

VOLUME 21 NUMBER 5

FREE

JULY 2013

**WEST MOUNTAIN CYCLING MAGAZINE**

# *cycling utah*

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**SPEAKING OF SPOKES**

**It's July! Tour Time!**

By David Ward

In bicycling, there are tours. Then there are Tours. And then there is

The Tour. Once again, July is fast approaching and the Tour de France will begin rolling through the flatlands, hills and mountains of France. Indeed, by the time you read this, the gun will

have already sounded and The Tour will be under way.

I am a fan of bike racing, and love to follow professional racing. From the Tour Down Under through the

World Championships, I check the results daily to keep up on the racing scene. Sometimes, like with this year's Giro d'Italia, a great race develops in an unexpected way and I can hardly wait to read the synopsis of each day's action and follow the intrigue for the overall classification wins.

But I especially get excited at Tour time. The Tour is, after all, the pinnacle of pro bike racing. And for almost an entire month, I get to follow, watch and absorb the greatest cyclists of the day battling it out for stage wins, jersey points and overall classifications.

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**Cover:** Chris Bingham (DNA Cycling) on his way to first place in the Men's 50+ category at the Wasatch Back 50 Mountain Bike Race on June 8. See results in this issue. Photo: Chris See, [fredmarx.photoshelter.com](http://fredmarx.photoshelter.com)



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ADVENTURE

# Daniel Burton Plans Attempt to Reach South Pole First by Bike

By Adam Lisonbee

For 200 years, the South Pole has attracted the brave, restless, and intrepid among us. It has, like Everest, inspired mankind to explore the very fringes of human capability and endurance.

The first known footfall on the ice of Antarctica was around 1820,

when American John Davis walked the barren shores of the new continent. Roald Amundsen, a Norwegian, won the race for the Pole on December 14, 1911. One month later, the British explorer, Robert Falcon Scott, also reached the Pole.

Since then, Antarctic expeditions have continued to inspire and challenge those who brave the lonely whitescape, and the bitter cold.



Daniel Burton rides across Utah Lake in preparation for his attempt to reach the South Pole this coming winter. Photo: Jake Weber

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In December 1989, Reinhold Messner, the accomplished mountaineer, and German sailor, Armand Fuchs, became the first to traverse Antarctica via the South Pole without animal or motorized help. The pair used skis and were pulled by kites to travel across the snow and ice.

More recently, Norwegian Aleksander Gamme and Australians James Castrission and Justin Jones became the first people to travel from the coast to the Pole, and back without support, and without the aid of animals, motors, or kites.

And now, there's a new race to the South Pole. A bike race.

Daniel Burton, a former computer programmer from Saratoga Springs,

Utah, started riding his mountain bike when years of sitting at a desk led to high blood pressure, unhealthy cholesterol numbers, and extra pounds. Riding helped him get healthy again, and inspired him to help others do the same.

When his programming career ended, he founded Epic Biking, a bike shop in Saratoga Springs. His goal? "Getting people out on bikes." Daniel wrote on his blog that "I... decided I wanted to do something to help others. So I opened a bike store to help others get the health benefits of an active cycling lifestyle."

His passion for cycling inspired him to start riding long hours. He is a six-time finisher of Logan to Jackson

(LOTOJA), the longest sanctioned one-day road race in the United States. Dan has also developed a fondness for riding in the snow on a fat bike.

Fat bikes are specialty bikes, built for snow and sand, and feature tires that are four inches wide, double the width of a standard mountain bike tire. The wide tires and low tire pressure make floating through snow and sand much easier than standard side tires.

Daniel's quest to inspire others to ride, and to be healthy, has taken a southward turn, indeed, as far south as anyone can go. He hopes to become the first person to ride a bike to the

Continued on page 12

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## MOUNTAIN BIKE RACING

## Page and Hanks Top the Field in Round Valley Cross Country



Above: National Cyclocross Champion and Park City resident Jonathon Page took the win in men's pro category.

