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www.cyclingutah.com
www.cyclingwest.com
Phone: (801) 328-2066

Dave Iltis, Editor, Publisher, & Advertising
dave@cyclingutah.com

Assistant Editor: Lisa Hazel
Assistant Editor: Steven Sheffield

David R. Ward, Consultant and Founder
dward@cyclingutah.com
Bob Truelsen, Founder

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Contributors: Ben Simonson, Chuck Collins, Dave Iltis, Charles Pekow, Lou Melini, Nancy Clark, Steven Sheffield, David Ward, Jackie Tyson, Greg Hoole, Kimberly Coats, Turner Bitton, Anthony Nocella II, Wayne Cottrell, Berin Klawiter, Nancy Ward, Skyler Bishop, Nunzia Shannon, Austin Henderson, Dave Richards, Trenton Higley, Chuck Hawley, Cathy Fegan-Kim

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Cover Photo: Lisa Hazel rides the Meadow Loop Trail in Durango, Colorado. The trail is in the Horse Gulch and Telegraph Trail System is easily accessible right from town. Photo by Dave Iltis

ADAPTIVE CYCLING

Riding Blind

By Madison Baumann

On June 20th, 2005, my world turned upside down. I was eleven years old and on the precipice of what could have been the greatest summer of my life. We were set to kick-off the season with a road trip from Washington state to southern Utah, then head abroad with a trip to Europe. I was ready for an incredible adventure with my family and friends. But, it all came to a shattering halt.

All I remember is leaving our hotel in Park City, and then it is blank. We were in a car accident. We were hit by a dump truck, and I had taken on all the impact.

Fast forward two months. I was discharged from Primary Children's Hospital, blind in my left eye with only partial vision in my right and tasked with building a whole new outlook on life.

Because of my injuries, I was no longer allowed to play the contact sports like soccer, softball, and skiing that I had enjoyed throughout my childhood. And, my dreams of becoming a professional soccer player in the summer or a professional skier in the winter no longer seemed within reach. I had no idea what I was going to do with my life.

This is where my new journey began, leading me to the most amazing adventure ever – I just didn't know it yet.

A summer later, and I was going crazy. My life and friendships had revolved around sports, and now I was stuck on the sidelines. I turned to books, trying to figure out what sports I could still play. That is how I found golf, which was my jumping off point. With golf under my belt, I was able to convince my mom to let me start skiing again, albeit at a much lower level than before. Five years later, I had been enjoying an active life of golfing, skiing, and looking for my next challenge. I



Madison Baumann (left) is riding stoker in the Summit Challenge with Laura Dusold as captain. Madison has a visual impairment and by riding a tandem through the National Ability Center, she will be able to participate in the 50 mile ride. Photo by Berin Klawiter

learned about the National Ability Center, or NAC, an adaptive center for individuals with differing abilities – Individuals just like me.

I moved to Utah, excited to get involved with the ski program at the National Ability Center. At first,

I was only interested in skiing as a hobby. But then I discovered that, not only did the NAC have a high performance ski team for skiers with differing abilities, they also had openings

Continued on page 8

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COMMUTER COLUMN

Lindsey Edwards is a Recreational Cyclist Striving to be a Bike Commuter

Lindsey Edwards at her first BMX race. Photo courtesy Lindsey Edwards

By Turner Bitton

Lindsey Edwards is the Salt Lake County Regional Director at the YMCA of Northern Utah where she oversees youth development programming staff throughout the valley and help make the Y a successful leader in educating youth. Cycling West recently caught up with her to talk about her experience as an aspiring bicycle commuter – and a life-long BMX enthusiast.

Cycling West: Tell me a little bit about yourself. Are you from Utah? If not, what brought you here?

Lindsey Edwards: No, I am originally from Watauga, Texas. My husband and I served as Peace Corps volunteers in Uganda, East Africa. We then moved to New York City for graduate school. After living abroad, we knew we wanted to be in a place that offered real access to the outdoors, and Salt Lake City seemed to be perfect. We drove a U-Haul with everything we owned out here about 7 years ago and have fallen in love with Utah.

CW: What brought you to cycling? Is it a lifelong passion or something you picked up more recently?

LE: I have always loved riding my bike and learned how to ride at a

very young age. I started racing BMX at four and a half years old, and I loved the freedom it gave me as a kid to be able to ride through the neighborhood and be outside. I would say I took a break from riding through my young adult years but have recently found my way back to cycling.

CW: Do you consider yourself a commuter or more of a recreational cyclist?

LE: I would say I am a recreational cyclist striving to be a commuter. My goal is to commute to work 3 days per week and get a recreational ride on the weekend with my husband. I am more successful some weeks than others. I just try to turn pedals as often as possible.

CW: What does the route you talk to work look like? What's your favorite recreational ride?

LE: My commute to work is part trail and part city, so it is always interesting. My favorite recreational ride is to start near the Capitol, and ride through downtown. Then head east and go through Liberty Park. Ride to Parley's Trail, and ride through Sugarhouse Park. Then head back North to the Capitol through the west side of town. You get to pass the railroad station and new breweries. There is so much to see in a relatively short ride. It shows how special Salt

Lindsey Edwards celebrating the purchase of a new bike. Photo courtesy Lindsey Edwards
Lake City really is.

CW: I understand you were recently in an accident. Has that shaken your confidence at all? Any advice for other commuters?

LE: Yes, I did. I would not say that it shook my confidence because I was eager to get back on my bike once I got it out of the shop. I would say I have a deeper respect for riding now, though. As far as advice goes, I would say you can't be too careful. You can be doing everything right, and accidents still happen. I would also say that if you do wreck or have a scary experience, don't let it deter you from getting back on.

CW: What is your favorite piece of cycling equipment - other than your bike?

LE: My favorite piece of kit is my SON 28 dynamo hub with a Busch Moller front light. It is attached to my front wheel, and kinetically operates a front and rear light. So, I always have light when I am riding my bike. I was not always great about remembering to charge my lights before, and now I don't have to worry about it. My goal was to remove as many barriers to riding as possible. I wanted to make it as easy as possible to just go for a ride, especially as I was just getting back into riding.

CW: If you could wave a magic wand and fix one thing about cycling, what would it be and why?

LE: Honestly, I would like to see more people cycle. Changing transportation changes the human. I am

not suggesting that everyone ditch their cars, and only ride for transportation (although that would be cool). However, I would like to see more people being outdoors and riding. I feel like I can connect to the city on a different level by cycling through it, and Salt Lake City is a fun place to ride.

Turner C. Bitton is an avid cyclist and is well-known for his commitment to public service. He lives in the Glendale neighborhood of Salt Lake City with his husband Chase and their two dogs Charley and Moose.

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

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SPEAKING OF SPOKES

4th Annual Potato Run (Or, The Ward Boys' Heritage Ride)

Paul Spilker, Ryan Whittaker, Nick Ward, David Ward, and Kimball Ward on the 4th Annual Potato Run from Ogden, Utah to Pocatello, Idaho. Photo by Nancy Ward

By David Ward

I am an Idaho boy at heart, having been born and raised in Tyhee, a small farming community sandwiched between Pocatello and the Fort Hall Indian Reservation. So when my brother, Nick, came up with the idea to do a one day ride to Pocatello, I was all in.

Nick and I have a small group of family and friends we ride with, affectionately known as the "Studs and Former Studs", a team name we adopted for the LOTOJA. "Studs" is for the young, strong guys, and "Former Studs" is for the guys like Nick and me who are way past our prime, if we ever had one. In truth, maybe we should use the term, "Never Were Studs". And on the topic of our team name, now that we have women participating in our group, we should probably include the term, "Studettes". Enough of the name stuff.

Anyway, Nick came up with this idea, and several of our team decided to do this as a training ride for the LOTOJA. So, we scoped out a route from north Ogden and on August 6, 2016, after begging some spouses to provide support, we held what turned out to be our 1st Annual Potato Run. Why "Potato"? Because Idaho is famous for its potatoes. Duh. And why "Run" instead of "Ride"? Good question. Probably because whoever came up with the name was euphemistically thinking of "making a run to Idaho for some potatoes". Anyway, the name has stuck, and I think we all like it.

So on this last July 20th, seven of us set out around 6:30 a.m. We made our way through Pleasant View and on to Highway 89. As we rode past the cemetery in Willard, I turned to my son, Kimball, and said, "Put your

hand over your heart. We are riding past your great, great, great grandfather's grave." George Welton Ward, a convert to the LDS church who emigrated from England, was sent by Brigham Young to settle the Willard area. So, a little piece of heritage.

From there, we rode through Brigham City and Honeyville, and on to Deweyville, a really nice stretch of rural beauty, where we turned and made our way to Tremonton and on to Riverside for our first stop. After fueling up, we rode on to Plymouth, crossed under 1-15 to the west side frontage road and continued north. Just before crossing the border into Idaho, we passed the small community of Portage. Hand over heart again, as Portage is where my grandmother, Marinda Irene John, was born and raised. A second little piece of heritage.

As we crossed the Utah/Idaho border, Nick celebrated our heritage by breaking out into the Idaho state song, "And here we have Idaho, winning her way to fame. . . ." I joined in, but needless to say it's hard to carry a very good tune with labored breath from pedaling our bikes. Our riding partners just smiled.

Just past the border is the small community of Woodruff. I again told my son to put his hand over his heart as we passed the home where my grandfather, Richard Alvin Ward, was born and raised. My great grandfather, George Ward, son to George Welton Ward, had moved from Willard to the Malad Valley. A third piece of our heritage.

As an aside, and another piece of our family heritage, my grandfather, then a young man, drove a horse and wagon from Woodruff to Portage to pick up my grandmother, after which they continued on to Logan

where they were married in the LDS temple. Family lore has it that when he picked her up, she was crying. He offered to call it off, but she declined, and here I am two generations later. As a further aside, Richard and Irene moved to Sterling, Idaho and later to Tyhee. And that is how Nick and I ended up being raised there.

Back to the ride. After Woodruff, we came to Malad where we had our second main stop. I have to confess, I had been having some intestinal issues since early on, and made a quick dash to a gas station to use the restroom facilities. After our feed stop, I had to make another quick dash to the gas station. Thankfully, my intestines then settled down for the rest of the day. Despite those issues, the legs were feeling really good, so it was kind of that odd situation of not feeling so well in one way, while my legs were going well.

From Malad, it was on up to Devil Creek Reservoir and then a scenic climb from there to the top of the Malad Summit. At that point, we got our only real downhill, about a one mile stretch of tuck and cruise. At the bottom of that hill, we swung to the west side of I-15 again and then angled across the valley to our final feed stop in Arimo.

Up to this point, we had mostly ridden through open farmland surrounded and divided by large stretches of mostly sagebrush. But for a southern Idaho boy, that is almost like riding through the promised land. The smell of sagebrush and alfalfa, the songs of meadow larks, the sound of sprinkler pipe in the fields and the vast stretches of semi-arid country mixed with large fields of potatoes, alfalfa, wheat, sugar beets and various other crops brought forth the sweet memories of my youth, and tender emotions of growing up among good people in this semi-arid yet fertile countryside.

More was yet to come, though. From Arimo, we swung back to the west side of the valley, crossing the Portneuf River and hooking up with South Marsh Creek Drive. This little used road, and little known except for the locals, meanders alongside Marsh Creek which flows alongside a black wall of ancient lava flows with rising mountains further behind. Between the road and creek is lush bottom land with grazing horses and livestock. Marsh Creek then flows into the Portneuf River, and we turned onto to the bordering West Portneuf Road, following this lush and idyllic scene which continued to unfold to us as our tiring legs pushed our bikes the final miles to the finish at Ross Park.

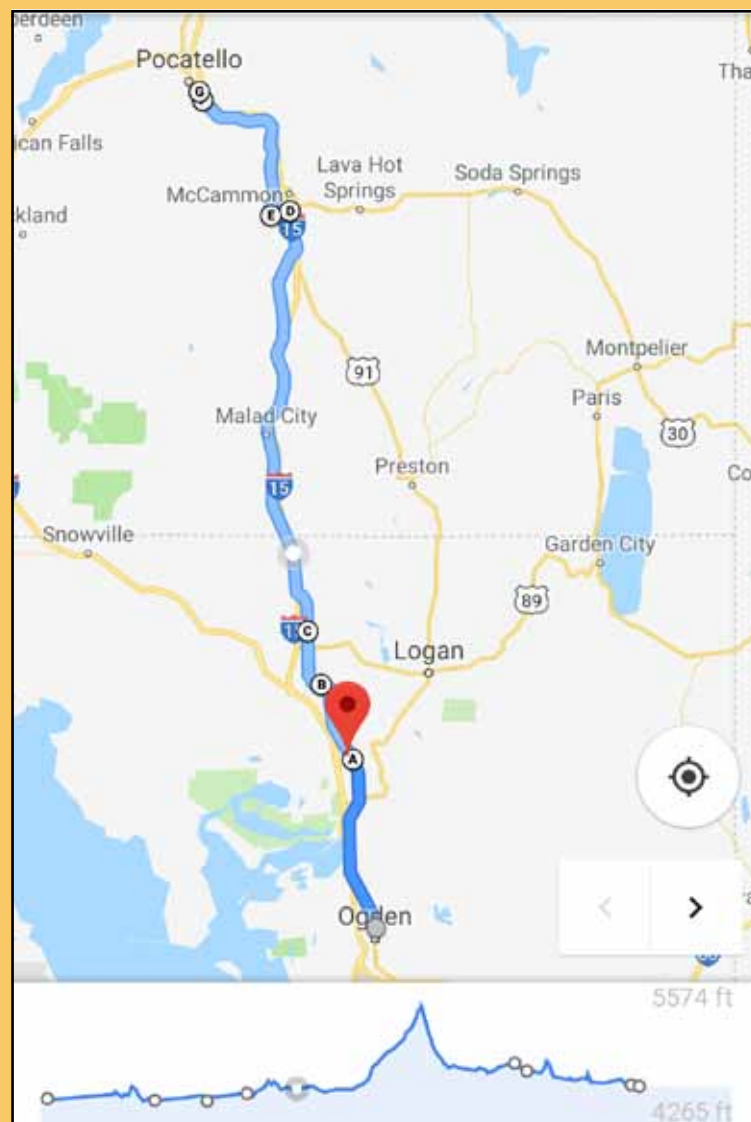
This year's annual Potato Run was a great ride, despite the lack of a good south wind to push us along. It was also a day of heritage, reflecting on the progression of my ancestors as the generations moved northward along this route to eventually settle in Tyhee. And it has been a day to enjoy the southeastern Idaho beauty which reminds me that my heart remains that of a boy who had the good fortune to grow up in this corner of Idaho.



Kimball and Paul on the Potato Run. Photo by David Ward



Kimball Ward on the bucolic roads of the Potato Run. Photo by Nancy Ward



A map of the Potato Run ride. Map by Google Maps

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Riding Blind - Continued from page 3

for visually impaired skiers. I had found the right place for me.

The NAC quickly became my new family. Thanks to the help of the incredible instructors and coaches who guided my training, I was back to my old crazy skier ways of flying down the race hill.

I soon discovered that NAC also offered a large variety of outdoor recreation, ranging from cycling and whitewater rafting to rock climbing, archery and more. Many of these activities sparked my interest. After a long debate with myself, I decided to take the leap and try cycling for the first time in over 13 years. I went out on a tandem bike with my friend Tom. It was amazing! With Tom at the helm I was confident I wouldn't hit a pothole or fall off a curb that I was unable to see. It was just what I needed. And it lit a new fire inside me.

I decided to train for the NAC's Summit Challenge, an inclusive road ride for cyclists of all abilities that travels some of Summit and Wasatch County's most scenic roads. But, I still needed a buddy rider. I needed someone to lead the way on the tandem bike and pedal together with me



Madison Baumann (right) and Laura Dusold at the entrance to the National Ability Center. Photo by Berin Klawiter

for the 16-mile ride. And so, it began.

I asked around, looking for a reliable buddy rider until I found the perfect person. While chatting with coworkers, one of them, Laura Dusold, looked up from her desk and, without hesitation, said "I'm in."

Laura was ready to go all-in and cycle to the moon and back on the 100-mile loop for the Summit Challenge. As for me, I was not quite ready for that big of a climb. After much discussion we compromised on the 50-mile loop and began training.

To say that our first ride was a little nerve racking would be an understatement. We did manage to

make it around the parking lot a few times, without falling, but that was it.

As you can probably guess, trusting somebody else to guide you on a bike is very challenging. When you are on your own bike you make all the decisions, where to ride, how fast to ride, how long to ride, and how much risk you are willing to take. When you are on a tandem bicycle, those decisions are not just up to you. Everything is up to the team. So, Laura and I took the slow and steady approach to our ride. For me, it was about learning to trust her to make the right choices on which path to take and at what speed to



Madison Baumann (left) and Laura Dusold training for the Summit Challenge in August. Photo by Berin Klawiter

take us. For her, it was about learning how to communicate to me what was happening. From a bump on the path to a sharp curve along the road, Laura has had to learn how to share what I need to know in order to help keep us both on the bike, and she is absolutely crushing it!

So far, we have only had one spill, which we recovered from quickly. And, we have enjoyed every single ride together. While in the saddle, we've discussed serious topics and shared silly stories to become great friends.

Come ride with us at the Summit Challenge on August 24th. Whether you are taking on the 16-mile, 50-mile, 80-mile, or 100-mile route, riding as a team or getting back on an adaptive cycle after years away from the bike, let's take this challenge on and shoot for the stars together!

The Summit Challenge is a benefit road ride for the National Ability Center on August 24, 2019 in Park City Utah. To learn more, sign up or support adaptive cyclists like Madi

and Laura, visit summitchallenge100.org.

Ride information: August 24 — Summit Challenge, Park City, UT. Riders of all ages and abilities will hit the pavement for a 100, 80, 50 or 16-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! The 100 ride goes through the prestigious Wolf Creek Ranch property which is usually closed off to road bikers. Enjoy a ride length of your choice and end up back at the National Ability Center for food, drinks and music., Tommy Youngblood, 435-649-3991, 435-200-0990, events@discovernac.org, Whitney Thompson, 435-649-3991, whitney@discovernac.org, summitchallenge100.org, discovernac.org

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CYCLING

The Story of Team Africa Rising



Cyclists and staff (Kim Coats is on the far left) at the Team Africa Rising Cycling Center in Musanze, Rwanda. The Sandy Grant Education Center provides education for cyclists. Doug Grant tells localemagazine.com, the center is "named after my wife who passed away from cancer in 2013. The Education Center is a huge benefit to the national team riders who previously had no access to secondary school." Photo courtesy Team Africa Rising



A Team Rwanda rider in the junior women's race in the 2018 African Continental Championships. Photo by Skyler Bishop

By Kimberly Coats

In 2006, Jonathan "Jock" Boyer landed in Rwanda. He came at the behest of Tom Ritchey and a donated plane ticket to help Tom run a bicycle race in a small Rwandan village. There was no big plan, a plan after the bike race, just do the race and go home and back to his life. Jock spent the next decade in Rwanda developing the Rwandan National Cycling Team.

