

VOLUME 19 NUMBER 5

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JULY 2011

WEST MOUNTAIN CYCLING JOURNAL

cycling utah

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A ghost bike was placed near the location where Brynn Barton was killed. Photo: Dave Iltis

UTAH NEWS

Brynn Barton, 24, Struck and Killed By Hit and Run Driver

By Dave Iltis

Police Ask for Public's Help; A Thousand Cyclists Ride in Solidarity.

On June 7, 2011, twenty four year old Brynn Barton was struck and killed on 700 E at around 750 S. by a hit and run driver. According to Salt Lake City police, it appears as though she was not on her bike when she was hit, and was possibly on the roadway already. She had been riding with two friends who were ahead of her and didn't see what had happened. The vehicle is described as a dark colored Volkswagen Passat that would have driver's side front-end damage and potentially windshield damage. Currently, the police don't have much information to go on, and are asking the public to distribute a flier available at www.slcpd.com/Newsroom that describes the car. Anyone with information is asked to call 801-799-3000. Callers can remain anonymous. A \$5000 reward is being offered from the Tips for Cash program through SLCPD, and an additional \$1000 from the

Christensen Law Firm.

A memorial ride and candlelight vigil was held on Friday June 17th in the evening at Liberty Park. The ride began at the park and moved slowly through downtown Salt Lake

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Cover: A rider on the banked wooden curve at the brand new Trailside Park Mountain Bike Park in Park City. See the story on page 16.

Photo: Photo John. See more at flickr.com/photos/photo-john or the gallery at PhotographyREVIEW.com

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ROAD RIDING

The Climbs of Salt Lake County



Above: Jared on the climb to the summit of East Canyon. Photo: Dave Iltis.

By Jared Eborn

Are your legs looking for a little punishment? Are you in the Salt Lake Valley and wondering where to go to give your lungs a workout?

Road cyclists in the state's capitol city are among the lucky when it comes to choices. If one wanted to, a cyclist in the valley could pick a different climb every day of the week and throw in numerous options to create almost-never-ending doses of vertical variety.

Here, in clockwise order, are the climbs of Salt Lake County.

City Creek Canyon: Distance 6 miles. Elevation gain: About 1,500 feet.

Beginning at Memory Grove in downtown Salt Lake City, the climb up City Creek is a popular ride among urban workers and dwellers. Because the road is closed to cars on odd days and closed to bikes on even days from Memorial Day to the end of September (it is open everyday to cyclists the rest of the year), cyclists can find themselves with freedom to climb and descend with limited fear of what is around the next corner. After passing the water treatment

plant half way up the canyon, cyclists find a narrow but scenic road that throws in some challenging stretches until you reach Rotary Glen Park. You can fill up water bottles at the top and catch your breath before a thrilling ride down the canyon. Make sure to watch for pedestrians, especially in the bottom section of the canyon and to keep your speed in check as there are several blind corners.

Emigration Canyon: Distance: 7.5 miles. Elevation gain: About 1400 feet

Perhaps the most popular climb in the valley, Emigration Canyon begins at Hogle Zoo and offers a gentle climb for a few miles before a switch back tilts the road upward for the final ascent to the Little Mountain summit. With ample shoulders on both sides of the road, Emigration is typically crowded on most days and into the evening. For variety, keep riding over the top and throw in an extension of another 16 miles and 2,000 feet of climbing as you pass Mountain Dell Reservoir and head up to the Big Mountain Summit. If that's not enough, visit the Pinecrest turnoff for a winding road past some mountain homes. There is also the Emigration Oaks subdivision half way up the canyon that throws in some steep pitches, dazzling descents and incredible views from atop the side of the canyon.

Millcreek Canyon: Distance: 9.2 miles. Elevation gain: 2,700 feet

A mountain biker's dream, Millcreek also finds itself crowded with road cyclists as they take advantage of the limited traffic and stunning views to get some climbing in. Heading east from 3900 South, cyclists are able to climb past scout camps, summer homes and top-end restaurants until they reach the top of the canyon. Because of the entry-fee for cars, traffic is limited on most days and cyclists are able to relax a little bit as they climb and descend at speed. Be careful on the way down, however, as everyone – including bikes – are expected to stop at the fee gate near the bottom of the canyon.

Big Cottonwood Canyon: Distance: 14.5 miles. Elevation gain: 4,600 feet

Looking for some pain? Look no further than Big Cottonwood Canyon. Salt Lake County's longest climb, Big Cottonwood begins at 7200 South and doesn't stop until you've reached Brighton Ski Resort. The first couple of miles are relatively tame, but once you hit Storm Mountain you'll be hitting the granny gear and begging for mercy. A mile or two of tough climbing is rewarded with some less-strenuous work until you reach Solitude where the grade picks up another few degrees. Stopping at Brighton is reward in itself with amazing views and a chance to catch your breath. If you're not done yet, however, roll back down the canyon a little bit and climb Guardsman Pass to really give yourself a workout. The descent

is among the best in the state, but be careful when rounding corners. Bicycles often travel faster than cars going down the canyon and can create some sketchy situations if you're not paying attention.

Little Cottonwood Canyon: Distance: 8.4 miles. Elevation gain: 3,500 feet

There's a reason the Tour of Utah sends the best professional cyclists in the country up this road. The steep grades and distance are an almost identical match to the Alpe D' Huez – but without all the switchbacks. The Canyon takes you past Tanner Flat (a misnomer in many ways) and up to Snowbird before a finish at Alta. Tackle this one and you'll have something to be proud of.

Suncrest: Distance: 3.5 miles. Elevation gain: 1,300 feet.

Not the longest and not the highest, the climb to Suncrest above Draper is nonetheless one of the most challenging pitches you can point your bike at. With grades in the 10-12 percent range, Traverse Ridge Road offers a short but intense workout that attracts many cyclists throughout the year. With a new and wide road, cyclists can leave the intersection with Highland Drive and enjoy safe riding to the top. Descending is an adventure with occasionally fierce crosswinds and high speeds.

Continued on page 21

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FAMILY CYCLING

Raising Bike Friendly Kids Part Three: And They're Off!

Above: The Barrett girls on bikes.

By Ryan Barrett

So far in our series, we've discussed trailers, trail-a-bikes, and tandem options for kids, but what about when they are ready to ride on their own? Typically by the age of four, kids are ready to ride a two-wheeler. It is tempting to get them something they can "grow into", but a smaller wheeled bike will make learning much easier. There are a few other options that can make learning much easier.

Training wheels certainly help kids grasp the idea of pedaling and steering without the stress of learning to balance at the same time. The drawback is that kids can become so used to having the extra wheels that they have a hard time adjusting to riding without them.

Strider style bikes (a.k.a. "pre-bikes") without pedals or cranks are another option that teaches the basics of balance and steering. Usually kids are familiar enough with pedaling, thanks to big wheels, that it's a pretty easy jump from these to a two-wheeler. A similar option that we tried with one of our kids was just taking the pedals off her bike and lowering the seat and letting her scoot around on it. I didn't really think it was work-

ing and she asked that the pedals be put back on...and promptly rode away. Not sure whether it was the scooting or if it was just her time to ride, but it worked!

I've also found Razor style scooters help kids grasp the balance and steering and make an easy transition to bicycling. This was how our other daughter learned to ride and she also only had a couple bobbles before riding on down the road.

I've heard of younger kids riding, but both of my girls learned to ride at four. It wasn't really planned, they just seemed ready and willing and took to it pretty easily. What is important is that when they are learning to ride, they have a quiet area to practice, like a parking lot after hours or a cul-de-sac. A first bike need not be fancy, but make sure that it is in good working order. This is one place where it pays to buy their bike from a bike shop. As mentioned in a previous article, would you buy YOUR bike at Big Box Mart? The number of bikes I have seen with the forks installed backwards or the brakes not functioning properly is enough to make that decision easy. A helmet and close-toed shoes are the other requirements. Sandals seem easy, but after seeing my sister get her toe stuck between the chain and

chainring, I always opt for close-toed shoes! Yes, some kids bikes have chain guards, but it's still really easy for a kid to drag their toe when learning, so you might as well have 'em covered.

Soon enough, they will want to go ride on their own for their first tastes of freedom. As with everything else in life, kids follow your example, so be sure that before they take off riding on their own, you lay down the basic "road rules" for safe cycling. And more importantly, you should obey those rules on your rides together. As when you cross the street as a pedestrian, don't be afraid to exaggerate complete stops for their benefit. And of course, wear a helmet! They are always watching what you do!

Ryan "Turbo" Barrett is the owner of Turbo Sports Marketing- coaching and representing brands in the cycling industry throughout the intermountain west. He also manages the Ski Utah-Market-Star Elite team and is still an active Cat. 1 racer. When he is not writing about himself in the 3rd person, he stays busy chasing his three girls.

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TRIATHLON

DinoTri Carves Its Own Niche

By Jared Eborn

VERNAL – In a state with numerous multi-sport events carving their own niches, Vernal, Utah’s DinoTri is doing just that but with a unique flair.

The race, which just completed its fifth year, attracts a small, but loyal group of participants. Though far from a metro area and often competing with other races to attract athletes, the DinoTri is a success because of community support which includes significant sponsor backing that allows the race organizer Mark Mason to offer a \$3,500 prize purse as well as the race’s signature trophies carved out of the desert sandstone that makes the region what it is.

That prize purse attracts some of the top triathletes from around the state and region including several professionals from Colorado and Utah.

This year, on June 25th, Boulder, Colorado’s Alan Gardner set a course record with a time of 1:58:02, edging Boulder’s Dan McIntosh for the top step on the podium. Utah’s Malaika Homo dominated the women’s field with a time of 2:10:40 for an almost five minute margin of victory over Colorado’s Kristen Peterson.

With a start at Red Fleet State Park, Olympic distance swimmers completed a pair of laps around the swim course amid red rock cliffs. Things got decidedly difficult after that, though with a brutal climb to begin the bike course. With grades in excess of 10 percent over the first two-mile stretch, cyclists had to dig deep into the pain cave to get to the top before a quick descent into the Ashley Valley and Vernal.

After descending Highway 191 – which, for the race, was closed to vehicle traffic in the right lane – Olympic distance triathletes make their way through some of Vernal’s farmland before turning up Dry Fork Canyon and suffering through a few miles of a deceptive energy-sapping false flat. Participants likely missed much of it, but the canyon is filled with cliffs, petroglyphs and rock formations usually associated with Southern Utah’s slick-rock country.

Turning around just past the sheer cliff wall of Remember the Maine Park, the bike course gives cyclists a quick, but technical, descent to Transition 2 at Uintah High School after roughly 27 miles of riding.

The fun ends there, though. After the challenging swim and difficult bike, participants are faced with a run not only against the clock but the elements. As it can in many Utah races, the sun plays a factor at the DinoTri with a run that – with the exception of a trip through a tunnel under a road – features virtually no shade. The course, which this year traveled through a new development near the Utah State University extension and the area’s technical education center, has perfectly smooth roads but little opportunity to hide from the sun.

Aid stations were well used as runners sought water and electrolyte replacement drinks to combat the 90-degree temperatures.

While the course was challenging but also fun, family and friends waiting for finishers were greeted by a festival atmosphere with bounce house inflatable toys for the children, a water misting tent and the ever-present promoter on the microphone welcoming finishers.

Unlike many events, however, the

DinoTri is as much about selling the community as it is about selling the race. Local tourism officials were on hand at packet pickup handing out

brochures touting the area’s attractions.

The DinoTri, perhaps one of Utah’s smaller events in participa-

tion numbers, is nonetheless one of Utah’s best events because of the course, the community, and sponsor support.

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COMMUTER COLUMN

The Southwick Family Instills a Love of Cycling

The Southwick Family commutes regularly.

By Ashley Patterson

To the readers of the commuter column, I wish to introduce Ashley Patterson as the new co-writer. Ashley was the first bike commuter to be profiled in the July 2004 edition of Cycling Utah. She now comes back to profile others in our quest to highlight bike commuting.

Ashley was the owner of the Green Building Center when she was profiled in 2004. She is now the Outreach Coordinator in the Office of Sustainability at the University of Utah. She still commutes nearly everyday and like me, she is a member of a one car family. In addition she uses her bike for errands and for a bike touring vacation once or twice a year. In the seven years since being featured in Cycling Utah she has seen an increase in bike commuters, especially single-speeders. Ashley feels that Cycling Utah deserves a "bunch of credit" for the increase. She will now be putting her passion into the column to inspire others to bike commute and to give encouragement to those that are currently commuting.

-Lou Melini

What motivates us to get up and

ride to work everyday? Why do some teens love to ride their bikes for transportation while others wouldn't touch a bike with a ten foot pole? Megan Southwick believes that getting kids used to a bike from their earliest days is the key to instilling a love of cycling and bike commuting. When I asked her daughters, Kate, and Ruby Southwick, ages 5, and 6, respectively, what they like about cycling, they both answered a definitive "I don't know." Hmm...stay tuned for another ten or twenty years to see if it was the fact that Megan hauled them in the bike trailer or on a child seat mounted on the rear of her bike pretty much since their births. The jury is still out on how it will work out over the long haul; however, it's clear that the main reason they like riding their bikes is because it's fun. That's one of the best reasons to jump on a steed every day and ride to work, school or play and certainly one that will keep any of us doing it.

Over the short haul, though, it's clear that the entire Southwick family are all enthusiastic bike commuters. Andy is a urologist at the University of Utah Hospital and the Veteran's Administration Hospital and literally rides to work every day; rain, shine or snow, Andy leaves his house at

6:30 am for the 20 minute commute from their house at 15th and 15th to the University Hospital. He has rain gear and wears his ski clothes in the snow. When asked what motivates him to ride, he responds, "I ride for the exercise and the parking. Parking sucks at the U and I don't like to drive." He rides between the VA and the U of U hospital and says it is noticeably quicker to travel via bike than to drive. He rides an old hardtail mountain bike with a front shock and no fenders. "I wear rain gear that can get wet. I change into scrubs at the hospital and there is a shower if I need it." When asked about riding in the snow, Andy scoffs at the suggestion that it's intimidating. "Fresh tracks are stable. I leave at 6:30 in the morning and can usually get fresh tracks in the powder, and it's not that slick." Maybe all of us should go to work a little earlier on those snowy mornings to take advantage of the fresh tracks! While he admits his short, 20 minute commute isn't a lot of exercise, he says, "It's better than nothing and that's the alternative for me with my job if I want to spend time with my family, which I do." Wise words we should all take to heart. At the end of the day he more or less spins home down the hill, and while it's not much, it's enough to take the edge off his day. The bike offers a nice transition from an intense workspace to the chaos of home with two small children.

Megan and the girls are less regular than Andy with their commutes to school, but are a whole lot more entertaining. The typical vehicle is the Big Dummy, (also known to the girls as the Big Bummy), an Xtracycle that allows them to ride on the back. They both also have their own bikes, which they enjoy riding short distances. They don't generally ride in inclement weather as Megan is keen on the idea of them enjoying themselves on a bike. "I feel like the kids and I are not necessarily "model bike commuters", but we're working toward teaching them that cycling to get places is what we consider normal." They generally ride to the movies, out to breakfast, to get an ice cream cone, or down to the Sugarhouse Farmers' Market as well as to school during nice weather. She points out that they are really proud when they see their friends driving to school while they are whipping along on the back of the Big Dummy. Ruby likes to try to race her car-entrapped friends on the bike and on her day to run the carpool, Megan will often load three kids on the Big Dummy. When they have a friend along, Kate and Ruby will put the friend in the middle to make her or him feel more secure.

Megan feels that riding a bike on short outings with the kids to go out to breakfast or another outing makes it feel more like an adventure to all of them. They get home after the outing and everyone feels great because they've gotten a little exercise on their bikes. However, she points out that it is important to be realistic about how long they can cope with being on the bike. Twenty or thirty minutes is okay; forty-five minutes is too long. But as they ride, the girls often remark, "We're not polluting the air today, Mom!" which makes her realize how she's getting across to them the personal accountability for pollution.

In addition, Megan wants to teach

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her daughters about the freedom associated with bicycling and that it isn't necessary to drive a car to get places. With a bike, it's possible to go virtually anywhere and she wants her daughters embracing the concept of bicycling as being akin to freedom and mobility. "We can go so much further afield than walking, so it expands our range without needing the car" she says.

So keep your eyes out for the Southwick family riding their own bikes to Sugarhouse or the VA Hospital or on the back of the Big

Dummy. The whole gang can tell you about the fun of bike commuting.

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

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TYLER'S JOURNAL

Inherit the Win



By Tyler Wren

With forty switchbacks of uninterrupted suffering ahead of me and the main peloton five minutes behind, I felt confident in my ability to prevail on the queen stage of the recent Tour of Chile. Concentrating on my rhythm and jeered on by my director from the team car, I struggled and inched my way up the behemoth climb, being careful not to look at the switchbacks above me. The time gap was disappearing just about as quickly as the kilometers-to-go. One minute with three kilometers to go shrunk to ten seconds at the kilometer mark. Marco Arriagada, the race leader and Chilean national hero, passed me in that last kilometer, ending my hail-mary attempt at glory on the day and relegating me to second.

They're a peculiar enterprise these days, cycling podiums. Cheer for the winner with one hand behind your back as you await the results of the drug control. In this case, the winner of that queen stage Arriagada (he was also the eventual victor of the race overall) tested positive. We were awaiting the results of his B-sample, but recently the news broke that I inherited that stage win.

My enthusiasm over my first international race victory is thus quite tempered by the way in which it was achieved- by default. Marco, it seems, robbed me of a chance to stand atop the podium that day, the satisfaction of struggling up that climb ahead of the field. What comes to mind is the enormous amount of work and sacrifice this endeavor of professional cycle racing demands. Training through Utah winters; jug-

gling college and training; forgoing desserts and larger salaries afforded by more traditional work; interval training in the rain- these are all part of what Marco stole from me.

My outlook on this darker side of our sport has evolved over the last few years. I've progressed from cynicism to acceptance. Further, the slimy headlines no longer bring me despair. In fact, they affect me in just the opposite way- I feel more and more confident and happy in my own decisions to race clean. At the end of the day, there will probably be cheaters in most endeavors that I pursue. For me, my happiness and satisfaction comes from the choices I make, not theirs. I'm content with my cycling career, and will be proud of winning that queen stage of Vuelta Chile as a clean athlete. I continue to be fascinated by the nature of our sport- man overcoming the resistance of nature and the determination of his fellow competitors. Doping would obliterate that interest for me, and my pride. I don't normally like to champion the decision to be a clean athlete- it feels to me a little like bragging about filing your taxes- but in this circumstance, when the vic-

tory was allegedly snatched from under my nose, I feel compelled to declare myself so.

For me, there is no positive test that will destroy my interest in the beautiful sport of cycling. For every doping scandal, I also see the story of the honest, hardworking clean athletes struggling in second place or further anonymity. Longfellow penned my favorite of Princeton Cycling's mottos- "Know how sublime a thing it is to suffer and be strong." Of all the things dopers rob, they can never take this from me and will never know its true meaning, for of this they have robbed themselves.

Thanks for reading, and train hard now that the sun's out again.

-Tyler

Tyler lives in downtown Salt Lake City and races around the world professionally for the Jamis/Sutter Home Pro Men's Cycling Team. He also provides cycling coaching services and can be reached at twrenegade@gmail.com or (610) 574-1334.

LETTER TO THE EDITOR

Tour de Cure Raises \$483,000

By Marshall Emsley

At Tour de Cure on June 11, we saw the power of the human spirit as Michael Downey conquered the 100 mile route in an astonishing 4:42.07. We shared our stories and forged new friendships like Brett Kassing our Chair of the Organizing committee who's commitment to improve the lives of 177,000 Utahns living with diabetes. We saw strength in our movement to stop diabetes as David Schiff climbed Faust Valley Road on the 100 mile route multiple times to encouraged others to press forward. Then he descended at a top speed of 49.4 MPH! We witnessed the impact teamwork makes as Team SelectHealth's 255 riders raised \$83,950 making it the largest single-site team participating in Tour de Cure nationally.

Let's recognize our largest Friends and Family teams - BadAss

Coffee's 103 riders raised \$60,810 and Team Red's 77 riders raised \$33,070. Our outstanding individuals are Ken Schaecher raising \$14,550 and captaining Team SelectHealth, Joe Kalodimos raising \$10,045, and the Willie Blocker Family (Linda, Willie Ray, John, Laura and Hannah) raising \$40,000! Special thanks to our sponsors who work year-round to make Tour de Cure a success: Larry H. Miller Dealerships, SelectHealth, Jason's Deli, Questar, Nate Wade Subaru, Intermountain Healthcare, IM Flash Technologies, Pfizer Primary Care, Pacific Steel and Raleigh Bicycles.

We are still processing donations from the event, but in total 1,562 riders registered, 237 people volunteered and 110 teams have currently banked \$483,897 with additional donations accepted through July 8th at diabetes.org/tour. Tour de Cure is not over until we Stop Diabetes. Save the date for June 10, 2012.



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BOOK REVIEW

Biking Through the 'Hoods — Exploring Fifty American Cities by Bicycle

By Review by Lou Melini

Biking Through the 'Hoods by Paul F. Pinsky
CityScape Press
Silver Spring MD. 20910
2010
www.bikingthroughthehoods.com

I requested and received this book after seeing an advertisement in the League of American Bicyclist's American Cyclist magazine. The title intrigued me, though I can't exactly say why. With that, I did not have any preconceived ideas about the book other than what I obtained from the title.

The first chapter discussed a bike tour through Philadelphia, up to Trenton and then returning via Camden. Having lived, worked, visited or attended school in all three of these locales, I was immediately interested in the book. Mr. Pinsky delved into the history, culture and politics of the cities he passed through along with a description of his ride. He purposely rode through some of the more destitute and impoverished sections of Philadelphia, a route not normally associated with "preferred bike route". His route is one of the reasons why I no longer live in New Jersey. They are large urban bike-unfriendly areas that one tries to avoid (though Philadelphia has made great strides to become bike friendly in the past decade or two).

Some of the cities receive a long description of his bike ride; others receive a brief mention in this 249-page book. Overall the book is more of the same, 50 cities; 50 ride descriptions along with some background. Some of the background information I found interesting some not. Each reader of the book may find a few sections interesting as well. Salt Lake City made the list, in the chapter entitled North Pacific. It was a less than two-page, somewhat flattering description of his ride to the westside and up an eastside canyon.

It took me longer than expected to get through the book. Mr. Pinsky's description of his ride through most of the cities sounded quite unappealing. The ride descriptions were mostly written like a diary. Sometimes it seemed that he inserted some random thoughts in the book. I didn't have trouble putting the book down.

My biggest criticism of the book is the constant and overbearing insertion of the race or ethnicity of the people and neighborhoods he saw along the way. Predominately African-American (as well as Caribbean and Hispanic) neighborhoods were always described negatively. "Run-down, blighted, ghetto (or barrio), impoverished", were just some of the descriptions used. Homes were "boarded-up, weed-infested, or run-down" and the streets were "dirty and littered, with unemployed loitering in doorways". In Portland he stated "I figured that I was in the 'ghetto' when I saw a rare break in the racial

homogeneity—a neighborhood with mainly black people around." In an African-American neighborhood in Buffalo a woman approached him. Rather than thinking she was schizophrenic, he stated; "in this neighborhood, and with her behavior, I figured she was a crack addict".

The amount of pages devoted to race and ethnicity led me to believe that Mr. Pinsky is either (A). Portraying America for what it may be illustrating the continued economic disparities of the racial and ethnic groups; (B) Needed to prove by highlighting the "bad neighborhoods" where he rode to portray his ride in 50 cities as "an adventure" or (C) he chose to reinforce racial and ethnic stereotypes that portray minorities in a negative manner or as inferior in their personal lives. He does try to explain his negative views later in the book as part of a historically discriminatory legacy of our country. I am aware and sympathetic to the realities of how various groups were treated in this country over the course of history. However I found Mr. Pinsky's near compulsive focus on race and ethnicity tiring.

It is difficult for me to give this book a "should buy" rating. If you have read my reviews over the past nine years, there are many other books more worthy of your money. Then again, we all have different interests and some may enjoy parts of the book as I did. I just didn't enjoy it enough to rate it highly.

State Championships - Continued from page 18

generally dry with some wet sections near the melting snowpack.

The steep climb out of the start-finish combined with traffic on the singletrack sections proved to be the determining factors in the outcome of the racing. Kathy Sherwin, winner of the pro women's race, said course knowledge was critical. Knowing where to pass proved to be vital as the course presented few opportunities. The start climb had many racers practicing their cyclocross and hike-a-bike skills. The steep, slippery surface combined with heavy traffic made it more practical at times to run the climb as a means to gain places over riders struggling to ride the section. The tight singletrack may have directly affected the pro women's outcome as on lap two they became mixed in with a slower men's field that had started 2 minutes earlier.

Australian national champion Katherine O'Shea (Torq Nutrition) lead out the first lap. Followed by Sherwin (Stan's No Tubes), Sarah Kaufmann (Elete Nutrition), Kelsy Bingham (Jamis), Erika Tingey (Jan's/White Pine) and Kara Holley (Mad Dog). Sherwin made good on her course knowledge and slipped past O'Shea at the bottom of the course. Climbing steadily back to the start area, Sherwin held a small gap over O'Shea heading into lap two. The others held position behind the leaders. Going into the single track sections for the second time the women caught the men's expert field. Sherwin and O'Shea got in ahead of the men, while Kaufmann, Bingham and Tingey got mixed in with the men. With clear trail in front of them, the two leaders extended,

while the chasers lost ground unable to pass.

Sherwin went on to finish two minutes ahead of O'Shea. Kaufmann finished third overall.

On the men's side, junior rider Noah Talley led out the first lap while Geoff Montague and Kevin Day (Kühl) kept pace. On lap two, the Roosters Brewery/Bikers Edge team made its presence felt. Nick Fisher of the Rooster's Team upped the pace with teammates Jonny Hintze and Brent Pontius in tow along with Montague and Day, while Talley dropped off. Fisher broke his chain and was out.

On lap three, it was down to Day and Pontius. "At the start of the third lap, I knew this would be my only chance, and so I went for it on the steep section and put a little time on the descent and held him off from there," said Day on his race winning attack. He completed three and a half laps of the course in 1:47:13. This was his first championship win since 2002. When he started the race, he didn't realize it was the state championship race, "I would have probably buckled under the pressure had I known." When he finished the race, he was the State Champion, and a happy rider. Hintze would end up third on the day behind teammate Pontius.

With invites to the USA Cycling MTB National Championship in Sun Valley in July on the line, turnout was high and racing was fast. In all forty four men's invites were claimed in the non professional classes. The women laid claim to seven bids. The top 15 riders in each category and age-group qualified.

See results on page 10.

ROAD RACING

Utahns Excel at 2011 USAC National Championships

By Jared Eborn

Wearing the Stars and Stripes that comes with being the national champion is nothing new to guys like Dave Zabriskie (Garmin-Cervélo).

But for Tayler Wiles and Rob Squire, it's a habit they'd love to get into.

While Zabriskie slipped into the familiar Stars and Stripes as the U.S. time trial champion for the sixth time beating Tom Zirbel by 31 seconds in South Carolina, Wiles and Squire showed the Beehive State is anything but done producing national champions.

Wiles, riding for the Peanut Butter & Co. TWENTY 12 professional team, covered the 30 kilometer course in Augusta, Georgia to win the U23 national championship and earn her first Stars and Stripes jersey.

"This national title means a great deal to me, this time trial has been one of my biggest goals all year and with the incredible support of my team, our sponsors, my family and my coach I was able to make it happen," Wiles said. "I'm very excited and grateful to all the people who helped me pull on the stars and stripes."

Wiles' time of 43 minutes, 6.7 seconds was a whopping 43 seconds faster than that of second-place finisher Jerika Hutchinson from

California. Wiles, a 22-year-old Murray High graduate, has made serious strides in recent years and has podium showings in race at the Tour of the Gila and the Mount Hamilton Classic Road Race.

While Wiles' national championship was her first, Squire has seen the top of the podium before – but as a mountain biker in the junior ranks.

His victory in the U23 road race removed what little doubt anyone had about his successful transition from dirt to pavement. The Sandy product races for Garmin-Cervelo's Chipotle Development team and is fast becoming one of the best all-around racers on the team's roster.

After sizing up the field for much of the race in Georgia, Squire and teammate Jacob Rathe attacked and found themselves alone off the front when the rest of the field failed to counter on the final lap. Squire and Rathe crossed the finish line together with Squire taking the victory, almost three minutes ahead of the chasing peloton.

"I usually do pretty well in the heat," Squire said. "I was hoping for it to be hot. I got the heat so we brought the pace."

It was a pace the others simply couldn't match. Utah's Chase Pinkham (Bissell) finished seventh while Tanner Putt (Team Type 1) finished 15th. Salt Lake's Connor O'Leary (RaceLab) showed his

recovery from cancer is progressing well finished with the main group in 48th place.

Pinkham also finished 11th in the U23 time trial while Squire checked in at 15th.

Those results were good, but Pinkham showed his form was in great shape a few weeks earlier when he competed in the U.S. Pro championships and produced a pair of top 10 finishes. The Salt Lake City native finished ninth in the time trial and 10th in the road race behind most of the biggest names in American professional cycling.

Matt Bradley, less than a year after cancer claimed his lower leg to amputation (see cycling utah's June 2011 issue for a profile), placed second in the paracycling time trial, third in the criterium and fourth in the road race.

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Road Respect - Continued from page 29

riding her bike and deeply feels the concern about safety on the roads: "How many automobile drivers know the rules? That is the question."

The Road Respect Tour concluded with a long ride from Panguitch through Zion's Park and Springdale finally finishing in Hurricane. As

an effort to bring awareness to the importance of cyclists and drivers sharing the road and following the rules, it was a great first step for Utah. The tour was a chance to spread the word across the state that it is time for mutual respect between cars and bikes. As Salt Lake City's Mayor Ralph Becker stated, "Everyone on the road needs to have a safe environment."

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COACH'S CORNER

Is Working with a Coach Necessary?

By Mark Deterline

Good coaching is always beneficial, though arguably unessential

I've always respected the science that sophisticated coaching brings to the table. Depending on your goals and whether or not you feel the need for motivation as well as direction, working with a coach represents a helpful option for recreational and competitive cyclists alike.

I've worked with four different coaches over the years, two of whom were elite bike racers. All of them helped me make fitness and strength gains, better structure my workouts and more effectively assess data from my clinical testing, training and racing.

The real questions are whether coaching is necessary, and if so, whether it's worth the cost.

Do only the coached survive?

I've raced hundreds of events over the past several years, and many of the top finishers were not working with a coach. Some had worked with coaches in the past, many had been (or still were) mentored by more experienced riders, and still others had simply figured things out on their own.

Of course, many of the strongest riders I've competed against have indeed been coached athletes. And while it's true that these individuals had often demonstrated the most talent and ambition before seeking professional guidance, generally they insisted that coaching helped them take their cycling to the next level.

Taking advantage of science while taking personal initiative

That said, if you don't have the money or don't want to spend it, there are plenty of accomplished riders and racers who have gleaned helpful scientific information and implemented it without requiring outside help. Below are insights provided by two of my California-based teammates.

Pro mountain biker and elite road racer, Peter Graf, explains:

"I've come to the conclusion that it really depends on the rider and his or her personality. The bottom line is, what are your goals in this sport, and can you objectively assess yourself, your training, and your results?"

"This is a hard thing to do for anyone. But with more and more data available (i.e. power meters) it is easier to take yourself and your biased views out of the equation. Still, despite these 'objective' measures, people struggle to be objective and honest with themselves. So this is where coaching can be useful. Other than that, I think you can get by on your own.

"Also, if you come from an athletic background, played competitive sports in high school or college, you have a better understanding of what it takes to train, compete and how to suffer. For me, I read some books, did some research online, used a power meter for 18 months and that was enough. I learned what I needed to do."

