-placed. Again, as at all the other stops, the staff were great, even filling our water bottles for us. I was most grateful for the cold ice water and the can of Rockstar. These propelled me to the finish in Logan, and gave me a good kick for sprinting the last few yards to the finish.

Our clan regrouped at the stop

in Mendon so we could ride to the finish together. Our leader Ace, who had become rather infamous for his "we're almost there" refrain long before each stop, led us on in to the finish. There, in addition to handing each of us a sizeable medal for completing the Gran Fondo along with a free tube, we were given a meal ticket that we could redeem at 1 of 3 food tents set up by local restaurants. Each offered an excellent post-ride menu and meal.

We had a great time doing this ride. My fellow teammates are some of my favorite people, both because and beside the fact they are relatives. It was a great route, even for those who do not claim Southern Idaho or Northern Utah as home or for their roots. I felt it was well-organized and, as always, appreciated the efforts of the organizers, volunteers and sponsors. And except for the gripe about the Riverside stop and the lack of a stop between Malad and Riverside, it was well-supplied and supported.

And Jyl and Nick successfully completed their first 100+ ride. While Nick then said this was now checked off on his bucket list, I told him to just wait a few days and he would be considering when he would do his next century ride. It gets in your blood, and the Cache Gran Fondo is an excellent ride for satisfying that craving.

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## EVENT PREVIEW

**Million Miles at Miller Set for September 19, 2015**

The Million Miles at Miller travels along the roads of western Salt Lake County and Utah County. Photo by Scott Filipiak.



Many clubs including O.C. Tanner (shown here) participate in the Million Miles at Miller which helps raise funds for a number of local charities through LHM Charities and Make-A-Wish. Photo by Scott Filipiak.

By Dave Iltis

July 27, 2015 – Fast becoming one of the mainstays on the Utah ride calendar, the 5th Million Miles at Miller Charity Ride presented by Mountain America Credit Union will be held on September 19 at The District in South Jordan, Utah.

With several ride options, and a great charity component, there is something for every cyclist.

We asked Jack Sanford of the Larry H. Miller Group of Companies to tell us about the ride.

Cycling Utah: Tell us about the courses and ride options available for cyclists. What are some of the highlights of the course?

Million Miles at Miller: We're in our second year at the District in South Jordan and we wanted to create routes that are safe yet challeng-

ing enough to make them fun. This year we have a 10-mile route with right turns only for beginning riders. Our 25-mile route has a steady, slow climb up to Copperton before it heads south through the Rose Canyon area of Herriman. The 50-mile and 100-mile routes stay with the 25-mile riders until they exit Rose Canyon Road to head south toward Lehi. The 50-milers will complete a "double feature" – visiting two Megaplex Theatres as part of the ride. Our century riders will head out to Cedar Fort and then complete the "triple feature" by visiting the brand new Megaplex Theatres at the Vineyard in Geneva.

CU: The Million Miles at Miller ride is a fundraiser. Please tell us about who the ride raises money for this year (include various beneficiaries of LHM Charities)? What is the focus of the various charities? How much did the 2014 event raise?

MMM: The Larry H. Miller Group of Companies have a legacy of giving back to the communities where we do business. Million Miles at Miller is one of many events held each year which raises funds for various local organizations and groups with a focus on issues that affect women and children, especially in the areas of health and education. LHM Charities helped support over 100 organizations in 2014, ranging

from Boys & Girls clubs and women's shelters to literacy programs and wellness initiatives. Million Miles at Miller enables us to merge our fulltime LHM Group employment with our passion for cycling. For the past two years, Make-A-Wish Utah has been our charity partner in the cycling event. They are a great organization and lend a special flair to our festivities. Through the efforts of our riders and sponsors, we were able to present a check for \$48,000 to Make-A-Wish Utah to help grant children's wishes.

CU: Million Miles at Miller has the support of the Larry H. Miller organization. What is the involvement of the LHM Group in the ride? Tell us about how this aligns with your values.

MMM: Our entire staff is employed by the Larry H. Miller Group, which enables all of the funds our riders raise to go directly to charity. Gail Miller, our owner, has said, "By giving, working and serving in our communities, we enrich our lives and the lives of others." Million Miles at Miller is a direct reflection of that belief. Our tagline sums it up best: One Bike. Two Wheels. A Million Ways to Share. In addition to our staff, our fixed operations group, Saxton Horne Communications and several of the Larry H. Miller dealerships put together teams of riders and are always among our top fundraisers.

CU: Tell us about the rest stops. What can riders look forward to during the event?

MMM: The start/finish at the Megaplex Theatres at The District has a real party atmosphere. There's a kids zone, vendor fair area, music, free movies, food, and fun for the whole family. We love to spoil our riders on the roads too. Nicholas & Company is our food partner again this year, and they go over the top in providing food and fuel for the cyclists. Our stops are spaced about 10 miles apart and include energy drinks, nutrition bars, fresh fruit, as well as a wide assortment of pocket-sized snacks. In addition to the rest stops, Infinite Cycles is providing SAG vehicles for the routes to help out with any issues riders might encounter on the roads. Our ride concludes with a fantastic BBQ lunch – so no rider should go home hungry.

CU: How many riders do you expect this year? There's a corporate team option – can you tell us about

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## UTAH BIKE INDUSTRY

**PressCamp Gets Media Intimate With New Product**

By Fahzure Freeride

One of the best ways to get to understand any bike product is to talk to the people who made it, then go out and ride it. Other than exclusive manufacturer seminars put on by the larger bike manufacturers, the smaller players, component makers and products new to market have limited opportunity to engage the media. For more than five years, PressCamp has provided cycling and general media with the opportunity to get in depth information exchange and experience with cycling products. Hosted by Deer Valley resort, the five day event, held from June 20-24, 2015, showed its Utah roots and the strong relationship that Utah has to the broader cycling industry.

Almost every vendor, from GT to Pivot had a Utah connection and, as Lance Camisasca, president of Lifeboat Events and PressCamp organizer notes, "the great weather, proximity to an international airport and quality riding," made it possible for Wasatch dwellers to show off their home turf. Tom Ghelli and Steve Spencer of GT Bicycles, in addition to others, seem to be turning Utah into GT East, with extensive race, sponsorship and technical support at events throughout the state. GT's new Sanction was surprisingly capable trail bike, that felt comfortable at speed.