The first Wooden Bike Classic was won by a young man wearing a much too old helmet with the strap fastened around his chin just below his lower lip. That young man was Adrien Niyonshuti, an incredible cycling talent. Together Jock and Adrien changed the world of cycling in Rwanda and beyond over the next decade.

In spring of 2007, Jock returned to Rwanda and began testing riders and by March had selected the initial five members of Team Rwanda Cycling. Two of those riders, Adrien and another cyclist, Rafiki Uwimana, headed to South Africa to race the

Cape Epic. Adrien and Jock were partners, and by the end of the 8-day grueling mountain bike stage race, they were 23rd in their category and 33rd overall amongst 468 teams who finished. The cycling world took notice.

In 2008, Jock spoke with Douglas Ryder, who at the time ran a South African Continental Team, MTN Energade, and Douglas took Adrien and another Rwanda, Nathan Byukusenge. Adrien would stay with this team in all its variations eventually becoming the first Rwandan to race for a World Tour Team, Team Dimension Data.

During the early years, Jock rode and trained with the riders and slowly began to develop legitimate competitive cycling in Rwanda. By 2009, the original five had grown to 12-15 cyclists attending regular camps at the team's home base in Musanze, Rwanda, a small town in the northern part of the country. Jock also added staff, a French mechanic by the name of Maxime Darcel, and a volunteer who became the Director of Marketing and Logistics, Kimberly Coats. The team slowly began to

see small results, but for every little win, there were exponentially more obstacles.

In 2009, with the support and vision of the Rwandan government, the first UCI 2.2 Tour of Rwanda launched. Rwanda would see a home town winner until 2014, however, the race grew year over year as did the fan base and support.

For the first time in history, in 2010, Rwanda hosted the African Continental Road Championships. This was the Olympic qualifying race and a strategic plus for home country advantage. Adrien, who had been training, racing and living in South Africa was primed to become the first Rwandan to qualify for an Olympic cycling event. Unfortunately, a mechanical on the last lap caused him to miss the winning break, and the slot went to Dan Craven of Namibia.

However, just a few short months later, Adrien qualified at the 2011 African Continental Mountain Bike Championships held in South Africa.

He became the first Rwanda to qualify for the Olympics in mountain biking. It was a massive victory for Rwanda and put Rwandan cycling on the map.

When Adrien raced in London in 2012, he became the first Rwandan and first black African to finish an Olympic Mountain Bike event in the Games history. The road for Adrien was long and filled with loss and heartache. Adrien is a survivor of the 1994 Rwandan Genocide. He lost six brothers and 60 family members in a span of 100 days in 1994. To come from such desperate tragedy to the glory and achievement of the Olympics was nothing short of miraculous.

Adrien and Jock's story of finding each other and making it to the Olympics is told in the 2012 award-winning documentary, *Rising From Ashes*.

Slowly, Rwanda began to move up the ranks in the Africa Tour. Year over year, the team started to secure stage wins. The Tour of Rwanda

expanded and attracted more international teams. The team continued to grow, clubs formed, and young people who rode bikes now realized they would ride bikes professionally. They wanted to be the next Adrien Niyonshuti!

In 2014, a young man from a small town in Rwanda, who had tested with Team Rwanda Cycling three times before he was brought onto the team, became the first Rwandan to win a stage at the prestigious Tropical Amissa Bongo UCI 2.1 race in Gabon. Bonaventure "Bona" Uwizeyimana used to see Team Rwanda training along the road by his house and would jump on and ride as long as he could. He would come for regular testing camps but was always on the bubble. One day, he sprinted with Team Rwanda for the prime in a local village and won. Bona came to camp and never left. Bona later raced for the feeder team for Team Europcar. He is the current Rwandan National Road Cycling Champion (2016 & 2019) and in 2018 became the first Rwandan to win the Tour of Cameroon. Bona is now the team captain of the first Rwandan UCI Continental Team, Team Benediction Excel Energy.

At the 2014 Tour of Rwanda, a Rwandan finally took the Yellow in the General Classification. Valens Ndayisenga, a protégé of Adrien Niyonshuti's cycling academy became the first Rwanda to win the home race. After the victory, the Rwandan President, Paul Kagame, invited the team for an exclusive reception where he committed a fleet of new national race bicycles and earmarked our compound, Africa Rising Cycling Center, the perma-



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Team Rwanda at the 2018 African Continental Championships. Photo by Skyler Bishop



Team Rwanda at the 2018 African Continental Championships. Photo by Skyler Bishop



A Team Rwanda rider in the Elite women's race in the 2018 African Continental Championships. Photo by Skyler Bishop



The Zambia team at the 2018 African Continental Championships. Team Africa Rising founder Jock Boyer is pictured in the center in orange. Photo by Skyler Bishop

ment home of Team Rwanda Cycling. Valens later went on with Bona to ride for Team Dimension Data Continental. He also rode for Team Tirol out of Austria and POCCL out of France. He repeated a win at the Tour of Rwanda in 2016 when he was riding for Team Dimension Data Continental.

In 2016, Adrien returned to the Olympics in the road cycling event in Rio and his compatriot from the beginning, Nathan Bykusenge, qualified for the XCO Mountain Bike event at the age of 37.

The Future of Team Africa Rising

By 2017, Jock Boyer and his now wife, Kimberly Coats, were poised to relinquish the day to day operations, funding and support of Team Rwanda Cycling to the government of Rwanda and the Rwandan Cycling Federation. The plan was always to build the team, infrastructure, and culture to eventually turn it over to Rwanda.

Rwanda became the success story from which to build Team Africa Rising. As Rwanda came from

nowhere to the top of the Africa Tour other countries began seeking our support. Team Africa Rising started working with countries, teams, and cyclists requesting our assistance. Our goal is to assist in developing UCI Continental Teams and to promote women's cycling on the continent. In 2019, Africa has seven UCI Continental or higher level teams versus three in 2018. Rwanda, Angola, and Guinea-Bissau have their first Continental teams in the history of the sport.

In 2020, Team Africa Rising is working to bring the first Pan Africa women's team to races in Holland and Ireland, along with assisting Nigeria in launching their first UCI Continental Team.

Battle of the Gravel

Team Africa Rising also works on the grassroots level supporting and advising programs in Sierra Leone and Togo and with the national team of Benin.

Team Africa Rising is a 501(c)3 non-profit supported by grants, donors and people buying merchandise and participating in one of our

fundraisers. Our largest fundraiser is the 50 Mile Ride for Rwanda held for 13 straight years in Southern California. This event has raised over \$1 million since 2007. Based on the long-running success of the Ride

for Rwanda, Team Africa Rising is developing another ride, Battle of the Gravel in Savery, Wyoming.

Battle of the Gravel will feature some of the members of Team Rwanda and possibly other African cyclists we work with on the continent. The event will feature three distances 21, 50 and 106 and will traverse 95 – 100% gravel roads for all three events. Team Africa Rising along with Boyer YL Ranch, Jock's boyhood summer home is hosting the event to raise awareness and funds for the cyclists on the African continent. The event is also supported by the Carbon County Visitor's Council to introduce tourists to this spectacular area of Wyoming.

Join us on Sunday, September 15th for the Battle of the Gravel, race

your heart out, enjoy the fantastic roads and scenery and support the young men and women of Africa in the pursuit of their dreams.

For more on Team Africa Rising, see: <https://teamafricarising.org>

Battle of the Gravel 2019 Event info:

September 15 — Battle of the Gravel, Savery, WY, South of Rawlins, WY, The race will start and finish at the Little Snake River Museum. Riders will start between 7 and 9 am and return to a BBQ, band and brews on the grounds of the Museum. 95 miles, Kimberly Coats, 307-383-7778, 530-744-8773, teamrwandacycling@gmail.com, battleofthegravel.com



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CYCLING AND THE LAW

Bicycle Deaths Spike Sharply in America's Largest City - What We Can Do to Stay Safe Here at Home.



Salt Lake City Mayor Jackie Biskupski and Salt Lake City Police Department Chief Mike Brown ride in the 300 South protected bike lane during the 2019 Bike to Work Day. Salt Lake City needs more protected bike lanes as does every city in the country. Photo by Dave Ittis

By Greg Hoole

CNN recently reported that seven-teen cyclists have been killed in New York City this year alone. To put this in comparison, there were only ten deaths in 2018. In response, Mayor Bill de Blasio recently announced a \$58.4 million plan to improve bike safety in the city.

The improvements largely consist of adding 30 miles of additional protected bike lanes each year, with the goal of having 80 new miles of

such lanes by 2021 (for a total of around 162 miles). Protected bike lanes, which use a physical barrier to separate cyclists from motor vehicles, are far superior to painted lines on the street.

A May 2019 report by the city transportation department found that there are 490,000 cycling trips made in a typical day in New York, and that number is expected only to grow. Cities along the Wasatch Front, likewise, continue to see an increase in cycling trips. This provides countless benefits, both to our community and

cyclists themselves. Unfortunately, as cycling trips increase, so do injuries.

According to the latest statistics reported by the Utah Department of Health, each year in Utah an average of 372 cyclists are injured in crashes with motor vehicles. Five are killed. Nearly half of these injuries are suffered by children and young adults. Head injuries are the most serious type of injury and the most common cause of death for bicyclists. Bicycle helmets have been proven to reduce the risk of head and brain injury when a crash occurs by as much as 85 to 88 percent.

Suffice it to say, we should all wear a bicycle helmet every time we ride. There are also a number of other, common sense, measures we can take to stay safe out on the road. First and foremost, we need to be seen. All other safety tips typically boil down to helping us be seen. This is because nothing else really matters if motorists don't see us.

One thing to consider is using a white flashing light on the front of your bike and a red blinking light on the back every time you ride. Lights are required at night but they also greatly improve one's visibility during daylight hours. (By the way, failing to wear a helmet or use a bright white front light and a red taillight at night not only greatly increases your chances of accident and injury but may compromise your ability to obtain legal relief if you are injured.)

It is also critical that we be predictable. This means generally acting like a motor vehicle—driven by a smart person. We should follow the rules of the road. I came across a cyclist riding against traffic (including me) on my ride this morning. Not a good idea. Cars don't expect

traffic going the wrong direction. This means your chances of being seen are greatly diminished and your chances of getting whacked are greatly increased. Never do this, and teach your children likewise.

Finally, ride defensively, with making sure motorists see you being first in your defensive strategy. The best way to make sure a particular motorist actually sees you is to make contact with the motorist. Although you cannot always be 100% positive that a motorist who is looking at you actually sees you (I could tell you stories), you can be 100% positive that the motorist does not see you if he has not made eye contact with you. Track the eyes and live.

So, as we as a cycling community continue to push for more

biker-friendly infrastructure (like New York is implementing), don't forget to focus on what you can do individually to stay safe.

Reference: New York City's Green Wave Bike Plan can be found here: <https://www1.nyc.gov/office-of-the-mayor/news/368-19/vision-zero-mayor-de-blasio-green-wave-bicycle-plan-address-cycling-fatalities---#0>

Greg Hoole is a cycling attorney and the director of the non-profit Wheels of Justice. Many more tips to keep you safe while riding can be found on Greg's website: www.utahbikinglaw.com.

Federal Government Releases Bikeway Selection Guide

It's quite technical but the Federal Highway Administration (FHWA) has released what it considers a comprehensive guide for transportation officials to measure trade-offs and determine what type of bikeway to build where. The Bikeway Selection Guide shows, for instance, how to consider auto traffic volume and speed and number of lanes. It discusses all the possibilities from narrowing and removing auto lanes to the preferred shoulder width on rural roads (10 ft.).

Among the many generalities: It's usually better to include a bike lane even next to parking, despite the possibility of dooring, which accounts for 5-10 percent of bicycle accidents. And generally, one-way bike lanes are better on two-way streets than two-way bike lanes on one side.

It is also worthwhile to provide protection at intersections and continue bike lanes through them. "Intersection approaches with mixing zones require motorists to yield to bicyclists before entering or crossing the bike lane. This clarity can be further enhanced with bicycle lane extensions through the intersections, green colored pavement, and regulatory signs. Research shows protected intersections have fewer conflicts and are therefore preferable, the guide says.

The manual discusses the many factors that should go into deciding whether to separate autos from bikes. If they can't do so, planners can consider other measures, such as reduced speed limits.

Bicyclists do tend to feel more comfortable on separated lanes. View the Bikeway Selection Guide at: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

-Charles Pekow

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TOUR DE FRANCE

Milestones: Eddy Merckx and the Tour de France That Almost Wasn't

Merckx Disqualified: a requiem for cycling. Image from page 17 of La Stampa, 3 June 1969 under Creative Commons License. Image by Editrice La Stampa S.p.A.

By Steven Sheffield

On the evening of Saturday June 28, 1969, a young Belgian cyclist just 24 years of age, dressed in the white and red colors of the Faema squad and wearing *dossard* 51, took his place on the start-line of the 56th Tour de France in the northern town of Roubaix on the border between France and Belgium; his first appearance. He would not win the Prologue time-trial that day, finishing second to Rudi Altig of the Salvarani team.

22 days later, on Sunday July 20, 1969, Edouard Louis Joseph Merckx—commonly known as “Eddy”—would step onto the top step of the final podium in Paris as the General Classification winner of the Tour de France in his first attempt, wearing the *maillot jaune* for a total of 19 of those days and winning 6 individual stages in the process, as well as being part of the Stage 1b team time trial winning squad.

Merckx would also finish in Paris as the winner of the Points Classification, the King of the Mountains Classification, the Combination Classification and the overall Combativity Prize. This was the first and only time that a single rider won all of the major classifica-

tions at the Tour de France. If it had been an official classification at the time, he would have also won the Best Young Rider award for those riders under the age of 26.

Fifty years later, Merckx’s Tour de France record is well-known, becoming the second rider to win the Tour a total of 5 times—a feat which had only been accomplished by Jacques Anquetil prior to Merckx’s career—collecting a total of 34 stage wins and wearing the *maillot jaune* a total of 96 days in the process, both of which are records which have yet to be broken. He also amassed 5 wins in the Giro d’Italia and 1 win in the Vuelta, giving him 11 total victories in the Grand Tours, another record which has yet to be broken.

And yet, Merckx almost didn’t start the Tour that late June evening in 1969, and who knows what his career would have looked like had he not.

In 1967, while riding for the Peugeot-BP-Michelin squad, Merckx raced in the Giro d’Italia, finishing 9th overall, with two stage wins.

Later that summer, his Peugeot teammate Tom Simpson died on Mont Ventoux at the 1967 Tour de France, due to heat exhaustion exacerbated by amphetamines and alcohol. While Merckx was not at that

Tour, when the news flashed across his television set during the evening news, Merckx became distraught. Simpson had been a friend and mentor to the young Belgian, unlike the hostility that Merckx had faced from his previous team leader Rik van Looy. He immediately decided to attend the funeral in England, the only rider from the European continent to do so. To this day Merckx is saddened that Simpson’s name is so closely associated with doping, rather than for the Briton’s accomplishments while alive.

After Simpson’s death, the Union Cycliste Internationale (UCI), which is the governing body of the sport of cycling, implemented mandatory doping controls for the 1968 season. The 1968 Giro d’Italia would be the first major Tour to have regular testing, with results to be announced 15 days after the conclusion of the race.

After switching to the Faema team from Peugeot in the off-season, Merckx won the Giro d’Italia—his first of 11 total Grand Tour victories—taking another 3 stage wins. On June 15, 1968, the Italian Cycling Federation announced that 9 riders returned positive tests during the race. Merckx was not one of the offending riders.

Riders testing positive included

Italian stars Felice Gimondi and Gianni Motta, along with Gimondi, Motta, Franco Balmamion, Franco Bodrero, Raymond Delise, Peter Abt, Victor van Schil, Mariano Diaz, and Joaquin Galera. Balmamion’s result was thrown out, as the substance he tested positive for had yet to be officially banned.

Gimondi’s ban was overturned on July 15, because he claimed he had just used Reactivan, an over-the-counter stimulant appetite suppressant containing fencamfamine, which has similar properties to amphetamines but at about half the strength. At that time, Reactivan was still in the grey area between legal and illegal drugs. With the exception of Balmamion, all of the riders with positive tests served a ban of at least 30 days.

In 1969, Merckx started the Giro d’Italia as the overwhelming favorite, and by the rest day on May 31, he had won an additional 4 stages and wore the *maglia rosa*—the pink jersey—as the General Classification leader. Then his world fell apart.

On Sunday June 1, after the 16th stage from Parma to Savona won by Roberto Ballini, Merckx was called to Doping Control as the leader of the race. The following morning, Monday June 2, 1969, it was

announced that Merckx’s test came back positive for fencamfamine, the same substance that Gimondi had used in 1968. Giro organizer Vincenzo Torriani was forced to exclude him from the remainder of the race, with no right to appeal.

Controversially, the results of the test were announced to the press even before Merckx himself had been informed; the Faema team director Vincenzo Giacotto and Vincenzo Torriani were accompanied by RAI Television crew, along with two reporters—Bruno Raschi from *La Gazzetta dello Sport* and Théo Mathy, from the Belgian RTBF television.

Immediately after the announcement, Merckx was interviewed by RAI’s Sergio Zavoli in a state of collapse, lying on his bed in Room 11 of the Hotel Excelsior in Albisola Marina, sobbing in French, “I don’t know what to say. I am sure I took nothing. I’m sure of it. I don’t understand anything.” It was the first time that a race leader had been found positive and kicked out of any of the major stage races.

The offense also came with an automatic 30-day suspension, which in this case would not expire until July 2, 4 days after the Tour de France was due to start in Roubaix, meaning he would not be allowed to start. It was a crushing blow. Merckx was convinced that it meant the end of his career, and that he was going to be sacked by his Faema squad.

Almost immediately thereafter, Merckx’s supporters began a campaign to have his ban overturned; even much of the Italian media felt that Merckx was the victim of some sort of conspiracy to keep him from winning the Giro d’Italia for a second straight year. The Italian newspaper *La Stampa* went so far as to call the scandal a “requiem for cycling,” while the headline in the *Corriere dello Sport* said that “Il ciclismo si sta suicidando (cycling is committing suicide).” Bruno Raschi’s report for *La Gazzetta dello Sport* concluded “I can believe that they’ve found Merckx drugged, but I’m sure that someone put the dope in his broth.”