Adam Ross, an elite road racer and triathlon dabbler who rarely trains more than eight hours per week, adds:

"Coaching is not essential, but it depends who you are. I read *The Cyclist's Training Bible* by Joe Friel during my first race season. It should be required reading for all cyclists

because it helps you understand how you need to structure your training and riding. After that I had the privilege of getting general, team training plans while with UC Davis from the UCD sports med guys (i.e. Testa, Heiden, Van Sickle). Those were helpful, and I noticed that it resembled Friel's stuff, so as far as 'cutting edge' I didn't find it that different.

"I've been doing my own training plans for the last several years. I don't need to write anything down anymore – I just know what I need to do at certain parts of the year and leading up to specific races. At this point, I don't think a coach could squeeze more benefit out of the 8 hours a week that I'm putting in. You wouldn't believe what I can do in the 14 miles between work and home!"

"The beauty of self-coaching is that you're forced to understand the principles of structured training. If you're paying someone else to do it, I don't think you fully understand why you're doing things. I also think a

lot of people are just paying coaches so that they'll have someone to stay on their butt about sticking to their training; it's an expensive form of accountability!"

Reducing uncertainty

One of the most common benefits coached riders cite is how coaching can diminish unsettling uncertainty. Many riders have told me that they work with a coach so that they no longer need to worry about their training – what to do and when to do it.

However, a counterpoint is a trip I made with a teammate last year to the Texas A&M wind tunnel for aerodynamics testing. It illustrates that professional guidance is helpful, but at some point you can use what you've learned to make similar gains without supervision:

Upon returning to California following the tunnel sessions, that teammate kept thinking that if we had only had tighter fitting clothing, been more prepared as far as aero bars, etc,

the testing would have been more productive, and was convinced we needed to return for further testing.

However, the aerodynamics guru we had worked with reassured us, "You've spent time in a wind tunnel and learned a lot. Just having that experience means you don't need to worry about it anymore. Now it's time to apply what you've learned out in the real world."

Efficiency is king

Ultimately, coaching's biggest value proposition may be the efficient use of life's most precious and limited resource – TIME.

Ross mentions above that he's figured out how to maximize a 28-mile round-trip commute on his own. But for those with insufficient patience, willingness, experience or confidence, the guidance of a good coach can help get the most out of hours spent cycling.

It's personal

In this regard, I'm not necessarily a good role model. Although I know how to maximize training time via principles such as specificity, super-compensation and proper recovery to avoid overtraining, I frequently opt for what makes me happiest: being

outdoors as much as possible on a bike.

I like logging long miles – hard, medium and easy – to burn calories so that I'm always race weight and to stay limber. I enjoy looking forward to a canyon climb instead of watching a power meter. Most of all, cycling is social for me; I've met friends of a lifetime in several different countries while pedaling and not worrying too much about a workout.

I've ridden as strong when self-coached as I have when under the guidance of a certified expert. Sure there are coached riders who are faster than me. But I've ridden stronger, longer, than many riders who pay a hefty sum for coaching each month. I've done okay, and so will you, no matter what you decide.

Ingredients for success

It may be power, lactate threshold, structure or the monitoring of a skilled professional that helps you make the most of your training and be more competitive, whether it's out on a weekly group ride or at a race. And there is no doubt that mentors – certified or not – can play a key role in your progress, regardless of your experience and level of fitness.

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Royal Street Café and the chairlifts are open daily through Labor Day. Chairlifts then continue to operate September 10 & 11, conditions permitting.

cycling utah

RACE RESULTS


6th Annual Stan Crane Memorial XC, Intermountain Cup, Draper, Utah, May 30, 2011

12 & Under
 1. Evan Clouse; Cole Sports 0:35:17
 2. Bryn M Bingham; DNA Cycling 0:37:56
 3. Katie Clouse; Cole Sports 0:38:52
 4. Nash Batten; Mountain Trails Foundation 0:43:21
 5. Jack Youngblood 0:45:05

9 & Under
 1. Britton Dexter; LHM/Timpanogos Cyclery 0:07:48
 2. Lauren Bingham; DNA Cycling 0:08:01
 3. Karson Farnsworth; Racers Cycle Service 0:08:54
 4. Coleman Cowan; Utah MountainBiking.com 0:08:58
 5. Maggie Youngblood 0:09:42

Beg Men 19-29
 1. Michael Buhler; Utah MountainBiking.com 1:07:44
 2. David Thomas; Contender Bicycle 1:09:02
 3. Greg Shafer 1:10:18
 4. Nguyen Hoang G Ng 1:23:53

Beg Men 30-39
 1. Tyler Carlson 1:05:58
 2. Alex Smith 1:06:11
 3. Richard Harris; Mad Dog Cycles 1:07:44
 4. Christopher White 1:08:17
 5. Wayne Baker; Utah MountainBiking.com 1:15:48

Beg Men 40+
 1. Dave Lamping 1:06:12
 2. Paul Andersen; Chase Automotive 1:08:21
 3. Wade Tischner 1:11:51
 4. Royce Parsons; Reynolds Cycling 1:12:00
 5. Robb Abrams 1:15:39

Beginner 13-15
 1. Harrison Woodard; Bike Fix 1:39:24
 2. Garrett Clawson; Roosters/Bikers Edge 2:18:14

Beginner 16-18
 1. Ryan Westermann; Revolution/Peak Fasteners 1:08:01
 2. Tyler Wharton; Rocky Mountain 1:13:07
 3. Parker Landgren 1:28:32
 4. Parker Lauritzen 1:28:33
 5. Sam Hoole 2:01:59

Beginner Women
 1. Rachel Hutchings; Utah MountainBiking.com 1:21:01

Clydesdale
 1. Richard Ewell; Utah MountainBiking.com 1:12:47
 2. Tate Jensen 1:19:06
 3. Aaron Mullins; Racer's Cycle Service 1:23:17
 4. Ben Caton 1:29:18

Exp Men 19-29
 1. Justin Griffen; Bike Fix 2:10:04
 2. Jake Rogers; Racers Cycle Service 2:18:31
 3. Casey Zaugg; Utah MountainBiking.com 2:18:39
 4. Eduardo Leon; Contender Bicycles 2:23:21
 5. Jake Stocking; Revolution/Caf_Rio 2:46:59

Exp Men 30-39
 1. Drew Free; Revolution/PeakFasteners 2:09:34
 2. Reed Abbott; Mad Dog Cycles 2:13:04
 3. Adam Lisonbee; Mad Dog Cycles 2:15:38
 4. Tim G. Hodnett; Mad Dog Cycles 2:17:21

5. Matt Brown; Revolution/Peak Fasteners 2:18:10
Exp Men 40+
 1. Ty Hopkins; Mad Dog Cycles 2:12:33
 2. Chris Bingham; DNA Cycling 2:13:31
 3. Mark Messer; Utah Mountain Biking 2:13:44
 4. Dennis Barrett; Lifetime Fitness 2:13:47
 5. Jason Sparks; Utah MountainBiking.com 2:15:59

Expert Women
 1. Heather Clarke; Mad Dog Cycles 2:02:02
 2. Ellen Guthrie; Revolution/Peak Fasteners 2:03:26
Men 50+
 1. Dana Harrison; Revolution Peak Fastener 1:44:38
 2. Jay Griffin; Utah MountainBiking.com 1:49:25
 3. Curt Bates; Canyon Bicycles 1:52:45

Men 57+
 1. Joel Quinn; Utah MountainBiking.com 1:06:00
 2. Craig D. Williams; Mad Dog Cycles 1:06:31
 3. Dennis McCormick; Wild Rose 1:08:58
 4. Bruce R. Argyle; Utah MountainBiking.com 1:15:59
 5. Gene Poncelet; Utah MountainBiking.com 1:15:59

Pro Men
 1. Noah Talley; Revolution/Canondale 2:16:05
 2. Geoffrey Montague; Timpanogos Cyclery 2:24:57
 3. Scott M. Allen; Canyon Bicycles 2:25:55
 4. Chad Harris; Racers Cycle Service 2:30:26
 5. Ryan Ashbridge; Revolution/Peak Fasteners 2:32:30

Pro Women
 1. Kathy Sherwin; Stan's No Tubes Womens Elite 1:46:57
 2. Sarah Kaufmann; Elete 1:48:10
 3. Jenelle Kremer; Revolution/Peak Fasteners 1:59:03
 4. Erica Tingey; Jans/White Pine Touring 2:26:54

Single Speed
 1. Brian Tolbert; Kuhl 2:06:53
 4. Jason Steel; The Bike Fix 2:19:08

Single Speed
 2. Nicholas Rico; Adobe 2:13:03
 3. Rick Sunderlage; Adobe 2:14:26
 5. Shane Horton; Utah MountainBiking.com 2:24:05

Sort Women
 1. Jennifer Hodnett; Mad Dog Cycles 1:51:14
 2. Alison Knutson; Cutthroat Racing 1:52:35
 3. Marian Bonar; Mr. Marsh 1:54:53
 4. Lyna Saffell; Revolution/Peak Fasteners 1:55:09
 5. Stephanie Earls; Revolution/Peak Fastener 1:57:02

Sport/Expert 13-15
 1. Connor Barrett; Lifetime Fitness 1:08:07
 2. Haley Batten; White Pine Touring 1:09:31
 3. Tyler Mullins; Racer's Cycle Service 1:10:32
 4. Matt Wilson; Revolution/Peak Fasteners 1:12:08
 5. Brayden Nielsen; Bike Fix 1:12:09

Sport/Expert 16-18
 1. Hunter Tolbert; Kuhl 1:50:13
 2. Larsson Johnson; Autoliv 1:52:27
 3. Aren Burkemo; Skull Candy 1:54:04
 4. Joel A. Roberts; Cottonwood Cyclery 1:56:30
 5. Jesse Betebenner 1:56:52

Spt Men 19-29
 1. Cortlan Brown; Bike Fix 1:46:20
 2. Nima Mahak; Mr. Marsh 1:51:59
 3. Jeremy Russell 1:52:23
 4. Ian Beaty; Utah MountainBiking.com 1:54:01
 5. Bryson Deppe 2:01:19

Spt Men 30-34
 1. Michael Nielsen; Timpanogos Cyclery 1:56:09
 2. Jared Richards; Mad Dog 1:57:49
 3. Jacob Case; Bountiful Bicycle 1:59:22
 4. Jeff Wilson; Bountiful Bicycle Center 1:59:42
 5. Jared Millington; Skyline Cycles 2:00:52

Spt Men 35-39
 1. Dan Richards; Mad Dog Cycles 1:59:35
 2. Jonathan Hall; Utah MountainBiking.com 1:59:44
 2. Taylor Foss; Kuhl 1:34:43
 3. Justin Griffin; Bike Fix 1:36:22
 4. Gabe Klamer; Fitzgeralds Bicycles 1:37:14
 5. Sam Sweetser; Cole Sport Racing 1:37:14

Exp Men 40+
 1. Julian Gasiewski; Jans/White Pine 1:33:17
 3. Todd Neumarker; Roosters/Bikers Edge 1:36:31
 4. Chris R. Peters; Endurance Cycles 1:36:46
 5. Aaron Campbell; Bountiful Bicycle 1:36:54

Exp Men 40+
 1. Craig Kidd; Barries Sports 1:35:57
 2. Mark Messer; Utah Mountain Biking 1:36:05
 3. Thom Morton; White Pine Touring/Rocky Mountain Bikes 1:36:19
 4. Bob Saffell; Revolution/Peak Fasteners 1:36:24
 5. Ty Hopkins; Mad Dog Cycles 1:36:41

Expert Women
 1. Mary Foss; Kuhl 1:38:42
 2. Roxanne Toly; Jans 1:40:25
 3. Tanya Swenson; ColeSport 1:43:10
 4. Heather Clarke; Mad Dog Cycles 1:43:56
 5. Lisa White; Kuhl 1:44:43

Men 50+
 1. Dana Harrison; Revolution Peak Fastener 1:05:26
 2. Jordan Swenson; Cole Sport 1:05:36
 3. Todd Henneman; Jans 1:07:03
 4. Tom Noaker; Lina Hached 1:09:06
 5. Jay Griffin; Utah MountainBiking.com 1:09:08

Men 57+
 1. Tim Fisher; Mad Dog Cycles 1:14:18
 2. Joel Quinn; Utah MountainBiking.com 1:16:44
 3. Craig D. Williams; Mad Dog Cycles 1:16:57
 4. Bruce R. Argyle; Utah MountainBiking.com 1:19:19
 5. Dick Newson; Revolution 1:19:22

Pro Men
 1. Kevin Day; Kuhl 1:47:13
 2. Brent Pontius; Roosters/Bikers Edge 1:47:57
 3. Jonny Hintze; Roosters/Bikers Edge 1:48:18
 4. Geoffrey Montague; Timpanogos Cyclery 1:49:46
 5. Paul Clark; Jans 1:51:03

Pro Women
 1. Kathy Sherwin; Stan's No Tubes Womens Elite 1:38:56
 2. Katherine O'Shea; Torq Nutrition 1:40:16
 3. Sarah Kaufmann; Elete Electrolytes 1:42:04
 4. Kara C. Holley; Mad Dog/29er Crew 1:42:19
 5. Kelsey Bingham; Team Jamis 1:43:15

Single Speed
 1. Evan Hyde; Louis Garneau 1:00:48
 2. Brian Tolbert; Kuhl 1:02:47
 3. Jason Steel; The Bike Fix 1:04:50
 4. Tommy Chandler; Church of big ring/real cyclist 1:07:39
 5. Arthur Morris; Canyon Bicycles 1:10:08

Sport Women
 1. Tiffany Martin; Mad Dog Race Team 1:05:15
 2. Gayle Olpin; Mad Dog 1:10:25
 3. Lyna Saffell; Revolution/Peak Fasteners 1:11:44
 4. Kat Calwies; Utah MountainBiking.com 1:13:32
 5. Brandi Hammon; Mountain Luxury 1:14:22

Sport/Expert 13-15
 1. Ryan Totman; Autoliv 1:10:31
 2. Eric Anderson; Autoliv 1:10:47
 3. McKay Hunt 1:16:56
 4. Anders Johnson; Autoliv 1:18:55
 5. Tyler Mullins; Racer's Cycle Service 1:21:12

Sport/Expert 16-18
 1. Christian Kloser 1:04:17
 2. Griffin S. Park; Mad Dog Cycles 1:04:55
 3. Larsson Johnson; Autoliv 1:08:12
 4. Dylan Anderson; Autoliv 1:08:37
 5. Aren Burkemo; Skull Candy 1:09:10

Spt Men 19-29
 1. Trevor Marsh; Mr. Marsh 1:07:42
 2. Ian Beaty; Utah MountainBiking.com 1:08:24
 3. Lance Nelson; Mad Dog Race Team 1:08:58
 4. Paul Davis; Bike Fix 1:09:22
 5. Jeffrey D. Heal; Wimmers 1:13:11

Spt Men 30-34
 1. Rachel Clayton; Revolution/Peak Fasteners 0:59:44
 3. Jessica Walker; Mad Dog Cycles 1:02:44
 4. Melinda Berge 1:34:00

Clydesdale
 1. Greg Johnson; Mad Dog Cycles 1:10:02
 2. Richard Ewell; Utah MountainBiking.com 1:15:16
 3. Tate Jensen 1:17:50
 4. Aaron Mullins; Racer's Cycle Service 1:18:35
 5. Dan J. Barlow; Mad Dog Cycles 1:24:02

Exp Men 19-29
 1. Dylan Cirulis; Contender 1:33:15
 2. Taylor Foss; Kuhl 1:34:43
 3. Justin Griffin; Bike Fix 1:36:22
 4. Gabe Klamer; Fitzgeralds Bicycles 1:37:04
 5. Sam Sweetser; Cole Sport Racing 1:37:14

Exp Men 30-39
 1. Julian Gasiewski; Jans/White Pine 1:33:17
 3. Todd Neumarker; Roosters/Bikers Edge 1:36:31
 4. Chris R. Peters; Endurance Cycles 1:36:46
 5. Aaron Campbell; Bountiful Bicycle 1:36:54

Exp Men 40+
 1. Craig Kidd; Barries Sports 1:35:57
 2. Mark Messer; Utah Mountain Biking 1:36:05
 3. Thom Morton; White Pine Touring/Rocky Mountain Bikes 1:36:19
 4. Bob Saffell; Revolution/Peak Fasteners 1:36:24
 5. Ty Hopkins; Mad Dog Cycles 1:36:41

Expert Women
 1. Mary Foss; Kuhl 1:38:42
 2. Roxanne Toly; Jans 1:40:25
 3. Tanya Swenson; ColeSport 1:43:10
 4. Heather Clarke; Mad Dog Cycles 1:43:56
 5. Lisa White; Kuhl 1:44:43

Men 50+
 1. Dana Harrison; Revolution Peak Fastener 1:05:26
 2. Jordan Swenson; Cole Sport 1:05:36
 3. Todd Henneman; Jans 1:07:03
 4. Tom Noaker; Lina Hached 1:09:06
 5. Jay Griffin; Utah MountainBiking.com 1:09:08

Men 57+
 1. Tim Fisher; Mad Dog Cycles 1:14:18
 2. Joel Quinn; Utah MountainBiking.com 1:16:44
 3. Craig D. Williams; Mad Dog Cycles 1:16:57
 4. Bruce R. Argyle; Utah MountainBiking.com 1:19:19
 5. Dick Newson; Revolution 1:19:22

Pro Men
 1. Kevin Day; Kuhl 1:47:13
 2. Brent Pontius; Roosters/Bikers Edge 1:47:57
 3. Jonny Hintze; Roosters/Bikers Edge 1:48:18
 4. Geoffrey Montague; Timpanogos Cyclery 1:49:46
 5. Paul Clark; Jans 1:51:03

Pro Women
 1. Kathy Sherwin; Stan's No Tubes Womens Elite 1:38:56
 2. Katherine O'Shea; Torq Nutrition 1:40:16
 3. Sarah Kaufmann; Elete Electrolytes 1:42:04
 4. Kara C. Holley; Mad Dog/29er Crew 1:42:19
 5. Kelsey Bingham; Team Jamis 1:43:15

Single Speed
 1. Evan Hyde; Louis Garneau 1:00:48
 2. Brian Tolbert; Kuhl 1:02:47
 3. Jason Steel; The Bike Fix 1:04:50
 4. Tommy Chandler; Church of big ring/real cyclist 1:07:39
 5. Arthur Morris; Canyon Bicycles 1:10:08

Sport Women
 1. Tiffany Martin; Mad Dog Race Team 1:05:15
 2. Gayle Olpin; Mad Dog 1:10:25
 3. Lyna Saffell; Revolution/Peak Fasteners 1:11:44
 4. Kat Calwies; Utah MountainBiking.com 1:13:32
 5. Brandi Hammon; Mountain Luxury 1:14:22

Sport/Expert 13-15
 1. Ryan Totman; Autoliv 1:10:31
 2. Eric Anderson; Autoliv 1:10:47
 3. McKay Hunt 1:16:56
 4. Anders Johnson; Autoliv 1:18:55
 5. Tyler Mullins; Racer's Cycle Service 1:21:12

Sport/Expert 16-18
 1. Christian Kloser 1:04:17
 2. Griffin S. Park; Mad Dog Cycles 1:04:55
 3. Larsson Johnson; Autoliv 1:08:12
 4. Dylan Anderson; Autoliv 1:08:37
 5. Aren Burkemo; Skull Candy 1:09:10

Spt Men 19-29
 1. Trevor Marsh; Mr. Marsh 1:07:42
 2. Ian Beaty; Utah MountainBiking.com 1:08:24
 3. Lance Nelson; Mad Dog Race Team 1:08:58
 4. Paul Davis; Bike Fix 1:09:22
 5. Jeffrey D. Heal; Wimmers 1:13:11

Spt Men 30-34
 1. Rachel Clayton; Revolution/Peak Fasteners 0:59:44
 3. Jessica Walker; Mad Dog Cycles 1:02:44
 4. Melinda Berge 1:34:00

Clydesdale
 1. Greg Johnson; Mad Dog Cycles 1:10:02
 2. Richard Ewell; Utah MountainBiking.com 1:15:16
 3. Tate Jensen 1:17:50
 4. Aaron Mullins; Racer's Cycle Service 1:18:35
 5. Dan J. Barlow; Mad Dog Cycles 1:24:02

Exp Men 19-29
 1. Dylan Cirulis; Contender 1:33:15
 2. Taylor Foss; Kuhl 1:34:43
 3. Justin Griffin; Bike Fix 1:36:22
 4. Gabe Klamer; Fitzgeralds Bicycles 1:37:04
 5. Sam Sweetser; Cole Sport Racing 1:37:14

Exp Men 30-39
 1. Julian Gasiewski; Jans/White Pine 1:33:17
 3. Todd Neumarker; Roosters/Bikers Edge 1:36:31
 4. Chris R. Peters; Endurance Cycles 1:36:46
 5. Aaron Campbell; Bountiful Bicycle 1:36:54

Exp Men 40+
 1. Craig Kidd; Barries Sports 1:35:57
 2. Mark Messer; Utah Mountain Biking 1:36:05
 3. Thom Morton; White Pine Touring/Rocky Mountain Bikes 1:36:19
 4. Bob Saffell; Revolution/Peak Fasteners 1:36:24
 5. Ty Hopkins; Mad Dog Cycles 1:36:41

Expert Women
 1. Mary Foss; Kuhl 1:38:42
 2. Roxanne Toly; Jans 1:40:25
 3. Tanya Swenson; ColeSport 1:43:10
 4. Heather Clarke; Mad Dog Cycles 1:43:56
 5. Lisa White; Kuhl 1:44:43

Men 50+
 1. Dana Harrison; Revolution Peak Fastener 1:05:26
 2. Jordan Swenson; Cole Sport 1:05:36
 3. Todd Henneman; Jans 1:07:03
 4. Tom Noaker; Lina Hached 1:09:06
 5. Jay Griffin; Utah MountainBiking.com 1:09:08

Men 57+
 1. Tim Fisher; Mad Dog Cycles 1:14:18
 2. Joel Quinn; Utah MountainBiking.com 1:16:44
 3. Craig D. Williams; Mad Dog Cycles 1:16:57
 4. Bruce R. Argyle; Utah MountainBiking.com 1:19:19
 5. Dick Newson; Revolution 1:19:22

Pro Men
 1. Kevin Day; Kuhl 1:47:13
 2. Brent Pontius; Roosters/Bikers Edge 1:47:57
 3. Jonny Hintze; Roosters/Bikers Edge 1:48:18
 4. Geoffrey Montague; Timpanogos Cyclery 1:49:46
 5. Paul Clark; Jans 1:51:03

Pro Women
 1. Kathy Sherwin; Stan's No Tubes Womens Elite 1:38:56
 2. Katherine O'Shea; Torq Nutrition 1:40:16
 3. Sarah Kaufmann; Elete Electrolytes 1:42:04
 4. Kara C. Holley; Mad Dog/29er Crew 1:42:19
 5. Kelsey Bingham; Team Jamis 1:43:15

Single Speed
 1. Evan Hyde; Louis Garneau 1:00:48
 2. Brian Tolbert; Kuhl 1:02:47
 3. Jason Steel; The Bike Fix 1:04:50
 4. Tommy Chandler; Church of big ring/real cyclist 1:07:39
 5. Arthur Morris; Canyon Bicycles 1:10:08

Sport Women
 1. Tiffany Martin; Mad Dog Race Team 1:05:15
 2. Gayle Olpin; Mad Dog 1:10:25
 3. Lyna Saffell; Revolution/Peak Fasteners 1:11:44
 4. Kat Calwies; Utah MountainBiking.com 1:13:32
 5. Brandi Hammon; Mountain Luxury 1:14:22

Sport/Expert 13-15
 1. Ryan Totman; Autoliv 1:10:31
 2. Eric Anderson; Autoliv 1:10:47
 3. McKay Hunt 1:16:56
 4. Anders Johnson; Autoliv 1:18:55
 5. Tyler Mullins; Racer's Cycle Service 1:21:12

Sport/Expert 16-18
 1. Christian Kloser 1:04:17
 2. Griffin S. Park; Mad Dog Cycles 1:04:55
 3. Larsson Johnson; Autoliv 1:08:12
 4. Dylan Anderson; Autoliv 1:08:37
 5. Aren Burkemo; Skull Candy 1:09:10

Spt Men 19-29
 1. Trevor Marsh; Mr. Marsh 1:07:42
 2. Ian Beaty; Utah MountainBiking.com 1:08:24
 3. Lance Nelson; Mad Dog Race Team 1:08:58
 4. Paul Davis; Bike Fix 1:09:22
 5. Jeffrey D. Heal; Wimmers 1:13:11

Spt Men 30-34
 1. Rachel Clayton; Revolution/Peak Fasteners 0:59:44
 3. Jessica Walker; Mad Dog Cycles 1:02:44
 4. Melinda Berge 1:34:00

5. Chris Anderson; Autoliv 1:29:17
Men 57+
 1. Joel Quinn; Utah Mountain Biking 0:59:07
 2. Craig Williams; Mad Dog 0:59:55
 3. Bruce R. Argyle; Utah MountainBiking.com 1:02:26
 4. Doug Gottle; Canyon Cycles 1:02:50
 5. Dennis McCormick; Wild Rose 1:04:29

Pro Men
 1. Jason Sager; Team Jamis 1:48:39
 2. Geoffrey Montague; Timpanogos Cycles 1:50:05
 3. Troy Barry; Hammer Nutrition 1:53:55
 4. Casey Zaugg; Utah MountainBiking.com 1:54:46
 5. Brandon Firth; Rocky Mountain 1:56:43

Pro Women
 1. Erica Tingey; Jans/White Pine Touring 1:39:38
 2. Sarah Kaufman 1:42:13
 3. Kelsy Bingham; Team Jamis 1:43:18
 4. Kara Holley; Trek 29er Crew/Mad Dog 1:43:42
 5. Emma Garrard; Specialized 1:44:33

Single Speed
 1. Jason Steel; The Bike Fix 1:21:00
 2. Mark Jensen; Utah Mountain Biking 1:22:09
 3. Dayton Crites 1:24:43
 4. Ray Vernon 1:25:24
 5. Brad Muller; Mad Dog 1:27:27

Sport Women
 1. Tiffany Martin; Mad Dog 1:00:43
 2. Jennifer Hodnett; Mad Dog 1:04:14
 3. Gayle Olpin; Mad Dog 1:04:49
 4. Lyna Saffell; Revolution/Peak Fasteners 1:07:07
 5. Nicole Tittensor; Revolution/Blaine Nelson Tr. 1:07:14

Spt Men 19-29
 1. Trevor Datwyler 1:15:44
 2. Ian Beaty; Utah MountainBiking.com 1:16:49
 3. Lance Nelson; Mad Dog Race Team 1:17:15
 4. Jeremy Russell 1:18:21
 5. Kody Myers; Skull Candy 1:19:44

Spt Men 30-34
 1. Jared Millington; Skyline Cycle 1:19:20
 2. Jared Richards; Mad Dog 1:22:43
 3. Luke Weil 0:15:18
 4. Nash Batten; Mountain Trails 0:16:21
 5. Payton Anderson; Chase Auto 0:19:22

9 & Under
 1. Britton Dexter; LHM/Timpanogos Cyclery 0:08:07
 2. Lauren Bingham; DNA Cycling 0:08:20
 3. Ian Bressel; Logan Race Team 0:09:33
 4. Jacey Messer; Utah MountainBiking.com 0:09:43
 5. Maggie Youngblood; Youngblood Real Estate 0:09:57

Beg Men 19-29
 1. Michael Buhler; Utah MountainBiking.com 1:03:50
 2. Court Skabelund 1:08:24
 3. Travis Wardle 1:14:19
 4. Matthew Thomas; Bike Fix 1:22:35

Beg Men 30-39
 1. Alex Smith 1:00:53
 2. Brandon Bailey; Simply Mac/P.B./Bingham 1:01:30
 3. Richard Harris; Mad Dog Racing 1:05:17
 4. Nate Toole 1:05:22
 5. Wayne Baker; Utah MountainBiking.com 1:05:57

Beg Men 40+
 1. Glenn Meikle 1:09:44
 2. Brian Wells 1:11:25
 3. Rod Cottle; Simply Mac/P.B./Bingham 1:16:25
 4. Paul Mackay 1:24:59
 5. Adam Reynders; Utah MountainBiking.com 1:25:32

Beginner 13-15
 1. Alex Birchner 0:37:37
Beginner Women
 1. Camila Esposito; Logan Race Club 0:43:46
Clydesdale
 1. Michael Van Hook; Ski Utah 1:03:37
 2. Aaron Mullins; Racer's Cycle Service 1:10:34
 3. Richard Ewell; Utah MountainBiking.com 1:11:44
 4. Tate Jensen 1:18:24

Exp Men 19-29
 1. Jake Rogers; Racer's Cycle Service 1:40:48
 2. Conner Smith; Autoliv 1:47:25
 3. Zane Enders; Autoliv 1:48:49
 4. Joshua Elston; Autoliv 1:49:50

Female Cat1/2/3/4

1. Alison Frye; Ski Utah Cycling Team 0:52:37
2. Dulce Altabella Lazzi; The Contender Club 0:53:09
3. Karen Appleby-krieg; ICE / Idaho Kidney Institute / 0:59:26
4. Keri Gibson; The Bike Shoppe / Chick-Fil-A 0:59:33

Female Cat1/2/3/4/5 35-99

1. Marlene Hatch 1:01:19

Male Cat 3

1. Cortlan Brown; BIKEFIX 0:44:50
2. Jeremy Long; Bicycle Center 0:47:36
3. Cristiano Pereira; Animal Liberation Racing 0:48:23
4. Nate Pack; Team Big Ring / Gym Jones 0:49:53

Male Cat 4

1. David Clift 0:47:48
2. Eric Gibbons; Bikers Edge 0:48:08
3. Samuel Dearden 0:48:35
4. Ryan Kingsolver; YEA/ConsultNet 0:48:41
5. Blake Fessler; The Bike Shoppe 0:49:34

Male Cat 5

1. Collin Johnson; University of Michigan 0:47:14

2. Connor Johnson 0:47:32
3. Earl Xaiz 0:55:58
4. Matthew Blango; Ski Utah Cycling 0:57:20
5. Gavin Fitzsimmons; Revolution Cafe Rio 0:58:10

Male Cat1/2/3 35-99

1. Mark Zimbelman; Giant Cycling World - Skullcan 0:44:26
2. Dan Kadmas; Bountiful Mazda 0:49:43
3. Trent Olsen; TBS/Chick-fil-a Racing 0:56:21

Male Cat1/2/3/4/5 45-99

1. Cris Williams; Giant Cycling World - Jumex - 0:43:55
2. Todd Flitton 0:47:08
3. Norman Frye; Ski Utah 0:47:53
4. Rick Seaborn 0:53:05
5. Spencer Reese 0:53:53

Male 55-99

1. Dirk Cowley; FFKR/SportsBaseOnline.com p/b 0:48:51
2. Tek Kilgore; Mi Duole 0:48:57
3. Jerald Hunsker; Bountiful Mazda 0:53:38
4. Ken Louder; FFKR/Sportsbaseonline p/b 0:55:23

FFKR/Sportsbaseonline.com p/b 2:14:46

3. Rick Montgomery; Bingham Northshore Cycling 2:14:46
4. Jerald Hunsaker; Bountiful Mazda 2:14:46
5. Tek Kilgore; Mi Duole 2:14:46

Male Cat 3

1. Jacob Stocking; Revolution Cafe Rio 3:16:17
2. Cortlan Brown; BIKEFIX 3:16:17
3. Jeremy Long; Bicycle Center 3:16:17
4. Perry Hall; Sonora Grill/Bicycle Center 3:16:17
5. Cody Haroldsen; Ski Utah Cycling Team 3:16:18