Also new to market was Pivot's 429SL which rode confidently and, in this rider's opinion, is a move toward the future when 29ers will look more like enduro bikes. Kevin Tisue, director of engineering for Pivot, didn't even have to leave Summit County to show off the 429SL, which features longer travel and slacker angles than their current 29er dually. Smith Optics had a full range of product and their impressive race support RV showed off the increasingly deep bicycle product including the Overtake, a roadie take on the popular Forefront helmet.

With about one hundred attendees, Deer Valley PressCamp appointments between media and manufacturers are the source of all those pre-Interbike product sneak peaks that you are now seeing. It's such an attractive opportunity, that the event regularly attracts the foreign media. This year, Chipps Chippendale, long-time occasional desert rat, of Singletrack, was one of several on hand from the U.K. and Australia. Furthering the international flavor was the broad mix of e-bike manufacturer and suppliers, to which, according to Camisasca, the "overall health of the bike industry is tied." E-bike manufacturers in attendance included: Bionx; Bosch; iZip; Besv; and, Kalkhoff each of which had bikes available for an uphill race among attendees. Camisasca says that despite some regulatory issues to figure out, "the pendulum has swung on e-bikes ." and from the looks of their presence at PressCamp, one should believe him. Next year will see PressCamp getting utilize the new trail and infrastructure development at Deer Valley, a feature that's sure to attract even bigger attendance.

that?

MMM: We are anticipating 400-500 riders this year. Our event has grown by 20% year over year, and we are on track to do that again this year. Cyclists have the option to ride as an individual, join a team or create their own team. There is a separate fundraising prize for the top teams. Several of our sponsors are putting teams together as well.

CU: Is there anything else that you'd like to add?

MMM: This event would not be possible without the support of our sponsors. We are fortunate to have so many generous businesses in our community. We have partnered with Zaavy Custom Apparel to give every fundraising rider a sport-fit event jersey – something we've never done before – which is part of the appeal

to this year's ride. In addition to the free jersey, finisher's medal, Utah Jazz and Salt Lake Bees tickets, and giveaways, one lucky participant will win a new SCOTT Solace carbon road bike.

**Event Details:**

September 19 – Million Miles at Miller, South Jordan, UT, Century, 50-mile, 25-mile, and 10-mile rides starting and finishing at the Megaplex Theatres at The District in South Jordan, UT., Anne Marie Gunther, 801-563-4140, [info@millionmilesatmiller.com](mailto:info@millionmilesatmiller.com), [www.millionmilesatmiller.com](http://www.millionmilesatmiller.com)

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## COMMUNITY

**North, to Logan!**

At the top of Logan Canyon, overlooking Bear Lake, with USU friends and teammates David Griffen, Kodey Myers, and Josh Hodges. Photo courtesy Joan Meiners

By Joan Meiners

*An insider's perspective into the untapped cycling potential and beauty of Northern Utah -- the real Northern Utah.*

Mark Deterline is a pillar of the cycling community in Utah, and a good friend. So he was the first person I contacted about advice on replacement gear and getting back in the game when I could finally walk again after a serious training crash in May.

The accident still has me battling concussion headaches, and sporting a knee brace.

Mark suggested I launch my comeback the only way I am currently able: from my desk, by writing about my experiences as one of the relatively few female bike racers in Northern Utah. He and I are hoping these paragraphs will bring more attention to the oft neglected northern reaches of our great state. At the same time, hopefully my words will provide a compelling preview of the

exciting events coming to Logan and Cache County with Tour of Utah next month.

Let's face it, when we talk about cycling in Utah, including with regard to "Northern Utah," we usually imply the area within smelling range of a certain high salinity body of water.

But if you're willing, travel with me for a few minutes to the "real" north, and I'll let you in on a few gems of insight regarding cycling in what may be a part of the state you have yet to fully appreciate or discover.

Logan is the Samantha (played by Molly Ringwald in *Sixteen Candles*) of Salt Lake City's sister cities, patiently awaiting celebration of her blossoming into maturity, but continually overlooked because big sis -- Salt Lake City -- is getting married.

With endless smooth roads, scarce traffic, perpetually shaded and winding canyons, endless climbs to the east, flat and rolling terrain to the west, more bike shops than seems logical, and a major university brimming with students eager to ride and maybe race, our town of Logan is bursting with fiery cycling potential.

Yet, bigger-city Utah cyclists looking for weekend adventure seem more eager to venture four-plus hours by car to the south, to acknowledge beautiful red rock country, than to test the quiet trails and cool waters of lovely Logan Canyon, only 90 minutes north of SLC.

I moved to Logan in July 2011 to start a graduate program in ecology, studying the biodiversity of native bees at Utah State University's renowned USDA-ARS "Logan Bee Lab." I was fresh off my first season of bike racing (in Colorado), having progressed to USA Cycling Category 3, and was eager to advance and push myself further by traversing the peak-adorned valley of my new home.

I charted out routes on Google maps, poked my head in each of the half-dozen bike shops in town, and got in touch with the listed contacts for Utah State University's cycling team.

Months went by. I received no answer from team USU, found little

company out on the open roads, and was consistently the only woman to show up for the lone weekly race-pace group ride, the "Tuesday Night Ride," where I felt largely invisible to the veteran members of this testosterone fest.

I took to wearing my neon pink helmet, thinking of it as a beacon for female company. It was also a plea for some of the men to not take themselves quite so seriously, especially when I would pass them; (okay, I admit that the girly helmet also helped rub it in just a little when I did pass them).

I started looking for group rides outside Logan, in Ogden, where I eventually found more of a community with Ben Towery's and Matt Howard's crew, the Harristone/Sun Valley Mortgage (and The Bike Shoppe) cycling team. But a three-hour training ride with them meant an early morning start and six-hour round-trip ordeal for me. And on race days, an 8am start in the SLC area (or often farther away) meant waking to a 4:30am alarm, an entire day neglecting homework, and a tank of gas.

Even after finally tracking down the USU cycling team, joining, and eventually assuming co-leadership with Kodey Myers, this avenue provided little reprieve from Logan cycling solitude.

My fellow USU students were generally excited in the early part of a semester. But as coursework picked up, enthusiasm and peer support of its cycling squad inevitably proved insufficient in outweighing the costs and sacrifices of training and traveling to poorly attended collegiate races. This was especially true for the female contingent.

Kodey and I, along with teammate Davis Wood, organized our own road team time trials and criteriums, and mountain bike races in Logan. But most of the participants were our own teammates, or friends I had convinced to make the drive north. Sadly, our efforts yielded insignificant funds to support our collegiate cycling program. Ultimately, we sacrificed time and sleep in vain, thereby eventually losing motivation.