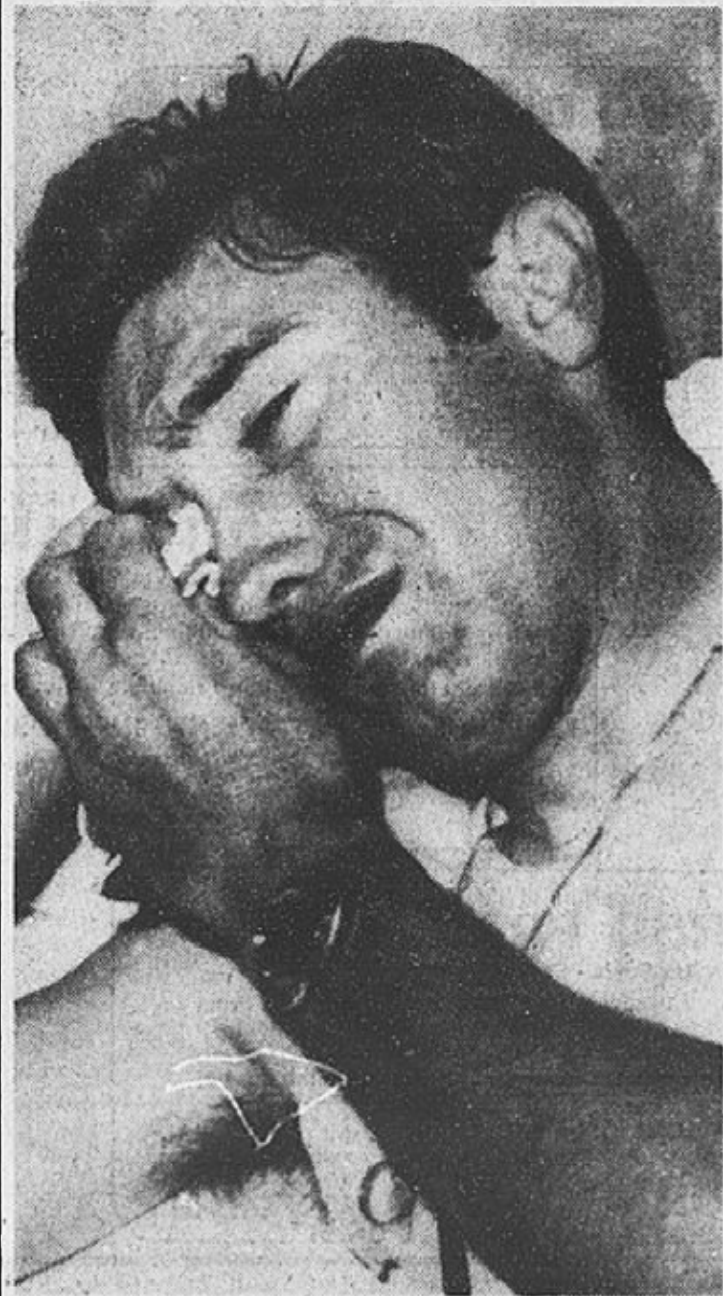
Two days previously, an unnamed support rider on Felice Gimondi’s Salvarani team allegedly knocked on Merckx’s hotel room and offered him a briefcase full of money to throw the Giro, and allow Gimondi to win, which Merckx declined.

Because of this, suspicions were tossed around that Merckx had been intentionally drugged by someone spiking his food or drink with fencamfamine, or that his test samples had been tampered with, in order to get him thrown out of the Giro.

While situations like this seem less plausible in the modern era, in the early days of drug-testing, this was entirely possible. Riders would often accept hand-ups of food or drink from spectators on the side of the road. Teams did not travel with their own chefs or food supplies, and thus had less control over what they ate and drank at meals.

In fact, the entire drug-testing process was still in its infancy; it had been less than two years since Tom Simpson died at the 1967 Tour de France. Despite Simpson’s death,

Il pianto di Merckx squalificato al Giro



Un fatto senza precedenti è accaduto al Giro d'Italia: a Savona Merckx, il corridore più forte di tutti, primo in classifica, è risultato positivo all'esame antidoping, che per regolamento si tiene al termine di ogni tappa. La vicenda è inspiegabile poiché l'asso belga non aveva alcun bisogno di ricorrere ad energetici proibiti in un tratto della gara non impegnativo. Le norme del Giro hanno imposto l'allontanamento e la squalifica del corridore. Nella foto: Merckx, piangente, dopo il provvedimento (Telefoto - I servizi dei nostri inviati a pagina 17)

A distraught Eddy Merckx sobs in his hotel room after being informed of a positive doping test at the 1969 Giro d'Italia. Image from page 1 of La Stampa, 3 June 1969 under Creative Commons License. The caption reads "An unprecedented event happened at the Giro d'Italia: at Savona Merckx, the strongest rider of all, first in the standings, he was positive in the anti-doping test, which by regulation is held at the end of each stage. The story is inexplicable because the Belgian ace had no need to go to energy banned in a non-binding section of the race. The rules of the Giro imposed the elimination and disqualification of the runner. In the picture: Merckx, crying, after the inspection (Telefoto - The services of our correspondents on page 17)." Image from Editrice La Stampa S.p.A.

many still questioned whether testing was necessary at all. No real standards had yet to be implemented; not even something as basic as establishing a set list of banned substances, nor guidelines for counter-analysis of B-samples after a positive result. At the 1969 Giro, testing was done in a mobile lab which followed the race from stage to stage; test equipment was not always well secured and could be knocked out of calibration by jostling and shocks from poor roads. Samples were also not sealed and secured in the same manner as they are today, so it is entirely possible that the samples

were indeed tampered with. Merckx also had the support of the Belgian government, which issued a statement stating the that accusations "were without foundation" and that he was the "sacrificial victim of a criminal plot." Merckx's wife Claudine later estimated that her husband received over 10,000 letters of support, which took until the end of the Tour de France to answer them all, after enlisting the help of friends, family, and neighbors. On June 14, 1969, the Fédération Internationale du Cyclisme Professionnel (FICP), which governed the sport of professional

cycling under the auspices of the UCI, convened an extraordinary meeting in Brussels, after which they released a communiqué stating that they:

- Accepted the results of the tests carried out by the Italian doctors
- Granted that the Italian Pro Cycling Union (UICP) had the right to suspend Merckx based on the test results
- Considered the "irreproachable record of the incriminated rider" and the negative results of tests that he had undergone in the past
- Doubted that Merckx voluntarily intended to dope, and
- Gave him the "bénéfice du doute" or "benefit of the doubt" and lifted his sanctions effective immediately.

This meant that Merckx would indeed be able to start the Tour de France just 2 weeks later, but also triggered many protests that he was being given preferential treatment because he was Eddy Merckx, not because he was innocent. At the Tour of Luxembourg, riders staged a mini-strike to express their discontent. 1968 Tour de France winner Jan Janssen declared that "the decision was an injustice towards ... lots of little riders who were punished without being able to defend themselves."

Merckx was also not entirely happy about the wording of the communiqué, as he felt that those 3 words ("bénéfice du doute") were vague. They didn't establish guilt or innocence, which meant that Merckx would always have that positive test hanging over his head.

Walter Godefroot, one of Merckx's friends and rivals on the Flandria squad, knew that Merckx was never more dangerous than when he was down. "When everyone else is hurting, they slow down. When Merckx is in trouble, he attacks," says Godefroot and so it was.

Merckx had been deeply wounded by the scandal and by the controversy surrounding its outcome, and threw himself into training over the next 14 days after being cleared to race; even riding *à bloc* for 40 kilometers on the morning of the Tour prologue, *tranquille* for another 40 kilometers in the afternoon, and then preparing for the prologue time trial that evening in Roubaix.

Merckx was always a prolific winner, but before the Savona affair, he raced with joy. He loved being on the bike, and he loved winning. But afterwards, Merckx lost his innocence and trust in people and the system around him. From that point forward, he always raced as if he had something to prove, which in a sense he did. Every time he won a race and was tested for doping, in his mind each negative test was another piece of evidence that he didn't need to dope in order to win.

It was during the 1969 Tour after one of Merckx's 6 stage wins, that Brigitte Raymond, the young daughter of Merckx's former teammate Christian Raymond, asked her father why Merckx always had to win. When the elder Raymond said that it was because Merckx was the best, Brigitte replied, "well, he's a real cannibal then." Her father found this

amusing and relayed the story to a couple of journalists. The nickname stuck. From 1969 forward, Merckx was known as "The Cannibal".

The rest is history.

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EVENT PREVIEW

Pedal the Plains 2019 is A 3 Day Road and Gravel Bike Event in Eastern Colorado



Pedal the Plains will travel through the farm country of Eastern Colorado in 2019. Here's a scene from the 2018 ride. Photo courtesy Pedal the Plains



Pedal the Plains will travel through Eastern Colorado in 2019. Here's a scene from the 2018 ride. Photo courtesy Pedal the Plains

By Dave Iltis

Pedal the Plains is a 3-day road ride in Eastern Colorado that will be held from September 13-15, 2019. The ride features a 3-day fully-supported option, with a one-day road or gravel century option too.

This year's ride travels through the Colorado communities of Holly, Lamar, and Springfield and celebrates Colorado's rich pioneer and agricultural traditions. We asked organizer Deirdre Moynihan of the Denver Post Community Foundation about the ride.

Cycling West: Tell us about the 2019 ride and the course. What are the highlights along the way? How many riders do you expect?

Pedal the Plains: The terrain is predominantly flat with some rollers

but no major climbs that is for sure. We travel through fields of corn, milo, wheat and cattle! It is very bucolic and peaceful. There are two options on Saturday: a Century and a 70 mile route so people seeking an additional challenge can find it. The route is very attainable to all with stops every 10 miles.

CW: Looks like you have lunches by the Future Farmers of America. What are the food and beverage highlights during and after the ride each day? How do you showcase local agriculture and culinary options?

PTP: We showcase them in a variety of ways. For example, the Colorado Egg Producers are at an Aid Station every day with hard boiled eggs. The Colorado FFA (Future Farmers of America) do lunch every day and source out local food to use. We always try to use the local crop

as much as possible – this area is a bit interesting because the local crop really is beef! The 2019 Route really travels through cattle country.

CW: Tell us more about the history of the area and the points of interest on the ride.

PTP: We are traveling to the far southeastern corner of Colorado this year and touching our wheels into Kansas as well. This area is full of history and stories of the wild west. For example, on Friday, we travel along what was the Santa Fe Trail. In 1821, the Santa Fe Trail became America's first great international commercial highway, and for nearly sixty years thereafter was one of the nation's great routes of adventure and western expansion. On Friday, we are also stopping at the Amache Camp, a Japanese internment camp based in Granada, CO during WWII. And that is just one day of the route emphasizing how much history there is in the area. Saturday and Sunday are equally as interesting in terms of showcasing the area. On Saturday, we will stop in Two Buttes named after the Two Buttes that can be viewed from the town. Two Buttes is one of the smallest incorporated

"cities" in the state. The population in the town is about 50, however many buildings and structures remain from its heyday when the population was around 2000. The town was founded under the formation of the dam at Two Buttes creek making Two Buttes Reservoir. Two Buttes was officially incorporated in 1911. Over the years the reservoir has evaporated and today it is used by local county residents for boating. There is also a local swimming hole called the Black Hole on the other side of the dam enjoyed by locals. Sunday will include stops at the gallery of Cowboy Poet and metal artist Bill "Three Feathers" Bunting, followed by a visit to the Colorado Green Project. So, through out the ride you will meet some of the great people of the Plains, learn the history and how they are surviving now.

CW: Can you tell us about the beneficiaries of the ride?

PTP: The 2 key beneficiaries are: Colorado FFA: Integrated into the curriculum of over 100 high schools in Colorado, the Colorado FFA Foundation is the premier co-curricular leadership organization for students ages 14 – 18. Most members

of Colorado FFA do not come from a farm or ranch but have a desire to learn more about agriculture and the inspiring task of providing food and fiber to a growing population. Areas of focus are: premier leadership; personal growth; and career success through agricultural education.

Colorado 4-H: Embedded in the CSU Extension Offices, 4-H is a non-profit designed for youth ages 5 through 18 years of age living in counties across the state. 4-H began over 100 years ago as an educational program for the rural youth of America. Their mission remains to empower young people to reach their full potential, working and learning in partnership with caring adults. Through projects in environmental science, rocketry, foods and nutrition, animal science, and photography, members of 4-H learn important skills such as leadership, ethics, decision making, record keeping, responsibility, and community service. The 4-H motto, "To make the best BETTER," is something that this non-profit strives to accomplish as it embarks on another century of service for America's youth.

CW: Is there anything else that you would like to add?

PTP: One of the great parts of Pedal The Plains is the fun of the Host Communities at the end of each day. There is music, beer, ice cream sundaes, homemade pies, food from chuck wagons and real foot stompin' country fun. The whole community comes out to support the ride and celebrate. It is so much fun.

Event Details:

September 13-15, 2019 — Pedal the Plains, Kiowa, CO, PTP will take cyclists through the host communities of Holly, Lamar, Springfield. Celebrates the agricultural roots and frontier heritage of the Eastern Plains of Colorado. Learn about farming and ranching, while experiencing the culture, history and landscape of Colorado's high plains. The Tour incorporates interactive on-route experiences by staging rest stops on farms, posting educational points of interest and serving community meals composed of locally sourced food! Proceeds from Pedal The Plains benefit The Denver Post Community Foundation in support of the Colorado FFA Foundation and Colorado 4-H., Deirdre Moynihan, 303-954-6704, dmoynihan@denverpost.com, pedalthiplains.com

GET BACK IN THE SADDLE.
Join us for the annual Mountains to Desert Ride! September 21, 2019
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CYCLING COMMUNITY

Mark Deterline, Former Cycling West Assistant Editor, Passes Away



Mark Deterline (1966-2019) in Alta, Utah in 2012 doing what he loved - riding bicycles. Photo by Dave Iltis



Mark Deterline at the top of Passo del Bernina in Switzerland. Photo by Nunzia Shannon



Mark Deterline loved to ride. Photo by Austin Henderson

By Dave Iltis

Mark Deterline, our friend and former assistant editor for Cycling Utah and Cycling West, died recently at age 52 in Germany. We are incredibly saddened by Mark's passing and miss him tremendously already. Mark was a part of the evolution of Cycling Utah and Cycling West. He wrote and co-authored over forty articles for Cycling Utah from 2011 to 2016 on coaching, health, and technical topics. Each article was written with great care, and Mark fretted over every detail and word choice in order to make the story perfect.

Mark always wanted everyone to be their best and to take part in the greater whole. In his article Teamwork Matters (on the web here: <http://www.cyclingutah.com/?p=2232>), he concludes with, "Hopefully this summary not only piques your interest and serves as motivation to get better educated about racing. It should also serve as a call to arms, as an affirmation of the exalted you role that you can play as an individual and as a member of a squad in our collective goal to elevate cycling in Utah and the West at every level, in women's, men's and junior racing."

He was a good friend, and provided advice and guidance to me during the changes in Cycling Utah and Cycling West over the years. Rest in Peace Mark. Mark's obituary is below.

Mark Stedman Deterline, 52, passed away on July 13th, 2019, after a prolonged illness. He left peacefully, able to say a gentle goodbye to his wife, who was with him. Mark was born in Palo Alto, CA on September 15th, 1966. He grew up in Palo Alto where he graduated from Palo Alto High School and was voted the most valuable player on the golf team. A gifted and diligent student and athlete, Mark was offered a golf scholarship at Brigham Young University. He opted not to play so he could focus on his studies. He majored in languages and received a master's degree in language education. He loved languages and loved to travel. After graduation he lived and worked in Switzerland, Germany, and Italy, studying German at the University of Constance. He spoke five languages, mastering some on his own.

He met a wonderful woman, Nunzia Palmieri, in Italy and they were married on February 13, 1993. They lived in Salt Lake City and

had two children, Alessio, born in Montebelluna, Italy, and Donatella, born in Provo, Utah. A loving father, Mark was supportive of their initiatives and projects. He was a great mimic and entertained the family constantly with imitations (of us others), foreign accents and anecdotal stories. After an amicable divorce Mark and Nunzia have stayed fast friends.

More recently, Mark married again in Germany, to a lovely woman, Kathy David, who was with him when he died.

Mark was also a gifted cyclist and cycling coach ("2TheFront"), mentoring his students with care and a deep knowledge of bicycles and cycling strategy. He was a category two racer, a top category for amateurs. As a racer, he was the consummate teammate and a strong

domestique, and helped fellow teammates win many races. He was often able to single-handedly control the peloton, allowing teammates up the road to excel and take the win. In his coaching career, he coached cyclists, triathletes, distance runners, cross-country skiers, motocross racers and boxers. He helped people with training, bike fit, biomechanics, and performance testing. His interests in the sport ranged from tactics to fitness, tech to cross training (of which he was a huge proponent, especially in the winter).

He designed a people's racing bicycle when he worked for CMB, the well-known bicycle frame-maker in Italy. He also worked in Italy for Campagnolo, the famous bicycle components manufacturer, doing international marketing, and in San Mateo for Richey, again in

marketing. In Salt Lake City, Utah, he did marketing for Lineo, focusing on high-tech operating systems for mobile devices.

Mark wrote over forty articles for Cycling Utah and Cycling West. Additionally, over the years, he wrote for triathlon magazines Lava and Triathlete, and for the national cycling magazine VeloNews.

Mark was the beloved son of Bill Deterline, now deceased, and Lynne and Austin Henderson, the beloved brother of Brooke and Kimberly Deterline, and half-brother of Charlie Deterline. He was beloved by his family and friends, known for his sensitivity, empathy, generosity of spirit, and knack for making people laugh and feel loved. The family has been deeply touched and nearly overwhelmed by the outpouring of love from friends across his life.



Mark Deterline, camping with bicycles. Photo by Nunzia Shannon

Salt Lake City Criterium - A Photo Gallery by Dave Richards



The women's D1/Pro peloton passes under the finish line banner during the Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)



Bold graphics overlook the women as they pass under at the Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)



Harriet Owen (Hagens Berman/Supermint) wins the D1/Pro division of the Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)

Owen and Williams take wins in Salt Lake City Criterium

The first edition of the Salt Lake City Criterium was held on July 20, 2019 in downtown Salt Lake City. The race was a stop on the professional USA Crits series tour, an eleven event national series featuring the country's top criterium racers. The race was a 1.1 mile circuit passing through the Gateway Mall.

In the women's race, Harriet Owen (Hagens Berman/Supermint) won the field sprint to take the win, with Emma Bast (Levine Law Group p/b Huseby.com) in second and Starla Teddergren (Hagens Berman/Supermint) in third.

In the men's race, Legion of Los Angeles took over at the front to set up their team leader. The strategy here worked perfectly as it has at many other criteriums this year. National criterium champion Justin Williams of the Legion of Los Angeles beat Tyler Magner (Rally UHC Cycling) to the line, followed by his brother Cory Williams, also of Legion of Los Angeles in third.

-Dave Ittis

Note: See results on page 13.