Male Cat 4

1. David Carter; Lin Performance Racing Team 3:16:04
2. Ryan Ottley; Logan Race Club 3:16:13
3. Brett Denney; Cole Sport 3:16:17
4. Jesse Jensen; Simply Mac Racing p/b Bingham 3:16:23
5. Ira Sorsensen; Revolution Cafe Rio 3:16:23

Male Cat 5

1. Johnny Spillane; Moots 3:23:11
2. Nathan Mcleland 3:23:32
3. John Dauma 3:27:36
4. Gavin Fitzsimmons; Revolution Cafe Rio 3:27:36
5. Brian Madsen; Utah Valley University 3:27:36

Male Cat1/2/3 35-99

1. Brent Cannon; Canyon Bicycles 3:12:34
2. Spencer Deby; Revolution Cafe Rio 3:12:40
3. Zan Treasure; Bountiful Mazda 3:12:45
4. Dan Kadmas; Bountiful Mazda 3:22:07
5. James Ferguson; Bountiful Mazda 3:22:26

Male Cat1/2/3/4 45-99

1. John Ittis; RMCC Cyclesmith 3:32:26
2. Michael Fogarty 3:32:27
3. Eric Martin; skullcandy/jsa architects 3:32:27
4. Todd Taft; Ski Utah Cycling Team 3:32:34
5. Jeff Clawson; Canyon Bicycles - Draper 3:32:38

Male Cat4/5 35-99

1. Bo Pitkin; Church of the Big Ring/RealCyc 3:21:29
2. Mike Austin; Mi Duole/Barbacoa 3:21:30
3. Greg Petersen; Sonora Grill/Bicycle Center 3:21:31
4. Chase Beninga; Team JH/UNJH 3:21:31
5. Kurt Frankenburg 3:21:32

Male Pro/1/2

1. Michael Booth; Ski Utah-MarketStar 3:08:43
2. Chase Pinkham; BISSELL Pro Cycling 3:08:43
3. Steve Albrecht; Revolution Cafe Rio 3:08:43
4. Ryan Hyde; RealCyclist.com 3:08:43
5. Bryson Perry; Life Time Fitness Cycle Club 3:08:44

Time Trial

- Female Cat1/2/3/4/5 35-39**
1. Ellen Guthrie; Revolution/ Cafe Rio 0:26:47
 2. Margaret Douglass; Primal Utah 0:27:36
 3. Cris Kiser; Revolution/ Cafe Rio 0:27:36

Female Pro/1/2/3

1. Laura Howat; Ski Utah Cycling Team 0:25:23
2. Chantel Thackeray; Primal Utah 0:25:34
3. Toby Nishikawa; Simply Mac Racing 0:25:58
4. Hilary Crowley; Primal Utah 0:26:02
5. Alison Frye; Ski Utah Cycling Team 0:26:16

Male Cat 3

1. Cody Haroldsen; Ski Utah Cycling Team 0:21:36
2. Jacob Stocking; Revolution Cafe Rio 0:21:30
3. Brian Randall; Sonora Grill/Bicycle Center 0:23:00
4. Jeremy Long; Bicycle Center 0:22:23
5. Taylor Fletcher; Colesport 0:23:29

Male Cat 4

1. Brian Cadman; Team Big Ring/RealCyclist 0:21:41
2. David Carter; Lin Performance Racing Team 0:23:01
3. Brett Denney; Cole Sport 0:23:05
4. Christian Ronnow; FFKR/SportsBaseOnline 0:23:17
5. Mike Oblad; OZone/ SBR racing 0:23:21

Male Cat 5

1. Nathan Mcleland 0:25:14
2. Ronnie Boutte; Team Big Ring-Real Cyclist.com 0:25:21
3. Phil Schneider 0:25:41
4. James Hunter; Elko Velo 0:25:50
5. Joel Ahlum 0:26:28

Male Cat1/2/3 35-39

1. Brent Cannon; Canyon Bicycles 0:21:30
2. Zan Treasure; Bountiful Mazda 0:21:51
3. Spencer Deby; Revolution Cafe Rio 0:22:59
4. Dan Kadmas; Bountiful Mazda 0:22:55
5. Jeff Noffsinger; The Hub 0:25:21

Male Cat1/2/3/4 45-99

1. Jeff Clawson; Canyon Bicycles - Draper 0:22:14
2. Todd Taft; Ski Utah Cycling Team 0:23:03
3. John Ittis; RMCC Cyclesmith 0:23:03
4. Eric Martin; skullcandy/jsa architects 0:23:07
5. Ed Chauner; MiDuole 0:23:16

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

1. Rick Montgomery; Bingham Northshore Cycling 0:23:11
2. Shannon Storrud; Porcupine Racing 0:23:28
3. Dirk Cowley; FFKR/Sportsbaseonline.com p/b 0:23:34
4. Dwight Hibdon; Velo Sports Racing 0:27:28

Male Cat4/5 35-39

1. Chase Beninga; Team JH/UNJH 0:23:14
2. Greg Petersen; Sonora Grill/Bicycle Center 0:23:43
3. Eric Woolsey; Mi Duole/Barbacoa 0:23:53
4. Forest Dramis; Teton Orthopaedics/The Hub 0:24:13
5. Thom Morton 0:24:21

Center 0:23:43

3. Eric Woolsey; Mi Duole/Barbacoa 0:23:53
4. Forest Dramis; Teton Orthopaedics/The Hub 0:24:13
5. Thom Morton 0:24:21

Male Pro/1/2

1. Bryson Perry; Life Time Fitness Cycle Club 0:20:28
2. Chase Pinkham; BISSELL Pro Cycling 0:20:36
3. Sam Krieg; Ski Utah-MarketStar 0:20:40
4. Nathan King; Canyon Bicycles-Draper 0:20:56
5. Jesse Gordon; Canyon Bicycles-Draper 0:21:20

Criterion

- Female Cat1/2/3/4/5 35-99**
1. Margaret Douglass; Primal Utah 0:30:22
 2. Ellen Guthrie; Revolution/ Cafe Rio 0:30:23
 3. Cris Kiser; Revolution/ Cafe Rio 0:30:31

Female Pro/1/2/3

1. Sinead O'dwyer 0:29:32
2. Hilary Crowley; Primal Utah 0:29:50
3. Alison Frye; Ski Utah Cycling Team 0:29:51
4. Chantel Thackeray; Primal Utah 0:29:52
5. Laura Howat; Ski Utah Cycling Team 0:29:52

Male Cat 1/2/3/4 45-99

1. Ed Chauner; MiDuole 0:25:46
2. Jeff Clawson; Canyon Bicycles - Draper 0:25:46
3. John Ittis; RMCC Cyclesmith 0:26:22
4. Eric Martin; skullcandy/jsa architects 0:27:05
5. Todd Taft; Ski Utah Cycling Team 0:27:21

Male Cat 3

1. Jacob Stocking; Revolution Cafe Rio 0:31:15
2. Taylor Fletcher; Colesport 0:31:16
3. Teal Buchi; FFKR/Sportsbaseonline p/b Tour 0:31:46
4. Cody Haroldsen; Ski Utah Cycling Team 0:31:51
5. Brian Randall; Sonora Grill/Bicycle Center 0:31:55

Male Cat 4

1. Brett Denney; Cole Sport 0:25:15
2. Ryan Ottley; Logan Race Club 0:25:17
3. Cj Kozlowski; Team Tumbleweeds 0:25:19
4. Tim Matthews; Team Big Ring/ Real Cyclist 0:25:20
5. Brian Cadman; Team Big Ring/RealCyclist 0:25:20

Male Cat 5

1. Phil Schneider 0:20:42
2. Nathan Mcleland 0:20:44
3. Ronnie Boutte; Team Big Ring-Real Cyclist.com 0:20:59
4. Paul Hladky; Team Tumbleweed 0:21:58
5. Joel Ahlum 0:22:33

Male Cat1/2/3 35-99

1. Brent Cannon; Canyon Bicycles 0:32:24
2. Zan Treasure; Bountiful Mazda 0:32:28
3. Spencer Deby; Revolution Cafe Rio 0:32:33
4. Dan Kadmas; Bountiful Mazda 0:34:50
5. Jeffrey Kloppenburg; Team Jackson Hole 0:35:56

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

1. Dirk Cowley; FFKR/Sportsbaseonline.com p/b 0:26:52
2. Rick Montgomery; Bingham Northshore Cycling 0:27:47
3. Shannon Storrud; Porcupine Racing 0:28:12
4. Gary Simmons; Bountiful Mazda 0:29:19
5. Dwight Hibdon; Velo Sports Racing 0:29:33

Male Cat4/5 35-99

1. Forest Dramis; Teton Orthopaedics/The Hub 0:32:36
2. Chase Beninga; Team JH/UNJH 0:32:41
3. Thom Morton 0:32:59
4. Eric Woolsey; Mi Duole/Barbacoa 0:33:00
5. Greg Petersen; Sonora Grill/Bicycle Center 0:33:01

Male Pro/1/2

1. Michael Booth; Ski Utah-MarketStar 0:48:39
2. Chase Pinkham; BISSELL Pro Cycling 0:48:39
3. Bryson Perry; Life Time Fitness Cycle Club 0:48:39
4. Nathan King; Canyon Bicycles-Draper 0:48:39
5. Adrian Gerrits; Team Tumbleweeds 0:48:40

General Classification

- Female Cat1/2/3/4/5 35-99**
1. Ellen Guthrie; Revolution/ Cafe Rio 3:34:36
 2. Margaret Douglass; Primal Utah 3:35:45
 3. Cris Kiser; Revolution/ Cafe Rio 3:53:25

Female Pro/1/2/3

1. Laura Howat; Ski Utah Cycling Team 4:39:01
2. Chantel Thackeray; Primal Utah 4:39:23
3. Hilary Crowley; Primal Utah 4:39:33
4. Alison Frye; Ski Utah Cycling Team 4:40:14
5. Kaytie Scott; Simply Mac Racing 4:40:18

Male Cat 3

1. Jacob Stocking; Revolution Cafe Rio 4:08:52
2. Cody Haroldsen; Ski Utah Cycling Team 4:09:39
3. Taylor Fletcher; Colesport 4:10:27
4. Brian Randall; Sonora Grill/Bicycle Center 4:10:38
5. Perry Hall; Sonora Grill/Bicycle Center 4:12:58

Male Cat 4

1. Brian Cadman; Team Big Ring/RealCyclist 4:03:29
2. Brett Denney; Cole Sport 4:04:06
3. David Carter; Lin Performance Racing Team 4:04:12

4. Christian Ronnow; FFKR/ SportsBaseOnline 4:05:10

5. Ryan Ottley; Logan Race Club 4:07:07

Male Cat 5

1. Nathan Mcleland 4:09:19
2. Phil Schneider 4:23:21
3. Ronnie Boutte; Team Big Ring-Real Cyclist.com 4:23:34
4. Paul Hladky; Team Tumbleweed 4:26:36
5. James Hunter; Elko Velo 4:33:20

Male Cat1/2/3 35-99

1. Brent Cannon; Canyon Bicycles 4:06:13
2. Zan Treasure; Bountiful Mazda 4:06:48
3. Spencer Deby; Revolution Cafe Rio 4:07:17
4. Dan Kadmas; Bountiful Mazda 4:19:52
5. Jeff Noffsinger; The Hub 4:23:43

Male Cat1/2/3/4 45-99

1. Jeff Clawson; Canyon Bicycles - Draper 4:20:27
2. John Ittis; RMCC Cyclesmith 4:21:36
3. Eric Martin; skullcandy/jsa architects 4:22:33
4. Todd Taft; Ski Utah Cycling Team 4:22:57
5. Shane Dunleavy; Ski Utah - Marketstar 4:26:45

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

1. Dirk Cowley; FFKR/ Sportsbaseonline.com p/b 3:05:37
2. Rick Montgomery; Bingham Northshore Cycling 3:06:38
3. Shannon Storrud; Porcupine Racing 3:15:26
4. Dwight Hibdon; Velo Sports Racing 3:20:48

Male Cat4/5 35-99

1. Chase Beninga; Team JH/UNJH 4:17:09
2. Greg Petersen; Sonora Grill/Bicycle Center 4:18:08
3. Eric Woolsey; Mi Duole/Barbacoa 4:19:42
4. Thom Morton 4:19:47
5. Larry Luke 4:20:49

Male Pro/1/2

1. Chase Pinkham; BISSELL Pro Cycling 4:17:47
2. Bryson Perry; Life Time Fitness Cycle Club 4:17:50
3. Sam Krieg; Ski Utah-MarketStar 4:18:04
4. Michael Booth; Ski Utah-MarketStar 4:19:15
5. Nathan King; Canyon Bicycles-Draper 4:20:17

Draper Summer Solstice Criterion, Utah Crit Series, Draper, Utah, June 12, 2011

A Flite

1. Michael Booth; Ski Utah 4:18:04
2. Mike Wilcox; FFKR SportsBaseOnline Com 4:18:04
3. David Harward; Canyon Bicycles Draper 4:18:04
4. Steve Albrecht; Revolution Cafe Rio 4:19:15
5. Phil Wood; FFKR/SportsBaseOnline Com 4:19:15

B Flite

1. Jacob Stocking; Revolution Cafe Rio 4:19:15
2. Andrew Love; Cyclesmith RMCC 4:19:15
3. Nolan Finlayson; O Zone SBR Racing 4:19:15
4. Sean Hoover; Canyon Bicycles Draper 4:19:15
5. Teal Buchi; FFKR SportsBaseOnline Com 4:19:15

C Flite

1. Gwenael Layer 4:19:15
2. Guy Roundy; CA Pools/DeWalt 4:19:15
3. Brad Wilson; Revolution Cafe Rio 4:19:15
4. Ron Pynes; Contender Bicycles 4:19:15
5. Tim Hanson 4:19:15

D Flite

1. Ed Clouse; Cole Sport 4:19:15
2. Ed Matterfis; Mi Duole 4:19:15
3. Vincenzo Mancini; Revolution Cafe Rio 4:19:15
4. Noah Putt; Cole Sport 4:19:15
5. Evan Clouse; Cole Sport 4:19:15

Maverik Center Creitrium II, West Valley City, Utah, June 25, 2011

A Flite

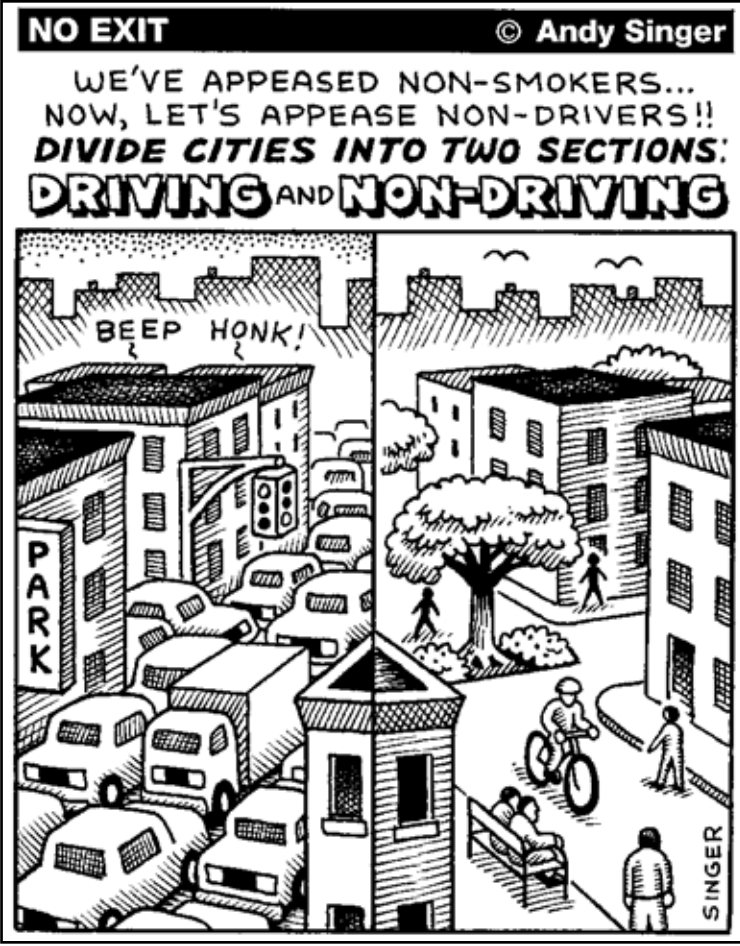
1. David Harward; Canyon Bicycles Draper 4:19:15
2. Mike Wilcox; FFKR SportsBaseOnline Com 4:19:15
3. Andre Gonzalez; FFKR SportsBaseOnline Com 4:19:15
4. Nathan King; Church of the Big Ring 4:19:15
5. Jesse Gordon; Canyon Bicycles Draper 4:19:15

B Flite

1. Andrew Love; Cyclesmith RMCC 4:19:15
2. John Thomas; Church of the Big Ring 4:19:15
3. Jacob Stocking; Revolution Cafe Rio 4:19:15
4. Ryan LeMone; O Zone SBR Racing 4:19:15
5. Scott Powers; Revolution Cafe Rio 4:19:15

C Flite

1. Guy Roundy; CA Pools/DeWalt 4:19:15
2. Kevin Turney; Contender Bicycles 4:19:15
3. Dustin Wilson; Revolution Cafe Rio 4:19:15
5. Tim Hanson 4:19:15



Bike Collective News

Utah's Bike Culture is heating up as the mountains melt and just in time for Trips for Kids too! The Collective has hired Evan Mitchell as their Trips for Kids Director to take different youth and summer school groups into the hills to experience the grandeur and beauty of the Wasatch's natural surrounds while mountain biking. Interested youth and summer school program representatives can contact Evan directly about scheduling a ride. Anyone who wants to be a mountain biking mentor can also contact Evan.

The Collective still needs a small army of volunteers for Valet Bike Parking at events like the Farmers' Market and the Twilight Concert series. It doesn't get much easier than hanging out in the park and listening to great music and people/bike watching.

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

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BICYCLE SHOP DIRECTORY

SOUTHERN UTAH

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(in the Giant Steps Lodge)
P.O. Box 190008
Brian Head, UT 84719
(866) 930-1010 ext. 212
brianhead.com

Cedar City

Cedar Cycle
38 E. 200 S.
Cedar City, UT 84720
(435) 586-5210
cedarcycle.com

Hurricane

Over the Edge Sports
76 E. 100 S.
Hurricane, UT 84737
(435) 635-5455
otesports.com

Moab

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(435) 259-4688
(888) 677-4688
chilebikes.com

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(800) 635-1792
poisonspiderbicycles.com

Rim Cyclery

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

Uranium Bicycles

284 N. Main Street
Moab, UT 84532
(435) 259-2928
uraniumbicycles.com

Price

BicycleWorks
82 N. 100 W.
Price, UT 84501
(435) 637-BIKE
fuzzysbicycleworks.com

St. George

Bicycles Unlimited
90 S. 100 E.
St. George, UT 84770
(435) 673-4492
(888) 673-4492
bicyclesunlimited.com

Red Rock Bicycle Co.

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

Springdale

Zion Cycles
868 Zion Park Blvd.
P.O. Box 624
Springdale, UT 84767
(435) 772-0400
zioncycles.com

NORTHERN UTAH

Logan

Joyride Bikes
65 S. Main St.
Logan, UT 84321
(435) 753-7175
joyridebikes.com

Mt. Logan Cyclery
2561 North 200 West
Logan, UT 84341
(435) 752-4580
mtlogancyclery.com

Sunrise Cyclery
138 North 100 East
Logan, UT 84321
(435) 753-3294
sunrisecyclery.net

Wimmer's Ultimate Bicycles
745 N. Main St.
Logan, UT 84321
(435) 752-2326
wimmersbikeshop.com

Park City

Bootworks Cycle Center
Park City Resort Center, Plaza Level
Park City, UT 84060
(435) 649-3032
bootworks.com

Cole Sport
1615 Park Avenue
Park City, UT 84060
(435) 649-4806
colesport.com

Dharma Wheels Cyclery
6415 N. Business Park Loop Rd. #J
Park City, UT 84098
(435) 615-6819
dharmawheelscyclery.com

Jans Mountain Outfitters
1600 Park Avenue
P.O. Box 280
Park City, UT 84060
(435) 649-4949
jans.com

Mountain Velo
2080 Gold Dust Lane
Park City, UT 84060
(435) 901-8356
mountainvelo.com

19 Sports
(Sundial Lodge at the Canyons Resort)
3920 Sundial Court, Suite H
Park City UT 84098
(435) 649-1901
nineteensports.com

Slim and Knobby's Bike Shop
520 N. Main Street, #D
Heber City, UT 84032
(435) 654-2282
slimandknobbys.com

Stein Eriksen Sport
@ The Stein Eriksen Lodge
7700 Stein Way
(mid-mountain/Silver Lake)
Deer Valley, UT 84060
(435) 658-0680
steineriksen.com

White Pine Touring
1790 Bonanza Drive
P.O. Box 280
Park City, UT 84060
(435) 649-8710
whitepinetouring.com

Vernal

Altitude Cycle
580 E. Main Street
Vernal, UT 84078
(435) 781-2595
altitudecycle.com

NEVADA

Boulder City

BC Adventure Bicycles
733 Nevada Way
Boulder City, NV 89005
(702) 293-0599
bouldercitybikes.com

WASATCH FRONT

WEBER COUNTY

Eden/Huntsville/Mountain Green

Diamond Peak
Mountain Sports
2429 N. Highway 158
Eden, UT 84310
(801) 745-0101
diamondpeak.biz

Needles Peak Ski and Bike
4883 W. Old Highway Road
Mountain Green, Utah 84050
(801) 876-3863
needlespeak.com

Ogden

The Bike Shoppe
4390 Washington Blvd.
Ogden, UT 84403
(801) 476-1600
thebikeshoppe.com

Bingham Cyclery
1895 S. Washington Blvd.
Ogden, UT 84401
(801) 399-4981
binghamcyclery.com

Canyon Sports Outlet
4598 S. 700 West
Riverdale, UT 84405
(801) 621-4662
canyonsports.com

Skyline Cycle
834 Washington Blvd.
Ogden, UT 84401
(801) 394-7700
skylinecyclery.com

DAVIS COUNTY

Biker's Edge
232 N. Main Street
Kaysville, UT 84037
(801) 544-5300
bebikes.com

Bike Fix
145 S. Main Street
Bountiful, UT 84010
(801) 292-0453
bikefixutah.com

Bingham Cyclery
2317 North Main
Sunset, UT 84015
(801) 825-8632
binghamcyclery.com

Bountiful Bicycle Center
2482 S. Hwy 89
Bountiful, UT 84010
(801) 295-6711
bountifulbicycle.com

Masherz
1187 S. Redwood Road
Woods Cross, UT 84087
(801) 683-7556
masherz.com

SALT LAKE COUNTY

Central Valley

Millcreek Bicycles
3969 Wasatch Blvd.
(Olympus Hills Mall)
Salt Lake City, UT 84124
(801) 278-1500
millcreekbicycles.com

Cottonwood Cyclery
2594 Bengal Blvd
Cottonwood Heights, UT 84121
(801) 942-1015
cottonwoodcyclery.com

Salt Lake City

Bicycle Center
2200 S. 700 E.
Salt Lake City, UT 84106
(801) 484-5275
bicyclecenter.com

Bingham Cyclery
336 W. Broadway (300 S)
Salt Lake City, UT 84101
(801) 583-1940
binghamcyclery.com

Cyclesmith
250 S. 1300 E.
Salt Lake City, UT 84102
(801) 582-9870
cyclesmithslc.com

Contender Bicycles
875 East 900 South
Salt Lake City, UT 84105
(801) 364-0344
contenderbicycles.com

Fishers Cyclery
2175 South 900 East
Salt Lake City, UT 84106
(801) 466-3971
fisherscyclery.com

Go-Ride.com Mountain Bikes
3232 S. 400 E., #300
Salt Lake City, UT 84115
(801) 474-0081
go-ride.com

Guthrie Bicycle
803 East 2100 South
Salt Lake City, UT 84106
(801) 484-0404
guthriebike.com

Hyland Cyclery
3040 S. Highland Drive
Salt Lake City, UT 84106
(801) 467-0914
hylandcyclery.com

REI (Recreational Equipment Inc.)
3285 E. 3300 S.
Salt Lake City, UT 84109
(801) 486-2100
rei.com/saltlakecity

SLC Bicycle Collective
2312 S. West Temple
Salt Lake City, UT 84115
(801) 328-BIKE
slcbikecollective.org

Salt Lake City Bicycle Company
177 E. 200 S.
Salt Lake City, UT 84111
(801) 746-8366
slcbike.com

Saturday Cycles
605 N. 300 W.
Salt Lake City, UT 84103
(801) 298-1740
saturdaycycles.com

Sports Den
1350 South Foothill Dr
(Foothill Village)
Salt Lake City, UT 84108
801-582-5611
SportsDen.com

The Bike Guy
1555 So. 900 E.
Salt Lake City, UT 84105
(801) 860-1528
thebikeguy.com

Wasatch Bike Support
2795 S 2300 E
Salt Lake City, UT 84109
(801) 618-0049
wasatchbikesupport.com

Wasatch Touring
702 East 100 South
Salt Lake City, UT 84102
(801) 359-9361
wasatchtouring.com

Wild Rose Sports
702 3rd Avenue
Salt Lake City, UT 84103
(801) 533-8671
wildrosesports.com

South and West Valley

Bingham Cyclery
1300 E. 10510 S. (106th S.)
Sandy, UT 84092
(801) 571-4480
binghamcyclery.com

Bingham Cyclery
10445 S. Redwood Road
South Jordan, UT 84095
(801) 446-8183
binghamcyclery.com

Canyon Bicycles
762 E. 12300 South
Draper, UT 84020
(801) 576-8844
canyonbicycles.us

Canyon Bicycles
11516 S District Drive
S. Jordan, UT 84095
(801) 790-9999
canyonbicycles.us

Canyon Sports
1844 E. Ft. Union Blvd. (7000 S.)
Salt Lake City, UT 84121
(801) 942-3100
canyonsports.com

Infinite Cycles
3818 W. 13400 S. #600
Riverton, UT 84065
(801) 523-8268
infinitecycles.com

Lake Town Bicycles
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West Jordan, UT 84088
(801) 432-2995
laketownbicycles.com

REI (Recreational Equipment Inc.)
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Sandy, UT 84070
(801) 501-0850
rei.com/sandy

Revolution Bicycles
8714 S. 700 E.
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(801) 233-1400
revolutionutah.com

Staats Bike Shop
2073 E. 9400 S.
Sandy, UT 84093
(801) 943-8502
staatsbikes.com

Taylor's Bike Shop
2600 W. 12600 S.
Riverton, UT
(801) 253-1881
taylorsbikes.com

Taylor's Bike Shop
3269 W. 5400 S.
Taylorsville, UT 84118
(801) 969-4995
taylorsbikes.com

UTAH COUNTY

American Fork/Lehi/Pleasant Grove

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

Bike Peddler
24 East Main
American Fork, UT 84003
801-756-5014
bikepeddlerutah.com

PowerTri
400 S. Millpond Drive
Lehi, UT 84043
(866) 601-4445
powertri.com

Timpanogos Cyclery
665 West State St.
Pleasant Grove, UT 84062
801-796-7500
timpanogoscyclery.com

Trek Bicycle Store of American Fork
Meadows Shopping Center
356 N 750 W, #D-11
American Fork, UT 84003
(801) 763-1222
trekAF.com

Payson

Downhill Cyclery
36 W. Utah Ave
Payson, UT 84651
(801) 465-8881
downhillcyclery.com

Utah Trikes
40 S. Main
Payson, UT 84651
(801) 804-5810
utahtrikes.com

Provo/Orem/Springville

Bingham Cyclery
187 West Center
Provo, UT 84601
(801) 374-9890
binghamcyclery.com

Blayn's Performance Cycling
1738 S. State St.
Orem, UT 84097
(801) 225-7012
blaynsperformancecycling.com

Mad Dog Cycles
360 E. 800 S.
Orem, UT 84097
(801) 222-9577
maddogcycles.com

Mad Dog Cycles
936 E. 450 N.
Provo, UT 84606
(801) 356-7025
maddogcycles.com

Noble Sports
1851 West 500 South
Springville, UT 84663
(801) 616-3553
noblesportsonline.com

Park's Sportsman
644 North State St.
Orem, UT 84057
(801) 225-0227
parkssportsman.com

Racer's Cycle Service
159 W. 500 N.
Provo, UT 84601
(801) 375-5873
racerscycle.net

SBR Sports
149 W. 400 N.
Orem, UT 84057
(801) 225-0076
sbrutah.com

Taylor's Bike Shop
1520 N. 200 W.
Provo, UT 84604
(801) 377-8044
taylorsbikes.com

Saratoga Springs

Epic Biking
1306 N. Redwood Road
Saratoga Springs, UT 84045
(801) 653-2039
epicbiking.com

TRAIL OF THE MONTH

Showalter to Red Canyon Ride



Kathleen Berglund walks with broken hand while her bike is pushed to the top. Photo: Shelby Meinkey.

By Lukas Brinkerhoff

I dumped two boxes of fruit snacks and a box of granola bars in my pack. At the time it seemed like a lot. We were planning on a three hour ride, give or take a bit for trail conditions. 7.5 hours later I was grateful I had dumped all those snacks in the pack.

I received a call from Shelby Meinkey Saturday afternoon to invite us to come out and ride Thunder Mountain. St. George was supposed to be hot and we try to ride that trail at least once a year. The plan was made. We woke up early and headed out to Hatch to meet Shelby. Upon arrival we were offered a second option, that of riding some virtually unknown, unriden singletrack that would drop us down onto Casto Trail.

The shuttle we were told would only take about 25 minutes and then we would have a 17 mile ride down into Red Canyon. Seeing that we had driven for close to two hours, a longer ride sounded better, more trail miles to the gallon.

Everything was going swimmingly until we actually hit the gate for the singletrack. We were headed up the Showalter Trail. This trail is on all the maps but sees almost no traffic of the two-wheeled variety. Even better, hardly anyone knows it is there so it feels like it is in the middle of nowhere despite being only a few miles away from all the tourists in Red Canyon.

As soon as we passed the gate our forward progress came to a screeching halt. There were more downed trees than standing ones, or at least that is how it felt. It looked like God

was playing pick up sticks.

I'm sure many of you have had to wade through downed trees before, but this was something all together over the top. There wasn't just one downed tree every 30 yards there were 15-20 downed trees every 30 yards. This meant that you could ride for 15 seconds and then you had to find a way around the trees. We spent more time walking around the trail than actually riding on the trail. We struggled along like this until we reached a summit and left the trees behind for sagebrush. We had gone about five miles in just under two hours.

We stopped and had our picnic.

We began making better time. We were now heading downhill and the downed trees were much less frequent. This little adventure was gaining momentum in the fun department

quickly.

Then I heard that thump that everyone who rides off road has heard at one point or another. The one where you know someone just went down and might not be getting back up. I hit the brakes and looked back to see my wife Kathleen laying on the ground. I hopped off the bike and walked back to see what had happened.

She did not get up quickly.

She was convinced that something was seriously wrong with her hand. I inspected it, Shelby inspected it and we all concluded that it was jammed. Kathleen convinced me that it would be a good idea to try and pull it back out, so I did. She didn't even flinch supporting our idea that it was not seriously hurt. I pulled it twice with no sign of pain from Kathleen. She said she could ride as long as it was smooth and we decided it would be just as quick to continue on then to turn around. We were almost to the Red Canyon trails and they were going to be buff and smooth.