The women's fields didn't even have attract enough participants to fill a podium, despite the fact that collegiate events are also open to non-collegiate participants. Indeed, this seems to be the case for collegiate cycling throughout the state.

Despite united efforts to keep the Intermountain Collegiate Cycling Conference afloat from Kimberly Sims, Jordan Bracken, Mitchell Peterson and Mavis Irwin, to name only a few, it was basically declared a failure by USA Cycling last year. This, even though I consider the Intermountain West one of the country's best cycling regions based on talent and endless, gorgeous terrain.

Efforts to infuse those around me with my love of bike racing often seemed to fall flat in Logan. And so, eventually, did my own cycling. While striving to balance priorities

that included full-time grad school, and surrounded by peers who didn't understand my cycling obsession, my once blossoming enthusiasm for Utah racing began to run out of steam.

This article is not intended as a public venting session or overdramatization of my personal small-town cycling tribulations. I understand that I am not the only one who wakes up early to train alone, who deals with longer commutes to cycling events, or who faces frustrations as a female, a student, an event organizer. I hope, rather, that my voice will serve as something of a call to action to the greater Utah cycling community, for whom I have affection and respect, and whom I wish I knew better.

I have benefitted greatly from the generosity and friendship of such Utah cycling moguls as previously mentioned (Deterline, Towery, Howard), all of whom have made heroic efforts to facilitate my continued involvement in cycling. And I would be remiss to not acknowledge some of the gems of Logan cycling, for there are several deserving of recognition (and I realize that I am leaving out a few likewise worthy of mention).

My short list includes Wayne Wheeler, who runs Joyride Bikes with grace and generosity; David Clyde and Tommy Murphy, who had already put in a good fight to keep the USU cycling team going before I got involved; Mark Burtenshaw and Stephen Clyde, who run the excellent, fun, and FREE Thursday night time trial series through the Logan Race Club; Devon Gorry, who's sudden presence in Logan in 2012 as a friend and training partner replenished my waning enthusiasm; Rachele Lyle and Darcie Murphy, friends and teammates with whom I should force my training schedule to align with much more than I do; all of my USU cycling cronies, especially Kodey Myers, Tanner Robison and Kimberly Sims, who have made cycling in Logan worthwhile, even on the most challenging, snowiest and "bonkiest" rides.

There are so many good people, excellent roads and trails, and fast cyclists in Logan. It is so much more than the starting town of that insanely long race to Jackson Hole. And there is so much cycling talent and potential yet to be recognized.

Intermountain Healthcare's Cache [Valley] Gran Fondo is enhancing and encouraging organized cycling

in the area. There also has been talk of organizing a stage race in Logan, and I hope you will join me in backing efforts to bring that idea to fruition in the future.

The Little Red Riding Hood women's event (put on by the Bonneville Cycling Club to raise money to fight cancer in women) sells out online within minutes every year. The event draws a couple thousand female cyclists to Cache Valley each June. Where they train beforehand, or where they disappear to afterward, is an enduring mystery to me.

Utah State University continues to enroll thousands of fresh faces every fall, some recent alum of the excellent Utah High School Mountain Biking league, and many more of whom likely could be convinced to dedicate some of their free time to cycling if offered a bit more structure, support and guidance. (Rick Weatherald and Jamie Bennion made strides in this regard, but it is a thankless job, and more help is needed.)

Great things are happening for Utah women's cycling in other parts of the state, thanks to the likes of Alex Kim and others. And I am thrilled that Tour of Utah is bringing world-class bike racing to Logan this August. Let's keep it there. Let's build upon it.

On August third, when fans south of Cache County and from out of state travel up I-15, over Sardine pass and into Logan to watch the pro men rally up Logan canyon, and the elite women charge up the Boulevard, I hope you will get a glimpse of this little haven the way I see it. I hope you will plan to come back. I hope you will organize and attend Logan races and rides, and enjoy weekend trips to Cache Valley. I hope you will patronize the area's bike shops, and ask about group ride options.

When Tour of Utah is in town, I hope you will join me in wildly cheering on amazing female racers as they crest the top of the Boulevard climb, part of the women's criterium course, and my own favorite hill on which to do training intervals.

I hope that, together, we will hold up a symbolic candle -- or sixteen of them -- in our hearts, dedicated to the untapped cycling potential of Logan, Utah, and its surrounding area. That, together, we will begin working to support the women, men and students who are already pedaling hard to keep cycling vibrant in this lovely, mountainous, and quiet corner of our state.

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## BICYCLE TOURING

**Electric Bikes for Touring: An Interview with Blue Monkey Electric Bicycles**

Lou Melini with the Felt SportE electric bike. E-bikes make a great option for bicycle touring for some riders. The bike retails for \$4999 and features a Bosch mid-bike motor with lithium-ion battery.



Lou testing out the Felt SportE electric bike.

By Lou Melini

I hear from a lot of people that would like to travel by bike but are unable to do so for a number of reasons. Carrying clothing, tools, and perhaps camping gear seems overwhelming. Combine that with fitness and most people look at bike touring as too difficult. Another factor for not touring is disparate fitness levels of family members that is exacerbated by carrying equipment for touring.

There are issues during a tour that may also cause people to not travel by bike such as mountainous terrain. Distances between lodging and food services may also be prohibitive to the potential bike traveler on a conventional bike.

In my opinion, an electric bike could very well be the answer to the concerns that I hear. Want to travel with a spouse that due to fitness or a disability is not possible on a conventional bike then get out on an electric bike. A trip to bond with mom or dad-electric bikes would be the answer. If twenty miles is the most you could imagine riding with gear you could more than double that with an electric bike. An electric bike could also be a good choice for a group tour, commercial or otherwise, including trips in which your gear is carried for you.

After attending a talk on electric bikes at the Utah Bike Summit, I spoke with Duane Schaffer of Blue Monkey Bicycles, a shop in Murray that is an electric bike dealer with extensive experience.

Cycling Utah: I really think electric bikes could carry someone across the U.S. on a bike tour. Are you familiar with anyone doing that?

Duane Schaffer: There have been a few known journeys across the US on an eBike. Cathy Rogers rode 3300 miles in 48 days on a Pedego. She was with a group of regular cyclists. She carried multiple batteries. A Pedego would not be my first choice for eBike touring but this shows that it can be done.