Two rider break during the Women's D1/Pro race at the Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)



Justin Williams (Legion of Los Angeles) current USA National Criterium Champion. Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)



Men's D1/Pro riders line up at the start of the Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)



Fading evening sunlight reflects off the Men's D1/Pro peloton during the Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)



Justin Williams (Legion of Los Angeles), Blake Anton (Marc Pro Cycling) & Sam Lear (Palmetto State Medical) called up at the start of the Men's D1/Pro Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)



Legion of Los Angeles team riders in tight formation setting up the win for Justin Williams. Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)



ButcherBox Cycling riders lead the pack past the fans during the Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)



Veteran announcer Dave Towle has a quick word with Cory Williams and brother Justin (Legion of Los Angeles) after taking 3rd & 1st respectively at the Salt Lake Criterium, USA CRITS series held at the Gateway Mall (Photo by Dave Richards, daverphoto.com)

TOUR OF UTAH

Larry H. Miller Tour of Utah Where to Watch Spectator Guide



The 2019 Tour of Utah returns to N. Utah and will have 6 exciting stages and a prologue. The crowds and finish are shown here in Stage 4 of the 2018 Tour of Utah, Salt Lake City, Utah. Photo by Dave Ittis



on a first-come, first-serve basis for 200 spectators for all seven days of racing. Fans will receive complimentary merchandise from Ford and the Tour of Utah. It is fun and it is free. Sponsored by Ford.

Ford Fan Parade - Official Ford Tour vehicles will drive along the course at designated finish line areas to give away complimentary merchandise to spectators each day. Check the web site for details.

BISH RV's Ride with a Team - Ever want to see and hear what goes on inside an official team vehicle before a day of racing? Join one of the Tour of Utah teams in their RV and ride from the start to the finish of Stage 3. Winners not only get to watch the race from the team RV, they'll also get VIP Hospitality passes for both the start and the finish lines as [well.The](#) contest launched mid-July. One lucky winner will receive this exclusive access, along with VIP passes to the stage.

Ford Eco-Sport Lease Contest - Race fans can enter a Ford contest at all Tour of Utah Street Team events, and at the KUTV 2 Lifestyle Expo during the first five days of racing (Prologue and Stages 1 to 4). On Friday, Aug. 16, 10 lucky winners will be selected to attend Stage 6 in Park City. On Monday, Aug. 19, one overall winner will receive a two-year lease on a Ford Eco-Sport, along with Yakima bike racks and two bicycles.

Ford Caravan Vehicle Sale - Don't miss your exclusive chance to purchase one of the Tour of Utah official Ford vehicles. Ten of the official Ford Eco-Sport vehicles will be available for purchase post race, complete with bike racks and a bicycle. Visit www.tourofUtah.com for more details and sale location.

Returning Favorites

Rider Sign-In and Wildlife Generation Autograph Alley - Spectators will be allowed to interact with the professional athletes as they walk along Autograph Alley to the

Sign-In stage. Race announcers will interview athletes from the stage, providing insights before the high-speed action commences. All photos and signatures are free for spectators. There is no Rider Sign-In on Aug. 12 for the Prologue, but grab a spot near the Start House to see each individual in the race against the clock. Sponsored by Wildlife Generation.

KUTV 2 Healthy Living Expo - Plan to arrive early to any of the seven finish line host venues and spend some time at the KUTV 2 Healthy Living Expo. This free, interactive festival area and sponsor showcase serves as a gateway to the finish line every day. It provides an array of interactive exhibits, official Tour merchandise and live entertainment, including jumbo television screens to watch the race unfold as it heads to the finish. Listed below are the street addresses for each day's finish line of the race, and the hours for the KUTV 2 Healthy Living Expo:

Monday, Aug. 12 Snowbird Resort - 12 p.m. to 4 p.m.

100 Little Cottonwood Canyon (Iron Blossam parking area)

Tuesday, Aug. 13 North Logan City - 11 a.m. to 4:30 p.m.

2799 N. 300 E. (next to George S. Eccles Ice Center)

Wednesday, Aug. 14 Powder Mountain Resort - 12 p.m. to 4:30 p.m.

6965 E Powder Mountain Rd, Eden (next to Sky Lodge/Hidden Lake Lodge)

Thursday, Aug. 15 North Salt Lake - 12 p.m. to 4:30 p.m.

1110 E Eaglewood Dr (Eaglewood Golf Club)

Friday, Aug. 16 Salt Lake City - 4:30 p.m. to 8:30 p.m.

315 E Capitol Blvd. (southeast lawn area of Capitol)

Saturday, Aug. 17 Canyons Village at Park City Mountain - 1 p.m. to 8 p.m.

4000 Canyons Resort Dr., Park City (public area at top of Cabriole Lift)

free Summer Concert Series with The Honey Hounds begins 6 p.m.

Sunday, Aug. 18 Park City - 11 a.m. to 4 p.m.

250 Main St.

America First Credit Union Fan Favorite - Each day during the race fans can cast votes online for their favorite athletes in various categories, such as best climber or most promising rookie. The athlete who receives the most votes each day will be recognized as the America First Credit Union Fan Favorite and receives a special award jersey. One fan will be chosen in a random drawing from ballots cast to receive a Tour of Utah gift bag and \$100 Visa gift card, courtesy of America First Credit Union. It's a win-win contest.

Podium Award T-shirt Giveaway - At the conclusion of each day's race, top athletes will be recognized in an awards ceremony with special jerseys, such as the Larry H. Miller Dealerships Leader jersey and Utah Sports Commission Sprint jersey. These winners will autograph limited-edition, replica T-shirts for each award jersey and toss them into the crowd. Fans are encouraged to catch one-of-a-kind Tour of Utah SWAG (stuff we all get).

Sprint to the Finish Kids' Bike Races presented by University of Utah Health - Children ages five to 12 have the opportunity to race their bicycles near the finish line used by the pros at six race locations. Two great reasons to participate - it's free and it's fun! To participate, a parent or guardian must sign a waiver at the University of Utah Health exhibit in the KUTV 2 Healthy Living Expo. Make sure each child brings his or her helmet, closed-toe shoes and a bicycle! Registration ends 15 minutes prior to each race (times listed are start times):

Sprint to the Finish Locations
Tuesday, Aug. 13 -- North Logan City (1:30 p.m.)

Wednesday, Aug. 14 -- Brigham City (1 p.m.)

Thursday, Aug. 15 -- North Salt Lake (1:30 p.m.)

Friday, Aug. 16 -- Salt Lake City (6 p.m.)

Saturday, Aug. 17 - Canyons Village at Park City Mountain (3

PRE-RACE FESTIVITIES

Tour of Utah Team Presentation Saturday, Aug. 10, teams introduced at 4:30-6 p.m.

Activities begin 12 p.m.; live music 6:30-8:30 p.m.

Snowbird Resort, 9385 S Snowbird Center Trail, Snowbird 84092 stage next to Aerial Tram and The Forklift

The annual Team Presentation will be held on Saturday, Aug. 10 at Snowbird Center, on the Plaza Deck between the Aerial Tram and The Forklift restaurant. The first of 17 teams will be introduced at 4:30 p.m. The event is free to the general public. Limited hospitality tickets will be available for \$125 per person, which include reserved seating, food/beverage service and VIP access to athletes. The top riders from each team will be interviewed by one of the race announcers. Spectators are encouraged to bring a camera to capture photos of favorite athletes. Stay for live music following the program.

A full assortment of activities and local vendors will be part of the festivities at Snowbird Center on Saturday. Some lucky fans will go home with a prize from several Tour of Utah giveaways, including bicycles, overnight stays at Snowbird Resort, and other items. VIPs can enjoy a hospitality area at Fork Lift with plenty of amenities. Stay after the formal introduction of teams and riders for Snowbird's Cool Air Concert Series. The Low Down Brass Band is the headliner, playing from 7-8:30 p.m. Dan Weldon is the opener playing from 6-6:45 p.m.

EVERY DAY DURING RACE WEEK

What's New?

Ford Fan Zone - A reserved space will be available at finish lines

By Jackie Tyson

2019 marks the 15th year for "America's Toughest Stage Race," seven days of heart-pounding racing in northern Utah from Aug. 12 to 18. This year, 17 men's professional teams will log 477 miles in the UCI 2.HC cycling stage race, and cover 37,822 feet of elevation gain. It is the sixth year for the Tour to be sanctioned as a 2.HC-rated (Hors Catégorie) stage race by the Union Cycliste Internationale (UCI), making it one of the premier events for professional cycling teams in North America.

All seven days will be covered nationally by FOX Sports (FS2) as well as international programming including Eurosport in Europe, Supersport in South Africa, Fubo in Canada, and ESPN in South America. It continues as the only UCI stage race in the North America that offers a free, live webcast from start to finish for the entire week, thanks to Tour Tracker powered by Adobe. All the national cycling media provide coverage each day as well.

Whether it is the Tour de France or the Tour of Utah, cycling is one of the most unique professional sports on the globe as access to the field of play is free for spectators. The best way to see the suffering on climbs, to feel the whirl of speed at finish lines, and to experience the kaleidoscope of activities in each host community is to attend the race in person.

Listed below are all the family-friendly, free activities associated with the Tour of Utah, from the Team Presentation held before race week to some of the favorite spots along all the courses to watch the pros.

Note: all times are MT and subject to change.

p.m.)
 Sunday, Aug. 18 -- Park City (1 p.m.)

RACE WEEK
Monday, Aug. 12
Prologue presented by Zions Bank Snowbird Resort
3.3 miles (5.3 km) – 656 feet of climbing
Start Time 12:30 p.m.
Finish Time 3 p.m.
Start/Finish Location - 100 Little Cottonwood Canyon, Snowbird, UT 84092

It is only the fifth time since the Tour began in 2004 that a Prologue, a short individual time trial, will be held on the opening day of competition. Snowbird Resort will see the return of the Tour for a 12th time, this year hosting the overall start for the first time. The time gaps may be small, but it will set the stage for a great week of racing. Last year's Prologue was held in St. George.

This 3.3-mile (5.3 km) race against the clock will go vertical in Little Cottonwood Canyon for the first half of the course, using Entry 2 to travel north on Little Cottonwood Canyon Road (S.R. 210) and then snaking around The Cliff Lodge on Bypass Road. Once back on Little Cottonwood Creek Road, each cyclist will put on the afterburners for the 1.5-mile descent to the finish line, located at Entry 2 behind The Lodge at Snowbird Resort. Spectators will have excellent viewing opportunities along Entry 2 to see the riders pass in both directions. The Start House and the Finish Line for the Prologue will be positioned along The Strip of Entry 2 outside Snowbird Center. Team Parking and hospitality will also be located in this area.

Tips:

Entry 2 will close to resort traffic beginning at 5 a.m. Monday to allow for race setup.

Little Cottonwood Canyon Road (S.R. 210) will remain open to all traffic until 11:30 a.m.

There will be a full closure of S.R. 210 between Snowbird Entry 2 and the northernmost intersection at Alta Bypass Road between 11:30 a.m. and 3 p.m. NO traffic will be allowed to pass north of Entry 1, south of Collins Road, or along Alta Bypass Road during this time.

For any spectators arriving after 11:30 a.m. in the northbound direction along S.R. 210, vehicles will be directed to Snowbird Entry 1 for

parking. The KUTV 2 Healthy Living Expo will be located in the Pond Lot, behind Iron Blossam Lodge (9121 E Snowbird Center Dr.).

In addition to the Expo (open 12 - 4 p.m.), all activities at Snowbird Resort are available (admission fees apply) for the Mountain Coaster, Alpine Slide, Mountain Flyer, Vertical Drop, Bungee Trampoline, Climbing Wall, Kid's Inflatables and more.

Tuesday, Aug. 13
Stage 1
North Logan City
86.9 miles (139.9 km) – 4,310 feet of climbing
Start Time 12:30 p.m.
Finish Time 3:45-4 p.m.
Start/Finish Location - 2800 North at 300 East, next to Meadow View Park

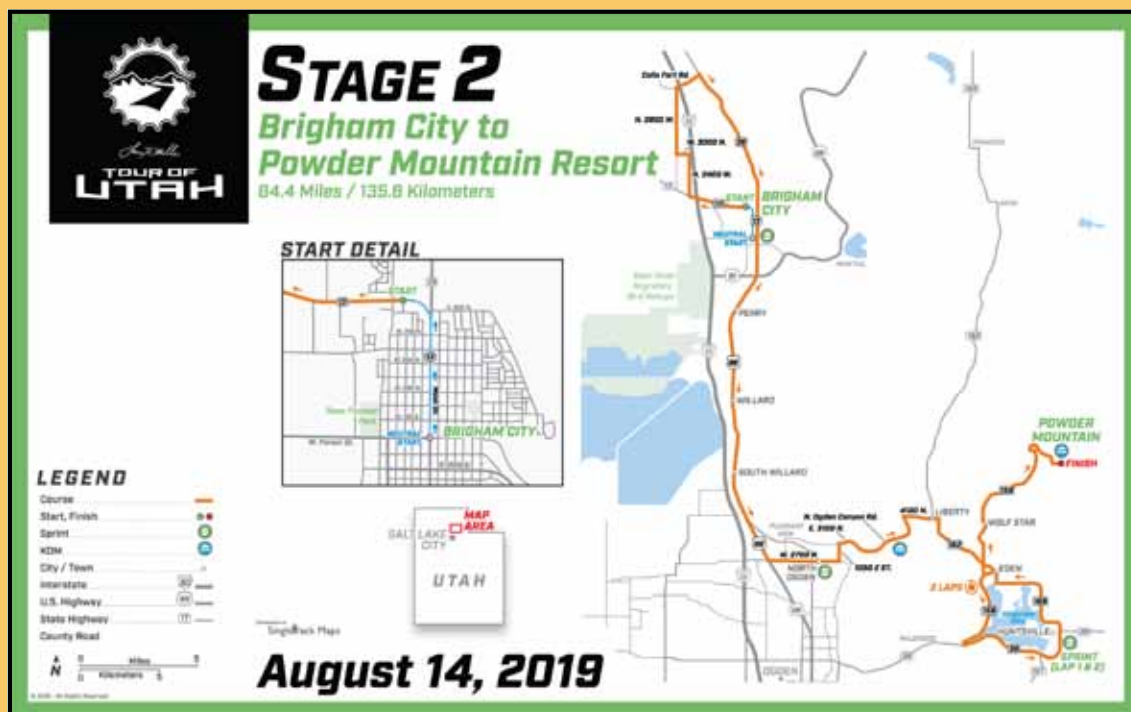
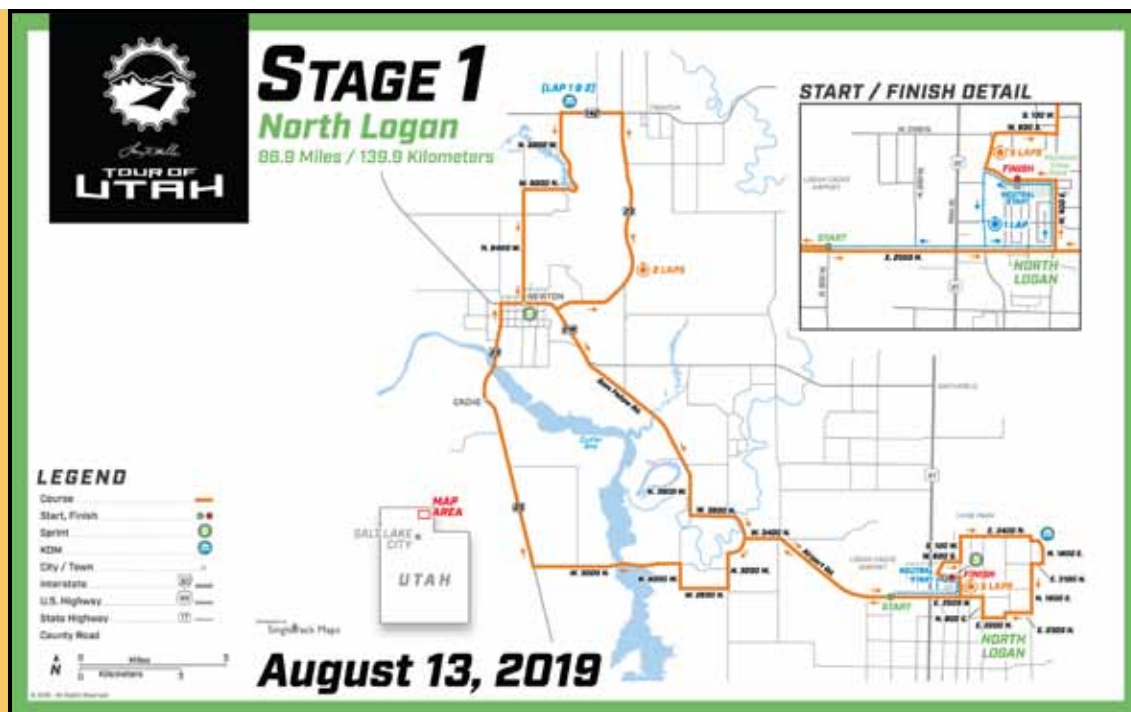
While the Cache Valley in northern Utah will host the Tour for a third time, it is a new territory for Stage 1 for the inaugural start and finish in North Logan City. The 86.9-mile (139.9-km) course traverses the western slopes of the Bear River Mountains for 4,310 feet of elevation gain. The route will pass less than 10 miles south of the Idaho State line, with two Utah Office of Tourism King of the Mountain (KOM) contests outside Trenton. Spectators in downtown Newtown will see the race pass through three times, the first pass being a Utah Sports Commission Sprint line, then two more circuits around Little Mountain.

After the final pass through Newton, the race will follow Sam Fellow Road to Airport Road and re-enter North Logan City for five fast and furious finishing laps. Rolling in a clockwise direction, the cyclists will pass the finish line area at Meadow View Park on each lap, which is 7.2 miles (11.6 km) in length. Notable on this first of five laps will be the final Sprint and KOM points of the stage. Each swoop around the circuit should take 15-18 minutes to complete, providing spectators with a full hour of action in downtown North Logan City.

Tips:

The start/finish line is located next to Meadow View Park on E 2850 N, near Green Canyon High School parking/ball fields and the Real Salt Lake Training Center.

On northern end of route, the peloton will pass through Newton



three times. The first pass will be between 1-1:30 p.m. The next two passes will complete 11.8-mile circuits through northern Cache County.

Back in North Logan City, the final hour of racing will feature five circuits of 7.2 miles each. Each lap should take 15-18 minutes to complete traveling in a clockwise direction: 2800 North, Wolfpack Way, W. 600 South, S. 100 West, E. 200 South/E. 3400 North, N. 1600 East, 3500 North/N. 1800 East, E. 3100 North, N. 1600 East, E. 2300 North, E. 2200 North, N. 800 East, E. 2500 North, N. 400 East and back along 2800 North. (see map for specific course).