In hindsight, this is where we should have turned around. A hike a bike back up and out would have been faster. The buff singletrack waiting us in the canyon was anything but. Horses had been on it too early and it was so rough in places it was almost impossible to ride with two good hands, let alone an injured one. We began the slow silent walk down to the car. Carl Munford and Shelby rode ahead and then would come back and help Kathleen and I drag her bike up to the top of the hills. She rode when she could but the trail looked like someone had driven a giant rototiller through it.

Those fruit snacks tasted like heaven when hour five and six started to slowly click by. It was at the start of hour seven when we ran completely out of water.

Luckily the last two miles were buff and we were able to coast down into the parking lot with Kathleen riding most of that last two miles. We trekked 17 miles in 7.5 hours,

pushing Kathleen's bike for most of the last nine.

It wasn't until the next day that we got her hand X-rayed to discover that she had not only broken her hand but it was broken in two places.

I think this was probably the absolute worst scenario that could have happened on this trail. Looking back, the scenery was phenomenal. There was no one around and given a little trail work, the trail would be amazing. If you are the adventurous type, who feels comfortable reading maps in the backcountry and you check trail conditions first, this would be an epic ride.

Getting to the start is pretty easy. Across the road from where you would turn to start Thunder Mountain there is another dirt road, follow it. Check your maps and find your way to the Showalter trail. Follow Showalter to Hancock and then down onto Cassidy. There are lots of trails for variations out in this neck of the woods. The Dixie 311 loops through here and links 311 miles of some of the most remote and beautiful single-track in Southern Utah. Check out 2-epic.com for the route. The Red Canyon Visitor Center also has maps available.

Most importantly, if you decide to attempt this route make sure that you dump plenty of fruit snack into your pack before you start because you never know what you might encounter.

What would the world be like if everyone rode a bike?

**Memorial Ride
Continued from page 2**

City before returning back to Liberty Park for embraces, song, and the vigil. An estimated 1000 cyclists took part in the ride, many who knew Brynn, and many who were there to show solidarity for their fellow fallen cyclist.

Debbie Barton, Brynn's mom said, "We are just amazed at the outpouring of love. We've had such amazing love and support with such a tragic thing. We are glad to raise awareness for this and hopefully people look out for each other more."

Most of the Barton family rode that evening along with close friends. Her father, Jeff Barton said that the ride helped get his family through the ordeal. "If we can raise awareness somehow by doing some good with this, that's great." He mentioned the possibility of continuing the ride as a tradition, "It would be nice to do something for raising awareness for motorists and cyclists, with the UDOT (Road Respect) program."

He described his daughter as "happy, easy going, funny, and that



Left: A sea of cyclists rides in solidarity on 700 E.

Right: Family, friends and fellow cyclists attended the vigil. Many wore 'Live to Inspire' and Brynnstrong t-shirts in remembrance of Brynn Barton. Photos: Dave Iltis

she loved to get together with friends and family. She's a great kid." She had recently taken up cycling and had done the Salt Lake Marathon ride and the metric century option of the Salt Lake Century with her father, "She did the whole thing, she sprinted over the finish, she loved it."

Brynn had worked at University Hospital as a nurse in the mater-

nal newborn unit and had graduated from Murray High. Co-worker Philip Carlson remembered her as "bright and cheerful and happy and interested in learning new things" and that co-workers were quite upset by her passing.

Around a thousand cyclists came out to ride in solidarity including many who didn't know her.

Pip Hunt, a cyclist who moved



to Salt Lake a couple of years ago, remarked, "I came out tonight, I don't actually know Brynn, but I'm a cyclist, and I ride a lot, and bike commute, about 30 miles a day. I think it's an important thing to stand up for, to have safe biking and being able to share the roads." Commenting on the accident and the ride, she said, "Having someone die in a hit and run accident is awful. It's really, really sad. It's unacceptable that someone can just drive away from a situation like that. I hope that that person came across the bike

mob going downtown tonight and is like holy crap." The ride is "where people come together to share something and to stand up for what they believe in."

Local cyclist Art O'Connor shared similar views, "I came out to support the bike community and to hopefully raise awareness. There are a lot of unnecessary accidents. People need to pay attention, both cyclists and drivers. I think it's important to support the community. It's a good community, but we're losing too many people."

HEALTH

Pedaling Veganism



Left to Right: Shaun Matthews, Kelly Colobella (Co-founder), Dook Larson (Co-founder) Photo: Madison Donnelly.

By Esther Meroño

In a world full of fast food, drive-thrus and the seemingly widespread acceptance of animal cruelty, it makes perfect sense that many athletes are turning to veganism. Fast food does not, after all, make one faster, drive-thrus were made for lazy car owners and result in distracted drivers, and animal cruelty is, well, animal cruelty.

For those of you who are hearing the term “vegan” for the first time, or were told by your hillbilly uncle that a vegan is a demon from hell (though they rhyme, fear not, most vegans are not demons), here’s a Webster-style definition for you: a vegan is

a person who chooses to adhere to a plant-based diet free of all animal products, including meat and dairy, either for health reasons, in protest of the ethical violations the meat and dairy industries are guilty of, or both. Cycling Utah interviewed Dave Harward, Utah’s 2010 Male Road Racer of the Year, certified coach and 20-year endurance athlete, on his recent conversion to veganism so that next time that uncle of yours runs his mouth, you’ve got some “lamin” to shut it up:

Cycling Utah: How long have you been vegan and what made you choose veganism?

Harward: I have been vegan for about 7 months now. My diet has been

vegetarian for 8 of the last 10 years. The reasons for choosing a vegan diet are ethically centered. Proper treatment of animals became a big reason behind my veganism. I don’t like to make my decision to be vegan polarizing for other people. It fits my beliefs and concerns. I recently read a report from the United Nations that said approximately one-third of the food produced for human consumption is either wasted or lost. That means that one-third of the animals that are killed for human consumption were killed for no reason other than the potential for human consumption. This tells me that there is something wrong with how we view animals as sentient beings.

CU: How do you feel physically now that you’re vegan compared to when you were an omnivore or vegetarian? Harward: Now that I have a fair amount of time with the vegan diet I honestly feel like I’m burning much cleaner. I feel the difference and can see it as well. Body fat and weight both dropped without a decrease in overall power. Knowing that my diet is very healthy also gives me a positive feeling about how my body operates. I visualize the nutrition I use as “high octane” fuel to keep the engine burning at optimum efficiency.

CU: What kinds of food do you eat now to prepare for a race and what types of food do you suggest for other vegan athletes?

Harward: In preparation for racing I tend to have a fairly tight routine. For example, for a longer road race or mountain bike race I like to eat a breakfast of steel cut oats with some rice milk and brown sugar. The oats are very filling and easy on the stomach. I also like to eat bananas

and oranges as part of race preparation. There is also nothing better than a peanut butter and jam sandwich. There are many vegan bread options but I like the “heavier” breads. For a high priority race or stage race on the weekend I will start to make nutritional preparations starting at dinner on Wednesday. As a vegan, I never lack on getting enough carbohydrates. For anyone who knows me well, they would not be surprised by how many burritos I eat. Food prepared at home is typically whole, non-processed foods. A typical burrito will be a vegan tortilla with black beans, mushrooms, carrots, broccoli, onions, red and green peppers, tomatoes and a ton of spicy salsa. I also eat a lot of different dishes that have quinoa as an ingredient. For protein sources I eat a variety of seitan, tempeh and tofu. Seitan is great for me since I don’t have a problem with wheat. Tempeh is fermented nuts and grains and provides a great source of protein. Tofu is soy based and another great source of protein. I tend to eat more seitan and tempeh than tofu. I guess you could call me a seitanist ... haha! Any of these three items could be substituted into recipes where you would use meat products. I definitely was not as purposeful in my eating prior to veganism.

CU: Do you ever feel like you are missing out or do you find it difficult to build muscle or retain energy and endurance as a vegan?

Harward: I don’t feel like I am missing out as a vegan. There are no difficulties for me in building muscle or maintaining my endurance. If anything, it is better. As a cyclist, you always want to find a way to drop weight to the lowest possible and still maintain power. Again, it is all

about finding out what works for you individually. There are some very great supplement options out there as well created by athletes to help you supplement your diet if you feel like you are not getting the optimal nutrition.

CU: Obviously, you blow most of your competition out of the water, but do you think that being vegan gives you another leg up when it comes to winning races?

Harward: I wouldn’t say that I blow my competition out of the water. I have had a lot of good luck over the years, an important aspect of bike racing, and have been fortunate to be able to have strong off-season preparations during my training. I have had successful seasons in the past and so far this season has been great as well. So far during this season I am feeling good and recovering well with the vegan diet. Probably the biggest change I’ve noticed is psychological. I feel good a lot of the time. This has to do with a number of differences in my life over previous years and I think that veganism is part of it. I feel more centered because of that choice. When you have that psychological comfort, you can definitely perform better in endurance sports. Endurance sports are about patience and suffering. If you are prepared and comfortable mentally, you can do a lot in endurance sports.

CU: You are a prominent figure in the cycling community due to your many wins and awards, what kinds of reactions have you had from your supporters/fellow cyclists to your decision to become vegan?

Harward: I think many people see it as a strange choice. As I mentioned before, I don’t like to use my deci-

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sion of veganism as a polarizing issue. There are some other vegans in the cycling community and they have expressed their excitement to find others adopting their choice. It's always good to feel some solidarity. When people do find it as a strange choice I imagine it's because they don't have experience with it. Being vegan, whether for dietary or ethical reasons, is just about eating something different when it comes down to it. I have met people, not in the cycling community, who are personally offended with veganism. Again, it just comes down to accepting people for who they are.

CU: There are a lot of negative misconceptions about veganism, especially when it comes to athletes. Do you have to deal with that at all and what do you do to try to dispel those misconceptions?

Harward: I don't feel like it's something I have to deal with necessarily. Unless someone has had experience with veganism, it appears to be a very unusual choice. I think in general veganism is viewed as more of a "fringe" choice. Amongst athletes, the first question I get is, "How do you possibly get enough protein?" If they really want to know, I give them a broad rundown of how I eat and how I try to get the right nutrition to match my training. The next impression I get from many non-vegans is that they think I'm missing out. I don't like to use my veganism as a polarizing issue so I attempt to let people know that I'm satisfied with a vegan lifestyle.

CU: How do you think that your success as a vegan cyclist will influence others to go vegan?

Harward: My success in cycling has

been a lot of fun over the years. Now that I am vegan, I hope my performance can show people who are curious about veganism that vegan athletes can perform at a high level in cycling or any other endurance sport. It is also fun to have other vegan athletes introduce themselves and find some solidarity with each other.

CU: As a coach, do you suggest a vegan diet for the athletes you train?
Harward: I don't usually make that kind of suggestion to athletes I train. Veganism seems to be a bigger choice than just about diet. I am happy to provide support to other athletes who decide to choose veganism. Making major changes in diet can potentially derail a training season, as can any serious dietary change. There are a number of published sources to find out how to properly fuel your training as a vegan and I pass those sources on to my athletes or others who are interested in veganism. Since this choice for me is very personal and significant, I encourage others who are interested to take it as serious.

CU: When you are choosing sponsors, is it important for you that they are vegan-friendly/cruelty-free?
Harward: I haven't had to think about that before since our sponsors tend to be equipment related. In the future that would be a definite consideration because I would not want to promote a product or company that was not vegan friendly/cruelty-free.

CU: Many people find their perception of food changes once they become vegan. Do you find this to be true as well? How has it changed your idea of athleticism?

Harward: [My] food perception has definitely changed. Prior to really

considering a change to veganism, I had to think about animal products as just a package, like a box of cereal. One of the things that made it easy for me to make the adjustment was recognizing that an animal had to suffer so that I could eat whatever product it was. I have a much better focus now on purposeful eating. I eat specifically to fuel my body, whether it is a rest day or a heavy training day. I think about trying to make the best food choices I can where it seems like before I just ate whatever without a focus.

As far as athleticism...the big change would be that you can fuel your body in many different ways to create performance. The way that works for you is very individual and the important factor is that you believe in it. Athletic performance, especially in an endurance sport, is heavily dependent on mental strength, patience and an ability to suffer. You have to believe in your preparation so that you are patient and know that you can suffer when the racing or training gets difficult. In essence, you have to believe in yourself. If you are confident in your training and fueling/nutrition planning, you have something you believe in and that will build your overall ability.

CU: Do you think you'll remain vegan for life?

Harward: I will remain vegan for life. This is an important decision to me and one that is significant. I didn't make this decision in hopes I would lose weight or perform better. I made the decision because I am hoping it will have an impact on the industries that use animals for food production. I know that probably sounds idealistic, but I think as a society we can

make broad changes through individual action. The brutal treatment of animals in the animal food production industry is not something I want to support and that is not going to change later in life. My hope is that more people decide to reduce their consumption of animal food products or completely remove them from their diet. I know that's a big stretch, but societal change happens through individual actions.

CU: What are your favorite vegan meals/restaurants?

Harward: I love Dillos [vegan twinkies] from Cakewalk Vegan Bakery... I just need Kelly [Green] to figure out an easy open packaging for Dillos so I can use them as my energy food on the bike.

A big favorite is Omar's Rawtopia in Sugarhouse. My favorite dish there is the Spicy Curried Seaweed Roll and a glass of Ginger Aid. Sage's Café in Salt Lake City does excellent Tacos Vegetarianos. The Green Pig Pub in Salt Lake City will also do some amazing vegan tacos. Make sure when you go in to the Green Pig Pub you ask to sit at my daughter Missie's table. She's a vegan and will make sure you get the right stuff!

Though Harward currently races with the Canyon Bicycles Racing Team, he is also part of Vegan Athletes, an informal, nation-wide amateur sports team founded by Salt Lake locals Kelly Green and Dook Larson. Owner of Cakewalk Vegan Bakery, cycling enthusiast and a vegan for 17 years, Green started the group in 2009 after joining a triathlon team that didn't support her ideals. "I started racing and wanted to represent something that was important to me instead of getting on a

team that was supporting something non-vegan," she says. Vegan Athletes welcome all types of athletes, at all levels, either interested in veganism, or already vegan. "We're certainly not elitist cyclists who are going to snub somebody for not being as fast as we are," laughs Green. Though the team does get together for rides, track workouts and races, the group's main purpose is outreach, explains Green. Recently designing jerseys for the team stamped with vegan blogs like Green Is The New Red and other businesses that the local vegan community supports, rather than vice-versa like is customary, Green hopes that those sporting Vegan Athletes gear will spark interest and curiosity in other athletes. "I don't so much care about winning as much as making a presence people seeing that we have jerseys, wondering what it's about and wanting to talk to us about it. It would be great if we could win, but at the same time, I would rather make a presence and get people interested in veganism," she says

Those interested in joining the ranks of Vegan Athletes can check out their website at veganathletes.org or search for them on Facebook. Membership doesn't require much: just show up and support when you can, and buy some gear if you'd like to represent. Those also looking for serious athletic training can go to Harward, who owns Plan 7 Endurance Coaching and provides individualized training plans for endurance athletes. Vegan athletes will find supportive coaching to help them meet their endurance sport goals and can contact him at dave@plan7coaching.com, plan7coaching.com or 801-661-7988.

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MOUNTAIN BIKING

Trailside Park Bike Park Opens in Park City

By Scott House

What do you get when you mix the first professionally built bike park in the state of Utah, 500 + people, and some incredible vendors?? The grand opening of the Trailside Park Bike Park in Park City!

The Park

The Trailside Park Bike Park is located in Park City. The park was built by Progressive Trail Design, an Arkansas company that specializes in building bike parks, and will encompass nearly 22 acres when finished. Free and open to the public, the new bike park was partially funded from the Restaurant Arts and Park Tax, with the remainder funded from the Snyderville Basin Recreation District's Capital Improvements bud-

get. Phase 1 which officially opened on June 18th features a beginner skills loop, a beginner flow trail, a beginner pump track, an intermediate pump track, and an intermediate slopestyle trail. Future plans for the park include an expert slopestyle line, as well as a 4000 linear foot all mountain loop to be completed in the near future.

The Trailside Park Bike Park is the brainchild of the Snyderville Basin Recreation District, and their trail maintenance supervisor, Bob Radke. The Trailside Bike Park meets a need in the Park City trail system. Allowing riders of all ability levels to build, and hone their skills, the Trailside Bike Park will be an invaluable part of the Park City trail system long into the future. The mix of trails available allows riders to

follow a progression at their own pace building skills on their terms, and allowing them to become more accomplished cyclists.

Who Is It For?

The Trailside Park Bike Park is for everyone! Free and open to the public as conditions permit, the park is non-exclusive. No longer do you have to pay to ride a chair lift, or travel out of state to experience a professionally designed, and built bike park!

The park allows riders of all ability levels to follow a progression allowing them to build their skills without having to put themselves in an uncomfortable situation. Things start with the beginner skills area, and beginner pump track. The beginner skills area is loaded with features to help riders learn better balance,



Above: A rider on the banked curve. There are also a number of easier obstacles for riders of all abilities. Photo: Photo John Shafer.

Continued on page 28

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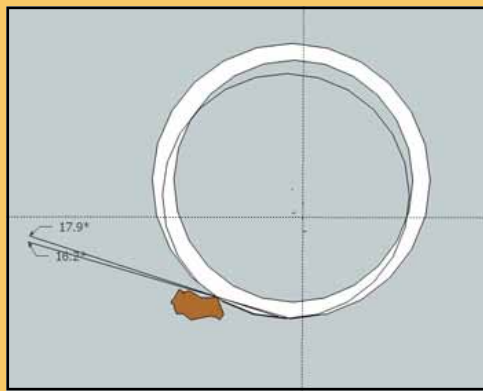
MECHANIC'S CORNER

29'ers, They're Not Just for Single-speeding Anymore

By Tom Jow

Actually, the original 29ers were multi-gear hard tails. It seemed like, however, that the single-speed riders were among the first to really take advantage of the larger wheels. Riding a single-speed is all about carrying momentum, and that is one of the main benefits of the 29 inch wheel. Now, 15 years into their current form, the big wheel is gaining favor among all categories of riders including all mountain and elite cross-country racers. What is the history of these trend setting bikes and what makes them different?

It was in the mid 1990's when the current trend of 29 inch wheel bikes were developing, and it was multi-gear, cross-country hard tails were the first designed. While the originator of this trend in mountain bikes may be in dispute, it is clear that the first major bicycle manufacturer to take on this new category was the Gary Fisher brand. Within a few years, Fisher also had a cross-country full suspension on the market. While it seemed like the 29er had many advantages, selling this new platform to the public, however, was not so easy. Nobody outside of bike shops had ever heard of these new bikes. They rode well but didn't feel like the 26 inch bikes we were accustomed to. Critical components such as suspension forks, tires and wheels were being made by only a few companies. Nor were these components particularly light either. The big question was how would early



Above: 29er wheels roll over rocks more easily than 26ers.
Below: 29ers allow for a lower center of gravity.

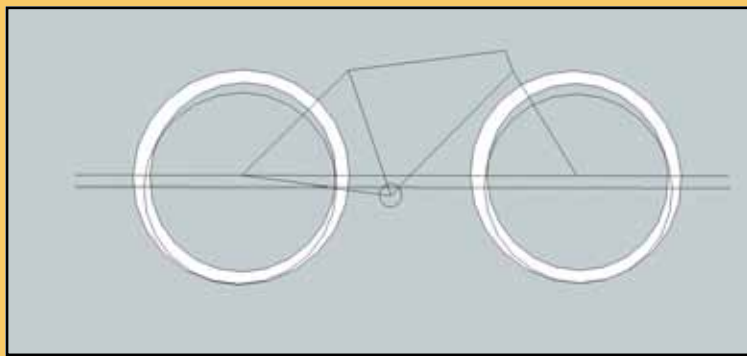
adopters get replacement parts if the platform failed. It seemed that 29ers could end up being a flash in the pan.

How did these big wheel bikes become popular with the masses? It took two unique types of riders to see the benefits of the large wheels, ultra-endurance racers and single speed riders. What did they see in the 29er over the 26er? The endurance racers found that the 29ers were more efficient. It was saving them energy. The single speed riders discovered they were able to carry more momentum over both terrain and obstacles. There are other benefits as well. The larger wheels also create more stability and increased traction.

How does an increase in wheel size accomplish all these things? The reasons are many, in fact, where to begin? First, the larger wheel rolls

taller, which lowers the angle to roll over it by approximately 1 degree. It doesn't sound like much, but on the trail it is a noticeable difference. For this reason, the wheels roll over things easier and the rider will more easily retain his/her momentum. It also requires less energy to get over obstacles.

Another benefit to using twenty nine inch wheels is increased stability. The centrifugal force of the spinning wheels helps to keep them on line in rough terrain and once rolling, they want to keep rolling. Another factor of stability and handling is in the frame design. One dimension which determines bicycle handling and stability is the bottom bracket height. A lower bottom bracket provides for a lower center of gravity. For this article, we'll compare another dimen-



sion, bottom bracket drop. This is the distance the bottom bracket is below the level of the wheel hubs. In the drawing below, you can see that with an equal bottom bracket height, the bottom bracket drop will be approximately 1" (the difference in radius between a 29 inch and 26 inch wheel) greater for the 29er. Therefore, while a 26inch frame and a 29 inch frame may have the same bottom bracket height, the center of gravity is effectively lower because the bigger wheel bike has the bottom bracket deeper between the wheels.

There's more of everything where the wheels are concerned with a 29er, and that includes traction. The bigger wheels also have a larger contact patch compared to 26 inch bikes. Not only is overall traction increased, but the larger contact area increases both traction and stability in soft soils and especially sand. In addition, this increased contact patch allows the tire to "bridge" across holes and multiple obstacles.

Aren't there any drawbacks to riding a 29er? Well, yes, but many have been overcome through improvements in design and availability of components. For example, for many years there was only one major brand of frame, fork and wheel. Now, most major brands have one somewhere in the line if not more. Nearly all fork manufacturers have compatible products. Wheels and tires were the main contributor to a seemingly sluggish ride. Now there are multiple offerings from many brands from ultralight cross-country to heavy-duty all mountain.

After all these years the 29er has come into its own and is now a truly viable option to 26 inch wheel bikes. Nearly every brand has one or two in their line. Replacement and upgrade parts are widely available. What was needed was some people to ride the bikes and get feedback to the designers. An "evolution of a species" so to speak. The modern 29er is now available for every type of rider, retro throwback, single speed rigid to ultra-light carbon full-suspension cross-country to long travel all-mountain style. There is at least one brand developing a 29er downhill bike. Curious? Visit your favorite bike shop and try one out. Skeptical? Just look to the cross-country racing results. If 29ers are good enough for World Cup winners and National Champions, they are good enough for us.

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



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MOUNTAIN BIKE RACING

Sherwin and Day Crowned State Champions at Deer Valley Pedalfest



By Christopher See

Nearly 270 racers showed up June 11 at The Deer Valley Resort for the 20th edition of the Deer Valley Pedalfest. Starting near the Snow Park Lodge, the course immediately hit racers with a steep slippery climb up the bottom of Rosebud ski run. A right turn long traverse east across the bottom of the Freestyle Skiing World Cup Venue lead riders into a rolling singletrack section through a grove of aspens. After exiting the aspens, a long decent through the pines to the base of Deer Crest chairlift brought the course to its lowest point. From here the route returned to the start finish after traversing the scrub oak hillside above the Snow Park Lodge. Course conditions were

Continued on page 8



Above: KDay topped the men's pro field. Third place Jonny Hintze is on his wheel.

Left: Kathy Sherwin was crowned the Women's State Champ. Photo: Christopher See. Find more at fredmarx.photoshelter.com

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MOUNTAIN BIKE RACING

Swenson and Carey Take USCS XC Race #2 on Round Valley Course

Above: Pro Women's winner Amanda Carey (Kenda/Felt) leads Erica Tingey (White Pine Touring). Photo: Shannon Boffeli.



Above: Chad Wassmer (Cole Sport) finished 2nd in the Expert 30-39 category. Photo: Shannon Boffeli.

By Shannon Boffeli

The second race of the inaugural Utah State Championship Series (USCS) took place just outside Park City, Utah, in lovely Round Valley on June 25, 2011.

Heavy winter snowfall and early season rains have left Round Valley lush, green, and blanketed with wildflowers.

While the temperatures remained in the 70s, the bright sunshine made the racing feel hot, as a very late spring/early summer has kept most riders accustomed to colder temperatures.

The racing started with the pro men leading the way. All the top area riders were accounted for except Bryson Perry (Lifetime Fitness), who recently fractured his scapula in a road bike crash.

Whole Athlete rider Keegan Swenson jumped off the front on the short start loop and immediately gapped the field. Cannondale's Alex Grant was the only rider able to match the pace of the nation's top junior rider.

"I knew we were going fast,"

Grant commented after the race, "I looked behind us and saw we had a huge gap. Then I thought, wow we really are going fast!"

The duo were indeed "going fast" as they opened up a lead of over a minute on the first of three laps and kept increasing that lead until the finish.

Early on it was Jason Sager (Jamis), Kevin Day (Kuhl), and the Rooster's duo of Nick Fisher and Brent Pontius doing the chasing. Sager was the first to go initially yo-yoing in and out of the group.

Day quickly followed as the early pace took its toll. The chasing was now left up to the Rooster's duo of Fisher and Pontius and despite some teamwork on the open doubletrack sections of the course they were no match for the leaders.

Swenson and Grant continued to round the course locked together, never more than a bike length apart. The two leaders, both excellent climbers, attacked the grades so fast they appeared to be riding flat ground.

Throughout the third and final lap Grant was doing all he could to drop the junior rider. Standing and

powering every chance he had, the Cannondale rider was never able to shake his companion.

Behind the front of the race, Reed Wycoff (Contender) was turning in a spectacular ride after being outside the top-10 on lap one, he started using his horsepower to reel in riders. On lap two, Wycoff had moved inside the top-10 and by the third lap he was threatening the to go inside the top-5.

As the leaders approached the finish, a quarter-mile section of doubletrack lay ahead. Alex Grant remained on the front determined to ride Swenson off his wheel. As they rounded the final turn, before the slightly downhill finish, Swenson finally made his move and jumped out front.

Gassed from all his work on the front, Grant was no match for the surging Swenson. Swenson charged across the finish line for the win with Grant just 2 seconds behind.

Nick Fisher overpowered his teammate for third with Pontius coming in fourth, an impressive finish for both riders.

Behind them, Reed Wycoff polished off a great recovery overtaking

Jake Pantone (Rooster's) for the fifth spot.

Round Valley proved to be an exciting racecourse with a lot of close battles. In the pro men's race, the four riders who finished 9th through 12th were separated by just 33 seconds.

After an exciting men's race, the women also put on a top quality show, with reigning National Ultra-Endurance champion Amanda Carey (Kenda/Felt) on hand to contest against the top Utah pros.

The women's race was more evenly paced than the men's with the top four women staying in contact throughout the opening 9-mile lap. Carey held the top spot but Erica Tingey (White Pine touring) sat right on her wheel. Kelsy Bingham (Jamis) and KC Holley (Trek 29er) were just a handful of seconds behind the leaders.

The women were slated for a full 3 laps as well and on the second, Tingey made her move taking over the top spot.

"She dropped me on the second lap," Carey shared after the race. "Like really dropped me, like out-of-sight dropped me."

Tingey's time out front was short-lived however as the effort may have taken more than she had to give.

After the race, Tingey said, "I started cramping right after passing Amanda. I was waiting for the cramps to work their way through but it got really bad. She passed me back."

And then it was Carey's turn to get out of sight. Carey has spent a lot of time leading races in the past 2 years and she knows how to stay out front. While she never built an insurmountable lead, her gap was enough to keep the contenders off her back.

With Carey out front, Tingey started to feel pressure coming from the Jamis rider Bingham. Little by little Bingham was closing down the gap and by the time they hit the final quarter mile before the finish just 10 seconds separated the two.

Determined to keep her second place, and the money that went along with it, the White Pine Touring rider gave everything she had. The two riders crossed the finish just 9 seconds apart with Tingey holding on to her second place.

Neither could catch Amanda Carey though as the Kenda/Felt rider took the win by a minute.

KC Holley took fourth followed by Jenelle Kremer in fifth.

USCS officials handed out over \$2,500 in cash after the race with the top pro male and female racers taking home \$420 and \$371 apiece.

The next round of the Utah State Championship Series takes place on July 9th with the PC 50. A 50-mile race starting at Park City Mountain Resort and finishing at the Canyons resort just outside Park City.

For more information on the Utah State Championship series or the PC 50 visit - raceuscs.com

See results on page 10.

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ROAD RACING

High Uintas Classic Stage Race a Success



Above: The Men's Pro 1-2 Cyclists approach the Snowline, halfway point of the High Uintas road Race.

Right: Cyclists charge up the hill in Evanston Wyoming in the criterium. Photos: Randy Garner



By Randy Garner and Ryan Barrett

The 23rd Annual Cook-Sanders, Associates, and the Spence Law Firm High Uintas Classic Stage Race drew over 200 cyclists to the small town of Evanston in southwest Wyoming over the weekend of June 18-19.

The High Uintas Stage race was a bit different this year, than years past. Due to record snowfall in the

recent winter, the race's usual course through Bald Mountain Pass was still closed when the June 18 road race took place.

Instead of the traditional "Over the Top" route, organizers of the road race opted to hold a "Chain Up, Hammer Down" race that would take competitors south on highway 150, to the snowline, which would serve as a halfway point. Cyclists would then turn around and race back to

the starting line for the finish in Evanston.

"The climb from Kamas, to Bald Mountain Pass is 30 miles and 3,300 feet. Evanston to the snowline is 39 miles, and about 2,400 feet is much more difficult than the North Slope," said organizer, Paul Knopf.

Overall, Knopf said he, and the Evanston Cycling Club considered the race to be a success.

"Despite the fact that we have had an angry Old Man Winter, and angrier Mother Nature, I think it was a good success, and it worked out well for all of us, and our community".

Organizer Paul Knopf said he is also pleased with the turnout for this year's race. "Considering this has been the year of the perfect storm — the pass is closed, winter lingers, people haven't had a chance to train, it's been cold, rainy, and snowy — I think 226 is reasonable," Knopf said.

"Two hundred and twenty-six is a good number considering all of the circumstances," he added.

Due to the course change, the race was decided primarily in the wind, rather than on the climb. The Men's Pro 1-2 event came down to an elite group of six. Sam Krieg of Ski Utah-MarketStar lead out the sprint and teammate Michael Booth took a convincing win.

"The last time I did the race was in 2007, when I was first getting into racing," said Chase Pinkham. Pinkham took second in all three stages of the event, placing first in the Men's Pro 1&2 General Classification.

"This year, it was a good course. It was still very difficult, but with the headwind on climb on the first stage, it didn't really break up very much so it was a little bit less difficult than the "Over the Top".

"It was a great race; it was hard, and a little faster than the "Over the Top". It was a good race overall".

The Women's Pro 1-3 event unfolded similarly with a group of five coming to the line together. Hillary Crowley (Primal Utah)

Climbs - Continued from page 3

If you're up for variety, start your ride lower in Draper at the shopping centers or take the Mike Weir Drive detour past South Mountain Golf Course and the Draper LDS Temple for even steeper bursts of climbing.

Butterfield Canyon: Distance: 6.5 miles. Elevation gain: 2,400 feet

Many cyclists in the Salt Lake Valley may not even be aware of Butterfield Canyon, but those who do know of the climb up the south side the Bingham Canyon Copper Mine can attest to its brutality. Because of its west-side location and limited winter access, Butterfield is a rarely-visited gem in the valley. After entering near the Wild Horse and Burro facility near Herriman, cyclists have an 'easy' climb for the first four miles with only 5-7 percent grades. After reaching a switch-back at mile four, however, the climb gets as nasty as you'd hope for. Grades in excess of 15 percent for short stretches are interrupted with more of the 5-7 percent climb variety until more switch-backs jack the grade back into the teens. A stunning view at the top allows cyclists to look down into both the Salt Lake and Tooele valleys. If you're feeling adventurous, try the dirt road extension at the top to the overlook into the Bingham Canyon Mine.