I think we haven't heard of touring on an eBike because up until now, they haven't been practical enough to do so. Until about 2008-2009, electric bikes were what I called

"neighborhood toys". The early bikes had sealed lead acid batteries and barely enough power to offset the weight of the electric system. They were slow at about 15mph. When lithium batteries came into the picture, the power to weight ratio greatly improved. Also, lithium batteries have no memory and no maintenance so bicycle manufacturers can focus on the making the bicycle and components better and lighter. Most eBikes weigh around 40-60 lbs now which may seem heavy but 80-90 lb electric bikes were common less than 10 years ago. At the lighter end of the spectrum are the mid-drive bikes; particularly the Bosch equipped models. Bosch created the system and various manufacturers build their frame around the system. The mid drive is the key to long distance touring. I believe eBike touring will take off now that these bikes are available.

C.U.: There are some advantages to having an eBike for commuting. Can you discuss some of the advantages that an electric bike would have for someone traveling by bike say to Yellowstone National Park and back to Salt Lake City?

D.S.: Bosch created their mid-drive system around 2010 and there are at least 80,000 of these bikes riding around Europe with many thousand trouble free miles on them. The mid-drive system just barely hit the US late last summer and so far they have been enthusiastically accepted. I think the mid-drive is the key to eBike touring. It's a lighter motor and it helps the rider pedal vs. the hub motor, which just augments the pedaling. The mid-drive is very efficient and can go 2-3 times the distance of a hub motor bike with the same battery capacity. This is mainly because the mid motor helps the force of the pedaling whereas the hub motor has to get the wheel turning to propel the bike.

General lithium battery hub motorbikes will travel 20-30 miles on a charge. A mid-drive motor equipped bike with the same battery specs will travel 50-100 miles. I would think a loaded SportE at a conservative, comfortable pace over rolling hills (moderate climbs) could get you 60 miles easily. There are

usually different levels of "pedal assist" which means there are different percentages in which the battery can help you. The lowest setting just barely helps you and you get a good work out from that. This level is good to offset the weight of the system and uses the least amount of battery. (You can shut the system off at any time and ride it solely as a bike and use no battery power.) The highest level of pedal translates to about 250-300% of your pedaling and helps for climbing immense hills but also uses up the battery quicker. If you do need to pack an extra battery, the Bosch batteries are some of the lightest at about 6-7lbs apiece.

C.U.: From what you just said I may or may not need a back up battery to do a tour on an electric bike if I arrive at a motel or campground every night to recharge the battery. How long does it take to recharge a battery?

D.S.: Batteries usually take about 4 hours to fully charge. 80% charge comes in an hour and a half and then the rest is trickle charge. You can charge them at any time, you don't need to wait for full discharge or need to fully charge them. The batteries will hold a charge for at least 2 months in storage. They have a management system that shuts off the charger when the battery is done so you don't need to babysit the charge function. We do recommend not leaving them plugged in for months on end because it's not good for the charger itself. The batteries are specific to the brand and style of bike. There are no universal Ebike batteries. The best brands use Samsung cells in their cases. All the brands we carry in the store use Samsung, the same cells used by Tesla and Nissan for their cars. Extra, specific fit, proprietary batteries run about \$600-\$1000 depending on the brand. The good news is that the current lithium batteries should last around 5 years, at least 2000 full cycles. We're hoping that things will

be more competitive and prices will come down by the time replacement is needed.

C.U.: You seem to favor mid-shaft (bottom bracket) drive electric bikes over hub drive. I assume fixing a flat tire is another reason for the mid-shaft drive bike?

D.S.: Yes, A hub motor is more difficult to remove in the event of a flat. There is a power cable to unhook and usually a stout bolt (19mm usually) and sometimes a torque arm to remove before pulling off the wheel. With practice, it's not too bad of a procedure but not one you'd like to accomplish on the side of the road. The mid-drive bikes have regular wheel sets and remove and replace just like a regular bike.

C.U.: Many cyclists, myself included, would wonder about fit of a bike. Do the electric bikes come in a variety of sizes for the discriminating cyclist?

D.S.: The Felt Electric bikes have the same care taken with them as the rest of the non-electric Felt line. We like this because Felt electric bikes are bicycles first, they just happen to be electrically assisted. The SportE for instance is available in 5 sizes and 2 step-thru sizes. The frames are sized accordingly but the stems also vary in size so the whole bike is scaled up/down. This makes it a lot easier to properly size the bike for a long journey. Other hub motor brands typically have 1 or 2 sizes in each model.

C.U.: I was very impressed with the Felt bike that you showed me. What is the range of weights for an electric bike?

D.U.: Felt's lightest Bosch bike is about 39 lbs. Most other eBikes, mainly hub motor bikes are between 45-65lbs. I hear that you travel a bit heavy so if someone is "credit card" touring (not camping), a Felt electric

bike with rear panniers for clothing and other travel items will weigh less than what you travel with when you include your camping gear!

C.U.: What would someone expect to pay for an eBike and how long is the warranty on the "electric" parts?

D.S.: We have a hard time finding good electric bikes under \$2k. By the time you add the expense of the system, the bike quality begins to suffer under \$2K. The bikes we sell in the store range from \$2300- \$5800 at the moment. \$3K will get you a nice hub motor bike. The Felt SportE is \$4K with better components and the Bosch system. The warranty will be at least 2 years with great support.

C.U.: What are some of the routine maintenance steps (if any) needed for the battery; for the rest of the bike?

D.S.: Typical normal bike maintenance, chain, brakes, derailleurs, etc. The electrical system consists of battery, motor, controller and display. We try to deal with well-supported, reputable companies that we know will back us up so we can keep our customers on the road. When problems do arise, they're pretty easy to diagnose and every component is plug and play. A new part can be fitted without tearing the bike apart or rewiring everything. Many times a regular shop can handle the repair if the bike is away from home on a tour. The Bosch system is quite robust and Felt has not heard of any problems related to it yet in the 10 months that they've been available in the states.

C.U.: Are there weather concerns with the electronics/battery such as heat, cold or rain?

D.S.: Batteries like to be stored between 40-110 degrees F but can be used in any temperature that you're comfortable riding in. We've had them down into the single digits

and they perform fine, usually with slightly diminished range but the power stays about the same. Riding during rain is fine for eBikes. Like anything electronic, you need to take care of it but we find that transporting on the rack on the back of a vehicle is worse for them than riding through a downpour. They will pretty much hold up to any water; we just ask that you don't spray them off with a high-powered hose. (Shouldn't do that to a regular bike either)

C.U.: If riding through various states, are there any special regulations that a bike traveler would need to know about? How about bike trail riding?