At the start of the first lap of the finishing circuit, a Utah Sports Commission Sprint will be contested next to Meadow View Park on 2800 North at race mile 51.1. The race is expected to pass between 2:25 to 3:10 p.m. On that same lap at 3500 North on Mahogany Ridge, a Utah Office of Tourism KOM will be contested at race mile 53.8. The race expected to pass between 2:30 to 3:15 p.m.

The KUTV Tour of Utah Lifestyle Expo will be located next to the George S. Eccles Ice Center. The Lifestyle Expo will be open from 11:30 a.m. to 4 p.m. on Tuesday and will provide food and beverage for purchase, VIP Hospitality area, live race coverage on a jumbo television screen and interactive displays.

Wednesday, Aug. 14
Stage 2 presented by Monster Hydro
Brigham City to Powder Mountain Resort
84.4 miles (135.8 km) - 7,316 feet of climbing
Start Time 12:20 p.m.
Finish Time 3:45-4 p.m.
Start Location - 1 South Main St, Brigham City, UT 84302
Finish Location - 6965 N Powder Mountain Rd, Eden 84310 (in front of Hidden Lake Lodge)

Look out for a wild west show-down for the finish on the 8,900-foot summit of Powder Mountain. What used to be called the Queen Stage of the Tour is now the Monster Hydro stage. It has been five years since the Tour introduced the massive ascent on one of the steepest roads in Utah. State Route 158 connects the town of Eden to Powder Mountain Resort, featuring gradients rising to 16 percent and a new paved section to Hidden Lake Lodge at the summit. The 8.6-mile scale will pack a punch to the legs and lungs of the best climbers in the world for the

Stage 2 finish.

Stage 2 presented by Monster Hydro begins for a second time in Brigham City, with festivities in front of the stately Box Elder County Courthouse. The race will make a 34-mile loop through the northern section of the county, and approximately 45 minutes later will pass through Brigham City again, moving southbound on Main Street. A Utah Sports Commission Sprint line will be contested at the West Forest Street intersection.

South of Brigham City, the race will charge over the North Ogden Divide for a Category 2 Utah Office of Tourism KOM and circle the Pineview Reservoir twice, rolling in a counter-clockwise direction. Sprint points will be awarded on both laps through Huntsville, using State Route 39. From there it is the final push to the summit of Powder Mountain.

Tips:

The night before Stage 2 p/b Monster Hydro, Brigham City will have a downtown event with bar-b-que, games for children, face painting, photo booth and a live concert by Code Blue Revival. Festivities begin

Continued on page 24

Tour of Utah Guide - Continued from page 23

at 5:30 p.m., concert begins at 7 p.m.

Brigham City offers two chances to watch the Tour on race day - the start and a Utah Sprint Commission Sprint line.

A Utah Sports Commission Sprint line will be contested in North Ogden in front of the North Branch of the Weber County Library located at E. 2600 North and 500 East at race mile 34. The race is expected to pass this area between 1:33 to 2:05 p.m.

The race will use 1050 East to travel east on E 3100 North and North Ogden Canyon Road.

A Utah Office of Tourism King of the Mountain (KOM) climb will be contested across from the trailhead parking lot at the top of North Ogden Canyon Road at race mile 38.7. The race is expected to pass this area between 1:45 to 2:20 p.m.

S.R. 158 to Powder Mountain Resort will open to all vehicles from 10:30 a.m. until 2 p.m., or until the public parking lots are filled. Once parking is full at the resort, the road will be closed to ALL public traffic. The road will reopen after 4:30 p.m.

Parking is NOT permitted along S.R. 158; towing will be enforced.

There is no public parking at Hidden Lake Lodge. Three Shuttles will be making loops from the parking area at Timberline Lodge to the finish line area at Hidden Lake Lodge until 2:45 p.m. Expect 10-15 minutes between shuttles.

The KUTV Tour of Utah Lifestyle Expo will be located in front of the Hidden Lake Lodge at Powder Mountain Resort. The KUTV 2 Lifestyle Expo will be open from Noon to 4 p.m. on Wednesday and will provide live race coverage on a jumbo television screen and interactive displays.

Local vendors will be part of the KUTV 2 Lifestyle Expo, as well as face painting and live music. Food and beverage will be available at Hidden Lake Lodge.

**Thursday, Aug. 15
Stage 3 presented by BYUtv
Antelope Island State**

**Park to North Salt Lake
85.9 miles (138.8 km) -
5,895 feet of climbing
Start Time 12:20 p.m.
Finish Time 3:45-4 p.m.
Start Location - Fielding
Garr Ranch, Antelope
Island Rd., Antelope
Island State Park
Finish Location -
Eaglewood Golf Course,
1110 E Eaglewood Dr at
Eagle Way, North Salt
Lake 84054**

The Tour begins for a fourth time at Antelope Island State Park. From the drop of the flag at Fielding Garr Ranch, the race is on! There are no neutral miles on Antelope Island this year. Departing northbound on Fielding Garr Ranch Road, there will be 13.6 race miles on the island. The race is expected to cross the 7-mile causeway and reach the mainland between 1-1:20 p.m. It will then wind through the communities of West Point, Layton, Kaysville, Fruit Heights and Farmington.

Riders will vie for two Utah Sports Commission Sprint lines in northern Davis County in Layton and Fruit Heights. The first Sprint will be contested on Fairfield Road at the intersection of E. Maple Way at race mile 40.1. The race is expected to pass between 1:45 to 2:10 p.m. Continuing southbound through Fruit Heights, the second Sprint line will be on Mountain Road at the intersection of Hilda Drive at race mile 44.4. The race is expected to pass between 1:55 to 2:20 p.m.

There are three Category 3 climbs in the final 29 miles. The first is a punchy KOM up the Bountiful Bench, contested on Bountiful Blvd. just past the intersection of Moss Hill Drive at race mile 55.9. The race expected to pass between 2:15 to 2:55 p.m. The route follows a new southbound stretch of Bountiful Boulevard for finishing circuits in North Salt Lake for the first time. A right turn on Indian Springs Road will take the peloton on 3.75 laps of a 6-mile circuit in North Salt Lake.

Laps 2 and 3 of the full circuit will feature KOM contests at the intersection of Eagle Ridge Drive and Eaglepointe Drive/Mont Clair Drive. Before a fourth full lap is completed, the stage winner will be decided in front of Eaglewood Golf Course.

Tips:

Antelope Island State Park opens at 6 a.m. and the \$10 admission fee will be waived for Tour of Utah

fans. Parking is available for spectators at Fielding Garr Ranch in the Equestrian Parking lot.

Access to visitor parking will close at 11:15 a.m. After that time, visitors will be allowed to park in the pullout area along the east side road or park along the Davis County Causeway, or use parking areas along the north loop.

Access to the island will close at 12 p.m. The causeway will remain open until 12:45 p.m.

Free T-shirts will part of the festivities at Antelope Island State Park (while supplies last).

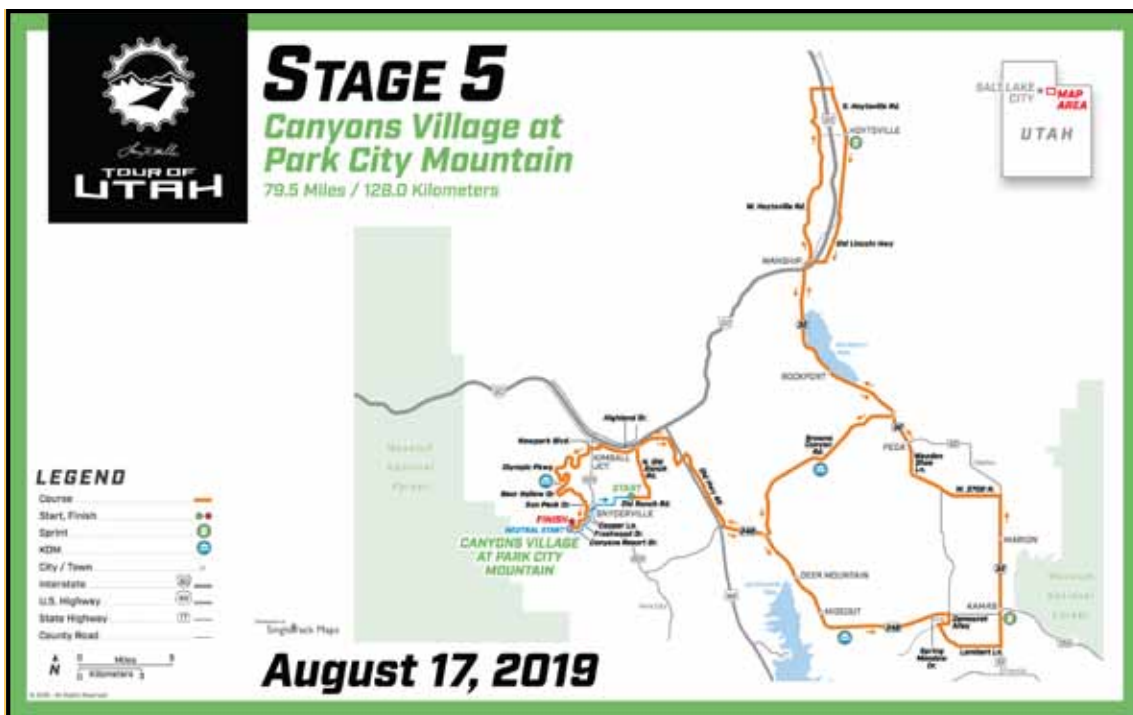
The finishing circuits in North Salt Lake will follow a counter-clockwise direction: From Indian Springs Rd. the finishing circuit will include E. 3100 South, Orchard Drive, Eagle Ridge Drive and Bonneville Shoreline Trail/Bountiful Blvd.

The KUTV Tour of Utah Lifestyle Expo will be located in the main parking lot of the Eaglewood Golf Course. The Lifestyle Expo will be open from Noon to 4 p.m. on Thursday.

The Expo will provide VIP Hospitality area, food and beverage vendors, and live race coverage on a jumbo television screen. Interactive activities include a long drive contest, a slip 'n slide for children, and live music.

**Friday, Aug. 16
Stage 4 presented by
America First Credit
Union
Salt Lake City
53.8 miles (86.5 km) -
4,460 feet of climbing
Start Time 5:55 p.m.
Finish Time 7:45-8 p.m.
Start/Finish Location -
315 E Capitol Blvd, Salt
Lake City, UT 84103**

Salt Lake City hosts the Tour for a 12th time this August. The traditional circuit course is back for a third time, the same course that was first introduced in 2013 and used again in 2017. This 6.7-mile (10.8-km) circuit moves in a clockwise direction around The Avenues and Capitol Hill neighborhoods for eight laps. The route passes through City Creek Canyon, offers the high-speed descent of N. Virginia Avenue to go around Reservoir Park, and hits the severe incline on N. State Street. The State Street climb, between North Temple and 300 North, is a great place to see the pro cyclists tackle the steepest section of the course. The start/finish line is on East Capitol Boulevard next to the Utah State Capitol campus. Intermediate sprints at the start/finish will provide bonus points on laps 3, 5 and 7. It is a tough,



punch course with 4,460 feet of elevation gain, and no rest for the legs with two days left in the mountains.

Tips:

Visit team parking and Wildlife Generation Autography Alley to get photos and signatures from athletes prior to the race start. This will be available from 5-6 p.m. near the start/finish line on East Capitol Blvd.

There are eight laps of the circuit and each lap is expected to take 20 minutes to complete.

Like past years, the race will pass Reservoir Park on three sides on each circuit, allowing for multiple opportunities to see the pros up close and at high speed.

Pedestrians are welcome to walk the course. However, we request that you stay on the sidewalks, and do not impede the movement of local residents, police and course marshals who will be using the respites between circuits to move people in and out of the neighborhoods.

The KUTV2 Healthy Living Expo will be located on the lawn next to East Capitol Blvd., with free admission from 4:30 to 8:30 p.m.

Use a GREENbike to reach the course. Check the website for bike stations near the course - <https://greenbikeslc.org/station-map>.

Use Utah Transit Authority's TRAX Blue Line or Green Line for easy access to course from the City

Center stop (100 S. Main Street).

Saturday, Aug. 17
Stage 5 presented by University of Utah Health
Canyons Village at Park City Mountain
85.1 miles (137 km) – 5,236 feet of climbing
Start Time 2:30 p.m.
Finish Time 5:45-6 p.m.
Start/Finish Location - 4000 Canyons Resort Dr, Park City, UT 84098

For the first time in race history, Canyons Village at Park City Mountain will host both a stage start and finish. Stage 5 presented by University of Utah Health will begin by rolling along Old Ranch Road to familiar territory in Summit and Wasatch counties in the shadows of the Uinta Mountains. Sprint lines in Kamas and Hoytsville are bookended with KOM lines near the Jordanelle Reservoir and up the often-traversed Browns Canyon. The race will pass Rockport Reservoir two times on Saturday using S.R. 32, and will also pass through Wanship two times.

Moving in the eastbound direc-

tion on S.R. 248, the first Utah Office of Tourism KOM will be contested at the Summit County line at race mile 13.8, passing between 3 to 3:15 p.m.

A Utah Sports Commission Sprint will be contested in Kamas, at E. 100 South at race mile 21.4. The race is expected to pass between 3:15 to 3:35 p.m.

After the first pass through Wanship, the race will make a 13-mile loop in a clockwise direction, following W. Hoytsville Road to Hobson Lane to S. Hoytsville Road. A Utah Sports Commission Sprint will be contested in Hoytsville, at Creamery Lane at race mile 46.3. The race is expected to pass between 4:10 to 4:45 p.m.

A Utah Office of Tourism KOM line will be contested along Browns Canyon Rd. at race mile 61.4, passing between 4:40 to 5:15 p.m.

Look for a possible General Classification shakeup in the final six miles. The race will travel the full length of Olympic Parkway on a twisting climb that passes the nordic jumps and bobsled track at Utah Olympic Park. Riders will cross the top of Utah Olympic Park for the first time and face a blazing downhill on Bear Hollow Drive. A Utah Office of Tourism KOM line will be contested at Utah Olympic Park at race mile 76.6, passing between 5 to 6 p.m. The final push is vertical along Canyons Resort Drive and

High Mountain Road to the finish line in the heart of Canyons Village at Park City Mountain. Following the award ceremonies, the after-party featuring Honey Hounds as part of the annual Summer Concert Series.

The amateur ride for the Tour of Utah, The Ultimate Challenge presented by University of Utah Health, will also take place on Saturday. The start and finish for two ride options will also be hosted by Canyons Village at Park City Mountain, with the 94-mile route beginning at 10:30 a.m. and the 44-mile route beginning at 12:30 p.m. Riders in The Ultimate Challenge will tackle public and private roads in Summit and Wasatch counties that will be used by the professionals for Stage 6. For more about The Ultimate Challenge, visit www.rideultimatechallenge.com.

Tips:

The start for the Tour of Utah race will begin at 2:30 p.m. from the heart of Canyons Village at Park City Mountain. The route will follow Canyons Resort Dr., Frostwood Dr., Cooper Lane, and Sun Peak Dr. to cross Highway 224 and continue on Old Ranch Rd.

To reach Olympic Parkway for the final climb at Utah Olympic Park, the race will use Highland Drive and Newpark Blvd. to cross S.R. 224 at Kimball Junction and turn left on Olympic Parkway. Expect the race to pass the Newpark area from 5 to 5:45 p.m.

Free parking is available at the Cabriolet parking lot. The Cabriolet lift will take guests into Canyons Village at Park City Mountain for the start, finish and event activities.

Additional offsite parking with free public transportation access is available at the Ecker Hill Park & Ride transit stop (via the Jeremy Ranch exit off I-80).

Public transportation and use of the Park City and Summit County Bike Share Program is recommended.

Limited parking is permitted along Olympic Parkway between the Quinney Welcome Center at Utah Olympic Park and the gatehouse at the top of the climb.

No parking is permitted along Bear Hollow Road.

Sunday, Aug. 12
Stage 6 presented by Utah Sports Commission
Park City
78.2 miles (125.94 km) – 10,009 feet of climbing
Start Time 12:30 p.m.
Finish Time 3:45-4 p.m.
Start/Finish Location - 250 Main St, Park City, UT 84060

The overall finish for the Tour of Utah returns to Park City for a seventh time. It is the 10th year Park City has served as a host city. This proven course was first introduced in 2012 with the epic climb of Empire Pass, and the make-or-break descent

on Marsac Avenue to the finish line on Upper Main Street. The route may only be 78.2 miles (125.9 km) in distance, but it is the 10,000 feet of climbing and the final downhill section that will determine a champion.

On Sunday, the route will reverse direction in Browns Canyon, which will lead to a Sprint line in Kamas. The Sprint line will be contested at the intersection of E. Center Street and 300 East at race mile 20.5, with the race expected to pass this area between 1:15 to 1:30 p.m. Then an aspen tree-lined, 2.1-mile KOM follows in the private community of Wolf Creek Ranch, a Category 2 climb that reaches a maximum pitch of 22 percent. A technical descent into Wasatch County will allow the riders to regroup through Heber City before the final Sprint line in Midway. This Sprint will be contested at W Main Street and N 100 West at race mile 61.9. The race is expected to pass this area between 2:25 to 3 p.m.

Expect an all-out assault for the climbers will take place on the seven-mile climb along Pine Canyon Road, with pitches from 10-20 percent gradient. The Hors Category summit of Empire Pass is the final KOM, and the highest point of the race for the week at 9,700 feet above sea level. The Empire Pass KOM will be contested at race mile 72.7, expected to pass between 3:05 to 3:50 p.m. A blistering descent down Mine Road to Marsac Avenue leads to the finish in front of historically massive crowds along Upper Main Street in Park City.

Tips:

The KUTV 2 Healthy Living Expo will be located along Main Street.

Community Chalk Art will take place on Main Street beginning at 1:30 p.m.

Spectators are encouraged to arrive early and get a viewing spot on Main Street in Park City for the start and finish.

Free spectator parking will be available at Park City High School, Treasure Mountain Junior High, Park City Mountain Base Area, and Cabriolet parking lots. Free Park City Transit buses will be available at bus stops near each of these parking lots for a free ride to Main Street.

Additional offsite parking with free public transportation access is available at the Ecker Hill Park & Ride transit stop (via the Jeremy Ranch exit off I-80).

Limited paid public parking (\$20/vehicle) will be available in the China Bridge parking structure. Access to China Bridge parking structure will be from Marsac Avenue only. Because China Bridge exits onto the race course, no vehicle parked in China Bridge will be allowed to exit between 3-5 p.m.

Spectators are encourage to car-pool, walk, or bike to the event. A free bike valet will be available on Swede Alley across from the Old Town Transit Center.

Public Transit within Park City will be supplemented to provide buses at a higher frequency between satellite parking areas and the Old Town Transit Center.