Coach's Corner - Continued from page 9

Yet even world renowned physiologist and coach Massimo "Max" Testa emphasizes balancing priorities. In a phone interview I conducted with him last year, he compared training to making a good risotto: a little bit of this, a little bit of that, depending on what you want and like. Then prepare with care. And enjoy!

Mark Deterline founded and co-manages Northern California's Fremont Bank Cycling Team, and races for Roosters Biker's Edge in Utah. He works as a marketing and PR consultant in the bicycle industry, as well as a contributing writer for LAVA Magazine, xtri.com and other publications. Contact him at: mark@2thefront.com.

wasn't hard climbing it was more just gradual climbing. It played out very differently," Perry said.

Though Perry said the road race was easier, the Sandy cyclist said he couldn't have placed second were it not for the help of his teammates.

The Women's Pro 1-3 stage 2 time trial was won by Ski Utah-MarketStar's Laura Howat, also giving her the G.C. lead.

The Stage 3 men's Pro 1-2 criterium was held in a deluge. Under heavy rain, the race became one of attrition with riders constantly falling off the back, rather than a traditional breakaway and pack scenario. When the dust settled, it was again Michael Booth proving he was the fastest sprinter. The G.C. remained unchanged, however, with Pinkham taking the win in front of Perry and Krieg.

The women's Pro 1-3 crit was won by Sinead O'dwyer. The G.C. went to Howat, in front of Chantel Olsen (PCIM) and Crowley.

See results on page 10.

took the sprint in front of Ski Utah-MarketStar teammates Laura Howat and Alison Frye.

Bryson Perry of Sandy, Utah competed in the High Uintas Stage race as a member of the Life Time Fitness team. Perry took second overall in the Pro Men 1-2 General Classification. Perry won the Stage Two time trial, in front of Chase Pinkham (Bissell Pro Cycling) and Krieg.

"It (the road race) was definitely easier than 'Over the Top', and very different. It had some climbing, but it



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CALENDAR OF EVENTS

Calendar Guidelines:

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

Submit your event to: calendar@cyclingutah.com with date, name of event, website, phone number and contact person and other appropriate information.

Let us know about any corrections to existing listings!

801-328-2066, dave@cyclingutah.com, Julian Tippets, 801-535-7704, Julian.Tippets@slcgov.com, slcgov.com/bike

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

Weber County Pathways — Ogden, UT, Weber County's Trails Group. We are committed to the idea that non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life. Call 801-393-2304 or e-mail wp@weberpathways.org with questions or comments., Mark Bedel, 801-393-2304, wp@weberpathways.org, weberpathways.org

Park City Alternative Transportation Committee — Park City, UT, Normally meets the second Tuesday of the month at Miner's Hospital, 9 a.m., Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.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, bonnevilleshorelinetrail@gmail.com, bonnevilleshorelinetrail.org

Parley's Rails, Trails and Tunnels (PRATT) — Salt Lake City, UT, PRATT is a 501(c)(3) nonprofit organization, run by volunteers. The mission of the Parley's Rails, Trails and Tunnels (PRATT) Coalition is to assist city, county, state and federal agencies and other public and private partners in completing a multi-use trail along I-80 via Parley's Creek Corridor and the Sugar House Rail Spur to connect the Bonneville Shoreline Trail with the Provo/

Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, parleystrail@gmail.com, parleystrail.org

Holladay Bicycle Advisory Committee — Holladay, UT, The Holladay Bicycle Advisory Committee (HBAC) works to make Holladay bicycle friendly. The HBAC meets on the first Tuesday of every month from 6:00 p.m. to 6:45 p.m.

in the Hy Nielson Room of the city building at 4580 S. 2300 E., Greg Hoole, 801-272-7556, greh@hooleking.com, tinyurl.com/holladaybac

Events, Swaps, Lectures

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and

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Utah BMX

RAD Canyon BMX — Salt Lake City, UT, RAD Canyon BMX is a Salt Lake County Parks and Recreation facility, and American Bicycle Association sanctions BMX race track. Located at 9700 S. 5250 W. in South Jordan. See web page for event and race details., Ron Melton, 801-699-9575, radcanyonbmx@radcanyonbmx.com, radcanyonbmx.com

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

Utah Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group., Ken Johnson, ubcinfo@utahbikes.org, utahbikes.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are on the second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 335, All are welcome. Visit the website to join the email listserv., Dave Iltis,

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

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

September 2-5, 2011 — Great Utah Bike Festival, Cedar City, UT, Benefiting Hemophilia. 4 stages of the mountain bike race or the 4 stage USAC road race; double or single track trails; join the bike parade, take a bike safety or riding clinic, or join street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 10, 2011 — 21st Annual Independent Living 5K Run and Roll, West Jordan, UT, West Jordan Veterans Memorial Park (1985 West 7800 South), 9:30 am. Flat circular course. Medals to top three finishers in runner, walker, manual wheelchairs, assisted wheelchairs and handcycle., Debbie or Kim , 801-466-5565, uilc@xmission.com, uilc.org

September 22, 2011 — World Car Free Day, UT, Ride your bike and leave the car at home!, None , noemail@cyclingutah.com, worldcarfree.net

Mountain Bike

Tours and Festivals

July 13-17, 2011 — Ride Sun Valley Mountain Bike Festival, Sun Valley, ID, A week of events around the USAC National Championships including a daily Tour du Jour on Sun Valley's epic trails, a Fat Tire Crit, pump track events, concerts and more., Aly Swindley, 800-634-3347, info@visitsunvalley.com, ride-sunvalley.com

July 22-24, 2011 — WYDAHO Rendezvous: Teton Valley Mountain Bike Festival, Driggs, ID, Three-Day Mountain Bike Festival with group rides, bike demos, DH and XC races, parties, music, pump tracks, skills clinics, trials demos and more!, Tim Adams, 208-201-1622, tim@TVTAP.org, Bridget Lyons, 208-201-1622, BikeFest@TVTAP.org, tetonmountainbikefest.tvtap.org

July 23-24, 2011 — Trek Dirt Series Mountain Bike Camp, Park City, UT, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Jo Fergie, 604-905-8177 (Canada), info@dirseries.com, dirseries.com

August 12-14, 2011 — Better Ride MTB Camp, Park City, UT, 3 day MTB skills camp, Gene Hamilton, betterride@gmail.com, betterride.net

September 2-5, 2011 — Great Utah Bike Festival, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geo-cache course. Decorate your

bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 23-25, 2011 — San Rafael Swell Mountain Bike Festival, Emery County, UT, Fall Festival in Wedge Overlook in Emery County begins Friday afternoon with registration, warm-up bike ride, meal and prize drawing. Saturday: Day-long rides to see the San Rafael Swell, returning to meal. Sunday begins with breakfast and one last group ride, ending at noon; family-oriented. , 435-637-0086, meccabikeclub@etv.net, biketheswell.org

September 24-25, 2011 — Trek Dirt Series Mountain Bike Camp, Fruita, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Jo Fergie, 604-905-8177 (Canada), info@dirseries.com, dirseries.com

October 4-8, 2011 — Alison Dunlap Adventure Camp, Moab, UT, Five-day Intermediate/Advanced MTB Skills Camp, Rim Village condos at 4 pm. , Alison Dunlap, alisondunlap@comcast.net, alisondunlap.com

October 5-9, 2011 — Outerbike, Moab, UT, Outerbike will be an

opportunity to ride your dream bike on world famous trails, including Slickrock. Participants will receive bike demos for 3 days, lunch at the trailheads, and admission to evening parties and films., Sean Hazell, 800-845-2453, biking@westernspirit.com, outerbike.com, westernspirit.com

October 14-16, 2011 — Hurricane Mountain Bike Festival, Hurricane, UT, Ride with us on some of the most stunning trails in the world with Zion National Park as your backdrop. Fun festivities, awesome demo bikes, beer garden, dutch oven dinner, prizes & more!, DJ Morissette, 435-635-5455, hu@otesports.com, otesports.com

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October 27-30, 2011 — 5th Annual Moab Ho-Down Bike Festival, Moab, UT, Offers group shuttle rides, amateur film festival, townie tour, Super D Race, DH Race, dirt jump comp and an outrageous costume party!, Tracy Reed, 435-259-4688, info@chilebikes.com, moabhodown.com

Utah Weekly MTB Race Series

Sundance/Soldier Hollow Weekly Race Series — Sundance Resort, UT, Wednesday nights, May - Aug. Venue alternates between Soldier Hollow and Sundance, 6:30 pm., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, weeklyrace-series.com

Mt. Ogden Midweek XC Race Series — Snowbasin Resort, UT, Dates June 8, 15, 22, 29; July 6, 13, 20, 27; Aug. 3, 10, 17, 24. Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Jonny Hintze, 801-230-2995, jonnyhintze@yahoo.com, mtogdenraceseries.com, bebikes.com

Utah Mountain Bike Racing

July 2, 2011 — 24th Annual Mountain Bout, Intermountain Cup, Snowbird, UT, ICS #10, Snowbird, Open to all, Event starts at 8000' near the Snowbird Center (Entry 2). Course: 4-mile loop, with 800' of climbing per lap. First race starts at 8:10am for U9, 8:30am next start., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

July 9, 2011 — Park City 50, USC Series, Park City, UT, 30 and 50 mile options, Sweet singletrack, test you mettle., Bob Saffell, 801-588-9020, info@raceuscs.com, Shannon Boffelli, shannon@mtbracenews.com, raceuscs.com

July 9, 2011 — Fire Road Cycling, Cedar City, UT, 25k, 60k, 100k distances, 4 start corrals, greenhorns to serious riders, starts at Main Street Park, 8 am, Paul Huddle, 858-518-0042, 760-635-1795, huddle@multisports.com, fireroadcycling.com

July 16, 2011 — The Crusher in the Tushar, Beaver, UT, Beaver, Utah to Eagle Point Ski Resort, 80 miles, 50/50% split of paved roads and dirt fire-roads. 12,000+ ft of climbing, topping out at an altitude of 11,500 ft., Burke Swindlehurst, road-iri@msn.com, tusharcrusher.com

July 23, 2011 — 15th Annual Chris Allaire Memorial, Intermountain Cup, Solitude Resort, UT, Utah State Open XC Championship,

ICS #11, Course combines Cruiser (upper) and Serenity (lower) loops, Registration closed 7/13, First start at 8:15am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

July 30, 2011 — 2nd Annual Basin Bash XC, Intermountain Cup, Snowbasin, UT, ICS #11, series finals, an 8.5-mile loop consisting of 90% wide single-track that winds across the lower mountain with about 1,300' of climbing per lap, Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

August 4, 2011 — Orchard Days Mountain Bike Race, Santaquin, UT, Men's and Women's division for Beginner, Intermediate, and Advanced races, Youth race; Race starts at 6:30 pm., Greg Flint, (801) 754-3211, office@santaquin.org, santaquin.org

August 13-14, 2011 — Flyin' Brian Gravity Festival, UT Downhill Series, Brian Head, UT, Downhill and Super-D Schedule of events T.B.D., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com, utahdh.org

August 20, 2011 — Corner Canyon Super Cross Country, USC Series, Draper, UT, In between XC and Endurance, makes use of best of Corner Canyon., Bob Saffell, 801-588-9020, info@raceuscs.com, Shannon Boffelli, shannon@mtbracenews.com, raceuscs.com

August 27, 2011 — Mt. Ogden 50 & 100 K MTB Race, Snowbasin, UT, 50 K & 100 K distances, Starts 7 am for 100k, 7:35 50k start, 7:35 100k 4 person relay start, at Snowbasin, Solo or 4 person relay teams, Steve Andrus, 801-620-1014, sandrus@snowbasin.com, mtogden100k.com

September 2-5, 2011 — Great Utah Bike Festival, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geo-cache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 3, 2011 — Park City Point 2 Point, NUE Series, Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area,

the race will never be on the same trail twice. Over 90% of the race is single-track. 78 miles & 14,000' of climbing., Jay Burke, 801-330-3214, info@thepcpp.com, thepcpp.com

September 17, 2011 — 12 Hours of Sundance, Sundance Resort, UT, 7 am to 7 pm, Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

September 17, 2011 — Widemaker Hill Climb, Snowbird, UT, 10 AM, 3000' vertical race to the top of the Tram, Gad Valley, Snowbird Resort., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

September 17, 2011 — Rockwell Relay: Road/MTB Combo, Wasatch Mountains, UT, Mixed relay race traveling both paved roadways and dirt trails., Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

September 18, 2011 — Tour de Suds, Park City, UT, 7 mile mtb climb from City Park to top of Guardsman Pass, 1,700' elevation gain. Participants urged to don 'festive' costumes and celebrate the end of the mtb season in a spirited manner! , Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

October 1, 2011 — 6 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

October 8-9, 2011 — 24 Hours of Moab, Moab, UT, The 17th Annual 24 Hours of Moab offers solo, duo, 4 and 5 person team categories in men's, women's and coed classes., Laird Knight, 304-259-5533, 304-614-5091, heygranny@grannygear.com, grannygear.com

October 10-11, 2011 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, hwsg@infowest.com, Merrill Barney, seniorgames.net

November 5-6, 2011 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

Regional Mountain

Bike Racing

July 8-10, 2011 — Full Tilt in Telluride - MSC #6, Mountain States Cup, Telluride, CO, Colorado State Championships for cross country, short track, downhill, four cross and super d. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

July 9, 2011 — Velopark Grand Prix Series #4 (Final), Eagle, ID, None, noemail@cyclingutah.com, idahovelopark.org

July 9, 2011 — Adventure Xstream Summit County, Frisco, CO, Coed, open (single gender) will kayak, trek, rappel, and mountain bike., Will Newcomer, (970) 403-5320, events@gravityplay.com, gravityplay.com

July 10, 2011 — Little Ski Hill Downhill, Wild Rockies Series, McCall, ID, 2-3 min DH course. Newer route with fast, flowing single track and individual time trial! On this course, you'll find drop-offs, and flowing boulders. Lots of fun all day and super easy shuttle., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockies-racing.com

July 14-17, 2011 — USA Cycling Cross-Country MTB National Championships, Sun Valley, ID, Includes three race disciplines

- Short Track, Super D and the Olympic Cross Country, Kelli Lusk, 719-434-4200, klusk@usacycling.org, Aly Swindley, 800-634-3347, info@visitsunvalley.com, usacycling.org, visitsunvalley.com

July 22-24, 2011 — Keystone Classic - MSC #7, Mountain States Cup, Keystone, CO, Cross country, short track, downhill, four cross and super d at Keystone Resort. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

July 22-24, 2011 — WYDAHO Rendezvous: Teton Valley Mountain Bike Festival, Driggs, ID, Three-Day Mountain Bike Festival with group rides, bike demos, DH and XC races, parties, music, pump tracks, skills clinics, trials demos and more! 5 hr mtb race on 7-24., Tim Adams, 208-201-1622, tim@TVTAP.org, Bridget Lyons, 208-201-1622, BikeFest@TVTAP.org, tetonmountainbikefest.tvtap.org

July 23, 2011 — Galena Grinder, Knobby Tire Series, Galena Lodge, ID, XC/Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops., Hal Miller, 208-869-4055, 208-720-3019, info@

brokenspokecycling.org, knobbytireseries.com

July 23, 2011 — Targhee Downhill Race #1, Alta, WY, The DH races will be run on a 1.75 mile long single track DH course, with race times around 9-plus minutes for the winners., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

July 24, 2011 — Teton Pass Hill Climb, Wilson, WY, 8:30 AM road race (4.7 miles, 2284 ft. vertical), 10:30 AM MTB race (5.6 miles, 2870 ft. vertical), cash prizes for top 3 men and women combined racers. Raffle and party following., Brian Schilling, 307-690-9896, schillog@gmail.com, ucjh.org

July 24, 2011 — 5 Hours of Grand Targhee MTB Race, Alta, WY, Ten mile single track loop racing through the fields of wild flowers and aspens at Grand Targhee Resort., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

July 30, 2011 — Laramie Enduro, Wyoming Marathon Championship, Laramie, WY, 111K (72 miles), Happy Jack Recreation Area, 8600' elevation gain, 7 am start., Richard Vincent, 307-745-4499, enduro.rv@gmail.com, laramieenduro.org

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JULY

- 2 - State TT
- 9 - Porcupine Hillclimb
- 15-16 - Capital Reef Stage Race
- 23 - Chalk Creek Road Race
- 30 - Little Mountain Road Race

AUGUST

- 5/6 - Bikes For Kids Stage Race
- 20 - Sundance Hillclimb
- 27 - Sanpete Classic

SEPTEMBER

- 3-5 - Grub Fest Stage Race
- 17 - Double M Road Race
- 24 - Harvest Moon Criterium

UCA UTAH CYCLING ASSOCIATION

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July 30, 2011 — Butte 100, Butte, MT, Continental Divide Trail, Single Track, Big Sky Country, 100 and 50 mile options., Gina Evans, 406-498-9653, eatdirtpigpen@hotmail.com, www.butte100.com

July 30-31, 2011 — Pomerelle Pounder, UT Downhill Series, Wild Rockies Series, Albion, ID, Two-day DH race, Saturday DH race and Sunday DH., Ron Lindley, 801-375-3231, eracerhd@netzero.net, utah-dh.org, go-ride.com

July 30, 2011 — Big Hole Challenge MTB Race and Duathlon, Driggs, ID, Net proceeds benefit Teton Valley Trails and Pathways. Mountain bike mass start first, at 10 am, 9.4 miles, then either bike a second lap or run 6 miles. Awards, Raffle and results 1 pm at the South Horseshoe Trail Head., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peakedsports.com

August 5-7, 2011 — Blast the Mass - MSC #8, Mountain States Cup, Snowmass Village, CO, Cross country, short track, two downhill races and super d at Snowmass Village. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

August 6-7, 2011 — 19th Brundage Mountain Bike Fest XC/Super D/DH, Wild Rockies Series, Brundage Resort, ID, State Championship for Super-D and Downhill and qualifier for Nationals for downhill, 20 min super D, 5-6 min DH course., deep woods single track and wide open fire road, super easy shuttle with high speed lift for the Super D and DH events., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

August 6, 2011 — Pierre's Hole MTB Race, NUE Series, Alta, WY, The course on a 25 mile loop will be the ultimate test for a 50/100 mile race, each lap will have over 4200' of climbing on mostly single and double track trails. National Ultra Endurance Series (usmtb100.com), Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, Troy Barry, 208-201-9933, twbarry@juno.com, grandtarghee.com, ph100.org

August 14, 2011 — Tamarack Short Track XC, tentative date, Wild Rockies Series, Tamarack, ID, Short

track XC, Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

August 27, 2011 — Adventure Xstream Glenwood Springs, Glenwood Springs, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike., Will Newcomer, (970) 403-5320, events@gravityplay.com, gravity-play.com

September 3-6, 2011 — Sol Survivor - MSC #9, Mountain States Cup, Granby, CO, The series finale for Endurance and Gravity including cross country, short track, downhill, four cross and super d at SolVista Bike Park. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

September 10, 2011 — Targhee Downhill Race #2, Alta, WY, The DH races will be run on a 1.75 mile long single track DH course, with race times around 9-plus minutes for the winners., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

September 18, 2011 — Velopark Hari-Kari STXC, Wild Rockies Series, Eagle, ID, 20-40 min Short-track, depending on category. 1.2 mi course rolling, tight corners. 11 am start time., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

September 24-25, 2011 — Boise State Collegiate MTB, Boise, ID, Brian Parker, brianparker@u.boisestate.edu, facebook.com/boisestatecycling

September 24-25, 2011 — USA Cycling Gravity MTB National Championships, Beech Mountain, NC, Kelli Lusk, 719-434-4200, klusk@usacycling.org, usacycling.org

October 1-2, 2011 — USA Cycling 24-Hour MTB National Championships, Colorado Springs, CO, Kelli Lusk, 719-434-4200, klusk@usacycling.org, usacycling.org

Utah Weekly

Road Race Series

Cyclesmith Rocky Mountain Raceways Criterium Series — Utah Crit Series, West Valley City, UT, A

and B Flite off at Noon C and D Flite off at 12:50, 6555 W. 2100 S. March 5,12,26, April 5,12,19,26, May 3,10,17,24,31 June 7,14,21,28 July 5,12,19,26, August 2,9,16,23,30, September 6,13,20,27., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Salt Air Time Trial Series — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center; 4/7, 4/14, 4/28, 5/12, 5/26, 6/9, 6/23, 6/30, 7/14, 7/28, 8/11, 8/25, 9/8, 9/15, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Emigration Canyon Hillclimb Series — Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April thru September: 4/21, 5/5, 5/19, 6/2, 6/16, 7/7, 7/21, 8/4, 8/18, 9/1, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

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

July 6-August 24, 2011 — Simply Mac Racing Criterium Series p/b TeamGive, Simply Mac Racing Series, Ogden, UT, Fast flat 4 corner course. Perfect venue for pre-race fitness or introduction to racing in the C-Flight. Wednesdays, Ogden BDO - 7/6, 7/13, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24 -- Women's Flight - 5:15p (25min), C flight: 5:50 pm (30 min), B flight: 6:30pm (40min), A flight: 7:20pm (50min), Business Depot Ogden, 600 S Depot Drive., Joel Rackham, 801.721.6952, joel@simplymacracing.org, Russ Parry, russ@simplymacracing.org, simplymacracing.org

Utah Road Racing

July 2, 2011 — Utah State Time Trial Championship, UCA Series, Salt Lake City, UT, Just west of the International Center, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

July 2, 2011 — Terry McGinnis Memorial Criterium - Lehi, Utah City Crits, Lehi, UT, Located adjacent to I-15 near the Lehi Roller Mills, this venue is best for breakaway riders

GEAR REVIEW

Keen Austin Pedal Shoe



By Dave Iltis

Over the winter, I received a pair of Keen Austin Pedal shoes to try out. Because of the endless rains we had this spring, I didn't want to mess up these sharp looking commuter shoes. Finally, over the last few weeks, I've been able to give them a try. I've found them to be comfortable, with a nice stiff sole for easy power transfer to the pedal that doesn't flex like a pair of running shoes does. They are stylish enough to wear at most social gatherings and with a cushioned sole, they are comfortable enough to wear all day. I wear custom insoles (Superfeet), and with the Keens,

these are easy to swap out with the nice quality insole that comes stock, since it's not glued to the shoe. The sole also comes with a removable plate so that one can install cleats for clipless pedals. I have not tried this feature out yet, but it appears to be well designed. The plate is easily replaced with two screws if one wants to switch back to platform pedals. Keens provide a larger toebox than other shoes. Since I am used to wearing narrower running shoes, I ended up needing a half size smaller shoe than I usually wear. All said, the Austin Pedals are a great choice for bike commuting footwear.

with its long straight-aways. The course will start/finish on 1000 East., Dirk Cowley, 801-699-5126, dcowley@sportsbaseonline.com, sportsbaseonline.com, utahcitycrits.com

July 3, 2011 — Terry McGinnis Memorial Criterium - Bountiful, Utah City Crits, Bountiful, UT, In the heart of Bountiful, this will be a flat, four corner rectangular course that will provide thrills and chills as riders try to out sprint each other for the win. The course will start/finish on Main., Dirk Cowley, 801-699-5126, dcowley@sportsbaseonline.com, sportsbaseonline.com, utahcitycrits.com

July 4, 2011 — Terry McGinnis Memorial Criterium - Holladay, Utah City Crits, Holladay, UT, With a start/finish on Holladay Blvd, this course incorporates a hill climb on 4500 South, a descent down 2300 East and a wicked turn on to Laney Avenue back onto Holladay Blvd. This course has something for every racer., Dirk Cowley, 801-699-5126, dcowley@sportsbaseonline.com, sportsbaseonline.com, utahcitycrits.com

July 9, 2011 — Porcupine Hill Climb, UCA Series, Salt Lake City, UT, 10 Year Anniversary of the Porcupine Hill Climb for the Fight Against

Cancer. Starting at the Porcupine Pub & Grille finishing at the Brighton Ski Resort, Big Cottonwood Canyon., Mike Meldrum, 801-424-9216, mikeside@gmail.com, porcupinecycling.com

July 9, 2011 — Rockwell Relay: Ladies Pamperfest, Wasatch Front, UT, Four- and two-lady relay teams race or ride, with massages, mini-manicures, etc. at exchanges. Begins 8 am at Snowbasin, 160 miles finishing in Provo. For all levels!, Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

July 13, 2011 — OZone Crit Challenge, Utah City Crits, Draper, UT, Course TBA, Ryan LeMone, 801-785-3828, 801-921-3133, ryan@ozonefit.com, utahcitycrits.com

July 15-16, 2011 — Capitol Reef Classic Stage Race, UCA Series, Torrey, UT, 2 days, 3 stages: ITT (8 miles), Circuit, 100/52/32 mile road race (distance determined by race category). Fun ride on Saturday with 2 distance options., Tina Anderson, 435-425-3491, 435-691-1696, tricrazy@live.com, capitolreeclassic.com

NIGHTLY COVERAGE ON **KJZZ 14** LIVE! [tourofutah.com](http://www.tourofutah.com)

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July 16, 2011 — Utah Tour de Donut. American Fork, UT, 4th Annual, family-friendly, three laps, flat course, 21 miles total. Donuts between laps reduce time. Starts at 9 AM, fundraiser., Rodney Martin, 801-427-6400, rotaryrod@live.com, Ronald Tolley, 480-285-6281, rtolley@clearvisionreserve.com, utahfourdedonut.org

July 23, 2011 — Chalk Creek Road Race. UCA Series, Coalville, UT, Utah State Championships for Juniors and Masters., Mike Meldrum, 801-424-9216, mikesside@gmail.com, porcupinecycling.com

July 29-30, 2011 — Saints to Sinners Bike Relay. Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night, fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, steven@saintstosinnersbikerelay.com, saintstosinnersbikerelay.com

July 30, 2011 — Little Mountain Road Race (Utah State Championship). UCA Series, Clarkston, UT, Challenging, yet fun, 16-mile circuit race with one major climb (1 mile, 7-10% grade between Trenton and Clarkston) and one minor climb (1 mile, 4% grade 1-mile south of Clarkston). Total elevation gain - 600 feet/lap., Kevin Rohwer, 435-770-9852, krohwer@engineeringexcitement.com, loganraceclub.org

July 30, 2011 — Tour de Park City. UCA Series, Park City, UT, Fully supported Gran Fondo starting and finishing in Park City. 170, 100 and 50 mile timed courses through Northern Utah's beautiful mountain valleys. Food, prizes and more! Timed and categorized by age group., Ben Towery, 801-389-7247, teamexcelsator@gmail.com, tourdeparkcity.com, teamexcelsator.com

August 5-6, 2011 — Bikes for Kids Utah Stage Race. UCA Series, Salt Lake City, UT, 2-day, 3-stage race, criterium on Friday afternoon, TT on Saturday morning and Road Race on Saturday. Benefits Bikes for Kids Utah., John Karren, 801-505-8481, john@elementswilderness.com, bikesforkidsutah.com/bikes-for-kids-stage-race, utahcycling.org

August 9-14, 2011 — Larry H. Miller Tour of Utah Presented by Zions Bank. UCI, UT, America's toughest stage race. Elevated to UCI 2.1 for 2011, 6 stages, 325 miles, \$45,000 purse, Pro/1 Men only, Salt Lake, Ogden, Provo, Tooele, Park City, Snowbird, Salt Lake. Come and watch the best! Burke Swindlerhurst, burke@fourf Utah.com, tourof Utah.com

August 10, 2011 — OZone Crit Challenge. Utah City Crits, Lindon, UT, Part of the Lindon Days Celebration. This course takes place in the heart of the neighborhoods in Lindon and is very unique with a quick hill climb right before the finish line that will give the riders an added challenge. The uphill to the finish will be a great sprint that will exact the neighborhood fans as well as the riders going for the win. The course is 1.45 miles in length and fairly flat. You will have people from the neighborhood sitting out on their lawns cheering as you race by each time, Ryan LeMone, 801-785-3828, 801-921-3133, ryan@ozon-effit.com, utahcitycrits.com

August 13, 2011 — Snowbird Hill Climb. Snowbird, UT, 33rd Annual, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry II., Misty Clark, 801-933-2115, misty@snowbird.com, snowbird.com/events/summer/hillclimb.html

August 20, 2011 — Sundance Hill Climb. UCA Series, Provo, UT, Starts at the bottom of SR92, climbs 8.2 miles, over 3000' of climbing, passing Sundance and finishing at the Alpine Loop Summit, perfect for the Pro Level racer wanting to beat the best or the beginner wanting a good challenge., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundance-utah.com

August 26-28, 2011 — Hoodoo 500. St. George, UT, 500 mile race, voyager start: 5 am, solo start: 7 am, two-person relay teams start: 8 am, four-person relay teams start: 9 am., Deb Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.com

August 27, 2011 — Sanpete Classic Road Race. UCA Series, Spring City, UT, Main Street, Spring City will serve as the Start/Finish for loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Races start at 10:00 a.m. BBQ lunch, awards, and raffle after race. Fun ride also., Eric Thompson, 801-541-3840, ethompson@visitsaltlake.com, skiutahcycling.com

September 2-5, 2011 — Great Utah Bike Festival Stage Race. UCA Series, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geocache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 10, 2011 — LOTOJA Classic RR. Logan, UT, 29th Annual, 1 day, 3 states, 206 miles from Logan, UT to Jackson, WY., Brent Chambers, 801-546-0090, info@lotojaclassic.com, lotojaclassic.com

September 16-18, 2011 — Salt to Saint Relay. Salt Lake City, UT, Utah's most exciting bicycle relay, 425 mile relay race from Salt Lake City to St. George following Hwy 89. Solo, 2, 4 and 8 person team categories. Riders will push themselves, their sleeping habits, their cycling abilities and their idea of a good time to new limits., Geoffrey Montague, 435-313-3188, geoffrey.montague@gmail.com, Clay Christensen, 801-234-0399, info@salttosaint.com, salttosaint.com

September 17, 2011 — Rockwell Relay: Road/MTB Combo. Wasatch Mountains, UT, Mixed relay race traveling both paved roadways and dirt trails., Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

September 24, 2011 — Harvest Moon Criterium. UCA, Ogden, UT, UCA Points Race, 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets., Ben Towery, 801-389-7247, teamexcelsator@gmail.com, teamexcelsator.com

October 3-6, 2011 — Huntsman World Senior Games. St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. Skill divisions I, II, and III., Kyle Case, 800-562-1268, hws@infowest.com, seniorgames.net

October 8, 2011 — City Creek Bike Sprint. Salt Lake City, UT, 10 am, 5 1/2 mile climb up City Creek Canyon, road or mountain bikes., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

Regional Weekly

Road Race Series

Idaho Cycling Enthusiasts Time Trial/Hillclimb Series — ICE Series, Pocatello, ID, Time Trials are flat, hill climb is up either Scout Mountain or Pebble, dates TBA., David Hachey, 208-241-0034, dmhachey@gmail.com, idahocycling.com

SWICA Criterium Series — SWICA Criterium Series, Boise, ID, Tuesdays starting in May 2011. Local training crit series at Expo Idaho West lot., Kurt Holzer, 208-890-3118, idahobikeracing@yahoo.com, idahobikeracing.org

Regional Road Racing

July 2-3, 2011 — Blazing Saddles Omnium, Speedweekend. Philipsburg, MT, 40km ITT, 200m street sprints, Killermeter, and 3.8 mile climb of Flint Creek Pass, Don Russell, 406-531-4033, biking-coach@gmail.com, montanacycling.net

July 4, 2011 — Power House July 4th Hailey Criterium. Hailey, ID, Downtown Hailey Criterium, \$5,000 in cash prizes, Janelle Conners, 208-578-5453, 208-720-7427, jconners@bcrd.org, bcrd.org