Right: Jen Hanks topped the women's pro field.

Photos: Chris See. Find more at [fredmarx.photoshelter.com](http://fredmarx.photoshelter.com)



Ultimately, the Epic Brewing rider was able to stave off serious cramping until after the finish line. She crossed the line with just over a minute buffer on Erin Swenson.

This race win was particularly sweet for Hanks as this is her last race before starting chemotherapy for a breast cancer recurrence in a little more than a week. This will

## By Shannon Boffeli

Round 3 of the 2013 Utah State Championship series kicked off on June 22, 2013 in Park City, Utah. The Round Valley trail system played host to the penultimate stop on the USCS tour.

Riders were rewarded with moderate temperatures for the afternoon start.

Laps came in at just under 9 miles with plenty of short, fast climbs to torch the legs and tight, winding singletrack to test the handling skills. Pro men would complete three and a half laps while the pro women would

do three.

The men's race featured several local hotshots as well as reigning national cyclocross Jonathon Page (Competitive Cyclist) and USCS points leader Ben Aufderheide (The Hub). Aufderheide has been on a roll this season taking second at round one and first two weekends ago at the Wasatch Back 50.

Aufderheide took the early lead through the first lap. Pushing the pace on the climbs he opened a lead over the field leaving everyone but Page in his dust.

Page was never far behind though and as lap two started he decided to take over the lead.

Once out front the cyclocross champ displayed his abilities on the mountain bike slowly extending his lead throughout the course.

By the finish Page would have just over a minute lead on Aufderheide who easily held on to his points lead with another second place. Park City local Nate Miller (Honey Stinger) took third place followed by Geoffrey Montague (Noble Sports) and Bryson Perry (DNA Cycling).

The excitement in the women's race began even before the race started. Meghan Sheridan ([UtahMountainBiking.com](http://UtahMountainBiking.com)), one of Utah's top female riders, arrived at the start line ready to race but with-

out a bike. Her bike was stuck in a traffic jam. By start time it still had not arrived and she was forced to watch the race from the sidelines.

That left Jen Hanks (Epic Brewing/[MTBRaceNews.com](http://MTBRaceNews.com)) and Erin Swenson (3B Yoga) locked in a head-to-head battle for the win.

These two experienced riders tested each other throughout the race. Riding side-by-side after the start they matched each other until Hanks took the early lead in the singletrack.

Swenson stayed close never letting the leader out of sight.

Hanks held the lead into lap three when she began to suffer some potentially race-ending leg cramps.

be her second round of chemotherapy in the last two years. She is optimistic for a full recovery following treatment.

The final round of the Utah State Championship Series will take place September 21st in Draper, Utah. The Draper Fall Classic is a rider favorite consisting of two 25-mile laps on Draper's Corner Canyon trail system. For more information about the Utah State Championship series or the Draper Fall Classic visit [raceuscs.com](http://raceuscs.com)

See results page elsewhere in this issue.

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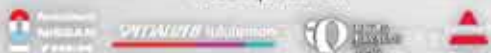
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\*References, Detailed Q&A and Research Packet available at [firstendurance.com](http://firstendurance.com)