WESTERN STATES
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, 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@kikphoto.net, libmx.com, radcanyonbmx.com/Rad_Canyon_Legacy_Outdoor_Schedule_2014.pdf
Advocacy
Bike Utah — UT, Utah's Statewide Advocacy Group., Phil Sarnoff, 385-831-1515, psarnoff@bikeutah.org, 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 SLc Transportation

Division Conference room., Salt Lake City Transportation ., 801-535-6630, bikeslc@slc.gov.com, bikeslc.com
Salt Lake County Bicycle Advisory Committee — Salt Lake City, UT, The SLCBAC committee works to improve cycling conditions in Salt Lake County and is an official committee. Meetings are the second Wednesday of each month from 5:30-7:30 pm and are held in Suite N-2800 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, UT., Helen Peters, 385-468-4860, HPeters@slco.org, bicycle.slco.org
Bonnevillie Shoreline Trail Committee — Salt Lake City, UT, Volunteer to help build the Bonnevillie Shoreline Trail. (801) 485-6974 or visit our web page., Dave Roth, 801-824-5339, bonnevillieshorelinetrail@gmail.com, bonnevillieshorelinetrail.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 Bonnevillie Shoreline Trail with the Provo/Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, parleystail@gmail.com, parleystail.org
Provo Bike Committee — Provo, UT, Please join us every first Thursday of the month at 5 pm at 48 N. 300 W. to help make Provo a more bicycle-friendly community., Heather Skabelund, 971-404-1557, bikeprovo@

632-8215, lukas@mooseknuckleralliance.org, mooseknuckleralliance.org
Mountain Trails Foundation — Park City, UT, Park City's Trails Group, Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, 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, bonnevillieshorelinetrail@gmail.com, bonnevillieshorelinetrail.org
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Provo Bike Committee — Provo, UT, Please join us every first Thursday of the month at 5 pm at 48 N. 300 W. to help make Provo a more bicycle-friendly community., Heather Skabelund, 971-404-1557, bikeprovo@

Calendar Guidelines:
Listings are free on a space available basis and at our discretion.
Submit your event to:
calendar@cycliningutah.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!

688-7268, heatpolocompany@gmail.com, facebook.com/groups/189631497724953/, beehivebikepolo.wordpress.com
Cole Sport Weekly Road Ride — Park City, UT, Weekly Road Ride Mondays June 4-Aug. 27. Ride leaves Cole Sport, 1615 Park Ave. at 6 pm. Park at lower PCMR lot., Scott Dudevoir, 435-649-4806, scottdudevoir@colesport.com, colesport.com, mountaintrails.org
Moab Bike Party — Moab, UT, 4th Wednesday of every month, 6:30 to 7:30 pm., Jeff Gutierrez, facebook.com/moabbikeparty
Kidical Mass — Salt Lake City, UT, Group ride for families. This will be a monthly ride, the 1st Sunday of every month, at Liberty Park (south entrance) from 3pm- 5pm. All ages are welcome., Lee Chung, 865-850-3589, lee.chung@gmail.com, facebook.com/groups/109360246125277
Slow Roll SLc — Salt Lake City, UT, Fun, Bikes, and Party Rides on Tuesday Nights at 7 behind Crank SLc 749 S. State Street., Christian Clemens, 385-528-1158, 801-440-0546, christian@crankslc.com
August 31-September 1, 2019 — Outside Bike & Brew Festival, Santa Fe, NM, There are mountain and road rides, skill clinics, a Festival Expo and bike art show, bike demos, poker ride, beer dinners, concerts, movies and more!, Tim Fowler, 505-209-5760, tim@outsidesantafe.com, outsidesantafe.com
September 9-13, 2019 — University of Utah Bike Week, Salt Lake City, UT, A week of education and encouragement for bicyclists at the University of Utah, Ginger Cannon, 801-581-7505, ginger.cannon@utah.edu, sustainability.utah.edu/ubikeweek
September 22, 2019 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cycliningutah.com, worldcarfree.net

Mountain Bike
Tours and Festivals
August 3, 2019 — South Boundary Big Ride, Angel Fire, NM, The South Boundary BigRide is an absolutely stunning 40 mile mostly singletrack ride from Angel Fire Resort to Taos Youth and Family Center on the South Boundary Trail. The South Boundary trail is arguably the best ride in New Mexico and probably one of the top rides in the whole country with beautiful high alpine views and amazing aspen forests. It will be a perfect warm up for those training for Leadville, as the course tops out at nearly 11,000 feet!, Seth Bush, 505-554-0059, ECapitan@ZiaRides.com, ziarides.com
August 10-11, 2019 — Trek Dirt Series Mountain Bike Camp, Park City, UT, Women's Mountain Bike Camp for beginner to advanced levels, focusing on skill development and trail riding, for cross country and downhill riders. Skill instruction ranges from basic front wheel lifts and switchback turns to technical climbs, descents, drops, jumps and more., Cynthia Chung, 604-484-6238 (Canada), register@dirseries.com, Emily Neuman, 604-484-6238, info@dirseries.com, Elli Petersilie, ellie@dirseries.com, dirseries.com
August 16-18, 2019 — Outerbike Summer in Crested Butte, Crested Butte, CO, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, at Crested Butte Mountain Resort, Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspirit.com, outerbike.com
August 17-18, 2019 — VIDA MTB Series: Snowmass Bike Park, VIDA MTB Series Flagship Clinics, Snowmass Village, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@vidamtib.com, vidamtib.com
August 22-25, 2019 — Jurassic Classic Mountain Bike Festival, Lander, WY, Mountain bike festival in Lander, WY. Demos, shuttles, clinics, group rides, parties, live music, film fest, beer, food trucks, and raffles! All skill levels welcome., Nyssa, fart@landercycling.org, Tony Ferlisi, landercycling@gmail.com, Mike Dicken, 307-332-2926, jurassicclassicfest@gmail.com, jurassicclassicfest.com, landercycling.org
August 24, 2019 — York 38 Special, York, MT, Mountain bike rides of either 38 or 76 miles of breathtaking scenery through the Big Belt Mountains, gaining 3,000 vertical feet from lowest point, 6 aid stations. Starts at York Fire Station 7:00 — 9:00 am; Spirit of 76 starts at 6:30 am, gravel roads and Forest Service

WYDACHO RENDEZVOUS TETON BIKE FESTIVAL LABOR DAY WEEKEND AUG 30 - SEPT 2
EVENT REGISTRATION
Your WYdaho Rendezvous Mountain Bike Festival Registration includes demos, group rides, discounts on clinics, and parties! You'll also get a "swag bag" with an event guide and goodies from our generous sponsors.
WHOLE FAMILY FUN
2019 Bike Demos
Dozens of Skills Clinics
Group Rides - beginner to expert, short to epic
Daily Children's Activities
Music, Libations, and Camaraderie
Camping, Lodging, RV Parking
SKILLS CLINICS
Women's Fundamentals
Women's XC Maneuvers
ADV Technical Maneuvers
Women's Intro to DH
MTB Fundamentals
Cornering
REGISTER ONLINE TODAY
TETONBIKEFEST.ORG
SPONSORS
CLUB CR RIDE
INDUSTRY NINE
EVIL
PIVOT
OSPREY
MARIN
NORCO
esker
YETI
KONA
ORBEA
KNOLLY
and many more!

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 SLc., None, noemail@cycliningutah.com, 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-

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Pre-purchase, Initial Set-up, Problem-solving
Unique & Boutique Bicycles
Tri, Road, Gravel
Production & Custom Models
Fit Accessories & Components
Saddles, Cockpits, Shoes, Insoles
801.930.0855 | bikefitr.com

Utah Road Racing

August 3, 2019 — Goshen Circuit Race, UCA Series, Goshen, UT, 5.7 mile loop with a couple of punchy rollers and about 375 feet of up and down each lap on paved farm roads in southern Utah County...

August 12-18, 2019 — Larry H. Miller Tour of Utah, Various, UT, The Tour of Utah is a UCI 2.HC sanctioned stage race for the top men's teams in the world...

August 17, 2019 — Utah Tour de Donut, Highland, UT, 12th Annual event - Most fun you'll have on a bike. Three 7-mile laps, eat donuts to reduce your time...

August 17, 2019 — Wildflower Hill Climb, Mountain Green, UT, Timed 5.5 mile climb during the 65 mile course option in this women-only cycling event...

August 17, 2019 — The Ultimate Challenge Presented by University of Utah Health Care, Salt Lake City, UT, A Gran Fondo hosted by the Larry H. Miller Tour of Utah...

August 23-26, 2019 — Hoodoo 500, Planet Ultra Grand Slam Endurance Series, St. George, UT, 500 mile loop race through Southern Utah...

August 31, 2019 — West Mountain Road Race, UCA Series, Benjamin, UT, 100 Miles of rolling terrain around West Mountain in Utah County...

September 7, 2019 — LOTQA Classic Road Race, Logan, UT, 37th Annual, 1 day, 3 states, 200-plus mile road race from Logan, UT to Jackson Hole, WY...

October 8-11, 2019 — Huntsman World Senior Games Cycling, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country...

October 12, 2019 — City Creek Bike Sprint, Salt Lake City, UT, Race starts at the mouth of City Creek Canyon and finishes at Rotary Park...

Regional Weekly

Road Race Series

May 15-August 14, 2019 — ICE BAR Time Trial/Hillclimb Series, ICE BAR Series, Pocatello, ID, Flat time trials: Start at Rainbow Road, 6.2m(10k). Scoring is best 2 of 4 times...

September 15, 2019 — Mt. Graham Hill Climb, Safford, AZ, 8 am, mass start, Nippy Feldhake III, 520-747-2544...

September 28, 2019 — Bear Lake Monster Cross, St. Charles, UT/ID, A Dirt Fondo along the back roads of the Bear Lake Valley...

September 28, 2019 — Man vs Machine, Williams, AZ, The Grand Canyon Railway, in partnership with Grand Canyon Racing...

October 5-6, 2019 — Nevada Senior Games, Las Vegas, NV, Cycling competition for age groups: 50-94. 5 and 10k time trials, 20 and 40k road races...

Utah Road Touring and

Gran Fondos

August 3, 2019 — CF Cycle For Life, Coalville/Morgan, UT, Fully supported, beautiful ride with five route options - 20,40, 60, 80 and 100 miles...

August 8-11, 2019 — USA Cycling Masters Road National Championships, Colorado Springs, CO, Chuck Hodge, 719-434-4200...

August 10, 2019 — Lamolille Canyon Hill Climb, Lamolille, NV, 13th annual. Road Race hill climb, 12 miles, 3000ft hill climb in Ruby Mountains...

August 10, 2019 — Pikes Peak Hill Climb, Colorado Summit Cycling Series, Colorado Springs, CO, The start line is located at 9,390 ft/2,862 m...

August 17, 2019 — Bogus Basin Hill Climb, Boise, ID, 42nd Annual, Mike Cooley, 208-343-3782...

August 17, 2019 — Las Campanas Classic Road Race, Santa Fe, NM, New Mexico Regional Road Race Championships, 8.8 mile circuit...

September 1, 2019 — Kilt Peak Time Trial, Tucson, AZ, 11.6 mile hill climb time trial up Kilt Peak, 3400' vertical...

September 8-14, 2019 — World Human Powered Speed Challenge (WHPSC), Battle Mountain, NV, 20th annual hosted by the IHPVA...

September 13-15, 2019 — Silver State 508, Reno, NV, 36th Annual, Founded by John Marino in 1983...

August 23-25, 2019 — Haute Route Utah, Cedar City, UT, Three-day social/competitive event (2 road stages, 1 hill-climb) featuring timed-segment racing...

August 24, 2019 — Cache Valley Century Tour, Richmond, UT, 35, 60, or 100 mile options. Proceeds benefit Common Ground...

August 24, 2019 — Summit Challenge, Park City, UT, Riders of all ages and abilities will hit the pavement for a 100, 80, 50 or 16-mile road ride event...

October 26, 2019 — Fall Tour de St. George, St. George, UT, Tour around southern Utah and see some of the most scenic views as you climb to Veyo and go through Gunlock State Park...

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!

August 24, 2019 — Sevier Valley Rooster Ride, Richfield, UT, Sevier County in conjunction with Sevier County Trail Days is presenting a 33, 55, or 100 mile bike ride...

September 8-14, 2019 — Tour of Southern Utah, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day...

September 14, 2019 — Wonder Woman Ride, Payson, UT, Join us for the 10th annual fully supported all women's bike ride...

September 14, 2019 — 9.90:Road Pedal, Scofield, UT, Mark Jespersen, 435-637-2453...

September 20-21, 2019 — Bike the Bear Century, Garden City, UT, 100 and 50 miles. Begins at Raspberry Square in Garden City...

September 20-21, 2019 — Salt to Saint Relay, Salt Lake City, UT, 420 mile relay race from Salt Lake City to St. George following Hwy 89...

September 21-22, 2019 — Moab Century Tour, Moab, UT, The Moab Century Tour sends riders across Moab's unique topography of mountain passes, canyons, and the mighty Colorado River...

September 21, 2019 — Goldlocks Utah, Goldlocks Bike Ride, Provo, UT, Goldlocks is a women only bike ride, with a gorgeous route starting at Utah State Park...

September 21, 2019 — Wheels of Justice, Ain't No Mountain High Enough, Sandy, UT, The ride will ascend each of Salt Lake City's five riding canyons...

October 12, 2019 — SoJo Marathon Bike Tour, SoJo Race Series, South Jordan, UT, SoJo isn't just for runner! Our non-competitive Bike Tour offers a beautiful ride that begins in Daybreak...

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BICYCLE INDUSTRY

How the Bicycle Customer can Save the Bike Industry, Support Employees, and Save the Planet

By Anthony J. Nocella II, Ph.D.

So many cyclists around the world are in environmentalists, especially here in Salt Lake City. Yes, riding a bicycle is better than driving a car, but there is much more to bicycling than just riding them. As an environmental studies scholar and long-time cyclist, I figured I would write a column that interweaves those two areas together. The bicycle industry is global and as a result, because of the manufacturing, shipping, and selling of bicycles and bicycle parts the industry causes a considerable ecological impact, economic exploitation, all while advocating for ecological conservation. In this article, we will look at: (1) unity in the bicycle industry, (2) living wage, and (3) ecological impact.

Unity - The bicycle industry could learn a thing or two from the outdoor industry, which recently boycotted the state of Utah for their Outdoor Industry Association's annual convention, which brought over ten million dollars a year to

Utah. The reason is because the state of Utah plans to allow energy companies to mine uranium and extract oil and gas in the Bear Ears National Monument, a million acres in southwestern Utah. Bear Ears National Monument was created and protected by President Obama, but in 2018 Utah Governor Gary Herbert signed a resolution to President Trump to overturn the designation. This unification by many outdoor companies is something that is in desperate need in the bicycle industry, such as the bicycle industry needing to protest the tariffs, which President Trump signed into place that will increase the price of many bicycles, which will as a result put some bicycle manufacturers out of business and cause some bicycle stores to go bankrupt. Moreover, the unification of bicycle companies encouraging customers to buy bicycles and bicycle parts at a bicycle shop is essential for the bicycle industry and community to survive. For years, bicycle shops were pseudo youth community centers. Bicycle shops today are not merely stores, but community centers to meet fellow cyclists and talk

Bicycle Material	Sourcing	Manufacturing	Life	Shipping	Disposal	Lightness	Cost	Stiffness	Repairing
Steel	Easy and local	Simple to manufacture	Not limited	All over the world	Recyclable	Heavy	Affordable	Not stiff	Cheap
Aluminum	Toxic and complex	A lot of energy and water to manufacture	5 to 10 years	All over the world	Recyclable	Light	Expensive	Very Stiff	Expensive
Titanium	Difficult and rare	Complex	Not limited	Most Handmade and often in the U.S.	Recyclable	Lighter	Highly Expensive	Stiff	Highly Expensive
Carbon Fiber	Chemical and highly toxic	High water use and high energy use	5 to 10 years	Most in Taiwan	Not easily	Lightest	Most expensive	Extremely Stiff	Most Expensive

Table 1. The Environmental Factors of Bicycle Frame Production

to employees about the latest gear. The bicycle industry also needs unification on supporting bicycle manufacturers and parts makers that do not have a universal manufacturers suggested retail price (MSRP) to implement one in order to support the bicycle shops.

Living Wage - When shopping for a bicycle, I am sure the salesperson never speaks about the living wage of the employee at the bicycle manufacturing plant in Taiwan. Are the employees building, selling, and designing the bicycles making a living wage? This is an important question to ask. If a buyer of a bicycle is concerned about this, the best purchasing decision is buy a bicycle in a country with strict minimum wage laws such as the United States, Canada, England, and Italy. Further, ask the bike shops if they are paying for insurance, dental, and providing a living wage to their shop employees. Of course, this is difficult, but bike shops should strive to do this and many are.

Environmental Conservation - Now let us move onto the last topic of this article environmental conservation. There are five factors in determining if a bicycle is ecologically sustainable or not - (1) the sourcing of the material to build the bicycle, (2) the manufacturing of the bicycle, (3) the life of the bicycle, (4) the shipping of the bicycle, and (5) disposal of the bicycle. Most bicycles are made of four materials (1) steel, (2) aluminum, (3) titanium, and (4) carbon fiber. Of course there are other materials such as bamboo, which Calfee bicycle uses, which might be the most environmental, but for this article we will only look at the main four. From the chart below, carbon, used by most major bicycle companies, is the most expensive and ecological destructive, while aluminum, also used by most companies, is almost as stiff and light as carbon, is not as expensive and is readily recycled. There is titanium, which often is used by handmade companies such as Seven, Moots, No. 22, and Twinsix, which is not stiff, rather it is forgiving and a responsive smooth ride. Because it is used almost exclusively

by handmade companies titanium is often more expensive than carbon, but lasts forever. Finally, steel is the cheapest of all materials, not as rigid as aluminum and carbon, and is the most ecologically sustainable - but it can rust, which titanium does not. For more analysis on the four materials, see Table 1.

The most environmentally sustainable way when purchasing a bike is to buy a used bike, ideally steel or titanium, as they will last the longest. Further, some bicycle manufacturers such as Moots (and many bike shops too) run their factory on solar panels, recycle all of their materials including paper, cardboard and metals, and have a community garden. Additionally, Moots and Chris King, for example, give back to the community by financially supporting nonprofit environmental protection organizations.

There is a lot to think about when buying a bicycle, besides how it rides. Do your homework, get online, make some phone calls, and ask many questions - the bicycle industry, employees, and the world are counting on you.

Study Shows Looks at Bike Crash Risk at Intersections

Researchers at the University of Minnesota have developed a new way to determine bicycle and pedestrian crash risk at both intersections and mid-block. They say using their methodology can help planners mitigate risks to both groups. What makes matters more complicated is that many factors go into the equation (the most obvious being the number of people using the roads) and that the factors determining danger differ for cyclists and pedestrians.

The researchers used their method in Minneapolis and found that low-income and minority neighborhoods fared worst. When armed with the data, planners can take action. The study points out that historical data won't tell you everything: it found the same risk factors at locations with no crashes as those with a history of them.