D.S.: The federal government has stated that an eBike is considered a bicycle if it can't go faster than 20mph under its own power with a 175lb rider (the weight of the rider seems to change). There are plenty of "grey area" bikes out there that will go faster than this. I personally like to commute about 24mph. Lou, I'm glad you agree that going faster than 30mph is unlikely and probably not practical on a touring bicycle, so there should not be a problem touring on an eBike within the current regulatory statutes. There is lots of legislation happening now with state and local officials across the country trying to figure out what to classify eBikes as. The biggest concern is off road single track. EBikes are still questionable on those. I regularly ride an eBike on the Jordan River Trail and have no issues. I think someone planning a trip needs to be aware of the issues but it shouldn't stop them. Worst case scenario, you ride it like a regular bike. I think if eBike owners are courteous, there won't be any issues in the future but it just needs to become a little more common place first.

C.U.: So after all of this, what would you currently recommend for the person looking to travel on an electric bike?

D.S.: I think the Felt SportE would be an excellent touring bike. Its setup as a flat bar road bike, can handle 38mm (maybe 40) tires, has rear rack braze-ons, hydraulic disc brakes and weighs about 40lbs with the electric system. Felt has very nice quality in all of their bikes and they built this bike specifically for the Bosch system, it's not just a modified off the shelf frame. In contrast, the German Haibaike Trekking electric bike is 11lbs heavier and is more of a modified mountain bike style frame. (Editor's note: A bikepacker bag on the front handlebar would work if more carrying capacity were needed)

C.U.: The market for touring bicycles is small. If marketed and promoted well, could you envision a small boom in electric bikes for bike travel?

D.S.: I think once the lightweight mid drive bikes catch on, you'll see a trend in eBike touring. Whether its for a spouse or friend whose not quite up for the journey or more people joining in because its now

accessible. I think the revolution is around the corner actually. You will be the one to start it Lou, and we will help.

C.U.: Duane, thank you very much for your time and say thanks

to Mikey for doing the pictures. This talk has been very interesting and educational. I'm not quite ready for an eBike as I can still travel 75 miles/day with a 75-pound bike with camping gear. Some day I envision using an eBike in lieu of paying a company

to carry my gear. I am sure that there are a lot of potential users of electric bikes for touring at this time.

If you think an electric bicycle is right for you go see Duane Schaffer or Mikey Geurts at Blue Monkey

Bicycles. I have had several people tell me that the service is superb.

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## BICYCLE TOURING

**Fat Biking Around the Great Salt Lake on the Shoreline: An Exploratory Foray**

By Mel Bashore

I don't know what it is that draws me to think up and attempt bike rides that seemingly have never been done by anyone ever before. There usually is a reason, a good reason, why such bike rides have never been done before. Number one in the Reason Department often has something to do with degree of difficulty. Two years ago I tried to become the first person to bike from Canada to Mexico on the beach (see *Cycling Utah*, March 2014 issue). On that solo ride, I rode on the ride-able beach for the entire state of Washington before halting my

attempt at the Columbia River. I stopped there because of the danger in having to ride on my loaded fat bike on narrow, busy highways when rocky cliffs on the beaches blocked my path and forced me inland. I decided that it wasn't worth dying to accomplish this feat—and that it could be done safely if I employed a support vehicle. This is a ride that I still look forward to undertaking again to ride the beaches of Oregon and California.

Since that sandy West Coast beach ride, I have been thinking about riding my fat bike around the Great Salt Lake on the shoreline. Doing a Google search, I couldn't find any reference to it ever having



Left: Mel reaches the northernmost point of Stansbury Island, behind him, the Great Salt Lake, looking north. Above: Campsite on the playa, between Stansbury Island and Black Rock, on the return trip to the marina.

been done before. I did see that others have gone around the Great Salt Lake on roads, but couldn't find that anyone had ever ridden around it on the sand. That was just enough to get me drooling about the possibilities. It's curious that I never seem to think that there may be a good reason why one of my cockamamie ideas might never have been attempted. But I'm not wired that way.

One of the factors that caused me to begin thinking about circumnavigating the lake is that it was presently at a very low level. That would make the circumference of the lake smaller than usual and provide a more expansive (and possibly drier) riding surface. I began looking at the lake on Google Earth to see what the shoreline looked like. I printed off several maps of the lake to take with me, adding notes and named geographic features.

In my naiveté, I thought I could average nearly the same 9-10 mph speed that I was able to do on my fat bike when I rode the coast of Washington on the beach. Unfortunately, two important things that I failed to think about were that (1) I was helped on my coast ride by a very hefty tailwind and (2) the Pacific Ocean's beach sand was a uniformly smooth surface. The absence of those two factors on my Great Salt Lake circumference ride changed the whole complexion of doing this ride in a timely manner.

So it was that on October 22, 2014, I set out from the Great Salt Lake Marina on my fat bike. One of my sons has a sailboat that he berths at the marina. Using his marina parking pass, I left my car there on what I hoped might be a 3-4 day swing around the perimeter of the lake. I packed sufficient supplies and water in my panniers to last at least that long.

I also realistically told my wife that this was an exploratory experiment. I might find out that it was much more difficult and challenging than I foresaw. In that case, I would retrace my steps and return to the car. I simply did not know without making an initial foray.

After letting the marina caretaker know what I was planning, I set out from the parking lot on the part-paved/part-dirt road leading to Black Rock about 1.5 miles west of the marina. Black Rock was surrounded by a myriad of small water inlets stretching out in scattered fashion to drier-looking beach some distance to the west. Not knowing if the sub-surface could support me without sinking up to my hubs in muck, I turned back to get on the Union Pacific railroad right of way. It was marked private property, but at the moment I simply rationalized my dilemma and pedaled on that dirt road west about five miles to a place where I could easily get off the embankment onto the sand.

Upon my return to the marina two days later, I learned that Black Rock is the better, more legal, access place to the beach. The departure from Black Rock should be made by pointing your bike directly towards the Stansbury range of mountains that are south of I-80. If you point your bike in the direction of Stansbury Island, you will end up in a mucky poor situation. Every fresh water crossing I made on the south shore was accomplished without incident. The bottoms were all firm sand. With

the current water level so low, none of the maps that I had, reflected in any way the present shoreline of the lake. I was on an excursion of discovery.