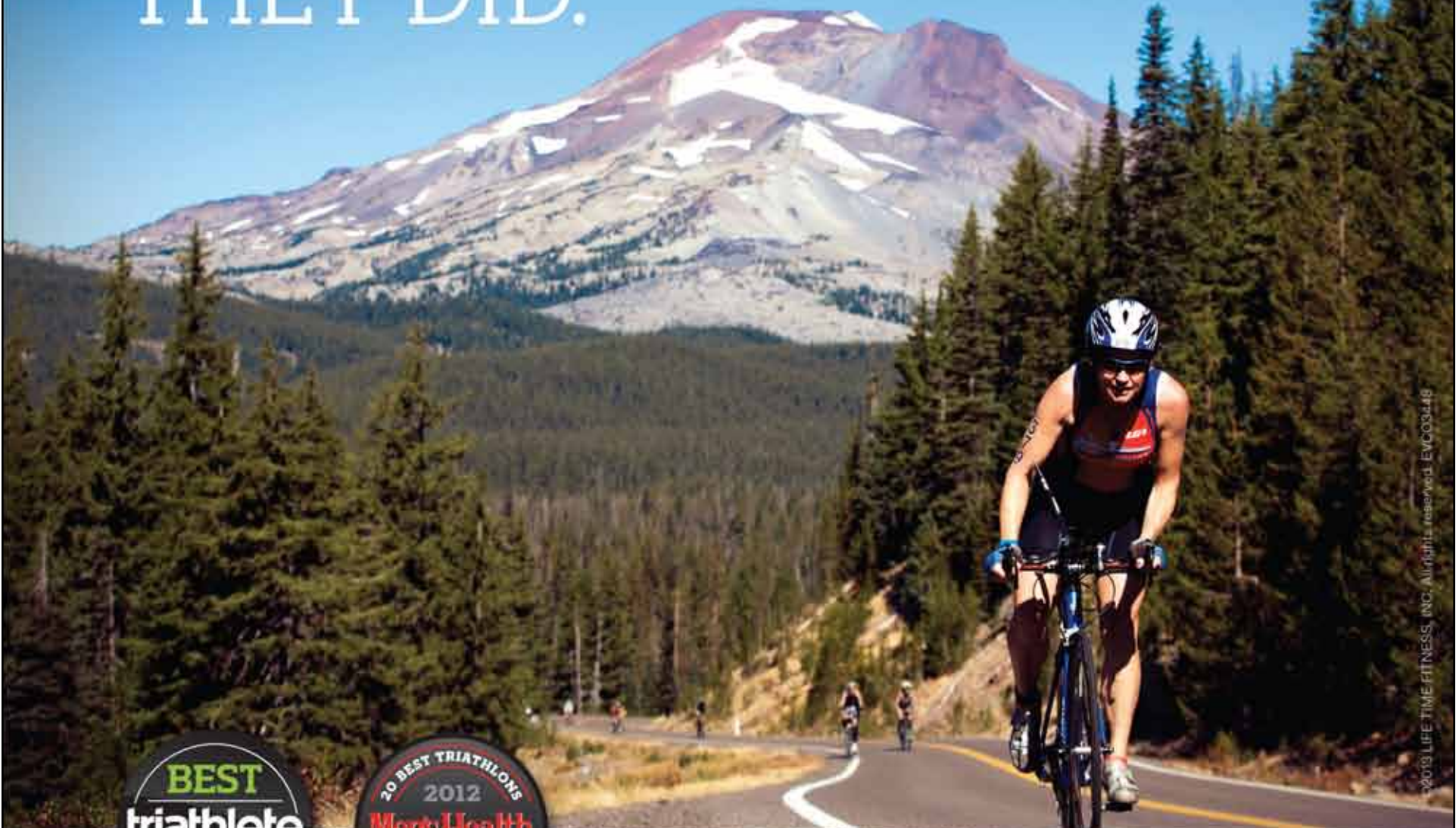


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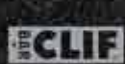


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## COMMUTER COLUMN

**Russ Holley: Planning and Assessing the Future**

Russ Holley and family use bikes for much of their transportation needs. Photo: Courtesy Russ Holley.

By Lou Melini

For this month's commuter profile I will move further north to Cache County. Russ Holley is a planner for the city of Logan, helping to create a vision for the city by studying the impacts and interrelatedness of land use decisions on their community's future quality of life. He is also the father of 3, so assessing

transportation needs of his one-car family is a daily event.

Cycling Utah: Russ, tell the readers a little about your self?

Russ Holley: I grew up in Alpine, Utah and went to school at Utah State University. I spent a few years in Salt Lake City practicing Landscape Architecture and a year in McCall, Idaho working as a resort planner

for Tamarack ski resort. For the last 6 years I've been working for the City of Logan as a Planner in the Community Development department. I've been married to my wonderful wife Paige for 11 years now and we have three beautiful children.