Note: the research was done in a large city and factors may differ in other communities.

Look at the report at: <http://www.cts.umn.edu/Publications/ResearchReports/reportdetail.html?id=2804>

-Charles Pekow

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EVENT PREVIEW

Sevier County to Host Second Annual Rooster Ride on August 24, 2019



A rider at the 2018 Rooster Ride. Photo by Chuck Hawley

By Dave Ittis

The Sevier Valley Rooster Ride will be held in Richfield, Utah on August 24, 2019. The ride travels through the backroads of Sevier County, and features beautiful scenery and few cars.

We asked organizer Chad McWilliams of Sevier County a few questions about the ride.

Cycling West: Tell us about the ride. What are the courses like, and what are the highlights?

Rooster Ride: We have teamed up with Jorgensen's in Richfield for our annual what we are calling the "Rooster Ride". This ride will be tough to beat with our clean air and beautiful scenery with almost zero traffic. The ride will take you around the Sevier Valley from little town to little town. Where the locals will be there to take care of you in one of the six aid stations. Test yourself with a Century ride that offers over 4,000 feet of climbing in one of the most scenic canyons in all of Utah. While out riding you can stop at the aid station at the Fremont Indian State Park and take a quick photo of some the Fremont Indian rock art. This event will become one of the premier cycling events in south central Utah.

CW: What support will you have on the ride?

RR: The guys at Jorgensen's along with Cliff with keep you nourished and hydrated with 6 fully stocked aid stations. They will also help make any last-minute adjustments the night before at packet pick up.

CW: When people visit Richfield for the event, where can they stay or camp?

RR: We have tons lodging options in the Sevier Valley. Richfield is the host city and the start and finish line of the Rooster Ride. With over 20 hotels to choose from, you can find the place that is right for you. For those that want a chance to be outdoors we offer tons of camp sites

and RV camping at places like the famous Big Rock Candy Mountain and Fremont Indian State Park and KOA right in Richfield. You can find all this by going to sevierutah.net

CW: Tell us a little about the history of the area.

RR: Located in scenic Sevier Valley, Richfield is one Utah's best-kept secrets. Why is it called the "Rooster Ride?": Way back in the day Sevier Valley was one of the premier pheasant hunting areas of Utah. You too can hunt for your own epic riding experience by "Riding the Rooster". Sevier County is also known as "Utah's Trail County" with over 2,000 miles of the best off-road adventures and located here is the word famous Paiute ATV/UTV trail

system.

The first recorded inhabitants of Trail Country were the Fremont Indians and the century ride will take your right past an area where you can see from your bike their way of life. So after you come Ride the Rooster you will want to come back and find your new favorite trail.

CW: Is there anything else that you would like to add?

RR: The 1st 100 riders to register will get a pair of custom Rooster Ride socks. All Rooster riders will get a medal and tee shirt and lunch of their choice from one of the many food vendors that will be joining us. For more information and to register go to traildaysutah.com also follow us on Facebook for updates: Sevier Valley Rooster Ride. So while you are off riding the family can enjoy "Trail Days" that will be going on at the same time. They will be able to enjoy golf and air shows, a relay run. There will food and live entertainment during the day while you are off riding so they are not stuck waiting in the hotel.

Ride Details: August 24, 2019 — Sevier Valley Rooster Ride, Richfield, UT, Sevier County in conjunction with Sevier County Trail Days is presenting a 33, 55, or 100 mile bike ride thru scenic Central



A rider at the 2018 Rooster Ride. Photo by Chuck Hawley

Utah. Event will be chipped, with fully stocked rest stops, great swag and lunch. Metal and Tee Shirt provided. 33 mile option has a 800 ft gain, 1,163 ft gain for the 55 mile option, and 4,061 ft for the 100 mile option., Chad McWilliams, 435-893-0457, 435-421-2743, cmcwilliams@sevier.utah.gov, traildaysutah.com/sv-rooster-ride/

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THE ATHLETE'S KITCHEN

Sports Nutrition: What's the Latest on Carbohydrates?

By Nancy Clark MS, RD, CSSD

Too many of today's athletes believe carbohydrates are "bad." If that's true, what does the latest sports nutrition research say? The following studies, presented at the American College of Sports Medicine's 66th Annual Meeting (Orlando FL, May 2019) indicate sports scientists agree that carbohydrates (grains, fruits, veggies; sugars, starches) can be health and performance-enhancing sport foods. As you may (or may not) know, ACSM is a professional organization for sport science researchers, exercise physiologists, dietitians, doctors, and health-care providers for athletes (www.ACSM.org). Here are some answers to questions posed by ACSM researchers.

• Does sugar cause diabetes?

No. The problem is less about sugar, and more about lack of exercise. Most fit people can enjoy a little sugar without fear of health issues. Muscles in fit bodies burn the sugar for fuel. In unfit bodies, the sugar accumulates in the blood. Fitness reduces the risk of developing Type 2 diabetes.

In a 6-week training study to boost fitness, 35 middle-aged men with over-weight or obesity did either endurance cycling, weight lifting, or high intensity interval training. Regardless of kind of exercise, all types of training improved the bodies' ability to utilize glucose with less insulin.

These subjects had blood glucose levels within the normal range at the start of the study; their glucose levels improved with exercise. While we need more research to fine-tune the types of exercise that best manage blood glucose, rest assured that living an active lifestyle is a promising way to reduce your risk of type 2 diabetes.

• Can natural foods replace ultra-processed commercial sport drinks and foods?

Yes, standard (natural) foods can be fine alternatives to commercial sport fuels. Look no farther than bananas! In a study, trained cyclists who enjoyed bananas (for carbs) plus water (for fluid) during a 46 mile (75 km) bike ride performed just as well as those who consumed a sport drink with an equivalent amount of carbs plus water.

Natural foods offer far more than just fuel; they contain abundant bioactive compounds that have a positive impact on health and performance. For example, after the ride with bananas, the cyclists had lower levels of oxylipins (bioactive compounds that increase with excessive inflammation) compared to the sport drink ride. Athletes who believe commercial sports foods and fuel are better than standard foods overlook the benefits from the plethora of bioactive compounds found in real foods.

• Are potatoes—an easy-to-digest sports fuel—a viable alternative to

commercial gels?

Yes. In a study, trained cyclists ate breakfast and soon thereafter competed in a 2-hour cycling challenge that was then followed by a time trial. For fuel, the subjects consumed either potato puree, gels, or water. The results suggest 1) both emptied similarly from the gut, and 2) potatoes are as good as gels for supporting endurance performance.

The cyclists completed the time trial in about 33 minutes when they ate the potato or the gel. This is six minutes faster than with plain water. Any fuel is better than no fuel!

• Is fruit juice a healthful choice for athletes?

Yes, fruit juice can be an excellent source of carbohydrate to fuel muscles. Colorful juices (such as grape, cherry, blueberry, orange) also offer anti-inflammatory phytochemicals called polyphenols. In a study, subjects did muscle-damaging exercise and then consumed a post-exercise and a bedtime protein recovery drink that included either pomegranate juice, tart cherry juice, or just sugar. The protein-polyphenol beverages boosted muscle recovery better than the sugar beverage.

• Does carbohydrate intake trigger intestinal distress for ultra-marathoners?

Not always. During a 37 mile (60-kilometer) ultra-marathon, 33 runners reported their food and fluid intake. They consumed between 150 to 360 calories (37-90 g carb) per hour, with an average of 240 calories (60 g) per hour. This meets the recommendation for carbohydrate intake during extended exercise (240-360 calories; 60-90 g carb/hour). The majority (73%) of runners reported some type of gut issues. Of those, 20% of the complaints were ranked serious. Interestingly, the GI complaints were not linked to carbohydrate intake or to gut damage. In fact, a higher carbohydrate intake

potentially reduced the risk of gut injury. (More research is needed to confirm this.) Unfortunately, runners cannot avoid all factors (such as jostling, dehydration, and nerves) that can trigger intestinal problems.

• We know that consuming carbohydrates during extended exercise enhances performance, but does it matter if endurance athletes consume a slow-digesting or a fast-digesting carbohydrate prior to extended exercise?

Likely not, but this can depend on how long you are exercising, and how often you want to consume carbohydrate. Well-trained runners consumed 200 calories of carbohydrate in UCAN (slow-digesting) vs. Cytocarb (fast-digesting) prior to a 3-hour moderate run during which they consumed just water. At the end of the run, they did an intense sprint to fatigue. The sprint times were similar, regardless of the type of pre-run fuel.

That said, the slow digesting carb provided a more stable and consistent fuel source that maintained blood glucose concentration during the long run. Hence, endurance athletes want to experiment with a variety of beverages to determine which ones settle best and help them feel good during extended exercise. A slow-digesting carb can help maintain stable blood glucose levels without consuming fuel during the run. Fast-digesting carbs need carbohydrate supplementation throughout the exercise to maintain normal blood glucose.

Concluding comments: These studies indicate carbohydrates can help athletes perform well. To be sure your muscles are fully fueled, include some starchy food (whole-some cereal, grain, bread, etc.) as the foundation of each meal. Consuming carbs from just fruit or veggies will likely leave you with inadequately replenished muscle glycogen. Think

twice before choosing a chicken Caesar salad for your recovery meal.

Nancy Clark, MS, RD counsels both casual and competitive athletes at her office in Newton, MA (617-795-1875). Her newly

updated Sports Nutrition Guidebook is now available in a new sixth edition. For more information, visit www.NancyClarkRD.com. For her popular online workshop, visit NutritionSportsExerciseCEUs.com.

Federal Funding For Bikeshare is Focus of New Bill

Once again, Rep. Earl Blumenauer (D-OR) has introduced legislation to clarify that bikeshare is eligible for federal grants. Blumenauer, perhaps Congress' greatest cycling advocate, introduced the Bikeshare Transit Act of 2019 (H.R. 4001) which would allow federal money to be used to build bikeshare stations and buy and replace equipment. The law would apply to the Congestion Mitigation and Air Quality program and other federal funding for mass transit. Currently, federal law doesn't mention bikeshare and local authorities don't know if they can use federal money for it.

The bill was referred to the Transportation and Infrastructure Subcommittee on Highways and Transit.. It picked up two immediate cosponsors. Blumenauer introduced the bill in 2017 but Congress didn't act.

Read Blumenauer's statement here: <https://www.congress.gov/congressional-record/2019/07/25/extensions-of-remarks-section/article/E990-1>

-Charles Pekow

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GRAVEL RACING

Evelyn Dong, Alex Grant Win 9th Edition of the Crusher in the Tushar

2019 Crusher in the Tushar Race Winner Evelyn Dong chases Lauren Stephens. Photo by Cathy Fegan-Kim

By Steven Sheffield

Beaver, Utah (July 13, 2019) — More than 600 riders, including a number of current and former U.S. professional national champions, descended on Utah's Tushar Mountains for the ninth annual Crusher in the Tushar gravel race. 69 miles and 10,500 feet of climbing later, after one of the fastest races to date it was professional mountain bikers Alex Grant (Gear Rush) and Evelyn Dong (Pivot-Stan's No Tubes) who crossed the finish line first ahead of their respective Pro/

Open fields that were particularly stacked this year with notable road cycling talent.

Those fields included recently crowned U.S. national road champions Alex Howes (Education First Pro Cycling), Travis McCabe (Floyd's Pro Cycling) and Lance Haidet (Aevolo Cycling) and perennial favorites Alex Grant (Gear Rush) and Jamey Driscoll (DNA Cycling-Mavic), along with 2018 winner Zach Calton (Summit Bike Club) and three-time winner Rob Squire (Hangar 15). The women's field was also stacked with talent including Team Tibco's Laurens Stephens and

reigning "Queen of Kanza", Amity Rockwell, along with Hanna Muegge and Amy Charity, both of whom race for the Utah-based DNA Pro Cycling Team.

Pro-Open Men's Race

LeRoy Popowski (Juwi Solar) went for the early flyer as has been his style every year that he has done the race, along with Noah Granigan (Floyd's Pro Cycling) and Mat Stephens (Panaracer), opening a good gap on the rest of men's field by the time they reach the top of the first climb at Betenson Flat.

The main contenders stayed together for the first climb, but the group started to splinter on the descent of the Col d'Crush, reeling in Popowski and Stephens in the process. By the time the riders reached the pavement at the bottom of the Col d'Crush descent into Junction, there were several groups on the road.

Once the leaders hit Circleville, the various lead groups had merged back into one large group heading onto Doc Springs Road, also known as "the Sarlacc Pit". Through the Pit, riders dropped out of the group one by one, until there were only six riders still together making the turn back onto the Col d'Crush for the climb: Alex Grant, Alex Howes, Eddie Anderson (Axeon-Hagens Berman), Zach Calton (Summit Bike Club), T.J. Eisenhart (Araphoe-Hincapie), and Lance Haidet (Aevolo).

Once again, the men's race came down to the aptly dubbed "Col d'Crush". Just after the climb started, Haidet and Eisenhart were dropped. Shortly thereafter, Driscoll was also gapped off the lead group but managed to keep them in sight. Grant launched the decisive attack about halfway up the 2500 ft. climb, dropping fellow leaders Howes and Anderson.

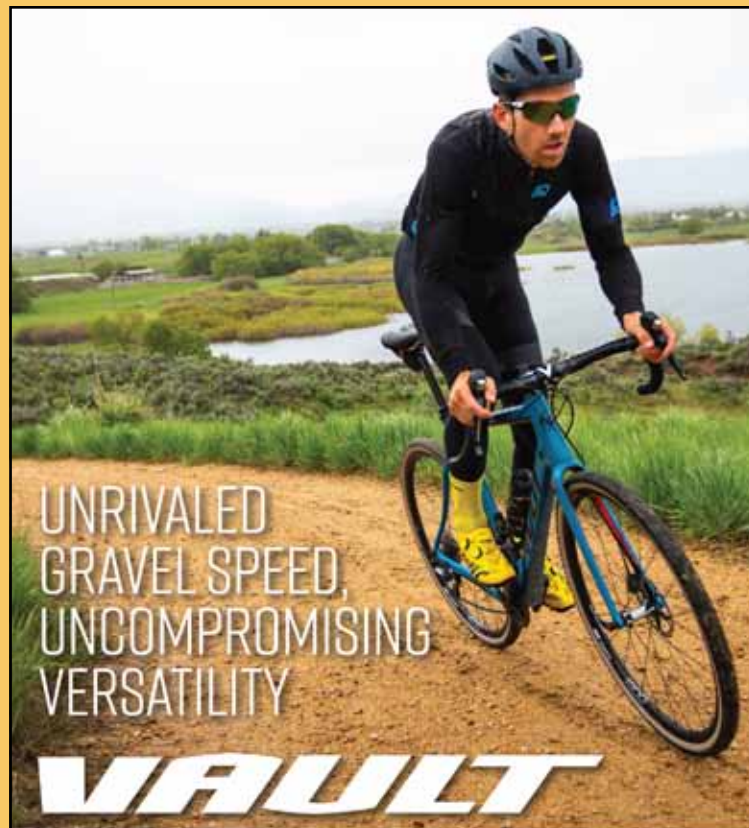
39 year-old Grant, a stalwart of the US professional mountain bike scene, sealed the deal on the Col's steep upper switchbacks, opening up a lead of more than a minute and a half at the KOM/QOM line. Still 13 miles and several climbs from the



Most riders opt not to stand or are not able to stand as they climb Col d'Crush but Lauren Stephens made it look easy. Photo by Cathy Fegan-Kim

finish line Grant continued to twist the knife, coming across with a finishing time of 4:15:08, after initially going up the wrong side of the finish

chute fencing, and having to backtrack to officially cross the line, some three minutes before Eddie Anderson (in 4:18:08) and with Howes a fur-



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Alex Grant (Gear Rush) on Big Flat, as he solos towards the finish. Photo: Steven L. Sheffield.

ther minute adrift in 4:19:19.

Rounding out the 5 rider podium was James Driscoll in fourth, and Zach Calton in fifth.

“Two years I’ve done [the Crusher] I’ve had flats, two years I’ve had catastrophic bonks, and last year I had a pretty good year,” said Grant. “This is my sixth time racing, and I finally got the win. Honestly, this was like a dream, like ‘maybe I’ll win the Crusher someday, maybe not.’ I’m so pumped to win it, it was a super-fast day out there, tons of strong riders.”

“That was a war of attrition all day. Lived up to expectations would be an understatement, I think it exceeded them for sure. It was really hard, doing 10,000 feet of climbing in really only two climbs is no joke, said Anderson. “On the last climb of the Col d’Crush, Alex (Grant) & Alex (Howes) sort of rode away from me and I knew I couldn’t hold that tempo so I just rode my own pace, and eventually bridged back up to Alex (Howes), and just kept throttling it to the finish.”

“Oh man, it was tough,” said freshly-crowned U.S. road champion Howes. “I was down at sea level before this, so coming back [to altitude], at the bottom of the Col d’Crush, I was feeling like a real champion, and then we hit a certain altitude and I just detonated. I’m actually pretty surprised I held on for third. It’s a funny thing at altitude, it’s like a bad dream. You

just watch people ride away, and there’s just nothing you can do. Hats off to Eddie and Alex, both of them rode great.”

Pro-Open Women’s Race

The women’s race took shape when Lauren Stephens, who set a blistering early pace, latched on to the Pro Men’s group as they passed the women’s field, and stayed away for most of the day.

Feeling the efforts of her early work, Stephens started fading back just after cresting the race’s notorious KOM/QOM. Stephens was eventually caught by Evelyn Dong after the final feed zone with 10 miles to go, From there, Dong cruised to the win, opening up an eight minute gap over the course’s final miles, to finish in 5:02:14. Stephens had done enough to secure second in 5:10:18, with Sarah Max (Argonaut-ENVE) following in third, three minutes later in 5:13:27.

Rounding out the women’s podium was Amy Charity (DNA Pro Cycling Team) in fourth and Aimee Vasse (Blue Factory Team) in fifth.

“I definitely didn’t expect to win coming into this, having never ridden this course before,” said Dong. “It’s my first time. A lot of my training is like this, high altitude riding, this is what I love to do. In that sense, this pretty much feels like home.”

“It’s an absolute honor and thrill to have some of the country’s top pro riders add the Crusher to their sched-

ules,” said race founder and director Burke Swindlehurst after the race. “But what really fills me with pride and gets me emotional is seeing the weekend warriors—some of whom walked many of the climbs—come across the line hours after the pros have finished. I have crazy respect for anyone who crosses that finish line, and it’s seeing those folks achieve their goals that is the most rewarding part of this job.”