The riding surface on the south shore was very smooth and hard-packed. There were no other bike or ATV tracks. This was very much untouched. I even stumbled on an old weather balloon that may have lain there for years. I cut off the radiosonde, packed it with me, and mailed it back in its postage-paid mailer to the Weather Service upon my return home. A slight breeze off the lake brought lake insects, mosquitoes, and a disagreeable smell. I donned my mosquito-net hat, sprayed repellent, and otherwise enjoyed the ride. As soon as I rounded the southwest corner of the lake and headed northward, the smell and bugs left.

It was also at this point that I began running into evidence of other human traffic. There were many ATV tracks in evidence. I was passed by half a dozen ATVs, all traveling together back and forth to some location in the distance. They all had small-wheeled wagons trailing behind their ATVs. They were friendly and gave me a wave each time they passed. After about nineteen miles, I caught up with them while they were huddled around a large pile of white sacks. They were hauling the sacks of brine shrimp, which they had harvested by hand rakes. They told me that they rarely see other people out on the flats.

A few miles after leaving them,

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Mel's fat tire bike, near the northern tip of Stansbury Island. Right: At Old Saltair on the Great Salt Lake.



I reached the Morton Salt pumping canal, which led out into the lake. I rode on its canal bank road west about a mile to the trio of pumps, at which place I was able to cross over the flats north of that canal. This canal is situated on the southeast corner of Stansbury Island. On my return journey, I met a Morton Salt security guard here. He saw me off in the distance, a very foreign sight in these parts. He was curious to hear my story. He kindly wanted to make sure I had enough food and water. He also wanted to know if I'd spotted a very mean cow, which local ranchers wanted to capture. I hadn't. In fact, I hadn't seen any wildlife and only a couple of birds. The only people I met were the security guard and the brine shrimp harvesters. Although the landscape is bleak, it is not without its own brand of beauty. Sunrises and sunsets bordered on spectacular.

About a mile north of the canal, I bedded down on the flat sand next to some big logs, after about a half day pedaling 23 miles. It was disconcerting to discover that my air mattress went flat. I wasn't able to find the leak (even when I got home) and spent two nights on the hard playa. The next morning I awoke to a beautiful morning light playing over

the east flank of Stansbury Island. Although chilly, the stunning scene made me want to get up and continue exploring northward.

I learned in coming and going to the north point of Stansbury Island, that the best riding sandy surface generally lay about a half- to three-quarters of a mile east of the base of the island. Unfortunately on the way north that morning, I ventured too far eastward toward the shoreline and got on some very rough ground. Although the ground closer to the base of the island is moister, it is also smoother. There are several freshwater springs along the eastern flank, which seep out onto the sand. One of them had a quick-sand type bottom. When I had to cross that short stretch of brackish muck, I had to pedal quick and hard to avoid getting stuck. The Morton Salt employee told me that the springs along the base can be used in a pinch for drinking in a survival situation. I was packing plenty of water. I returned to the marina with two-thirds of my water supply intact and food enough to last another 2-3 days.

I had taken plenty of supplies because I did not know if I might be able to get around the entire lake, or if I would have to cut it short and

simply backtrack to the starting point. Only twice was I able to get the bike up to 7 mph, and that only for stretches of about a quarter of a mile. Generally I poked along at about 4-5 mph. Headwinds, lack of tailwind, and a riding surface not conducive to speed bedeviled me. It was challenging to pick out a decent surface. Sometimes the places that looked dry on the surface, hid a slushy underbase that ground me down to a crawl.

It took me 32 miles of pedaling to reach the north tip of Stansbury Island from the marina. There were piles of brine shrimp, brackish tide pools, and a rocky, exposed lake bottom at that point. In times of higher water, there is a switchback road leading up and over that northern point to the west side leading over to evaporation ponds and U. S. Magnesium's operation.

In this 3-day exploratory outing, I learned that if I want to circumnavigate the lake (and I do), I need to accomplish it over the course of different days and from different starting points around the lake. I have it planned out. Or another option would be to partner with someone and use two cars. In that way, I wouldn't have to pedal out from the starting point and then return back the same way to get to the car.

I also learned one other very important lesson on my return journey. The shoreline of the Great Salt Lake is an easy place to get lost.

When you are at the same level as the lake, you can't see what may be beyond a distant point of slightly-elevated land. It is irksome and frustrating to go for several miles in a direction, which you think will take you to the right destination, only to discover that you have a big part of the lake still between you and where you want to go.

After crossing the Morton Salt canal, I chose to take a beeline straight to the marina rather than following my bike tracks back. Somewhere on the southwestern corner of the lake, I passed over my bike tracks and got off on some large peninsular area jutting into the lake. I was following lots of ATV tracks and thought it would lead me on a more direct route back to the marina. It didn't. It took me eight miles out of my way and into a slushy salt area. When I finally found my way around that southwest corner of the lake, it was several hours after dark with my flashlight growing dimmer. I had to bed down for a second night on the hard-pack. My hips were taking a beating.

A week after making this initial exploratory foray, I returned to the Great Salt Lake to pedal the lake's southern shoreline east of the marina. I parked at the new Saltair, the facility constructed in 1981. I rode 3.6 miles east from there to the Jordan River. The best riding surface in that stretch lay between the site of old

Saltair and the river. I tried crossing the river and stopped at a quick-sandy island mid-river. Rather than continue crossing to its east bank at that place, I thought I might try to find another way to get to the shoreline east of the Jordan River in order to ride that stretch of shoreline. After making that decision, I headed back to the new Saltair. I then rode from that place to the marina. Although only 1.6 miles in distance, this was by far the most difficult riding surface of any that I have yet done. It was a quagmire with seeps and creeks to traverse, many with mushy bottoms. I had to snake back and forth, looking for the best places to ride. Numerous times I simply had to get off the bike and push across a mud-sucking creek bed. Let's hope that this is the worst riding surface on the lake.

Now that I have begun this project, I have to see it through. It's the way my mind is wired. Any reasonable person would probably chalk this initial exploratory foray up to experience and put this quest out of their mind. But it's another year. Parts of the shoreline yet to be ridden beckon. There's no point in wishing things were different in my Reason Department because they're not. No doubt there will be more ramblings and wrong turns, more mud-sucking creeks, more quagmires. No doubt. More later.

## Bicycle Mechanic Apprenticeships Available

The Ogden Bike Collective's Bicycle Mechanic Apprenticeship Program is right around the corner and applications are available today!