C.U.: How did the bike commuting come to be?

R.H.: Ever since I received my first hand-me-down yellow junker bike when I was about 6 years old, bicycles have been a part of my life. As a boy, I was energetic, curious and free-spirited, probably the reason why the bicycle suited me so well. Early on, I was riding to school, riding to friend's houses and crashing on the dirt jumps in the vacant field at the end of my street. Later, I started riding more for recreational purposes and less for transportation. Now, I guess I've come full circle, because the majority of my riding seems to be done for transportation purposes.

I've sporadically commuted by bicycle for the last decade or so, but 18 months ago I sold my car and started riding my bike to work every day. I live in Providence and work in Logan, which makes for about a 10-mile "round-trip" commute. It only takes me about an extra 5 minutes in the morning and 10 minutes in the evening to ride my bike rather than driving a car. I have a moun-

tain bike for snowy conditions and a road bike for everything else. I prefer to wear a backpack for my essentials. A rear fender is really the only additional piece of equipment on my bike. As far as combating cold weather, it's typically 10-15 degrees colder up here than where you are Lou. It's all about layering up with good waterproof outerwear. I'll just say ski goggles are awesome when it's snowing. During red "unhealthy" air conditions I wear a mask. I've heard that if your mask is rated n95 or p95 or greater they can be effective against pm 2.5 levels. The mask is cumbersome to wear and difficult to breath in, but I wear it because the alternative of not wearing one seems more hazardous to my health

I have to admit that I get a little bit annoyed at people's behavior and extreme over-dependence on the automobile sometimes. I'll see people during a "red" air day idling their car while their inside a store or someone driving alone in a truck that is so large and excessive that it is most certainly way beyond a necessity for them. I wish we collectively cared enough about our environment and the pollution we produce that we could voluntarily solve our air pollution problems, but that just doesn't seem to be the consensus. It's unfortunate that in this amazingly beautiful state with such a proud pioneering history we're unwilling to solve our air pollution problems by ourselves and that ultimately the federal government and the EPA will end up forcing us into clean air compliance.

C.U.: The readers of this column have heard a lot of reasons for bike commuting. What are your reasons?

R.H.: I choose to commute by bike for several reasons. Its great exercise, it's doesn't pollute our air, it's an efficient and inexpensive mode of transportation, but I think it really boils down to the feeling I get when I ride. The wind in my hair, the hypnotic rhythms of the drive train all seem to invigorate my soul and clear my mind.

Also, I think it's funny when people I know at work give me this kind of sorry look implying that bicycles are inferior and say "you have to ride your bike home today?" I like to smile and reply, "No, I get to ride my bike home".

C.U.: Logan is smaller than Salt Lake City. What is the commuting like in Logan?

R.H.: In general, automobile drivers are courteous towards cyclists and vice versa, but our volumes are nowhere near Salt Lake so we have fewer conflict points. Cache Valley hosts some the State's finest racing events, so we definitely have some

beautiful routes throughout the valley, but urban areas typically lack adequate bicycle infrastructure and facilities that, in my opinion, would significantly increase comfort levels and the overall number of cyclist.

When you think about it, a bicycle is one of the most efficient machines we've invented. They're relatively quick, compact, good for the environment, easy to maintain and when it comes to mileage, they can't be beat. I'm currently getting about 65 miles to the burrito.

C.U.: You are a planner for the city of Logan. Do you have any influence on the future of bike commuting?

R.H.: As a Planner here in Logan, I'm primarily focused on land use, but transportation and land use are often connected. In that sense, a well-planned community will have convenient and comfortable transportation options for its citizenry. I've provided research data associated with the overuse of the automobile and the effects it has on society, from land development patterns and the massive amounts pavement applied to the earth's surface, to increased obesity rates and social behaviors. The role of the Planner is to forecast information for community leaders to be able to make informed decisions, not actually make the decisions ourselves. As we continue to struggle with poor air quality and the overall rising costs of automobiles, momentum seems to be building for viable, more environmental sensitive transportation options. It also seems to be a generational mindset, with studies showing younger generations more interested in spending money on personal electronic devices and apparel rather than on automobiles, tires, oil, air fresheners and gasoline.