July 8-10, 2011 — Tour de Bozeman. Bozeman, MT, Three day, 4-stage omnium in the mountains. Stages include: criterium in Big Sky, 20k Time Trial, Downtown Match Sprints, and 70 mile Road Race with 4600+ ft of climbing. \$5000.00 + cash purse., Amy Frykman, 406-579-0944, info@tourdebozeman.com, tourdebozeman.com

July 9, 2011 — Allan Butler Criterium. Idaho Falls, ID, Twilight Criterium in downtown Idaho Falls in memory of Allan Butler. Course is flat, technical, L-shape, 1 km in length, 5 pm., Rob Van Kirk, 208-652-3532, rob.vankirk@gmail.com, eaglerockcycling.com, ucjh.org

July 10, 2011 — Jackson Hole Downtown Criterium. Jackson Hole, WY, Part of Crit Omnium with the Allan Butler Crit. Course is fairly flat, technical, 8-turn, 1 km in length. Racing starts at noon., Brian Smith, 307-733-9145, bsmith@wyoming.com, ucjh.org

July 16, 2011 — Wells Fargo Twilight Criterium. NRC, Boise, ID, 24th Annual, NRC race., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, boisetwilight-criterium.com, georgescycles.com

July 16-23, 2011 — Southeast Idaho Senior Games. Pocatello, ID, Criterium, hill climb, 10k TT/20k RR, 5k TT/40k RR. Cross country MTB., Jody Olson, 208-233-2034, jolson@alldaho.com, seidahosenior-games.org

July 23, 2011 — Grand Targhee Hill Climb. Driggs, ID, Net proceeds benefit Teton Valley Trails and Pathways. Time trial at 10 am with 30 sec intervals. Starts at Peaked Sports in Driggs, climbs Ski Hill Road and ends half a mile from the Grand Targhee Resort. Course covers 12 miles and 2200 vertical feet., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peaked-sports.com

July 24, 2011 — Teton Pass Hill Climb. Wilson, WY, 8:30 AM road race (4.7 miles, 2284 ft. vertical), 10:30 AM MTB race (5.6 miles, 2870 ft. vertical), cash prizes for top 3 men and women combined racers. Raffle and party following., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Brian Schilling, 307-690-9896, schilldog@gmail.com, ucjh.org

August 5-7, 2011 — Boise State Collegiate Stage Race. NWCCC Road Season, Boise, ID, Brian Parker, brianparker@u.boisestate.edu, facebook.com/boisestatecycling

August 7, 2011 — St. Luke's Sports Medicine Idaho State Criterium Championship. Hidden Springs, ID, Start/Finish at Hidden Springs Community-Village Green., 9 am, Kurt Holzer, 208-890-3118, kurtholzer@hotmail.com, lostrivercycling.org

August 13, 2011 — Lamoille Canyon Hill Climb. Lamoille, NV, 12 mile 2900 ft hill climb road race up beautiful Lamoille Canyon Road in Nevada's Ruby Mountains; post event picnic, awards., Jeff White, 775-842-9125, trona@mac.com, Tracy Shelley, 775-777-8729, elko-velo.com

August 13, 2011 — Idaho State Time Trial Championships. ID, Rudy Estrada, 208-713-3705, elitacycling@msn.com, idahobikeracing.org

August 20, 2011 — Bogus Basin Hill Climb. Boise, ID, 39th Annual., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

August 20, 2011 — USA Cycling Professional Criterium National Championships. Grand Rapids, MI, Kelli Lusk, 719-434-4200, klusk@usacycling.org, usacycling.org

August 21, 2011 — Hillside Road Race. Hillside, AZ, Arizona State Championship, out and back road race with big rollers and climbing. All categories (except juniors) ride approximately 55 miles. Juniors ride approx. 25 miles., Eric Prosnier, 602-381-3581, skullvalley@wmrc.org, wmrc.org

August 23, 2011 — Handicap Road Race. Mountain Home, ID, Rudy Estrada, 208-713-3705, elitacycling@msn.com, idahobikeracing.org

August 27, 2011 — Snake River Handicap. Hagerman, ID, Rudy Estrada, 208-713-3705, elitacycling@msn.com, idahobikeracing.org

September 10, 2011 — Race to the Angel. Wells, NV, 12.6 mile course

climbs 2,784 feet to Angel Lake, entirely on pavement. Runner and walkers at 8 am, road bikers at 8:30. Shirt, Lunch, water and fruit provided in entry fee., Ann Lee, 775-752-3540, chamber@wrecwireless.coop, Matt Holford, 775-752-3540, 775-934-1481, wellschamber@wellsnevada.com, wellsnevada.com

Utah Road Touring

BRA NU — By arrangement, Brigham City, UT, By arrangement. Starting in Brigham City. See country that varies from the western desert to mountainous forest. From Golden Spike National Historic Monument to Dinosaur National Monument. Travel along well paved rural roads through ranches and summer range, and by breath taking vistas and views of the mountains and valleys., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

July 2, 2011 — Tour de Riverton. Riverton, UT, 11th Annual, Part of Riverton Town Days. Starts at 7:30 am. Fun family ride. 25 mile loop through Riverton and Herriman., Brad Rowberry, 801-523-8268, tdr@infinitecycles.com, tourderiverton.com, infinitecycles.com

July 2, 2011 — Strawberry White and Blue 100. BCC SuperSeries, Richmond, UT, Richmond City Park near Logan/Smithfield, over the LOTOJA course to Montpelier and back self-supported, 100 and 150 mile option., Don Williams, 801-641-4020, roadcaptain@bbtc.net, Jen Green, 435-562-1212, bccutah.org

July 9, 2011 — Rockwell Relay: Ladies Pamperfest. Wasatch Front, UT, Four- and two-lady relay teams race or ride, with massages, manicures, etc. at exchanges. Begins 8 am at Snowbasin, 160 miles finishing in Provo. For all levels!, Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

July 15, 2011 — 18th Annual Antelope by Moonlight Bike Ride. Antelope Island, UT, 18th Annual, non-competitive ride at night during the full moon from marina to the historic Fielding Garr Ranch, about 22 miles round-trip. Registration includes park entry, t-shirt and refreshments., Neka Roundy, 801-451-3286, tour@co.davis.ut.us, daviscountyyutah.gov

July 16, 2011 — I Think I CANyons. Salt Lake City, UT, Benefit ride for the Fourth Street Clinic. Option to ride 2 or 4 canyons in the Salt Lake area. Start/finish at Skyline High School, 6:30 am., Alex Rock, 801-913-3282, alock85@gmail.com, ithinkicanyons.com

July 16, 2011 — RACER Century. Roy, UT, Ride through Weber and Davis County, 7 am, 100 mi, 75 mi, 55 mi, 30 mi, and 2 mi kids fun ride with local school mascots, options, fully supported, starting from Roy High School, 2150 West 4800 South. Benefits Huntsman Cancer Institute., Tim Bell, 801-476-3631, royalriders.rhs@gmail.com, TheRacer.org

July 16, 2011 — Killer Loop. Cedar City, UT, 8am, 65 & 100 mile options., Brian Jeppson, 435-586-5210, 435-559-2925, brian.jeppson@gmail.com, colorcountrycycling.org

July 16, 2011 — RAW (Ride Around the Wellsvilles). Logan, UT, 71.6 mile Rotary RAW (Metric Century plus) is a challengingly beautiful ride circumnavigating the Wellsvilles, the steepest mountains in North America, Larry Hogge, 435-757-0977, larry.hogge@comcast.net, rotaryraw.com

July 23, 2011 — Pedal Away Parkinson's. Kaysville, UT, The 6th Annual 10 mile family fun ride begins at 8 am at Gailey Park in Kaysville. All proceeds benefit the Utah Chapter of the American Parkinson Disease Association., Meredith Healey, 801-451-6566, senditmyway@gmail.com, pedalawayparkinsons.com

July 29-30, 2011 — Saints to Sinners Bike Relay. Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night, fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, steven@saintstosin-

nersbikerelay.com, saintstosinnersbikerelay.com

July 30, 2011 — Tour de Park City Gran Fondo. Park City, UT, Fully supported Gran Fondo starting and finishing in Park City. 170, 100 and 50 mile timed courses through Northern Utah's beautiful mountain valleys. Food, prizes and more!, Ben Towery, 801-389-7247, teamexcelsator@gmail.com, tourdeparkcity.com, teamexcelsator.com

July 30, 2011 — Million Miles at Miller. Tooele, UT, Million Miles at Miller is a family friendly century ride that will raise funds for Larry H. Miller Charities which provide health and education support for women and children in need. It will be held at the Miller Motorsports Park., Carisa Miller, 801-563-4139, camiller@lhm.com, Ray Olson, 801-563-4140, rolson@lhm.com, millionmilesatmiller.com

July 30, 2011 — GLMR Ride for Hope, Healing, Happiness. Payson, UT, The GLMR is a 62.5 mile ride to raise an awareness of mental illness and suicide prevention. In 2008 an avid cyclist, Gary Ludlow, was taken by mental illness. We ride in honor of him and to enjoy the great sport that he loved. Proceeds raised go to support the National Alliance on Mental Illness (NAMI Utah) and the American Foundation for Suicide Prevention (AFSP Utah). Start 7:00-7:30am, 143 W. 900 N., at the Park & Ride., Zach Ludlow, 801-830-6655, glmrinfo@gmail.com, theglmr.com

July 31, 2011 — Preride ULCER. BCC SuperSeries, Lehi, UT, 110 miles Thanksgiving Point to Goshen and west side of Utah Lake, self-supported., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 1, 2011 — R.A.N.A.T.A.D. Sundance Resort, UT, Ride Around Nebo And Timp in A Day. Start at Sundance and ride down and around the Nebo Loop to Nephi and then back to the mouth of American Fork Canyon, over the Alpine Loop, finishing back at Sundance, 165 miles with over 12,000 feet of climbing, 100 mile option., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

August 6, 2011 — ULCER. Lehi, UT, 26th annual Century Tour around Utah Lake, 100, 65 mile, 30 mile options, start at Thanksgiving Point in Lehi., Mary-Margaret Williams, 801-641-4020, president@bbtc.net, Stan Milstein, 801-330-1400, ulcer@bccutah.org, bccutah.org

August 6, 2011 — The Ultimate Challenge Presented by the Tour of Utah. Park City, UT, 96 miles, 11,000+ vertical feet, Park City in the morning, finish: Snowbird Mountain Resort. Event benefits the Tour of Utah. Ride the Toughest Stage of the Nation's Toughest Stage Race., Burke Swindlerhurst, burke@four Utah.com, tourof Utah.com

August 6, 2011 — Penny's Legacy Bike Ride. Farmington, UT, Start: Farmington Frontrunner Station parking lot), benefits Sego Lily programs to raise awareness of domestic abuse in our community, ride follows the Legacy Parkway trail, 10, 15, 25 mile options, Sego Lily, 801-590-4920, info@slcad.org

August 13, 2011 — Promontory Point 120. BCC SuperSeries, Ogden, UT, 5 Points Ogden to BC, Corrine, Golden Spike, Tremonton and back 120 miles self-supported, shorter loop options available., Don Williams, 801-641-4020, roadcaptain@bbtc.net, Jen Green, 435-562-1212, bccutah.org

August 19-20, 2011 — Bear Pa Challenge Charity Cycling Tour. Park City, UT, Challenging, fun, and fully supported ride from Bear Lake to Park City over the Mirror Lake Highway. Benefits Shriners Hospitals for Children., Tyler Hooper, 801-292-9146, 801-927-8310, tyler.hooper@gmail.com, bearpachallenge.com

August 20, 2011 — Desperado Dual. Panguitch, UT, 200 mile double century in Southern Utah, 100 and 50 mile option, Utah's only fully supported, 200 mile, one-day cycling adventure., Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

August 20, 2011 — Bike the Bear Century, Garden City, UT, 100 and 50 mile rides. Begins at Camp Hunt on Bear Lake, UT., Jason Eborn, 801-479-5460, jeborn@bsamail.org, trappertrails.org

August 20, 2011 — The Big Ride Idaho Loop, BCC SuperSeries, Richmond, UT, Start Richmond City Park to Preston, over Strawberry to Montpelier, West to Soda Springs, loop route on old and new LOTOJA courses., Don Williams, 801-641-4020, roadcaptain@bbtc.net, Jen Green, 435-562-1212, jbccutah.org

August 20, 2011 — Riding for a Reason, Salt Lake City, UT, Toughest Century in Utah! Charity Bike ride, Emigration Canyon to East Canyon to Henefer to Coalville and back, the ride has been extended this year into the toughest century in Utah. Bring it., Briana Lake, 801-463-0044, 801-506-1815, briana.lake@alpinehime.com, riding4areason.com

August 20, 2011 — Mt. Nebo Century, Payson, UT, It's your reason 2 ride benefiting Huntsman Cancer Institute and Southern Sudan Humanitarian. Challenge yourself over one of the highest and most picturesque peaks in Utah, enjoying mountain scenery and the secret Goshen Canyon. Fully supported. 8am start with 30, 65, and 100 options. (Payson High 1050 South Main Street Payson, UT.), Jeff Sherrod, 801-654-2886, jeff@myreasontoride.org, Shawn Snow, 801-230-0914, shawnmyreasontoride.org, reason2ride.org

August 20, 2011 — Life Time Gran Fondo Utah, Snowbasin, UT, 100, 45, 15 mile timed events. The 100 Mile loop will have 3 timed sections, TT, Hillclimb and a sprint. There will be prizes for each timed section for each category. Close to 7,000' of climbing for the 100 Mile loop., Ed Chauner, 801-942-3498, icupracing@yahoo.com, lifetimefitness.com

August 27, 2011 — Cache Valley Century Tour, Logan, UT, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 8 am, in Richmond (12 mi north of Logan on Hwy 91)., Bob Jardine, 435-752-2253, veloist-bob@yahoo.com, cvveloists.org

August 27, 2011 — Ride for Teens, Provo, UT, 20 to 50 mile options in all three forks of Provo Canyon. Proceeds benefit local at-risk youth services. Prizes and post ride meal, starts at 8 am at the Ronald Williams Last Park, essentially Heritage Schools, 5600 N. Heritage School Dr., Charis Wilke, 801-735-2142, charis_02@hotmail.com, heritagertc.org

August 27, 2011 — Summit Challenge, Park City, UT, Join us for a fun team or individual ride to benefit the National Ability Center in Park City. 15 mile family friendly ride and 50 mile and 100 mile challenge ride options., Rena Webb, 435-649-3991, events@discovernac.org, discovernac.org, summitchallenge100.org

August 27, 2011 — Sanpete Classic Fun Ride, Spring City, UT, Main Street, Spring City will serve as the Start/Finish for loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Fun Ride starts at 9 am and Road Races start at 10 am. BBQ lunch, awards, and raffle after race., Eric Thompson, 801-541-3840, ethompson@visitsaltlake.com, skiutahcycling.com

August 27, 2011 — Epic 200, Saratoga Springs, UT, Starting and finishing at Epic Biking in Saratoga Springs. Start the day out enjoying the early morning sunrise over Utah Lake and wonderful views of Utah Valley. The race then proceeds up the Nebo loop which provides a beautiful wooded scenic ride with a challenging climb and several false summits. After a quick decent down the Nebo loop the route moves past lavender fields and into picturesque Goshen Canyon. This is followed by a 2,000 foot climb up to Eureka, an old mining ghost town. The race then speeds up as it heads down rolling hills and ends by essentially following the Pony Express route to the start. Fully supported one day 200+ mile cycling adventure. For those less adventurous we offer a 100 & 50 mile

option., Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

September 1-10, 2011 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Moab, UT, "Worlds most scenic bicycle ride" 10-day ride (7-day, and 3-day options) including up to 5 national parks 6 amazing state parks, 2 national monuments, and various national forests. , Les Titus, 801-654-1144, lestitus@lagbrau.com, lagbrau.com

September 2-5, 2011 — Great Utah Bike Festival, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geo-cache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 3, 2011 — Hooper Horizontal 100, BCC SuperSeries, Salt Lake City, UT, West Point Park (SLC) to West Weber and Hooper, self-supported century, 30 and 65 mile options, 8 am., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 3, 2011 — FrontRunner Fall Century Ride, Salt Lake City, UT, Join 1,200 of your friends on two wheels traveling from Salt Lake City's Intermodal Hub to Ogden. Return to Salt Lake City via UTA FrontRunner train service. Metric century option available., Jared Eborn, (801) 599-9268, (801) 448-6061, staff@forthewinracing.com, frontrunnercentury.com, forthewinracing.com

September 4-10, 2011 — Tour of Southern Utah, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day., Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

September 16-18, 2011 — Moab Century Tour, Moab, UT, Weekend of road cycling with rolling and climbing route options including the infamous "big Nasty" (3000 feet elevation in 7 miles). Warm Up ride Friday, recovery ride Sunday, century route and timing chip option., Beth Logan, 435-259-3193, info@skinnytireevents.com, skinnytireevents.com

September 17, 2011 — Randy's Fall Colors Classic, BCC SuperSeries, Salt Lake City, UT, Sugarhouse Park over Big Mtn, Coalville, Wanship, Browns Canyon, and back via I-80 over Parleys, self-supported century., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 17, 2011 — Bike for Life, Salt Lake City, UT, Be part of this fun fully supported ride through the quiet neighborhoods of Salt Lake and then along the south end of the Salt Lake International Airport (the gates will be open!), and then out to Saltair and the Great Salt Lake Marina. This is the perfect ride to wrap up the season and to help raise funds for the Utah AIDS Foundation. The out and back route is flat with little traffic. Fifty and twenty five mile options. Starts at 8:00 am at Liberty Park., Nathan Measom, 801-487-2323, nathan.measom@utahaids.org, utahaids.org

September 17, 2011 — Bryce Canyon 200 K, Southern Utah Brevet Series, Panguitch, UT, Brevets are self support, timed, distance cycling events, route begins in Panguitch and loops around to Bryce Canyon, Tropic and Circleville before returning to Panguitch., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org

September 17, 2011 — Wonder Woman Century, Payson, UT, Ride for women by women, fun surprises, great food and awesome finisher's jewelry, 7:30 am 100 milers, 9 am metric century, 10 am 30 milers., Mahogani Thurston, 801-318-1420,

wonderwomanride@gmail.com, foreverfitevents.com

September 24, 2011 — Heber Valley Century, Heber, UT, Only Biatlthon century in the USA. Benefiting Hess Cancer, 8 am. 100 mi, 65 mi, 50 mi, 25 mi options, fully supported, starting from Southfield Park (1000 W 100 S)., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 24, 2011 — Biker's Edge - Ride4yellow Time Trial, Syracuse, UT, It's your reason 2 ride benefiting Huntsman Cancer Institute and Southern Sudan Humanitarian. Known as the race of truth, it's just you against the clock. Ride out to Antelope island and back along the Great Salt Lake and enjoy the speed of this pancake-flat course. This event qualifies for UCA Points. 8am start., Jeff Sherrod, 801-654-2886, jeff@myreasontoride.org, Shawn Snow, 801-230-0914, shawnmyreasontoride.org, reason2ride.org

September 24, 2011 — Watchman Century, St. George, UT, Starts in Washington City, Utah where Dixie truly begins. This ride will take place in Southwestern Utah where the sun shines more than 300 days a year. On this ride you will travel through Sand Hollow State Park and view the majestic scenery of Zion National Park., Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

October 1, 2011 — Josie Johnson Memorial Ride, Salt Lake City, UT, This memorial ride is dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, Sugarhouse Park at 10:30 am, to mouth of Big Cottonwood Canyon and back., Ken Johnson, 801-205-1039, kjliveto-bike@gmail.com, josiejohnsonride.com

October 1, 2011 — Emigration 2 Morgan Tour, Salt Lake City, UT, A recreational charity ride benefiting the Cystic Fibrosis Foundation (CFF), a scenic tour up to and around Pineview Reservoir, 65 or 130 mile lengths. Start time is 8 am at the Morgan County Fairgrounds. , Daniel Lilly, 801-657-2627, daniel@mycyclingsource.com, mycyclingsource.com/utah-road-bike-race.html

October 8, 2011 — Breast Cancer Awareness Ride, American Fork, UT, Breast Cancer Charity Ride, 22 mi casual ride for women and men; food, SWAG, & raffle prizes; Registration fees go to The Breast Cancer Research Foundation., Trek Bicycle Store of American Fork , 801-763-1222, info@trekaf.com, trekaf.com

October 8, 2011 — Snowbasin East from Eden Century, Huntsville, UT, It's your reason 2 ride benefiting Huntsman Cancer Institute and Southern Sudan Humanitarian. Start and finish at Snowbasin Ski Resort. Enjoy the colors of autumn as you wind your way down into Eden, then back up and over to the half-way mark at East Canyon Reservoir. Fully supported. 8am start with 30, 65, and 100 options. (Snowbasin Resort 3925 E. Snowbasin Rd. Huntsville, UT.), Jeff Sherrod, 801-654-2886, jeff@myreasontoride.org, Shawn Snow, 801-230-0914, shawnmyreasontoride.org, reason2ride.org

October 15, 2011 — Tour de St. George, St. George, UT, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile options., Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

October 22, 2011 — Wish 100, Beauty and the Bike, St. George, UT, Women only cycling event. Several course lengths will be offered, allowing everyone from the experienced cyclist, to the novice, to have an amazing time. The course will wind through scenic St. George and end with a festive finish line celebration, fun for the whole family., Jessica Rogers, 801-262-9474 , events@utah.wish.org, wish100utah.com

Regional Road Touring

July 9, 2011 — Goldilocks Idaho, Meridian, ID, Fully supported, beautiful route, yummy food, pretty t-shirt. Settlers Park in Meridian at 7:30 am., Dani Lassiter, 801-635-9422, dani@goldilockside.com, goldilockside.com

July 9, 2011 — Bear Lake Monster Century Ride, Montpelier, UT/ID, Bear Lake Monster is a 100 or 50 mile fully supported ride from Montpelier, ID to and around Bear Lake on the Idaho/Utah border. Raspberry milkshakes await every finisher., Jared Eborn, (801) 599-9268, (801) 448-6061, staff@forthewinracing.com, BearLakeMonsterRide.com, forthewinracing.com

July 10, 2011 — Wine Ride #1, Boise, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

July 16, 2011 — Ride for Kids Century and Family Rides, Idaho Falls, ID, 100, 72, 30, 15, 4, 2 mile options, benefits Children with Disabilities Foundation, Kristy Mickelsen, 208-522-1205, 208-680-9397, kristy@rideforkidsidaho.com, rideforkidsidaho.blogspot.com

July 17-22, 2011 — Tour de Wyoming, Worland, WY, 300 miles in Wyoming's Bighorn Mountains, Amber Travky, 307-742-5840 , atravsky@wyoming.com, cyclewyoming.org

July 23-24, 2011 — Bike MS Road, Sweat, and Gears, McCall, ID, Benefits National MS Society and multiple sclerosis research, variety of routes for all levels including 20, 25, 40, 50, 60, and 75 mile options. Saturday's ride starts in McCall, heads north along Lake Payette to the Burgdorf Hot Springs turn off with max of 75 miles. Sunday's ride heads south toward Donnelly, stopping off at the beautiful Jug Mountain Ranch, and continuing on to the Tamarack roundabout, 60 miles RT. Alpine Village, (616 N. Third Street), Erin Farrell, 208-388-1998, idl@nmss.org, Courtney Frost, 208-388-4253, courtney.frost@nmss.org, bikeMSIdaho.org

July 26, 2011 — Klondike Gold, Dawson, YT, Ride through history, retracing the route of the notorious 1897 Klondike Gold Rush, in reverse from Dawson, YT to Skagway, AK., Pedalers Pub & Grille , 877-988-0008, rides@pedalerspubandgrille.com, pedalerspubandgrille.com

July 30, 2011 — Four-Summit GranFondo Challenge, Cascade, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

August 7-13, 2011 — Ride Idaho, Central Idaho, ID, 7-day supported bicycle tour, 400+ total miles, Lowman, Stanley, Challis, Arco, Hailey/Sun Valley (with layover day), Stanley, Lowman., Julie Platt, 208-830-9564, ridaho@rideidaho.org, rideidaho.org

August 13, 2011 — BCRD Sawtooth Century Tour, Hailey, ID, Ketchum to Alturas Lake and back. 50 or 100 mile tour options. Aid stations along the way. Optional timed hill climb up Galena Summit., Janelle Connors, 208-578-5453, 208-720-7427, jconnors@bcrd.org, bcrd.org

August 13, 2011 — Le Tour de Koochanusa, Libby, MT, 81 mile bike ride that tours the breathtaking shoreline of Lake Koochanusa. After finishing, riders will be entertained at the Riverfront Blues Festival, Dejon Raines, 406-291-3635, dejonraines@hotmail.com, letourdekoochanusa.com

August 20, 2011 — HeART of Idaho Century Ride, Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho., Miyai Griggs, 208-524-7777, 208-766-6485, mabe@theartmuseum.org, theartmuseum.com

August 20-21, 2011 — Bike MS Wyoming: Close Encounters Ride, Sundance, WY, 2 days, 150 miles, Alexis Bradley, 303-698-5403, alexis.bradley@nmss.org, bikewyy.nationalmssociety.org

August 21, 2011 — KTSY Bridge to Gap , Boise, ID, KTSY , family@ktsy.org, 895ktsy.org

August 27, 2011 — CASVAR 2011, Afton, WY, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley., Howard Jones, 307-883-9779, 307-413-0622, info@casv.org, casv.org

September 11, 2011 — Tour de Tahoe - Bike Big Blue, Lake Tahoe, NV, 9th Annual, ride around Lake Tahoe on the shoreline, fully supported with rest stops, tech support and SAG. 72 miles, 2600 vertical gain. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, tgft@bikethewest.com, bikethewest.com

September 17, 2011 — Tour de Vins, Pocatello, ID, Bike Tour - 16.5, 25, 32, 48, & 58 mile options, ride through Buckskin and Rapid Creek, fundraiser for Family Service Alliance (family violence prevention), start at 8 am at corner of Humbolt & 5th Ave in Pocatello., Sarah Leeds, 208-232-0742, sarahl@fsalliance.org, FSAlliance.org

September 18, 2011 — Wine Ride #2, Boise, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

September 24, 2011 — West Yellowstone Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots. Supported ride., Sara Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 24, 2011 — Absolute Bikes Taylor House Benefit Century Ride, Flagstaff, AZ, Group road ride in the high-altitude cool pines of Northern Arizona, 7 am from Flagstaff Medical Center, check in and day of registration starting 6 am. There are 45, 65, and 95 mile route options., Anthony Quintile, 928-779-5969, flagstaff@absolutebikes.net, absolutebikes.net/taylor

September 24, 2011 — Gran Fondo Las Vegas, Las Vegas, NV, Las Vegas to Lovell Canyon and back, 100 miles - 8000 of climbing. A Gran Fondo is a long distance, timed cycling event (not a race) that welcomes competitive, amateur and recreational cyclists of all abilities. Fully supported., Deb Bowling, 818-889-2453, embassy@planetultra.com, granfondolasvegas.com

September 25-October 1, 2011 — OATBRAN, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 20th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully Supported motel style tour., Curtis Fong, 800-565-2704, 775-588-9660, tgft@bikethewest.com, bikethewest.com

October 1, 2011 — No Hill 100, Fallon, NV, 30 mile, a 60 mile, a 100 mile tour, fully supported. Event shirts, gift bags, lunch (for metric and century riders), post event BBQ at noon for all riders, 8:30 am ,Churchill County Fairgrounds., Gene Ponce, president@churchillcountycyclists.com, churchillcounty.org/parksnec/index.php?ctr=152

October 8, 2011 — A Ride in the Clouds Century, Cloudcroft, NM, Women's only century ride, Lincoln National Forest, starts at an elevation of over 9,400 feet. Visit to the National Solar Observatory, benefiting COPE Women's Shelter., Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

October 15, 2011 — RTC Viva Bike Vegas, Las Vegas, NV, 4th Annual, All new and exciting century ride, 60-mile, and 15-mile routes! Benefiting the Nevada Cancer Institute and Las Vegas After-School All-Stars., Alison Blankenship, 702-676-1542, blankenship@rtcnsnv.com, Jodi Gutstein, 702-676-1692, gutsteinj@rtcnsnv.com, rtcnsnv.com

October 15, 2011 — Goldilocks Las Vegas, Las Vegas, NV, 2nd Annual Goldilocks Las Vegas! Fully supported 'boutique' women's only bike ride with multiple mileage route options. Rainbow Family Park at 7:30 am., Dani Lassiter, 801-635-9422, dani@goldilockside.com, goldilockside.com

November 5, 2011 — Tri-States Gran Fondo, Mesquite, NV, 112 miles, 7,500' of climbing, three States - Nevada, Arizona, Utah, all in one

Trailside Park Continued from page 16

body positioning, and line choice. Features include wood bridges positioned low to the ground, teeter-totters, and more.

The beginner pump track is the next step for most riders. A pump track is a closed circuit loop that consists of rollers (mounds of packed dirt), and berms (banked turns). A pump track is designed so the rider should not have to pedal. By "pumping" or pushing the bike down on the backside of the rollers the rider gains speed, and momentum. The berms help the rider keep that speed, and momentum while allowing them to practice their cornering skills in a controlled environment. Riders who master a pump track can go as long as their legs, and lungs allow without taking a single pedal stroke.

For the more advanced rider, or riders looking to move along the progression provided by the park, there is the beginner flow trail and intermediate pump track. A flow trail is usually a downhill only trail that has manmade features to challenge riders, and help them build their skills. A flow trail is designed to allow minimal pedal, or brake input from the rider to ride the trail. The rider just "flows" down the trail like a stream of water would.

The beginner flow trail at the Trailside Bike Park consists of berms, and rollers similar to a pump track, but is gravity fed. The rider starts at the top, and works their way down

the trail focusing on body position, and line selection. Because the trail is gravity fed the rider learns how to handle increased speeds, and potentially getting their wheels off the ground. Once riders are comfortable on the beginner flow trail they can move over to the intermediate pump track. The intermediate pump track is similar to the beginner pump track but increases the size of the rollers, and berms to allow for more speed, and the potential to get the bike off the ground.

The piece de resistance at the Trailside Bike Park currently is the intermediate slopestyle trail. A slopestyle trail incorporates jumps, berms, wooden features, and more to challenge and excite the rider. The Trailside Park intermediate slopestyle trail features numerous table top (no gap) jumps, berms, rollers, as well as four large wooden features. These wooden features include a large curved wooden berm (banked turn) at the top of the trail which can be jumped out of, or just rolled through without your tires leaving the ground. In the middle of the trail there is a large wooden ladder bridge that features an up-ramp to a flat top, and a down ramp. Riders can choose to role the entire box with their wheels on the ground/wood, jump on, jump off, or any combination of the afore mentioned. As riders near the bottom of the trail they will encounter two wooden wall rides. A wall ride is a vertical, or near vertical wooden or natural feature that riders use their momentum to ride up on in a turning motion. You can enter and exit by rolling in, and out, or you can

jump up on the wall, and off.

Because of how the park was designed, it is an ideal riding location for beginners all the way up to experts. Beginners will find the beginner skills loop and beginner pump track a great way to build confidence and skills. Intermediate and advanced riders will find the intermediate slopestyle line and pump track both fun and challenging. Whether you are seasoned veteran of the MTB world, or just getting your wheels underneath you the Trailside Park Bike Park is a great place to ride, train, and learn.

The Grand Opening

It's not very often we get to celebrate the opening of a new trail system especially one that is the first of its kind in the state! The grand opening of the Trailside Park Bike Park was a major exception to this rule. The grand opening celebration hosted by White Pine Touring of Park City was held on June 18th 2011, and was a party for the ages.