The OBC's Bike MAP program is the first of its kind in the Ogden community. Bike MAP apprentices have the opportunity to train with professional bike mechanics to develop the skills they need to land positions in Ogden's burgeoning bicycle industry scene. Under the supervision of director Clint Watson and our staff and volunteers, apprentices will apply themselves to 8 weeks of intensive study, following a customized curriculum based on the Park Tool School courses and have the opportunity for hands-on learning while shadowing mechanics during open shop hours at the Collective.

We are working closely with managers of all of the bike shops in the area to assure that apprentice-

ship graduates meet their particular needs and employee requirements. We are also working with Ogden City to find ways to develop and expand the program to keep up with demand as the number of bicycle related business in Ogden continues to grow.

We're very excited to be offering this program and look forward to launching it in just a few short weeks. If you or someone you know is interested in applying for an apprenticeship, please visit our website ([ogdenbikecollective.org](http://ogdenbikecollective.org)) and submit a completed application in person at our shop at 936 28th St. during open hours (Tue/Wed 5-9 or Sat 12-5) or by calling ahead at 801-997-0336. For more information or any questions, feel free to call, come in, or email Clint at [clint@ogdenbikecollective.org](mailto:clint@ogdenbikecollective.org).

For the less rigorous volunteer, consider coming to our weekly mechanic classes on Thursdays. Class at 6pm at the shop (936 28th St), free of charge and everyone is welcome!

-Davey Davis



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mountaintrails.org



## MOUNTAIN BIKING

## The Birth of a Trail



By Lukas Brinkerhoff

The pink ribbon is tied tightly around the upper branches of the chaparral bush. The ends were left long so we could see it from a ways off. Now that we have a better idea of where the trail is going to be, it is clear that this particular bush is about 15 feet above where we need things to happen. The great thing about ribbon is it is pretty secure once it is placed. The horrible thing about ribbon is that it is pretty secure once it is placed. And even worse is when the knot has been pulled tight.

My fingers tug at the ribbon, one side and then the other. If I wasn't so excited about the line we had "found" I would probably be yanking at it with much more gusto, but as it sits, I'm feeling pretty stoked just to be walking around in the desert placing pink ribbons. After a few more minutes of frustration, I finally just break the branch that it's tied around and

pull the ribbon off the end. Once off the branch, it's plenty easy to untie. I then proceed down to the new alignment and place the ribbon where it needs to be.

Building trails legally and sustainably is a long, sometimes bureaucratically painful, process. As frustrating as pulling ribbons off of poky desert bushes can be, it's actually my favorite part.

In my experience, trails begin as dreams. The dream is usually about being able to ride on a mesa, to a certain rim for a view off the other side or to drop down that face just to see if it's possible. As dreams go, the original vision is seen from the clouds, a rough draft if you will. The dream is one of the only truly easy parts of building trails. It's also the one that I think every mountain biker can relate to. Who hasn't seen the light dance off of a desert mesa and not wondered what it would be like to ride the rim? Or maybe it's just me.

The dream must then be turned into a rough draft, a proposal and then the bureaucratic part starts. Every plot of land in the US is managed by someone. It can be a private individual, a municipality or, in the case of much of Utah, be federally controlled. If you hope that your trail won't be destroyed after you build it, it's a good practice to get the land manager's permission before you even put a boot on the ground.

In the case of federally controlled land, this means finding the recreation manager and convincing them that allowing recreation on the plot is a good idea and that it won't hurt any resources. If you can get them to agree, then you get to wait for an Environmental Assessment to be completed to show that your dream won't damage anything. This is followed by a public comment period to allow other users or concerned parties the opportunity to give their input.

Get through all of that (the above version was condensed for your reading pleasure and to not lose you) and then the fun begins.

Have you ever planned a hike using Google Earth? If you have, you know that, while being a useful tool, there are lots of things that can't be accounted for within that software. You won't know exactly what is there till you walk through it. This is akin to what creating an actual alignment is. The dream you had a few paragraphs back was put into a proposal meaning it was put into Google Earth and a rough map was drawn where you want the trail to be. Creating the

## Wanted!

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Left: Kathleen Berglund enjoys Cryptobionic after its construction. Above: Pink ribbon placed as part of a recent DMBTA project. Photos by Lukas Brinkerhoff

alignment is bumping around on the actual earth and determining where the trail will be.

This is when the pink ribbons come into play.

Creating the alignment is a lot like sanding. You start out with your map which is your rough draft. Heading out in the direction you drew, you begin to mark features and determine what parts of the earth in front of you would be the most fun to ride. You mark spots you think are important or you would like to route the trail around. You follow the line out and then turn around and follow it back. You switch to a finer grit sandpaper and begin to flag between the features, you mark the turns to ensure that the proper radius is maintained to allow for a fun flow. You think about how uphill and downhill riders will need to interact and try to design the trail in a way that can reduce conflicts. You scout the drainages, up and down to find the best spot to cross to mitigate water damage when the floods happen. And they will happen.

And poof! A trail is born.

Ok, not really. This is the part when the hard work begins. Once the trail alignment is marked, the land manager will require a few more assessments to ensure that everything is kosher. Then the diggers can descend on the alignment and do their magic. Grade reversals are put in, the drainages get armored, benches cut and slowly that line of pink ribbons turns into a dotted line, then a route and finally a trail.

There's a lot about mountain biking that is magical, but nothing compares to the sensation of riding virgin singletrack whilst simultaneously knowing every turn, dip, bank and line. It's a feeling that every rider should aspire to know.

If you live in Southern Utah and are itching to have that experience, go to [www.dmbta.org](http://www.dmbta.org) to join the cause. Anywhere else in the state, join your local IMBA chapter at [www.imba.com](http://www.imba.com).

Lukas Brinkerhoff blogs about mountain biking and life at [mooseknuckleralliance.org](http://mooseknuckleralliance.org).