Pro/Open Men

Place	Name	Team	Time
1	Alex Grant	Gear Rush	04:15:08
2	Eddie Anderson	Axeon-Hagens Berman	04:18:08
3	Alex Howes	EF Education First	04:19:19
4	James Driscoll	DNA Cycling-Mavic	04:19:51
5	Zach Calton	Summit	04:23:10
6	TJ Eisenhart	Araphahoe-Hincapie Racing Team	04:24:27
7	Lance Haidet	Aevolo	04:24:28
8	Gage Hecht	Aevolo	04:29:43
9	Travis McCabe	Floyd’s Pro Cycling	04:31:11
10	Luke Gangi-Wellman	Ascent Cycling	04:33:15

Pro/Open Women

Place	Name	Team	Time
1	Evelyn Dong	Pivot-Stan’s NoTubes	05:02:14
2	Lauren Stephens	Team TIBCO-Silicon Valley Bank	05:10:18
3	Sarah Max	Argonaut-ENVE	05:13:27
4	Amy Charity	DNA Pro Cycling Team	05:16:56



Amity Rockwell (2019 Dirty Kanza winner) descends the Col d’ Crush. Photo by Cathy Fegan-Kim



Riders climb back up the Col d’ Crush. Photo by Cathy Fegan-Kim



The Pro men’s field split into several small groups on the Highway 153 descent into Junction. Photo by Steven L. Sheffield

5 Aimee Vasse	Blue Factory Team	05:22:20
6 Mindy Caruso	Nero Veloce p/b Michael Thomas	Coffee 05:23:50
7 Scotti Lechuga	Fearless Femme	05:28:41
8 Hanna Muegge	DNA Pro Cycling Team	05:31:03
9 Amity Rockwell	Easton Overland	05:37:00
10 Kae Takeshita	Panaracer-Factor p/b Bicycle X-Change	05:51:41

[Editor’s Note: Tim LeRoy at the Lyman Agency contributed to this report.]

For more results, see page 13.

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RIDE OF THE MONTH

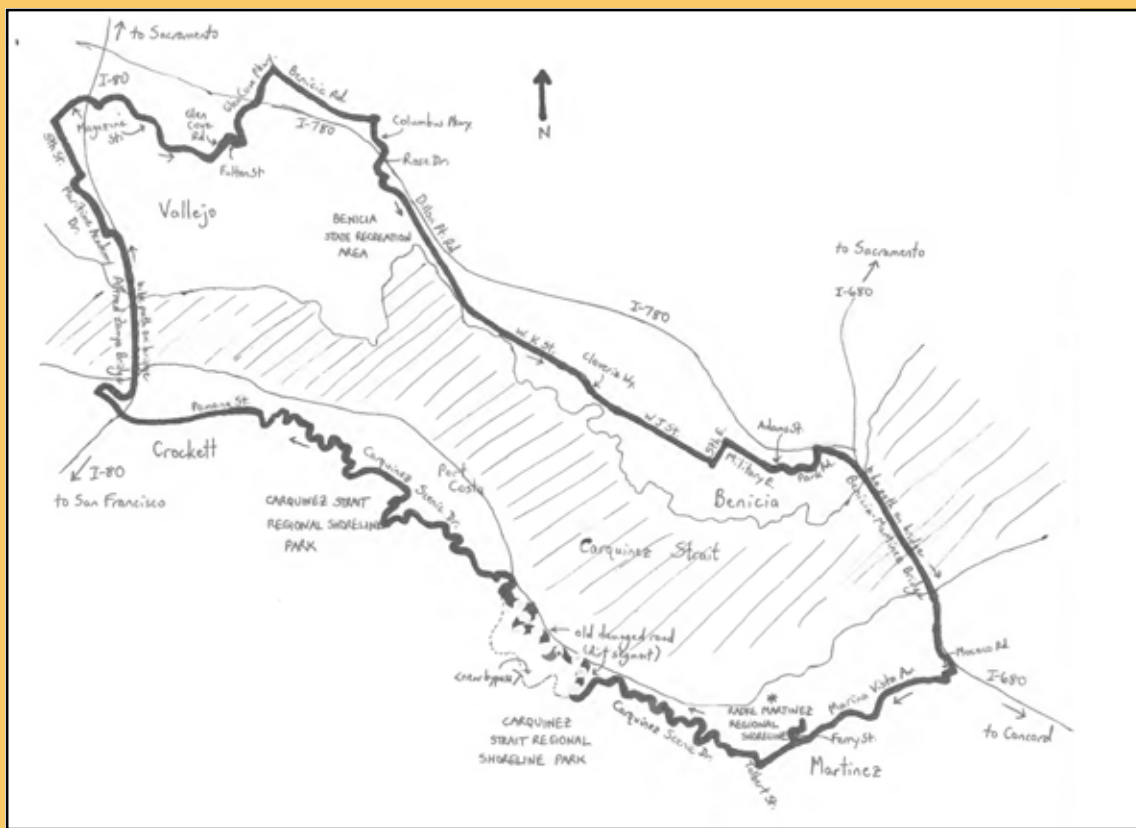
San Francisco Bay Area's Carquinez Strait Loop is a 22.9 Mile Ride with 1200' of Climbing

By Wayne Cottrell

The Carquinez Strait Loop – a mild play on words – is a fun northern California ride that crosses two bridges in the northern Bay Area. The clockwise loop is 22.9 miles in length. Do not be fooled by the apparently short distance(!). The highest elevation reached is 250 feet above sea level, and the lowest is just four feet, but there is just over 1,200 feet of climbing in between. Some of the climbs are short, steep spurts. The featured segments of the ride include two bridge crossings, and an optional half-mile of off-road. One of the bridge crossings is not for the squeamish, as the experience can be unsettling to riders with acrophobia.

Ready for the challenge? Note that the route details may seem com-

plex, but the objective is simple; that is, ride as close to the shoreline as possible on one side of Carquinez Strait, cross a bridge, then ride near the shoreline on the other side of the Strait, cross a second bridge, and then ride near the shoreline to complete the loop. There are no roads along the shorelines, though, so the route uses inland options. Start the ride at Radke Martinez Regional Shoreline, located on the northern edge of the city of Martinez. Martinez is located 35 miles to the northeast of San Francisco, in California's Bay Area. To get there from San Francisco, take the I-80 freeway to the East Bay, crossing the Bay Bridge. Stay on I-80 as it turns to head north. After passing through several cities, exit to State Highway 4 (CA 4) and head east. Exit at Alhambra Avenue, turn left, and head north toward Martinez'



The Carquinez Strait Loop is a fun northern California ride that crosses two bridges in the northern Bay Area and covers 22.9 miles with 1200 feet of climbing. Map by Wayne Cottrell

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waterfront. Enter the shoreline park from Ferry Street. Turn right on Joe DiMaggio Drive, followed by a left on Court Street. Park in the lot off of Court, on the left. Legendary pro baseballer Joe DiMaggio was born in Martinez (1914), hence the street name. Martinez had an estimated population of 38,400 in 2018. The city is the seat of Contra Costa County; the majority of the employed population works for the county government.

From the lot, exit the park by heading north on Court, which curves to the right to become Joe DiMaggio. Next, turn left on Ferry Street to cross the railroad tracks (note that the park is separated from the city by the tracks). Turn right at Marina Vista Avenue – behind you is the city's compact commercial district, which is worth a visit. Next, turn right at Talbert Street. At Foster Street, hang an easy left onto Carquinez Scenic Drive, and tackle the ride's first climb (8.7% grade, just over one-tenth of a mile). From here, Carquinez Scenic Drive twists and winds through Carquinez Strait Regional Shoreline and private lands, with the Strait to your right, and bluffs to your left. When I rode this, the scenic drive was lightly-used by motor vehicles, as a 1.9-mile portion

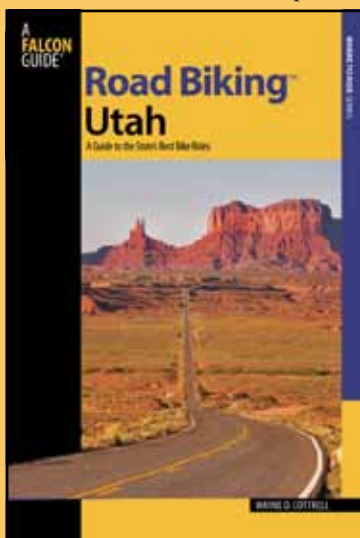
of it had been closed since a 1983 mudslide took out part of the road. That segment had always been passable to hikers and bikers on a narrow dirt segment, though. As of this writing, construction was in progress on a paved bypass of the damaged segment. True die-hards might continue to use the old dirt segment, however, to sustain a 35-year tradition. After snaking and rolling along Carquinez Scenic Drive to the 2.5-mile mark, with a number of short climbs and descents (average 4.5% grade), the road enters a hairpin curve. The new bypass starts here – stay to the right for the old, damaged road. The dirt segment is only about one-half mile in length, narrowing to single-track for a stretch. The damaged road, now back on rough pavement, continues to mile 4.3. Beyond the barriers, "normal" riding resumes (the barriers might remain once the bypass is complete). From here, the road climbs to the highest elevation of the entire ride, at 250 feet above sea level. A quick descent follows, including an awkward crossing of Reservoir Street; use caution here, as the sight distance is poor. At mile 5.7, the road curves to the left; the community to the right is Bull Valley, part of the small settlement of Port Costa (population 200). The town was, at one time, the nation's busiest wheat port.

Carquinez Scenic Drive continues to wind and twist its way across the valley. Note that, intermittently along the road, there are trailheads, all of which are worth exploring. At mile 7.55, after a 90o bend, the road enters the community of Crockett, becoming Pomona Street. Crockett had a population of 3,100 in 2010 and is, perhaps, still reeling from a longtime association with C&H Sugar. The company at one time employed about 95% of the town's residents, but business began to decline in the 1960s. The local refinery finally shut down in 2017. The ride through Crockett is a straight

shot on Pomona Street, first on a gradual descent, and then a gradual climb, through the small commercial district. After just one mile, the street passes under the massive I-80 freeway structure. One-quarter mile later, at the intersection with the freeway ramps, move right onto the walkway, after crossing the intersection. Turn right and ride along the walkway, which, after curving to the left, adjacent the ramps, continues onto the Carquinez Strait Bridge. The bridge consists of two spans, one for northbound and one for southbound traffic (although the official orientations are eastbound and westbound). The bike path uses the westbound span, which is the Alfred Zampa Memorial Bridge, where motor vehicles will be moving in the opposing direction, separated by a barrier. Prior to the Zampa span's completion in 2003, it was not possible to bicycle across the bridge(!). OK, I was a little uncomfortable on this crossing, perhaps because the railing to the left is open, with a clear view of the water, which is 156 feet below. The path's surface is opaque, though.

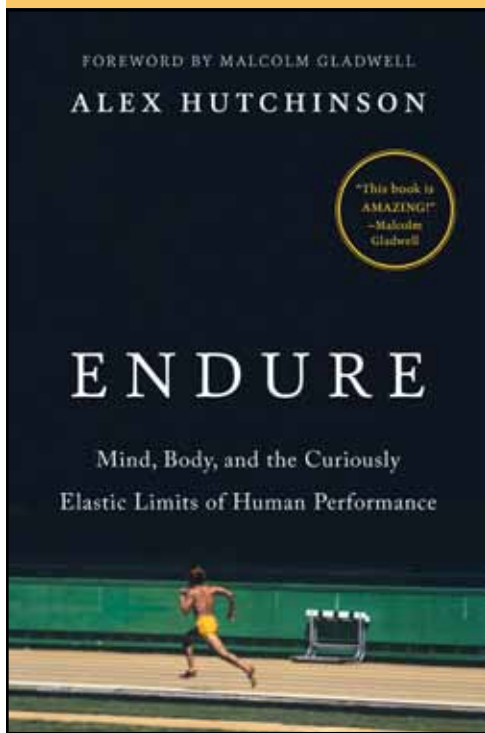
Touchdown comes after 1.05 miles – you are now in the city of Vallejo, in Solano County, 10.9 miles into the ride. Vallejo had an estimated population of 121,900 in 2018, and is associated with the California Maritime Academy, Six Flags Discovery Kingdom (formerly Marine World-Africa USA), and Mare Island Naval Shipyard (decommissioned in 1996). Stay on the path as it parallels I-80, and then veers away, abruptly depositing you onto Maritime Academy Drive, adjacent the Academy. From here, the fact that Vallejo is Solano County's largest city is evident in the busier streets. The next four miles of the ride cross the city. Maritime Academy curves to the right; cross busy CA 29 at the traffic signal, and then turn left onto 5th Street. At the end of the

Continued on page 39



BOOK REVIEW

Book Review: How Far Can Humans Push Themselves? Endure: Mind, Body and the Curiously Elastic Limits of Human Performance Takes a Look



By Lou Melini

How far can we push ourselves? What is stopping us from pushing further? In *Endure*, you probably won't find the absolute perfect answer to those questions, but you

will gain a lot of information about those questions.

Alex Hutchinson is a former national-team long distance runner, a Cambridge-trained Physicist and a journalist, one of 2 journalists granted access to Nike's training project to break two-hours for the marathon time. The Forward of the book is written by Malcolm Gladwell, who had 5 books on the NY Times best selling list. (I read 4 of them.) So of you are a fan of Malcolm Gladwell, Mr. Hutchinson's book mirrors Mr. Gladwell writing style.

Mr. Hutchinson takes you back over the past century to discuss case studies, science and success stories involving human endurance. He then brings in modern day physiologists to discuss the questions of human endurance and how far can we push ourselves. Can the Nike training project break

2-hours for the marathon. (They missed by 25 seconds though not an official record and the project will retry later this year).

Chapter 5 is titled "Pain". In this chapter, cyclist Jens Voigt is featured, famous for his response to leg fatigue by saying; "Shut-up, Legs!. Shut-up Legs is the title of his book where he states; "I learned to set my pain threshold higher than other people's". Mr. Voigt gives credit to his ability to endure pain to make him a successful cyclist. In the same chapter, Eddy Merckx, perhaps the most famous cyclist in history, set the 1-hour world record in 1972. At the end of the world record; "he couldn't move, he couldn't speak" When he could speak he said; "it had been terrible. No one who had not done it could know what it was like".

Much of the chapter discusses the science of pain to show how elite athletes can tolerate pain more than non-elite, though most of us probably knew that if one saw Merckx race. At the end of the chapter, Jens Voigt is again featured as he also set the hour record. The question of suffering again came up. Did Mr. Voigt

simply set the record by tolerating pain more than the others that set the record before him? Do elite athletes have the capacity to suffer more or does their training push them to be able to tolerate greater levels of pain? Read the book.

With additional chapters titled Muscle, Oxygen, Heat, Thirst, Fuel, Training the Brain and Belief, the reader of this book will find an immense amount of data, studies, case studies, and athlete examples backed by 24 pages of "notes" at the end of the book. Interviews with notable physiologists such as Tim Noakes add much to the book. There is a lot to digest and I will find myself rereading sections to obtain a better understanding of the concepts.

After reading the book the question of what is primarily stopping us from pushing further, the mind or the body is never fully answered. Having completed 2 10-weeks rides across the U.S. and a 25-week walk on the Appalachian Trail, my vote is the mind is the controller of pushing the limits. In Mr. Hutchinson's book, the mind is given a lot of credit. After reading the book I

thought that a statement by physiologist Michael Joyner in the chapter, Belief, summed up what most athlete's know, "All the blandishments of modern sports science-altitude tents and heart-rate-variability tracking and bioengineered sports drinks and so on- amount to minor tinkering compared to the more elemental task of pushing your mind and body in training, day after day, for years.

There are a lot of books on the market that discuss how to improve human performance, endurance and success in sports and life. I've read a few such as *Fast after 50* by Joel Friel, *The Pursuit of Endurance* by Jennifer Pharr-Davis (who once held the record for fastest time completing the Appalachian trail, and *Grit* by Angela Duckworth (a non-sport book but relevant to success) *Endure* is good read and would be an excellent complement to any training manuals that may adorn your book shelf.

Endure: Mind, Body, and the Curiously Elastic Limits of Human Performance
By Alex Hutchinson
2018; HarperCollins Publishers
ISBN: 9780062499868

Carquinez Strait - continued from page 38

5th, turn right onto Magazine Street. Magazine crosses over I-80. At Lincoln Street, bear left to remain on Magazine. After a little over one mile, Magazine makes a hard left, becoming Glen Cove Road. Next, turn right onto Fulton Drive, then left on New Bedford Drive, and then another left onto Glen Cove Parkway. Glen Cove crosses over I-780; next, turn right onto Benicia Road. This awkward segment is downhill (3.7% grade); control your speed, because there is a retail center on the right, with plenty of turning vehicles. Ride safely along this 0.9-mile segment. At the end of Benicia, turn right onto Columbus Parkway, followed by a right turn onto Rose Drive. Rose crosses over I-780, and then becomes a freeway ramp - whoa; rather than riding onto the freeway, turn right onto the connector road.

At the end of the short connector, now at mile 13.1, turn left onto Dillon Point Road and enter the Benicia State Recreation Area. The passage through this park is pleasant, with few motor vehicles. After riding through a large parking lot, leave the park and enter the city of Benicia (now at mile 14.0). Turn right onto West K Street. West K climbs very gradually past Benicia residences. Bear right onto Claverie Way, and then turn left onto West J

Street, to continue crossing the city. Benicia had an estimated population of 28,300 in 2018, and is best known as a former California State capital (for just one year, from 1853 to 1854). The city's historical sites and commercial district are worth visiting. Turn left at 5th Street, followed by a right onto Military East. Adjacent the old Benicia Arsenal - another historical site worth visiting - Military splits into three roads. Take the middle road, which is Adams Street, passing through a corner of the Arsenal. Turn left at Park Road, and climb the steepest hill of the entire ride (10.2% grade). The climb is short. Keep straight to the I-780 freeway. Underneath the structure, turn right onto the bike path (mile 19.35). The path runs underneath the freeway for a stretch, and then crosses a ramp - keep straight, and then curve right onto the Benicia-Martinez Bridge. The path is notably more comfortable than that on the Carquinez Strait Bridge, given the height and secure feeling of the barriers and railings. The bridge was built in 1962, and was critical in making Benicia more accessible. The ride across is a net downhill; in fact, the touchdown point is at the lowest elevation of the ride, at just four feet (at mile 21.3). Turn right onto Mococo Street. After a short segment, turn left to cross the railroad tracks, followed by a right onto Marina Vista Avenue. Shell Oil has a very large refinery along this stretch, as evidenced by

all of the tanks, and heavy industrial feel. (The refinery may have transferred ownership by the publication of this). Continue on Marina Vista as it makes a couple of turns, and then enters central Martinez. Continue to Ferry Street; turn right to cross the railroad tracks, returning to Radke Martinez Regional Shoreline. Continue to the parking lot to conclude the ride.

Starting & ending point coordinates: 38.019875oN 122.137297oW

For more Utah 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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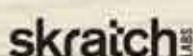
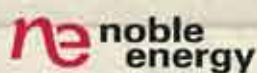
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