The day started at 11:00am with an informal Q&A session with Progressive Trail Design and Snyderville Basin Recreation Staff. Once the formalities were out of the way the fun began. DJ Jalal started pumping tunes and the park started to see a steady line of riders waiting for their turn to check out the new lines. Free mountain bike lessons lead by White Pine Touring guides allowed new comers to the sport to get a jump-start on their skills so they could start hitting the park with confidence.

At 1:00pm the park was hopping,

and there were nearly 500+ people in attendance. With so many people riding it was time to fuel them up for the afternoon, and sponsors Davanza's Pizza, and El Chubasco of Park City had everyone covered. Fresh hot pizza, and an epic chip and salsa bar provided the energy people needed to keep shredding. When the Red Bull Wings Team showed up to quench riders thirst things really got going. Caffeinated and fueled there was a line of 50 riders at any given moment waiting for their turn to shred the one of the numerous trails.

A party would not be complete without prize giveaways, and with the help of numerous generous sponsors there was no lack of swag to give away. Great prizes from Contour, Oakley, Fox, and more drew people to the bottom of the park for the first of two chance drawings on the day. Surrounded by 100's of people event organizer, Scott House, called out ticket numbers and tossed out prizes to the lucky winners.

As the day pressed on attendees were treated to something very special. Local pro mountain bikers Eric Porter, Chris VanDine, Josh Bender, and Ali Goulet had come out for the day, and they were ready to ride! At 2:30 this talented group of riders led a line 50+ people to the top of the intermediate slopestyle line for a chance to share a shred with them. It's not every day you get to ride with a legend in the mountain bike world, and it's even rarer when you get the opportunity to ride with four legends on the same trail at the same time. The boys showed the riders the parks true potential, and gave tips and

pointers on how to attack the features.

The Trailside Park Bike Park and the grand opening celebration were, and still are a huge success. The overwhelming support for the event, and the park shows how strong the cycling community is in Utah. It shows that if we work together, and support those that maintain and build our trails we can accomplish great things. A big thanks to all those who attended the grand opening celebration, and continue to use the park on a regular basis

The grand opening was supported by the following generous sponsors: Snyderville Basin Recreation District, Progressive Trail Design, White Pine Touring, Jans, Smith, Bolle, Ryders Eyewear, Camebak, Contour, Ellsworth, The North Face, Skullcandy, Trek, SRAM, Red Bull, SockGuy, Davanza's, Park City Coffee Roasters, Yakima, GoPro, Fox, El Chubasco, Oakley, Giro, Easton, Mtn Ranks, and Park City Television.

If You Go

The Trailside Bike Park is located at 5715 Trailside Drive, Park City, UT 84060. The park is open from sun-up until sundown conditions permitting (do not ride the park when it's muddy). Thanks to Basin Recreation, and the funding provided to build the park it is 100% free to use! Currently there are no classes or lessons offered by Basin Recreation at the park, but nearby White Pine Touring does offer instruction. You can reach them at 435-649-8710.

Calendar -

Continued from page 27

spectacular day of cycling. Fully supported / Chip Timed., Deb Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondo.com

Multisport Races

July 2, 2011 — Women Rock Triathlon. St. George, UT, Just 40 miles from Salt Lake City and the only lake swim event in Utah exclusively for women! Perfect for beginners with swim buddies available, at the beautiful Rockport State Park., D Weideman, info@bbsctri.com, bbsctri.com/women-rock

July 9, 2011 — TriUtah Echo Triathlon. 2011 TriUtah Points Series, Coalville, UT, USAT Rocky Mountain Regional Championship, Echo Reservoir, Sprint and Olympic distance open water swim triathlons. Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run., Chris Bowerbank, 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

July 9, 2011 — Cache Valley Super Sprint Triathlon. Logan, UT, 7th year, short distances, course is flat and straight in Logan City. Swim is in Logan Aquatic Center 500 Meters, bike is out and back on farm roads, and run is out and back in a park area with trees and stream., Joe Coles, 801-335-4940, joe@onhillevents.com, cvsst.com, onhillevents.com

July 9, 2011 — Adventure Xstream Summit County. Frisco, CO, Coed, open (single gender) will kayak, trek, rappel, and mountain bike., Will Newcomer, (970) 403-5320, events@gravityplay.com, gravityplay.com

July 9, 2011 — Blacktail Triathlon. Idaho Falls, ID, Sprint and Olympic Triathlon, Michael Hayes, 208-521-2243, events@pb-performance.com, pb-performance.com

July 11, 2011 — Daybreak Triathlon. Salt Lake Triathlon Series, Salt Lake City, UT, Get ready for the best spectator swim around, a killer bike course near the Oquirrh Mountains and a run that is unparalleled., Cody Ford, 801-558-2503, cody@ustrisports.com, ustrisports.com

July 15, 2011 — Layton Midnight Run. North Salt Lake, UT, Run at night under a full moon to beat the mid-

night hour on the Legacy Parkway Trail System. Included in your registration fee is glow sticks and glow body paint., Joe Coles, 801-335-4940, joe@onhillevents.com, legacymidnightrun.com, onhillevents.com

July 16, 2011 — Scofield Triathlon. PowerTri Triecta Series, Price, UT, Kid's, Sprint, Olympic and "ESCAPE from Scofield" distances, the highest elevation triathlon in the USA, Mountain View State Park Boat Ramp., D Weideman, info@bbsctri.com, bbsctri.com

July 16, 2011 — Blanding Hillman Triathlon. Blanding, UT, Swim .50 mile, Bike 15 miles, Run 3.2 miles, (Kids' triathlon July 15), Recapture Reservoir., Stephen Olsen, 435-678-1314, solsen@sanjuanschools.org, hillmantriathlon.info

July 30, 2011 — Burley Idaho Lions Spudman Triathlon. Burley, ID, 7 am, spudman@burleylions.org, burleylions.org/spudman.html

July 30, 2011 — Layton Triathlon. Layton, UT, Sprint, Mini Sprint, Relay Sprint, and Kids Triathlon options in the Layton Surf N Swim and Layton City Parks. Great event that repeats the entire course on the Sprint., Joe Coles, 801-335-4940, joe@onhillevents.com, laytontriathlon.com, onhillevents.com

July 30, 2011 — Herriman Black Ridge Escape Triathlon. RACE TRI , Herriman, UT, Black Ridge Reservoir., Aaron Shamy, 801-518-4541, aaronshamy@hotmail.com , racetri.com

August 6, 2011 — Payette Lakes Mountain Triathlon. McCall, ID, Olympic:1.5 km lake swim, 40km bike, 10km run. Sprint: 1 km lake swim, 20km bike, 5 km run. Difficult course at elevation with a significant out and back climb up and over Secesh on the road bike portion. Youth triathlon also offered Friday at the Whitetail Swimming Center., Kurt Wolf, 208-634-5691, kwolf@mccall.id.us, littleskihill.org

August 6, 2011 — River Rampage Triathlon. 2011 TriUtah Points Series, Green River, UT, Downriver swim with the current! 1 mile swim/25 mile bike, 6 mile run. Closer than Burley, more available lodging and camping, a single transition area, USAT sanctioned, and a chance to earn a famous Green River Melon!, Chris Bowerbank, 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

August 12-13, 2011 — Emmett's Most Excellent Triathlon. Emmett, ID, Kid's Tri on Friday, Olympic/Aquabike, sprint on Saturday., Kristen Seitz, (208) 365-5748, gemcountryrecreationdistrict@gmail.com, emmetttri.com

August 13, 2011 — Mountain Tropic Triathlon. PowerTri Triecta Series, Garden City, UT, Bear Lake State Park, Sprint, Olympic, and Half distances, D Weideman, info@bbsctri.com, bbsctri.com

August 20, 2011 — Rush Triathlon. Rexburg, ID, Intermediate and Sprint Distances., Bob Yeatman, 208-359-3020, 208-716-1349, boby@rexburg.org, rushtriathlon.com, rexburg.org

August 20, 2011 — TriUtah Jordanelle Triathlon. 2011 TriUtah Points Series, Park City, UT, 13th Annual triathlon at Rock Cliff Recreation Area, Jordanelle Reservoir. Sprint and Olympic distance road triathlons. Open water swim. Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run., Chris Bowerbank, 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

August 20, 2011 — Saratoga Springs Tri. Saratoga Springs, UT, USAT sanctioned Sprint Tri, 600 meter swim, 12 mile bike, 3.1 mile run, held at the Saratoga Springs Marina at Pelican Bay, 200 E Harbor Parkway, Saratoga Springs, UT., Gabe Granata, splash@saratogaspriestri.com, Jared Mason, 801-310-0609, splash@masonfam.net, saratogaspriestri.com

August 20, 2011 — Hurt in the Dirt. Ogden, UT, Offroad Duathlon at Ft. Buenaventura. Individuals and Relay Teams welcome. MTB race and trail run combined., Goal Foundation , 801-399-1773, info@goalfoundation.com, hurtinthedirt.com

August 20, 2011 — Moxie Duathlon. Cedar City, UT, Individuals or teams, run and ride, Byron Linfood, 435-865-5108, byron@cedarcity.org, cedarcityevents.org

August 21, 2011 — XTERRA Wild Ride Mountain Triathlon (AMERICAN TOUR POINTS). Wild Rockies Series, McCall, ID, Ponderosa State Park @ Payette Lake, 3/4-mile swim, a 19-mile mountain bike and a 6.2-mile trail run, mass start at 9 am in the Park and the finish line festivities begin at noon with the racer feed and music., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com, xterraplanet.com

com, wildrockiesracing.com, xterraplanet.com

August 27, 2011 — Utah Half Triathlon. RACE TRI , Provo, UT, Longest multisport race on the Wasatch Front 70.3 Ironman., Aaron Shamy, 801-518-4541, aaronshamy@hotmail.com , racetri.com

August 27, 2011 — Bear Lake Brawl Triathlon. Gold Medal Racing Championship, Garden City, UT, Half, Olympic, and Sprint distances over the prettiest water in Utah. , Joe Coles, 801-335-4940, joe@onhillevents.com, bearlakebrawl.com, onhillevents.com

August 27, 2011 — Adventure Xstream Glenwood Springs. Glenwood Springs, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike., Will Newcomer, (970) 403-5320, events@gravityplay.com, gravityplay.com

September 5, 2011 — Youth and Family Triathlon. Murray, UT, Start time: 8 AM, Murray Park. Youth 7-10 years: 75 yard swim, 2.3 mile bike, 6/10 mile run. Adults/Youth 11+ distances: 150 yards, 4.3 miles, 1 mile., Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, greatbasincoaching.com

September 5, 2011 — SDRC Labor Day Triathlon. South Davis Racing Series, Bountiful, UT, A race the whole family will enjoy, at the South Davis Recreation Center, John Miller, 801-298-6220, john@southdavisrecreation.com, southdavisrecreation.com

September 10, 2011 — Vikingman. Heyburn, ID, 1/2 and Olympic distance triathlon and aquabike. Teams welcomed for either distance event. Also, Olympic distance duathlon., Lisa Clines, 208-431-0463, info@vikingman.org, vikingman.org

September 10, 2011 — Camp Yuba Triathlon. Yuba State Park, UT, Sprint & Olympic triathlons, campsites reserved for triathletes and families at Yuba State Park, Oasis Campground., Aaron Shamy, 801-518-4541, aaronshamy@hotmail.com , racetri.com

September 10, 2011 — Stansbury Tri. Salt Lake Triathlon Series, Stansbury Park, UT, The fastest growing Triathlon event in the Western Region., Cody Ford, 801-558-2503, cody@ustrisports.com, ustrisports.com, ustrisports.com/stansbury.htm

September 10, 2011 — Alta Canyon Sports Center I Can Triathlon. Sandy, UT, 400m swim, 9 mile bike and 5K run., Alta Canyon Sports Center - 9565 S. Highland Dr., Lois Spillion, 801-568-4602, lispillion@sandy.utah.gov, sandy.utah.gov/government/parks-and-recreation/special-events/triathlon.html

September 17, 2011 — Kokopelli Triathlon. SGRC Twin Tri Series, St. George, UT, Sprint and Olympic distances at Sand Hollow, post-race food included., D Weideman, info@bbsctri.com, bbsctri.com

September 17, 2011 — Western Colorado Triathlon. Loma, CO, Olympic: 1500m swim, 24 mile bike, 6.2 mile trail run - Highline State Park, 8 am, Camping available, Hotels in Fruita - only 15 minutes from start. Sprint: 750, swim, 15 mile bike, 3.1 mile trail run., Chris Reed, 970-274-1232, chrisreed@ascentproductions.net, ascentproductions.net, imathlete.com

September 24, 2011 — XTERRA USA Championship/ XTERRA Utah. XTERRA America Tour, Ogden, UT, XTERRA Utah, two distance options: 750m / 19K mountain bike / 5K trail and 1.5k swim/ 30k mountain bike/ 10k trail run; XTERRA USA Championships (invite-only): 1.5k swim / 30k mountain bike / 10k trail run., Ann Mickey, 877-751-8880, info@xterraplanet.com, xterraplanet.com, xterrautah.com

September 24, 2011 — Rhino Relay. Yuba State Park, UT, Ultimate team relay adventure race, navigate 70 miles of backcountry with your team of 6 - trail running, mountain biking, basic orienteering, and a short swim, Rhino , 760-402-0049, 760-613-4510, graham@rhinorelay.com, rhinorelay.com

October 7-9, 2011 — Cedar Mt. Adventure. Milestone Adventure Experience, Brian Head, UT, Adventure Race consists of two race lengths, 4hr and 8hr with map and compass running from check point to check point using various clues and passing challenges, a ropes course, and Mt. Biking. , Chad Thiriot, 435-668-1107, buildmilestone@gmail.com, milestoneadventure.com

October 8, 2011 — Huntsman World Senior Games. St. George, UT, Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K., Kyle Case, 800-562-1268, hwsq@infowest.com, seniorgames.net

EDUCATION

Road Respect Tour Teaches By Example



The Road Respect Tour took the message of mutual respect across the state. Photo: Beth Runkle

with the group into Park City for a rally and lunch. One of those riders was Midway resident Gary Peirce, who had a strong reason to want to join the ride. Gary rode with the group down to Provo, biked home and rode back to join the group the next day. It was then that ride leader, Keri Gibson of the DPS Highway Safety Office, invited Gary to join the group for the rest of the week. At the rally in Moab, Gary stood up to share his story. Several years ago, Gary's beloved wife, Judy was riding her bike near Bear Lake when a driver, distracted by a cell phone, drifted across the lane and hit her, ending her life. Road Respect isn't a trivial issue to Gary. "It's personal, real personal," he explains.

Many of Utah's towns were very excited to welcome the Road Respect Riders. In the town of Loa, so many children came to the rally that the 30 helmets were quickly given away. One of the shuttle drivers and a few of the cyclists were able to help the town's children by making small repairs on their bikes: lubing rusty chains, fixing flats on even the smallest tires and adjusting seats for better fit. It wasn't just the children who greeted the riders. Mayors, city council members, bike advocates, and cycling enthusiasts joined the Road Respect group in various parks along the way. Family friendly activities were a big part of each rally, as were speeches. The enthusiasm in each town for making the roads safer for cycling was evident. Manti's Mayor Natasha Madsen joined the riders on her mountain bike several miles outside her town and then she and her husband rode with the group into town. Mayor Madsen enjoys

Continued on page 8

By Tara McKee

Soon after Evelyn Tuddenham became UDOT's Statewide Bicycle and Pedestrian Coordinator, she started hearing the complaints. Cyclists called her complaining about motorists that passed too closely or endangered cyclists in other ways. Motorists registered complaints about bicyclists strung across the road, making it difficult for cars to pass them. It became very clear to her that both cyclists and motorists had a point and that the problems couldn't truly be addressed by focusing on only one side. Evelyn felt that the key would be for cars and bikes to each show respect to the other and follow the rules. "When cyclist and motorists both take responsibility to show respect, that makes the most difference," she adds.

The Road Respect Tour was framed to bring those issues of mutu-

al respect and following the rules to the forefront. A core group of 25 cyclists were chosen to ride the entire 450 miles over 6 days. The route was planned to make the cyclists visible to motorists and busy roads weren't completely avoided. Many drivers saw the cyclists riding down the road, wearing the black and yellow jerseys with the words "Road Respect: Cars + Bikes" and "3 Feet is the Law" prominently written on the backs.

The route began in Logan on June 13th with a special kickoff by Mayor Godfrey, who was the first of many Utah mayors to sign the Road Respect Pledge board. Many cyclists from Logan joined the core riders that morning, some for only a few miles, and a few continued with the ride through Ogden and Farmington into Salt Lake City, stopping for the rallies along the way.

At Olympic Park visitor's park, the riders were joined by several Summit County residents who rode

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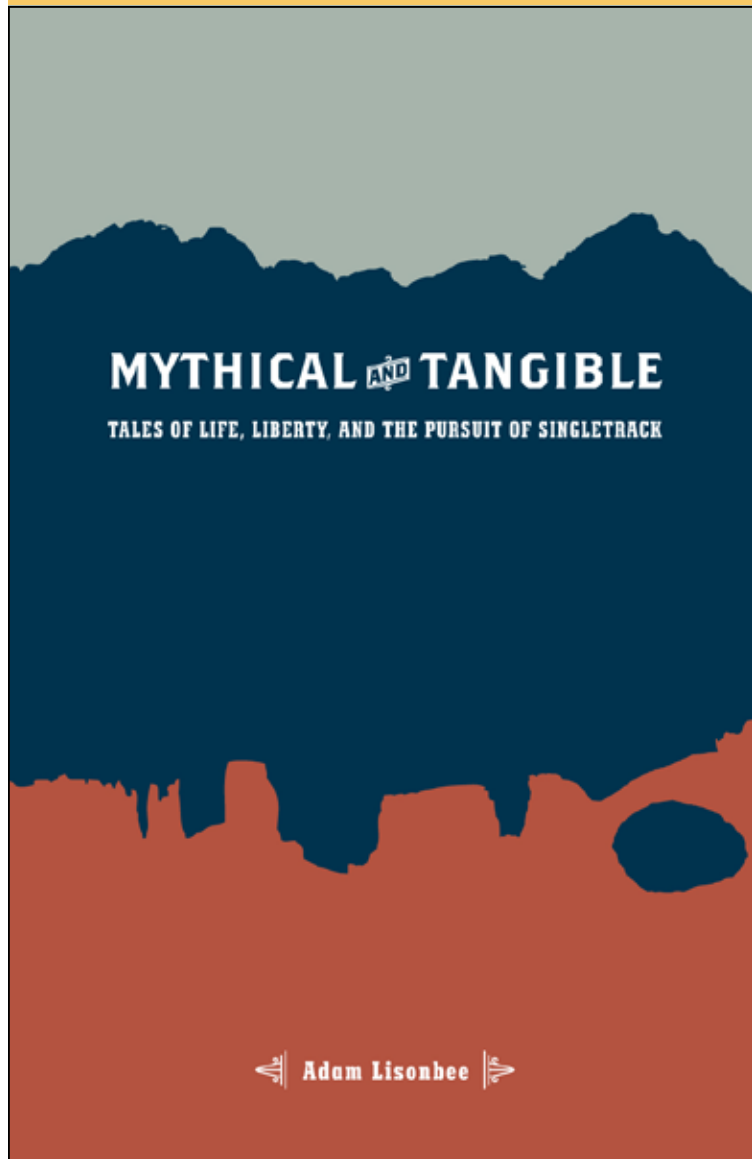
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ESSAY

An Excerpt from "Mythical and Tangible: Tales of Life, Liberty, and the Pursuit of Singletrack"



above Soldier Hollow and up into the Wasatch Back. The sun was stretching itself over the tall mountains in the east. The effort of the climb warmed my blood. The goosebumps and shivers gave way to sweat and huffs and puffs.

Four hours, and 4000 vertical feet later, I stood once again on the Ant Knolls, that familiar and favorite saddle of rugged rock, pine, and primrose. And once again, I looked out over the sea of trees and land and folded mountains before me. I breathed deeply, letting the clean, fragrant mountain air seep into my lungs. I relished the moment. I wished, wistfully, that I could stay there indefinitely. To sit and watch time pass on and on. Days into weeks into years into forever. I yearned to sit long enough to watch the mountain crumble into dust, to see nature at its work. To witness erosion.

Recently, an arch at the Arches National Park fell apart. Collapsed. Died. Was it global warming that killed it? Industrial tourism? No. It was just an arch that fell. Brought to the earth by the very wind and rain and heat and sun and air and time that created it. From dust to dust. The Lord giveth, the Lord taketh. All things in their natural order.

I was still on the Knolls. Reluctantly I continued on my way. Through the aspen forests and the high meadows, and over the narrow ridge tops. The singletrack in this remote place above American Fork Canyon is a little visited gem, a hidden and fantastic line of dirt through thick aspen forests, across steep ridges and above the din and dust and static humanity of the more well-traveled trails far below in the bowels of the canyon. The monumental effort required to arrive at that place is worth every bead of sweat, and every step of hike-a-bike.

I plunged off of Mill Canyon Peak and into the dense scrub brush and baby pines below. In the distance, I could hear the roar of countless ATVs. I was nearing the territory where the engine rules and reigns in blaring tyranny. The hotbed of Utah redneckism, where beer cans litter the road, the air is humid with exhausted fuel, and entire families pile onto a single four-wheeler and speed along the road at 50 miles per hour. It is the outdoor version of dragging Main Street. Up and down the canyon road they go, never arriving at any destination. Just up and down. Burning fuel, looking stupid, and turning the road into a spongy mess of churned and burned dust.

A hero on a motorcycle whipped in front me, fishtailing his rear wheel and gassing the engine. Dust and rocks spewed into my face. Behold, the noble civility of a Neanderthal with horsepower! I continued to climb through the dust and the noise. I knew that there was a point on this mountain road where the engines stop and venture no further. Where once again the quiet of the high country settles and calms, a place where the awkward wheels of the ATVs cannot go. I fled to that spot, and rejoiced when I rode into the trees uninterrupted and unseen by those awful and polluting agents of destruction. Harsh words for simple ATVs? Perhaps.

As I ascended above the bedlam of the recreational motorists, I wondered if they ever really saw the

beauty around them. Do they ever turn the engine off and listen, or look? There is more to see and to hear and to be a part of in the mountains than most people ever realize. It is not enough to drive along the roads and paths and the National Parks and the Scenic Byways. Get out. Walk. Feel the burn of thin air coursing through your lungs. Let the wind sting your face, the rain pound your back. Feel the ache in your thighs and feet. Stare in terror at a mountain lion. Get out of your vehicles!

My inner Abbey is surfacing. Edward Abbey—desert poet, anarchist, hater of the Glen Canyon Dam (lover of the Glen Canyon), bureaucracy, overgrazing, strip mines, and industrial tourism. Abbey's writings peeled away the layers of nonsense and commotion that dominate modern, urban, and suburban life and revealed a quiet, peaceful, and wonderful world where simplicity and good friends were all anyone needed. Do people today even see the mountains or the deserts anymore? Or are the wilds just empty spaces, necessary burdens, a thing to be crossed (and mined and deforested and overgrazed) while one travels between the sheet metal cities full of lights and people and things?

A man can and should get lost once in a while. It will remind him of where he is—and where he ought to be going.

I climbed higher into the mountains as the sun started to drop below them. Another summer day was coming to a close. I took in a few more deep breaths, letting in the pine and the sage and the flowers. There was a hint of autumn in the air. I could taste it, smell it. I watched the leaves on the quaking aspens shiver, and knew that within weeks they would yellow and red and orange before falling to the earth. Collapsing. Dying. Just like Wall Arch.

I discovered Edward Abbey long after I ought to have. As a native of Utah, and someone who has traveled to Moab and other desert locations since I was a child, I grew up with a deep love for that improbable landscape. And yet I had never heard of Edward Abbey until well into adulthood.

Upon reading the first several pages of *Desert Solitaire*, I realized that I was reading the words of a kindred spirit. His writing is both realistic and mythical, capturing the essence of the landscape, while paying homage to the ancient presence of those who have come before. He understood that the canyon country was home to the Ancient Ones, and that they still linger within the deep recesses of both imagination and reality. Or, as he wrote of his first visit to the American Southwest, "For the first time, I felt I was getting close to the West of my deepest imaginings, the place where the tangible and the mythical became the same."

It is that fusion of the tangible and mythical that pulls me back into the labyrinth of the desert each year. That painted landscape—the handiwork of time, wind, sun, and the overly creative impulses of God—is a vast and empty masterpiece for each of us to explore and discover. There is no place like the hoodoo of Moab and there is no maze like The Maze. Surreal and stone. The canyon country is the collision of rock and imagination, the mythical and the

tangible—one need only stand in bewildered reverence at Grandview Point to understand.

Abbey is remembered for being an environmental anarchist, defender of the wild, fierce critic of government, industrialism, and technology—and certainly he was those things. But he was also an idealist, and he understood that idealism was ultimately impractical and impossible. Perhaps that is why he was so critical. He knew that he was fighting against the inevitability of growth, progress, and the American notion of manifest destiny. In *Desert Solitaire*, he lamented that:

"Arches National Monument has been developed...you will now find serpentine streams of baroque automobiles...elaborate house trailers of quilted aluminum...knobby-kneed oldsters in plaid Bermudas buzz up and down the quaintly curving asphalt road on motorbikes...Progress has come at last to the Arches, after a million years of neglect. Industrial Tourism has arrived."

Indeed.

And yet, there are still wild places in the world, even within the boundaries of Arches National Park. Thankfully, those wild and rugged places are generally difficult to arrive at. The softness of the American way of life frowns upon the physical effort needed to see—and be in—the wilderness. Paved roads have snuck into the mountains and the deserts, but they only go so far. There are not many who are willing in this age of air conditioned adventuring to get out and feel the heat or the wind. The pain of an elevated heartbeat and coursing lactic acid have picked up where Abbey—and Hayduke—left off. The new saboteur of industrial tourism is physical discomfort.

Nevertheless, there are those who succumb to that innate desire to see a little better, with more clarity, and from a more interesting point of view. Brave blue-haired ladies and old curmudgeons trudge the well-worn path to Delicate Arch. Young kids skip and hop while dragging their reluctant parents across the sandstone. The effort rewards those who dare to leave the confines of the automobile with a sight so impressive and so magnificent that there are no words to adequately describe it.

The improbability of Delicate Arch is astronomical, and yet there it stands.

Those who take the time and steps to stand underneath it are forever changed. Even the very perimeters of the wild and rugged places of the desert and the mountains can purge the toxicity of asphalt and fluorescent from the human soul.

However, I read Abbey with mixed reactions. I like to think I am a practical person. I like to think that dams and roads and that "small dark cloud of progress" are making life better, easier, and more productive. But I also see the beauty and simplicity in the slow paced, hard-earned existence of his idyllic vision. Can

By Adam Lisonbee

[The following is an excerpt from *Mythical and Tangible: Tales of Life, Liberty, and the Pursuit of Singletrack* by Utah writer and rider Adam Lisonbee. It was released in

May 2011. This is his first book. It can be purchased in either paperback or digital editions at www.grizzly-adam.net/my-book.]

It was a few minutes after 6am, a cold, clear August morning in the mountains. I pedaled my bike



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there be both? Can man be at once solitary and societal? "The only thing better than solitude," Abbey realized, "is society."

And so that paradox in which he lived, is the same paradox with which I read his work. The machine of urbanization is simply too powerful to stop. But it feels good to oppose—to slow it down a little and escape into the mountains and live for a time as those Ancient Ones. At least as they would have lived had they had gas stoves, lightweight tents, water filters, LED headlamps, and freeze-dried beef stew. The explora-

tion of the wilderness today is faster and more efficient than that of a generation ago. And while progress has helped our gear become lighter and cheaper and more reliable, the spirit that drove men into the unknown back then is the same today. We venture into the forests, the canyons, and mountains looking for answers—to know the unknown. The tangle and the mythical.

The small, but growing movement of multi-day, self-supported mountain bike racing is a manifestation of that explorative spirit. Intrepid bike riders pedal into the remote

and empty spaces of the West, from Moab to Denver and from Canada to Mexico. Even within the chaos of the surrounding urban life, riders find a certain peace and solitude as they travel from town to town, and trail to trail.

And what for? To discover, to learn, to know.

Details are often unspoken and often unknown, until, like a flash of light they come crashing down on the mind and heart of the individual. Hidden truths are laid bare as one descends into the inner depths of human motivation and thought. The

triumphs of the mind and body are amplified by the actual landscape. In other words, finding life in the vast caverns of human doubt is appropriate and beautiful, especially so in the open spaces of the wilderness.

Like Cactus Ed himself, the wild of the desert, and the desire and effort to explore its depths, is that collision of the tangible and the mythical. Over time, the very real and very hard-earned efforts of crossing the contours of the landscape become a distant memory, a story, a legend. We pass through the wild places like the wind. We come with a whisper, and

then we are gone. The stoic, eternal earth watches with indifference as we glide through time and space.

Meanwhile, the sun continues to rise and fall. Wind, rain, heat, and cold whip away at the sandstone of the Arches and the peaks of the Rockies. Life rambles onward into the distance. Wilderness—actual and otherwise—persists, despite the best efforts of progress and machine and modernity to swallow it into the depths of concrete and the mental subterfuge of apathy and ignorance. Wilderness is dead. Long live wilderness.

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TOURING

Tricycle Touring In Southern Peru

The tricycle repair shop.



The wetlands of Lake Titicaca.

By Darren Alff

Tricycles may never become mainstream here in the United States, but in the South American country of Peru, tricycles reign supreme. No matter where you go in the country, whether it be a large metropolitan city or a small remote farming village, you're bound to see a tricycle of some kind.

But these large, heavy three-wheeled tricycles aren't just used for personal transportation. They're used for all sorts of different things. From the storage of fruits and vegetables; To a portable business from which black-market DVDs, ice cream, umbrellas, tools, and clothing can be sold; A place to sleep during the day; A street vendor's restaurant on wheels; And most interestingly, as taxicabs, used to transport people

and their belongings up the block or around town.

It was the tricycle taxicabs that intrigued me the most during my travels in Peru, and when I arrived in the small city of Puno, I knew exactly what I wanted to do. I thought to myself, "If I can pull this off, it will be one of the greatest, most bizarre, things I have ever done." Either that, or my quest for "tricycle touring" glory would linger in the back of my mind as one of the stupidest, most painful, things I had ever attempted.

On Thursday, February 10th, 2011, I left the ramshackle hostel in downtown Puno that had been my temporary home for the past several weeks, and walked a short distance toward the shores of Lake Titicaca to the home of a stalky Peruvian man named Ivan. I knocked on the large metal gate outside Ivan's crumbling brick home and waited for a few

minutes until the door finally swung open.

As Ivan unlatched the gate that stood between myself out on the street and his small dirt courtyard littered with trash and metal debris, I saw what I had come for: the used, single-speed, lime green tricycle taxi cab I had purchased just a couple days prior for only 250 Peruvian Soles (about \$90 US Dollars).

Ivan didn't speak a word of English and I only knew a few dozen words in Spanish, so with the best sign language we could muster, we thanked one another (me for his trike...and he for my money) and off I went on my lime green tricycle.

The plan from there was to leave the lakeside city of Puno and begin a multi-day tricycle touring adventure to the city of Cuzco, Peru, some 250 miles away. While on route, I'd travel from an elevation of 12,500 feet to a slightly lesser elevation of 11,500 feet. But that one-thousand foot drop in elevation didn't mean the entire trip was going to be downhill. In order to reach Cuzco, I would have to cross over several large passes, negotiate long desolate roads, cycle across hundreds of miles of farmland, and make the entire trip without the ability to speak with the locals I was sure to encounter along the way.

But before I could begin my trip toward Cuzco, I needed to make a number of quick repairs to my new tricycle. After all, the thing was far from safe to ride. It needed a new bottom bracket, a new crankshaft, new pedals, new brake-pads, and more than anything else, I needed to figure out how to lock the front-left wheel to its axle so that it didn't roll completely off the trike while I was out there on the road.