C.U.: You have one car in your family and 3 children. That should provide some transportation juggling?

R.H.: My children range from 3-9 years old. We prioritize activities, proximity and schedules before committing our time. We car pool more, I have a bike trailer that we use and we walk to things like piano lessons. As my children get older and more activities become available, I'm sure it's going to become more difficult, but by using clean alternatives as much as possible we will hopefully instill an environmental ethic in them that results in proper stewardship and preservation of the planet for their generation. I seem to have better balance and perspective on transporta-

Continued on page 13

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## BIKE SHOP TALK

**Contender Bikes to Move to New State of the Art Building in July**

Above: Contender Bicycles owners Alison and Ryan Littlefield in front of their new state of the art building at 989 E. 900 S. in Salt Lake City. Photo: Courtesy Alison Littlefield

By Lou Melini

Contender Bicycles, one of Utah's premier shops is moving up the street to new digs. Cycling Utah talked to owner Ryan Littlefield about the move and the new building.

Cycling Utah: Ryan, you have been a Salt Lake fixture on 9th and 9th for some time now. How long have you been there and why the change? Where will the new place be located?

Ryan Littlefield: We moved

Contender Bicycles to 9th & 9th in 2001. Even before the shop was here, this neighborhood seemed like it was the "epicenter" of cycling in Salt Lake City. Group rides have always met here as the neighborhood is centrally located and easily accessible for most Salt Lake City residents. Now, Allison and I live in the 9th & 9th area and feel that there really is not a better spot for Contender. Our long-term plan has always been for Alison and I to own a building for the shop. Since we are very committed to the 9th & 9th neighborhood, it was a challenge for us to find a space that would allow

Contender to improve on what we already had. The new shop will be located at 989 East on 9th South.

C.U.: Owning your own building is probably a smart business move. How will the new place compare to the old in terms of size and efficiency?

R.L.: We're excited about the opportunities of owning our own building. Of course there is the equity that we will be building and really low interest rates. Beyond that, there are a lot of other factors that make this move great for the shop. The first thing people will notice is an ample amount of parking. Inside, the space is slightly bigger and more open in general. We will have more storage area and a better place for our indoor cycling program that we offer each winter. We worked with Ken Louder and his team at FFKR Architects and think we have a great design. Since Ken is a good friend, a dedicated cyclist and a resident of the neighborhood, we were excited for him to share his vision with us. Ken kept emphasizing that the shop should be like a museum. In other words, the things that should stand out inside the shop are the bikes, the equipment, and the clothing. We emphasized efficiency throughout the design process including a solar installation that will provide for a large portion of our energy needs.

C.U.: Will the building provide you with opportunities that you didn't have before?

R.L.: Definitely we will have more space for activities outside of what most people see as normal bike shop operations. We'll have a dedicated space for our indoor cycling program with better amenities like showers and improved ventilation. We have been doing more in the way of clinics and presentations in our current location and look forward to having a better spot for these activities as well. We are also excited about a gathering place to meet for a ride underneath the big pine trees out front.

C.U.: Your current shop is considered the "place to go" for the cycling community. Will the new building allow you to create an environment that will become a cycling attraction?

R.L.: We have a fair amount of folks who stop by our shop when on vacation or while they're in town for something like Outdoor Retailer. Usually, someone has recommended them to stop by and check out what we are up to. That is always fun. We hope that our new store lives up to this as well! Definitely we want people to stop by and see Contender and experience some local cycling culture and we will work to increase our offerings to do so.

C.U. I assume that you will have all of the same great products and service that you currently have. Any additions or changes for your customers from the current line-up?