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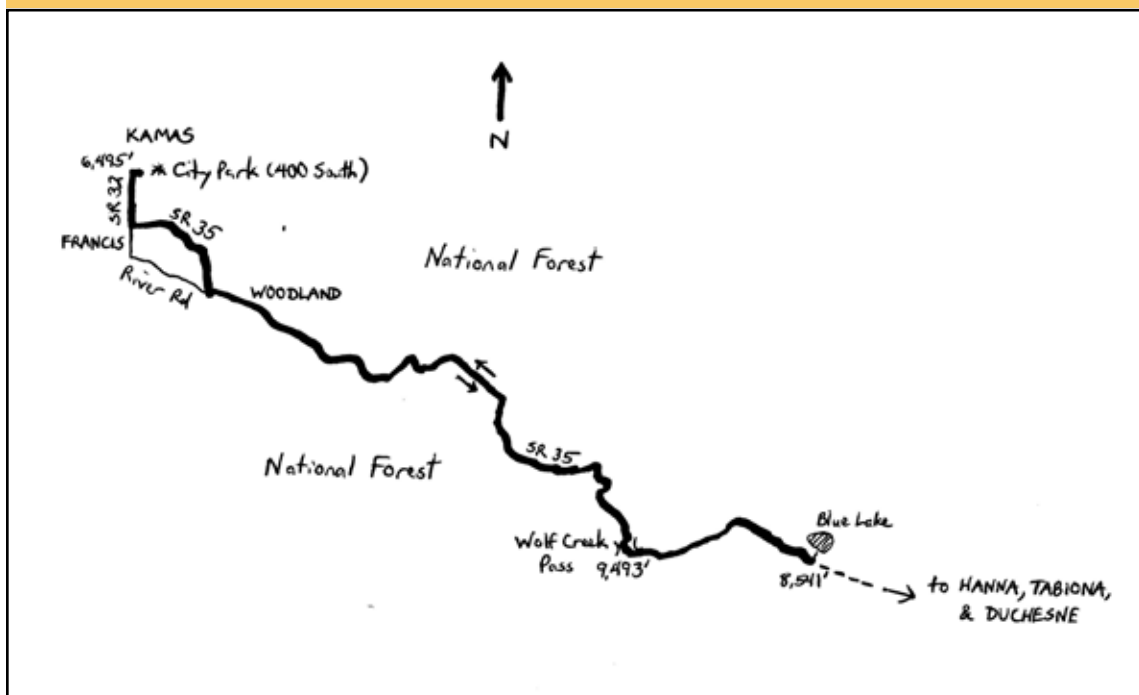
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**RIDE OF THE MONTH**

**Wolf Creek Pass Challenge**



Above: The view from the road to Wolf Creek Pass. Photo by Dave Iltis  
 Below: The Wolf Creek Pass Challenge is 51.8 mile ride from Kamas, Utah to Blue Lake.



**By Wayne Cottrell**

A great summer ride – in part because the road is open only during late spring, summer, and early fall – is the Wolf Creek Challenge. Using State Route (SR) 35, the Wolf Creek Challenge takes the rider up and over what may be the third-highest pass in Utah, at 9,493 feet. (Higher

passes are at Bald Mountain, in the Uintas, and in the Tushar Mountains). Wolf Creek Pass is in the Uintas, as well, to the southwest of the highest peaks. Be prepared for a long, steady climb, as well as a long descent, and a significant temperature differential. Also, be sure to check road conditions before venturing out. The pass is normally closed from November or December until late May or early June (it is actually open to snowmobilers). This year, SR 35 opened much earlier than usual.

This version of the Wolf Creek Challenge, with a turnaround at Blue

Lake, is 51.8 miles in length, with 3,950 feet of climbing. (Optional longer rides include turning around

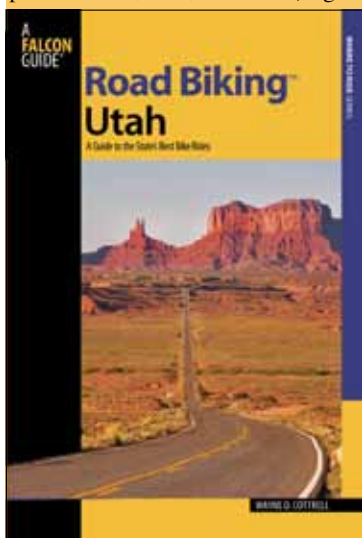
in Hanna, for about 77 miles out-and-back, or Tabiona, for about 88 miles and-out-back, each with over 6,500 feet of climbing). Start the ride in Kamas, at City Park, located on 400 South just east of SR 32 (40.636597oN 111.280708oW). Kamas had a population of 1,921 in 2013, reflecting a growth in population of 50% since 2000. The city is the starting point of the annual High Uintas Classic (currently on hiatus), an 80-mile road race that takes riders up and over Bald Mountain Pass, on SR 150, and on into Evanston, Wyoming. Kamas has also been either the finish line or along the route of stages of the annual Tour of Utah. Head south on SR 32, immediately leaving Kamas. The starting elevation is 6,495 feet. The highway climbs imperceptibly into the town of Francis; with a population of 1,140 in 2013, this town had grown by over 60% since 2000. Right in the center of town, turn left onto SR 35 and head east. To your right, just before making the turn, is the Byron T. Mitchell House, which is on the National Register of Historic Places. After another 4 miles of riding, during which SR 35 curves southward, and then southeastward, enter the community of Woodland. This settlement, at an elevation of 6,700 feet, is the last for miles and miles, as SR 35 begins to climb into the mountains, with Provo River's South Fork (not Wolf Creek) keeping you company. Daily traffic volumes barely reach 500 as you leave the Woodland environs. The highway winds its way upward, gradually at first, and then more steeply. This area was once dense with trees, but intensive logging, starting during the second half of the 19th century, has "deforested" the region. Hardy homesteaders adapted well to the loss of lumber income by switching to farming and ranching. You will pass by a number of campgrounds, trailheads, forest roads, and summer homes as you ride along the highway. From Mill Hollow Road (Forest Road 054, at mile 16.7) to Forest Road 057 (mile 18.2), the highway's grade averages 6.2%. The grade increases to 7% for

the next segment, finally cresting at 9,493 feet, at mile 21.4. You may see patches of snow at the highest elevations. Wolf Creek Peak (9,949 feet) will be off to your right.

As SR 35 begins to descend, the highway finally picks up Wolf Creek, which runs parallel to the road over the next stretch. Continue to descend for 4.5 miles, losing just under 1,000 feet of elevation, to the small turnoff for Blue Lake, which will be on your left. This is the turnaround point, at an altitude of 8,541 feet. Be sure to take a look at Blue Lake, which is a small, pristine mountain lake in a beautiful setting. The next town, Hanna, is about 13 miles away, as noted above. Once you are heading back, northwestward on SR 35, the return ride begins with just under 1,000 feet of climbing at an average grade of 4.0%. From here, you will be tracing a portion of Stage 4 of the 2015 Tour of Utah, during which the riders climb Wolf Creek Pass from the direction in which you are now heading. Once you summit Wolf Creek Pass, it is a net downhill through the towns of Woodland and Francis, and back into the city of Kamas.

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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