After claiming ownership of my green metal chariot, I rode the used steel giant just a few blocks west to a small side street in downtown Puno where a couple cluttered shops cater to those with bicycles, tricycles, motorcycles and motor-taxis. It was here that I spent the next four hours of my day, looking over the shoulder of an uneducated bicycle mechanic, slowly going about the job of repairing my rusty three-wheeled vehicle.

By the time the repairs to my tricycle were finished, I was out another 86 Soles (\$31 USD), it was well past noon, and I was anxious to get on the road.

After throwing my personal possessions into the tricycle's front compartment, I cycled a short distance across town through heavy traffic

and then began an hour-and-a-half long effort to push the weighty tricycle and all of my belongings up the steep 2-mile hill leading out of the city. Little did I know, my trip by tricycle across Southern Peru would consist of me pushing the vehicle for nearly 40% of the journey.

The first part of the push out of Puno was the most difficult. There was a large amount of traffic on the street and the uphill grade was the steepest I would encounter on the entire trip. With no bike lanes or any obvious place to pull over and rest, I had to hurriedly push my cumbersome metal trike all the way to the top of the Puno city limits with no more than one or two short breaks along the way.

Arms trembling, I finally reached the top of the hill that led north out of the city, and I quickly began my descent into the colorful farmland below.

This was my first attempt at steering the trike down a steep windy hill, so I had the brakes on almost the entire time as I wobbled from side to side and tried to keep control of my wild metal beast.

As I gained speed, the trike's problems became more evident. The front-right wheel had a couple broken spokes, and as a result, the wheel itself was far from round. The faster I went, the more noise the trike made and the more its front-right wheel hopped off the ground. At times, the untrue wheel caused the tricycle's right side to jump completely off the pavement!

The downhill descent was frightening at times, but it meant one thing – I was making progress. Unfortunately, I didn't get too far before behind forced to a halt.

A short distance down the hill I came across a large police roadblock and was forced to pull my three-wheeled taxicab to the side of the road. In all my years of traveling by bike, it was the first time I have ever been pulled over by a police officer, and as the large, dark-skinned officer approached me on foot, I began to wonder what he might ask.

But the officer's question for me was basic... and it was one that I could easily understand. He wanted to know where I was going, and I gladly told him, "Cuzco".

Interestingly enough, the officer didn't seem the least bit surprised that I, a tall, skinny, white-skinned "gringo" was cycling out of town on a tricycle taxicab. Instead, the officer took notice of the small video

camera I had laying in the seat of the tricycle's main compartment.

"What is this?" he asked me, as he pointed toward my camera.

"It's a camera." I replied. "To record my travels in Peru".

I thought about asking the officer if I could take his photo, but figured I better not. All I wanted at that point was to get through the questioning and continue on my way. I had a lot of ground to cover and the sun was soon to disappear over the horizon.

After a few more trivial questions about my camera and the way it operated, the tall Peruvian police officer grimly waved me through and I continued down the hill, trying not to look the least bit flustered as I cycled past a large group of younger policemen who were huddled together in a circle and pointing at me from afar, just a short distance down the road.

The next several miles seemed to fly by. With the police roadblock behind me, downhill traffic consisted of just one or two vehicles whipping past my left-hand side every couple minutes. Now on a good downhill stretch, I bounced my way down the road, pressing the brake the entire time, and experimenting with the best way to tackle the Peruvian streets on my super-wide trike.

It was near the bottom of the hill that I noticed a tall man walking along the side of the road in the direction of a nearby town. As I passed the man on my trike, he gave me a wide toothless grin and waved at me, as though he wanted me to pull over and give him a ride.

I knew that this might happen, of course. I figured that at some point on my trip, someone would see me driving my tricycle taxicab and ask for a short ride in the vehicle. And even though riding the tricycle was difficult enough, I secretly wanted to carry a passenger or two during my adventure, just to have the story to tell.

So, with my first potential ride walking just a few feet to my side, I pulled my tricycle into the shoulder and asked the strange man in my best possible Spanish if I could give him a ride down the road.

At first the man was hesitant. He kept saying something about "paying me two Soles" and I figured he feared the charge I might give him if he were to actually get inside my trike. But I tried to tell the man that the ride was free and that he wouldn't owe me a thing.

"Es gratuito", I kept saying over and over again.

Eventually, the man got the message. He crawled into the front seat of my tricycle, I jumped on the back, and I pedaled the man just a short distance down the road, before pulling to the side and dropping him off outside a small convenience store that either he or one of his close friends apparently owned.

When we stopped outside the store, a small group of people emerged from inside a nearby adobe home and they circled around so as to see my tricycle taxicab and their friend, the passenger I had picked up just a short distance down the road, sitting inside the tricycle's passenger compartment.

At first, the party of people circled around my tricycle was extremely kind and friendly. They asked about where I was from, where I was going, and how much I paid for my lime green three-wheeler. But soon



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Darren's passenger.

after taking a photo of my passenger sitting inside the trike, the mood of those standing nearby took a turn for the worse.

It was at this time that I heard one of the men standing around my bike begin to say something about money. And at first, I thought that he might be saying that my passenger needed to pay me for the ride he had been given. But as it turns out, that wasn't the case at all. Instead, the people circled around my tricycle wanted me to give them money, for no reason whatsoever!

This was something I had encountered multiple times during my stay in Peru, and it was something I would encounter time and time again during my remaining months in the country. Even though the people of Peru can be extremely kind and friendly at times, many of them see tourists like me as a quick and easy means of getting desperately needed cash without just cause or reason. And because I'm not one to easily hand out my money or belongings to just anyone, I gave the crowd a nasty glare before jumping back on my tricycle and quickly riding off into the distance.

It was around this point that I knew I would never reach Cuzco on my tricycle. It wasn't my money-hungry passenger that had discouraged me from making it there, but instead a whole host of problems with the tricycle itself.

For starters, the seat on the trike was far too low and because of this I couldn't put much force behind my pedal strokes. Not to mention that the ill-fitting saddle was slowly ruining my knees.

The fact that the tricycle only had one gear didn't help much either. If that one gear had been a really low gear, that certainly would have helped. But the one gear the tricycle did have on it was much too large. Even on flat ground I could barely get the tricycle rolling.

Besides all this, my three-wheeled vehicle was making all kinds of horrible noises. It was creaking, cracking, and scratching the entire time it was in motion. As I pedaled along, the trike made an incredible ruckus that was hard for me to ignore and slowly turned my attitude towards the trip in a devastatingly negative direction.

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Because of the repairs I had had to make and the late start I had gotten, I didn't get much distance between Puno and me on that first day. I cycled for a few hours and when it began to get dark and cloudy I pulled the tricycle to the side of the road and hid it in a pile of trash before climbing a nearby hill, setting up my tent, and crawling inside just as it began to rain.

The following morning I woke up early with the intention of getting as many miles behind me as I possible could. But like day one, I didn't get very far. I spent the entire day cycling up and over countless small hills while passing through remote farming villages and spent more of my time pushing the bike and/or resting than I did actually riding my three-wheeled vehicle.

Day two on the tricycle was long and uneventful. As I suffered through every pedal stroke, I kept myself busy by thinking about how easy this would have been if I just had my regular touring bike with me.

Tricycle touring in Southern Peru may have been painful, but it sure was beautiful. Out there on the road, I saw hundreds of llamas, dogs, and farmers. But what surprised me more than anything were the beautiful ranch homes made of adobe and decorated with small protective bulls standing watch over the homes, so as to protect the people within from evil, harmful spirits.

Life on the road was lonely, and I spoke to almost no one the entire time I was out there. I just got a lot of strange looks and casual waves from the people I passed by. I did, however, run into one individual who refused to let me be.

As I entered a small remote village I saw a filthy, slender man standing by the side of the road with a bucket of white paint in his hand. As I approached the man on my tricycle, he began walking toward me and I could see that he had paint dripping down his face. It was then that I realized the man had been inhaling, and possibly even eating, the white paint that was now pouring out of his nostrils and mouth.

As the man reached me, he stuck out his paint covered hand so as to introduce himself, and I didn't want to be rude, so I shook the man's hand and introduced myself in return.

The man then began speaking to me in a strange, slurred voice and I did my best to understand even a single thing he might be saying. But the man was either speaking a completely different language or he was plastered out of his mind and the words being pressed from his lips were pure gibberish. By the way his breath smelled, I figured it was likely the later.

As the man spoke I kept telling

him that I didn't speak Spanish and that I couldn't understand him, but he kept on talking and, as he did so, he'd lean into me and put his paint-covered face just a few inches from my own so that I had no choice but to look at and smell the rancid chemicals that were dripping from his filthy mouth and nose.

After just a few moments of this, I tried to say goodbye to the man, but he wouldn't let me leave. He grabbed my arm and tried to get me to stop, but I ripped my arm away from him and explained that I had to be going.

It was at this time that I began pushing my tricycle up a long, yet gradual hill, while walking as fast as I possibly could so as to try and get away from this mess of a man. But the man stuck right with me and followed me all the way through town.

For more than two kilometers the man walked alongside me as I pushed my heavy tricycle up the road and across the small city I now found myself in. The entire time the paint-covered gentlemen kept talking to me, and the entire time I kept telling him that I couldn't understand what he was saying.

Numerous times I stopped and tried to get a photo of the guy, but when I pointed the camera at him, he'd dodge the camera lens and jump to the side, as though he believed I were pointing a gun at him and he was successfully dodging my bullets.

When we finally reached the top of the hill I saw a small park bench just a short distance away and tried to tell the man that I was going to stop and get some food. I thought that this might get him to go away, but instead the man decided to sit down with me and continue to stick his paint-covered face into my own.

At this point I began to get somewhat upset with the man. I was doing everything I could to ditch him and he just wouldn't go away. It was then that I began thinking to myself that the man might be trying to rob me, or at the very least, trying to get me to give him some money.

As we were sitting there on the bench I tried to play it cool and ignore the rancid man jabbering away mere inches from my ear. But all of a sudden the guy reached into his jacket pocket and in an instant my heart jumped. He was reaching for something big and my mind feared the worst.

"A gun?" I thought to myself.

At this thought, I jumped up from the park bench and prepared myself for whatever the man might be getting ready to pull from his jacket pocket. I seriously thought the guy might have a gun... or a knife at the very least. But then I saw it... and I was instantly relieved. It was a radio!

With his music now blaring, I said "Adios" to the man for the three-hundredth time and he finally got the message. He stuck out his hand for another quick shake, pressed his face a mere inch from my lips, mumbled a few more slurred phrases into my ear, and then took off walking down the road, back in the direction we had come.

Day two on the tricycle flew by. When I wasn't struggling to ride the trike, I was struggling to push it. So as day two came to a close and the sun began to disappear behind the mountains in the distance, I began looking for a place to spend the night.

It was then that I spotted a small cluster of clay homes perched up on the hillside to my left and I thought that whoever lived there might be nice enough to let me camp in their field below. So I parked my tricycle on the side of the road and walked



Darren donated his tricycle to this Peruvian family at the end of his tour.

up the hillside toward the cluster of buildings above me.

As I got closer I began to see a few short, dark-skinned women running from one home to the next. They had obviously spotted me coming their way and the word was spreading that there was a stranger in their midst.

When I got closer, I was approached by a single woman in traditional Peruvian dress. She stood confidently at the top of the hill with her arms crossed and looked down on me while a few women sat in the doorway behind her and took turns peeking out at me through the darkness of their unlit home.

In my very best Spanish I explained to the woman that I was riding my tricycle from Puno to Cuzco and that I was simply looking for a place to spend the night. I told her I had a tent and asked her if it would be okay for me to camp in her field.

Without saying a word, the woman nodded her head and motioned for me to bring my things up to her house.

With the woman's silent approval, I ran down to the road where my tricycle was parked and grabbed the bag containing my tent, sleeping bag and all my other worldly possessions and prepared to heave it up the steep mountainside to my temporary home for the evening. But when I turned around I was surprised to see a young teenage boy, who quickly grabbed my tricycle and began pushing it up the hill in the direction I planned to camp.

The boy's name was Julian, he was 15-years-old, and his mother (Alicia – the woman who had said it would be okay for me to spend the night) had instructed him to help me with my trike.

Together, Julian and I pushed the tricycle up the steep hill toward the family's farmhouse and when we reached the lowest of the family's outbuildings, we parked the tricycle in a big pile of llama feces and it was there that Julian instructed me to pitch my tent.

As I went about setting up my camp for the evening, the entire family began to emerge from the nearby structures. There were five of them in total: Alicia (the mom), Julian (the son), Ruth and Mary (the sisters), and a much older woman, who must have been an aunt of some kind. The five of them huddled around me as I went about setting up my tent and as I did so they'd ask questions about the equipment I was pulling from my bags.

"How much does your tent cost?" Julian would ask.

"What is that for?" Ruth would then say as I began blowing up my air mattress.

"Will you be warm enough when

it begins to rain?" The aunt wanted to know.

After answering all their questions and completing the set up of my home for the night, it began to rain and the family said goodnight. I said goodnight to the family in return and also said goodnight to the donkey and llama that were tied up on the hillside just a few feet from my campsite. Then I crawled inside my tent, rolled over onto my side, and quickly fell sleep. I was exhausted!

I woke the following morning with a horrible feeling in my gut. I just knew that something had gone wrong. And as soon as I poked my head out the door of my tiny one-man tent, those bad feelings were instantly confirmed. My tricycle had a flat tire! During the evening, the front-right tire of the tricycle had gone completely flat and if I was going to continue on I would need to repair the puncture.

Unfortunately, I had very limited tools in my possession. Before leaving Puno I had purchased an adjustable wrench that could be used to unscrew the wheel from its axle, but I didn't have the tools needed to remove the tire from its rim.

The bicycle mechanic I had done business with in Puno had manufactured a single tire-lever for me out of an old metal kickstand, but even with this one tool in my possession I was unable to pry the tire from its current location. I tried for nearly a half-hour to repair the flat, but failed to make even a small amount of progress. It seemed as though I was stuck.

I considered the options and for a moment thought about simply blowing the tire up, continuing down the road until the tire deflated once again, and stopping every couple minutes to re-inflate the tire with my pump. But the thought of doing this action over and over again, for miles on end made me slightly nauseous.

Then 15-year-old Julian came out to help me try and mend the tire. But even with the two of us working on the project, we were unable to repair the flat.

Finally, I had had enough... and

Continued on page 34

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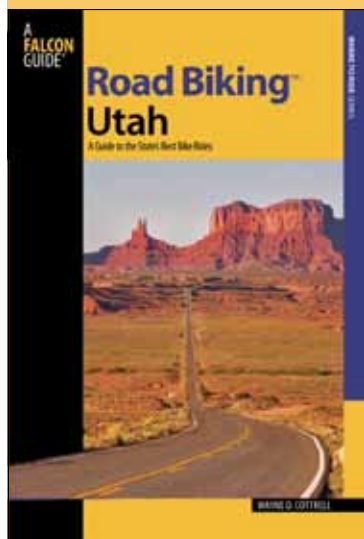
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RIDE OF THE MONTH

Delta-Sevier River Ramble



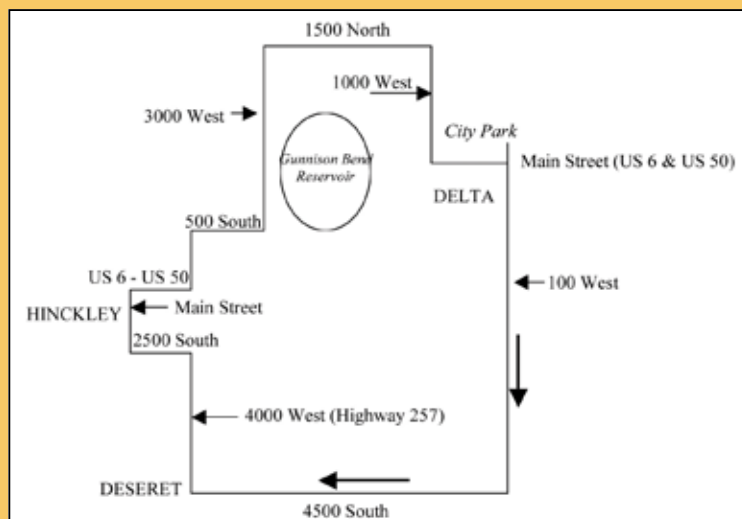
The cover graphic from Wayne Cottrell's new book.



A cyclist drills it through Delta's central business district, on Main Street.

By Wayne Cottrell

The Delta-Sevier River Ramble is a 22.8-mile loop on nearly pancake-flat roads in the Sevier Desert. The ride visits Delta, Deseret, and Hinckley on this eastern edge of the Great Basin. Canals extending from the Sevier River to the east enabled the introduction of agriculture to this otherwise dry area. The presence of water tames what would otherwise be a somewhat hostile environment. Elevations vary almost imperceptibly on the ride, from 4,586 feet in Deseret to 4,649 feet in Delta. The ride starts on the east side of Delta City Park, 100 North and 100 West, in Delta. To get there from I-15, take exit 225 (Nephi) to SR 132 west. Junction to US 6 south in Lynndyl.



Bear right at the US 50 junction and continue into Delta. Turn right at 100 West to access City Park.

The Sevier River originates on the Paunsaugut Plateau in northwestern Kane County, in southwest Utah. From there, the river flows in a horseshoe shape some 280 miles before emptying into Sevier Lake in west-central Utah. Sevier Lake is nearly always dry, however, because most of the waters of the Sevier River are diverted for irrigation. The lake reappears after heavy, continuous rainstorms, such as occurred during the mid-1980s. When the lake does exist, it is endorheic, meaning that it has no outlet and is salty, similar to the Great Salt Lake. The city of Delta was settled in 1907, somewhat late for a Utah town. Pioneer Mormon settlers sought out lands that were suitable for agriculture and grazing before venturing westward into the hostile Great Basin Desert. A canal was built into the area, opening up possibilities for agriculture. The region soon became an important producer of alfalfa seeds and sugar beets.

Delta attracted new interest when, in 1942 during World War II, an internment camp for Japanese residents was opened at Topaz, about 7 miles to the northwest. During its peak residency, Topaz housed 8,255 Japanese, making it the fifth largest settlement in Utah at the time. Remnants of Topaz, including the foundations of old buildings, still exist. Today, Delta's economy is heavily dependent on the mineral and power resources in the area. The Intermountain Power Project, a coal-fired electricity-producing plant, is located north of Delta. The plant supplies most of the power for Los Angeles, California. At the Brush

Peru - continued from page 33

I knew that my tricycle tour was over.

In an instant, I decided to give my beloved trike away. Julian and his family had almost nothing, and they had been so kind to allow me to stay on their property for free. So I asked Julian if he might want my tricycle and he shook his head in disbelief, asking me again and again if I was really going to give him my trike.

"Yes" I said. "The tricycle is yours. You can have it. It's my gift to you."

As I said this, Julian began to smile, rub his hands together with joy, and then ask me once again if he could really keep my trike.

"Sf" I said again. "You can have it. It's all yours!"

After finally getting the message, Julian ran up the hillside to tell his family the good news. And at this point the entire family joined me by the trike.

After taking a few photos of the family and my crippled tricycle, I packed all of my things into my backpack and took off walking down the road. When I reached the pavement and looked back, Julian and his sisters were pushing the tricycle across the hillside and in the direction of a nearby farmhouse. It was the last time I ever saw my

green Peruvian trike.

The truth is, my tricycle touring adventure was neither the greatest thing I've ever done, nor the stupidest. I didn't reach Cuzco like I had planned. In fact, I didn't even come close. But the experience was unlike any other travel moment I have ever had. And if I were to do the whole thing all over again, I'd do it in a heartbeat.

For me, giving the tricycle away to Julian and his family felt better than the feeling I'm sure I would have had if I had ridden the trike all the way to Cuzco like I had planned. Hopefully Julian was able to repair that flat tire and put the tricycle to good use. Whatever the case, it felt good to give someone something and have them appreciate it so fully.

As Julian's home faded into the distance, I popped in my headphones and turned on some music. I still had a long ways to go until I reached Cuzco, my body was sore, and I was alone yet again.

Darren Alff is the creator of the popular bicycle touring website, www.bicycletouringpro.com. He has cycled across 29 of the 50 United States, traveled by bike across dozen of countries around the world, and just recently returned from a 5-month travel adventure in the country of Peru.

Wellman plant, also north of the city, beryllium is mined and refined at one of the few concentrated sources of this lightweight metal. Delta is also a good base for geological prospectors (i.e., rock collectors) who are attracted to the abundance of specimens nearby. The city, with a population of 3,172 in 2008, is arguably the largest settlement in the 200,000-square-mile Great Basin. A number of towns grew up around Delta to facilitate agricultural activities. These include Abraham, Deseret, Hinckley, Oasis, Sugarville, Sutherland, and Woodrow. None of the settlements are incorporated.

Start by heading south from Delta City Park on 100 West to Main Street. Cross Main Street (careful—the road is wider than you think), and continue south. Leave Delta around mile 1.0, entering the agriculturally-dominated open space that surrounds the city. The road passes a few farms and residences. Turn right at 4500 South and head west. Enter the community of Deseret at mile 8.0. Deseret was settled in 1860, some forty-six years before Delta. The community was split into Hinckley to the northwest, Oasis to the northeast, and Deseret in 1891. Deseret means "honeybee" in Mormon scripture. Turn right onto 4000 West (SR 257) at mile 8.8 and head north. As you ride through Deseret, notice the Deseret Relief Society Hall at 4365 South 4000 West. The hall is on the National Register of Historic Places (NRHP). Turn left onto 2500 South at mile 10.8 and head west. Enter Hinckley at mile 11.6. Turn right onto Main Street at mile 11.9 and head north. Hinckley was settled in 1877. As you ride through town, notice the Hinckley High School Gymnasium and Millard Academy, both of which are on the NRHP.

Turn right onto US 6/US 50 at mile 12.9 and head east. There is a mini-mart on the corner. Turn left onto 4000 West at mile 13.9 and head north. After crossing the Highline Canal, turn right onto 500 South (mile 14.9). Turn left at mile 15.9 and head north on 3000 West. In the

typically dry climate, the Gunnison Bend Reservoir is a welcome sight, on the right at mile 16.3. There are a few park facilities and restrooms here. Just as the road enters the outskirts of Sutherland, turn right onto 1500 North (mile 18.0) and head east. In the distance are the Canyon Mountains. The road bends right, becoming 1000 West, at mile 19.9. If you look to the left, as the road bends right, you might catch a glimpse of the Intermountain Power Project, standing like a sentinel in the desert. Continue around the bend to head south, past some industrial development. Return to US 6/US 50 at mile 21.6; turn left here, and begin the only climb on the route: a railroad overpass. The descent from the crest of the overpass takes you into Delta—the entry into the city is abrupt and somewhat dramatic. You are now on Main Street; notice Van's Hall at 321 West Main Street. The building, now used for commercial purposes, is on the NRHP. The only traffic signal for (tens of) miles around is at 200 West. Continue straight, and turn left onto 100 West. City Park is adjacent; the ride ends at 100 North. Check out the Great Basin Heritage Museum while at the park!

Excerpted from Road Biking Utah (Falcon Guides), written by avid cyclist Wayne Cottrell. Road Biking Utah features descriptions of 40 road bike rides in Utah. The ride lengths range from 14 to 106 miles, and the book's coverage is statewide: from Wendover to Vernal, and from Bear Lake to St. George to Bluff. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery.

Wayne Cottrell is a former Utah resident who conducted extensive research while living here — and even after moving — to develop the content for the book.

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ADVOCACY

Utah and Idaho Fall in Bicycle Friendly State Rankings

By Charles Pekow

As states, both Utah and Idaho leave a lot to be desired when it comes to bicycle friendliness. Both states got low or failing grades in most of the six subjects they were graded on by the League of American Bicyclists (LAB): legislation, policies & programs, infrastructure, education & encouragement, evaluation & planning and enforcement. Both states fell below average in the annual Bicycle Friendly America State rankings. Idaho finished 30th out of 50 states; Utah ranked just below it at 31. They both scored poorly enough to be flunked out of college.

But officials from both states question the methodology of the rankings.

"All states have great places to ride. All states have lots of good things going in for bicyclists: activities, bicycle clubs rail-trails, a lot to build on," says Jeff Peel, who supervised the rankings for the league. Indeed, communities, businesses and universities in the two states have won kudos from the league's Bicycle Friendly America program.

But the states as a whole fell down in many ways. LAB flunked Utah with a scarlet F for policies & programs.

"The big story with the rankings was funding. Utah, like a lot of states, is not using all the funding programs that could go toward bicycling and walking that it can and should be using. It has been a tough couple of years for state department of transportation budgets across the country," Peel notes. But he adds that "with bicycling more and more popular across the country, and a greater demand for bicycle projects, now is the time to be investing in bicycling and not seeing it sit dormant."

Peel says that "one thing that really hurt Utah (in the rankings) was how it uses its money. There was a great opportunity in the last few years to use Transportation Enhancements money provided in the economic stimulus legislation that a lot of states took advantage of. We saw a huge boom in bicycling projects. States had been sitting on plans on project lists for years. It was a free pot of money and Utah didn't make as much use of it (for bicycling) as it should have." He also said Utah has used little of its highway safety money to protect bicyclists.

LAB also gave Utah an F for enforcement. Police officer training in the state, including continuing education, does not include dealing with bicyclists. And state law outlaws photo enforcement of speeding and red light running, two dangers to cyclists.

Utah got an embarrassing D for evaluation & planning. The sport got insufficient notice in the states outdoor recreation plan, says Peel.

It did better in the legislation and education & encouragement categories, earning Bs. LAB was impressed with that state's requirement that motorists give bicyclists a three-foot leeway when passing. LAB also gives Utah kudos for outlawing hand-held cellphones by drivers, a danger to cyclists. Cyclists are also allowed to use shoulders on state highways, which many states don't allow.

"We're expecting bigger and better things from the state," Peel notes. "We're excited about the potential it has and are hoping the state Department of Transportation and bicycle coalitions can work together to make the improvements and continue to build a great cycling (infrastructure) in the State of Utah."

Brad Woods, proprietor of Mad Dog Cycles and board member of Bike Utah, generally agrees with the findings. He'd like to see better legislation, such as stricter penalties for reckless drivers. "I was hit by a car" and injured he recalls "The most a driver can be charged with is failure to yield. That is ridiculous."

The Utah Department of Transportation (UDOT) "has a really hard time, it seems, with doing anything regarding Complete Streets policies. If you utter the words 'complete streets' at UDOT, it seems there is a collective heart attack."

But Woods acknowledges that UDOT "is doing a lot to put in wider shoulders but...is also putting a lot of rumble strips, which have mixed results. They are hesitant to put in bike lanes and Share the Road signs....UDOT is doing some more planning but I think they have a long way to go."

Woods also thinks Utah could improve its bicycling infrastructure by promoting bicycle tourism more. "It would be better to be more involved in the national bike route system, mainly for long distance riders. It would be really great for Utah to designate some routes and make

sure they are good for bicyclists...If Utah provided more encouragement, it would bring more people into the state. They do a lot for the ski industry...The interesting thing is Utah used to be #11 (in LAB ranking) a few years ago and (has) been consistently dropping. It is not because they are doing bad things but they are doing nothing and everybody else is (improving)."

UDOT officials complain that LAB's methodology doesn't look at all relevant criteria. The state is undergoing a major bicycle route improvement project, says UDOT spokesperson Tania Mashburn. "We're working to widen shoulders; we've done 85 bike friendly projects in the last two years. It's hard for me to comment on their rankings because we feel we are doing a lot for cyclists." Mashburn also cites the Road Respect project in which cyclists traversed the state and taught motorists and cyclists about the rules of the road.

And getting downgraded for not using special Enhancements money on cycling projects isn't fair, suggests UDOT's bicycle/pedestrian coordinator, Evelyn Tuddenham. (Cycling Utah previously reported that since the state had to spend the money quickly, it used most of it on projects ready to be built, mainly to help people with disabilities.) "That does not mean we didn't do any bicycle and pedestrian infrastructure improvement," Tuddenham notes. LAB also emphasized the state recreational plan and not the state health plan, which encourages cycling and walking, she adds.

Meanwhile, up in Idaho, the state got Fs in three of the six courses: policies & programs, infrastructure and enforcement – and a D for legislation. "There's a lot that needs to be done in Idaho," Peel says. "The state lacks a three-foot passing law and distracted driving legislation.... They're not using money as well as we'd like them to. They have a very low obligation rate among Enhancements and the Recreational Trails Program." Nor does the state dedicate its own money for bicycling. "They're not investing transportation money the way we want them to. We'd like them to build more bicycling infrastructure and encourage more bicycle programming."

And the fatality rate for cyclists is way above the national average in Idaho, Peel charges. "There should

be an emphasis...on reducing those drastically," Peel says. As in Utah, "bicycle enforcement is kind of lagging and the state does not teach police about cycling."

Idaho got a C for evaluation & planning. "For a state well known for outdoor activities and recreational riding, bicycling is not included in the outdoor recreation plan."

On the bright side, Idaho earned an A for education and encouragement. The state tourism board promotes cycling in the state; bike groups are active and the state encourages motorists to share the roads.

Maureen Gresham, bicycle & pedestrian coordinator for the Idaho Transportation Department, responds "I was disappointed to see" the ranking. She is puzzled that the state fell in the rankings after having risen in previous years. Over the last two years "we ramped up our education

and encouragement activities so I thought we'd be higher this year...I was surprised to see that...We have not changed anything except increasing some of our activities yet we went down in the rankings." But she acknowledged that she hadn't looked at how other states may have improved.

Regarding low obligation rates, Gresham complains that "they are only looking at specific funding categories. They don't look at how we try to accommodate bicycle and pedestrians in all our highway projects regardless of the funding source. She also disputed LAB's notion that bicycling isn't included in the state outdoor recreation plan, which she says "includes both mountain biking and road biking."

You can view the rankings at <http://www.bikeleague.org/programs/bicyclefriendlyamerica/>.

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Bicycle Safety Funds Could Be Better Utilized

A pot of gold for promoting bicycle safety remains largely unused in most of the country. It comes from the same federal law that funds Transportation Enhancements, Recreational Trails, and the Congestion Mitigation and Air Quality grants, long used for bicycle projects.

The 2006 SAFETEA-LU Act created the Highway Safety Improvement Program (HSIP) in addition to the traditional programs named above. HSIP funds programs to reduce traffic deaths – and bicycle programs count.

"To date, bicycle and pedestrian projects have not received a fair share of HSIP funds," says Getting

a Fair Share for Safety from HSIP, a report from the Advocacy Alliance, a joint venture of the League of American Bicyclists and the Alliance for Biking & Walking.

Still, some states are using the money to create bike lanes and make intersections safer for cyclists. Virginia, for instance, reserves 10 percent of its federal highway safety money for bicyclist/pedestrian projects, a figure in line with the percentage of their traffic fatalities. Bicycle advocates in Hawaii made a point to get on the committee that determines HSIP funding right from the start.

Idaho's formula for allocating HSIP money is based on the percentage of crashes for any transit mode. "We have an extremely low bicycle and pedestrian crash rate," explains Maureen Gresham, bicycle

& pedestrian coordinator for the Idaho Transportation Department. "That is fortunate (but therefore) the majority of the money goes to other" areas. But the state has used some HSIP for bike safety. "We have been providing helmets to local community events. If you have a bicycle rodeo, we'll provide helmets if you are doing education programs. We have a very limited amount of money coming from HSIP. There is not a lot you can do with \$1,000-\$2,000."

The report details how bicycle advocates can push their states to get a fair share of HSIP money. Read the report at http://www.bikeleague.org/resources/reports/pdfs/hsip_casestudies_shsp_emphasis.pdf.

-Charles Pekow

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