R.L.: We have always focused on having great product and being able to offer our customer a variety of brands to choose from in each of our categories. We really feel this is important and it will always be part of what Contender does. As far as bike lines, we are constantly evaluating what our brands and the others in the market are doing. If we see something and feel we need to add it to our offerings, we will definitely try to bring it into our lineup.

C.U.: So what is your current favorite road and mountain bike? Since I write a commuter column, what bike can I refer people to for their commuting needs?

R.L.: My favorite road bike the TIME ZXRS. Obviously there are a lot of great bikes out there, but this is still my favorite "do-it-all" bike. I'm currently riding one with the new Dura Ace eleven-speed group and Mavic Cosmic Carbone wheels. I love this bike for riding up and down

Emigration as much as doing I do for racing it out at the RMR criteriums. I also like that it is one of the last few bikes still made 100% in Europe. TIME is a unique company as they have a nice balance of great technology and painstaking craftsmanship.

For mountain bikes, I'm a big fan of the Cannondale Scalpel 29 Carbon.

I've been committed to the 29" movement for some time and this is another great "do-it-all" bike. We've only been selling Cannondale for three years, but I've become a huge

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fan of the Lefty fork. In general, this bike is light and lives up to its name when it comes to handling.

For a commuter bikes, I really like the Orbea Carpe's. It is an entire line of aluminum townies with a bunch of different build options. From a single speed to a bike with a carbon fork and disc bikes, these things will get you where you want to go and do it with a style that would make their Basque heritage proud! Orbea had been selling bikes like this in Europe for a long time and we kept asking them to bring it to the states. Finally it is here and it is very cool!

C.U.: Anything else you wish to say?

R.L.: We really love what we do. To someone new to our store, it can be a bit overwhelming. We strive to have something for everyone and we really want to help people enjoy cycling. As the owners, Alison and I are in the store six days a week and we are proud of the commitment we have made to both the Salt Lake City cycling community and to the 9th & 9th neighborhood. We want to say thanks to all of those who have supported us over the years!

The new shop will be located at 989 E. 900 S. in Salt Lake City and will be opening on July 22, 2013. You can reach Contender Bicycles at 801-364-0344 or [contenderbicycles.com](http://contenderbicycles.com)

**Speaking of Spokes**  
Continued from page 8

The Tour, like any stage race, is not just a singular event. Each day is a race by itself, comprised of several competitions.

First, of course, is the excitement of watching the stage play itself out to see who wins. Then there are the intermediate sprints as the world's fastest sprinters battle to scoop up points, and how those tally up for the overall green jersey. Same for the greatest climbers trying to pick up points for the overall polka dot jersey. Also, there is the white jersey competition for the best-placed young rider (25 and under) of the Tour.

And, of course, there is the biggest competition, the battle for the coveted "Maillot Jaune", the yellow jersey. Sometimes, the overall win is a tight race right down to the last mountain stage or time trial. Who can forget 1989 when Greg LeMond came from 58 seconds down to win the final time trial on the final day on the Champs Elysses in Paris and the overall title by 8 seconds?

At other times, the yellow jersey is secured fairly early, with the only real question being whether or not the leader will falter, a generally unlikely possibility. Frankly, last year's yellow jersey competition was not so exciting with Wiggins and Team Sky dominating as they did. Still, you couldn't help but marvel at Sky's domination and at how Wiggins hammered the time trials to power to the top and win the yellow jersey.

This year, Sky is looking for a repeat domination, but with Chris Froome as their leader. I am hoping they falter, at least enough to make the yellow jersey a serious competition to the last mountain stage. Alberto Contador has the ability to challenge, as does Cadel Evans (as he did in the Giro), but they both need for there to be some chinks in Sky's armor to have hope, in Contador's case of being able to break away on the mountains, or in Evans' case to keep up in the mountains and have a strong time trial to nail down the lead.

The battle for the polka dot climber's jersey is generally not as explosive. But I always marvel when a rider realizes he may be able to win this competition and sets about initiating long breaks on long mountain stages. It is amazing to watch them suffer on these epic efforts. Thomas Voeckler was exciting to watch last year as he very adroitly picked the right spots to battle for this jersey, and marshaled his strength at those times to secure the polka dots for himself.

More often than not, the green jersey competition is contested to the last intermediate and final sprints. I remember being torn by the battle

between Stuart O'Grady and Eric Zabel for the green jersey in 2001. Both were likeable and popular riders. O'Grady was trying to win the green jersey for the first time, and Zabel was trying to win for a record sixth time. I wanted both to succeed, recognizing that was impossible. It was extremely close, and it came down to the final sprint points of the Tour before Zabel took the green jersey off O'Grady's shoulders and secured it for himself.

This year's green jersey is shaping up to be an epic battle between Mark Cavendish and Peter Sagan, again two men I like and enjoy, two men of differing strengths and abilities, with both aiming for the green jersey. It will be fascinating to watch how these different styles and strengths play out as Cavendish and Sagan pit their strategies and strengths against each other.

So, each day for nearly a month, I get to watch a top notch bike race. I will watch to see who leads out the sprints and who powers to the finish, if it is a bunch finish. I will cheer on those in a break away, hoping to see them, against great odds, hold out for a breakaway win. I will watch great climbers suffer incredibly as they strain to be the first to a mountain top finish.

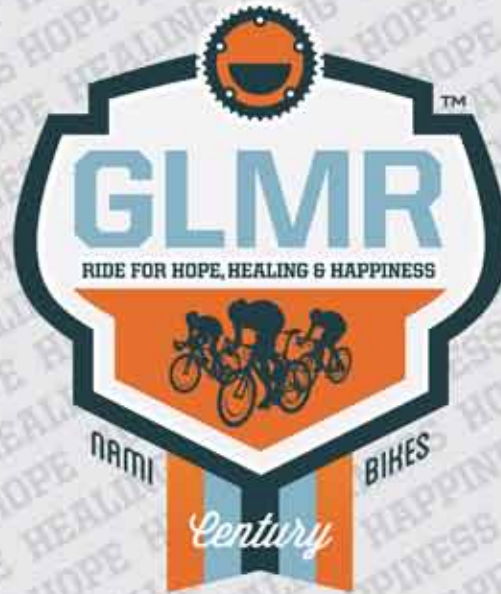
I will watch the strategies being employed by those racing for the overall win as they mark and gauge each other. I will see those seeking the green jersey burst free of the pack at the intermediate sprints to fight for important points, and then jockey and battle for even greater points at stage finishes. And I will watch to see who can keep up as riders fighting for the polka dot jersey attack, and respond to attacks by their fellow adversaries, for mountain points. Each day will provide serious tactics and racing in at least two, and sometimes all, of the above competitions.

And isn't it fun to have these various competitions represented by the different jerseys? What is cooler than having these guys battle for colorful jerseys? And to have the current leaders in those competitions where the yellow, green, polka dot and white jerseys during that day's stage? Of course, it is what these maillots represent that makes them worthy of battle. But I mean, really! Battling to wear these leader jerseys. That's fun and unique.

July is a great month. It is a great month because it is Tour month. Each day I will block out news of the Tour so I can sit down that night and watch it all unfold. Each night I will cheer and groan as my preferred riders succeed or fall short in their efforts. And then I will arise the next day to do it all over again.

Yes, July is here. It will be an exciting month.

Register at [fightstigmaandride.org](http://fightstigmaandride.org)



- \* **Start Time:** 7:00am
- \* **Start Location:** Spanish Fork, Ut  
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- \* **Registration Fees:**  
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## TRAILS

## Ogden Trails Network Going on 22 Years of Trail Building



The Ogden Trails Network crew getting ready to dig post holes for new signage on the Gibb's Loop. Photo: David Owen, Ogden Trails Network.

By Shannon Nutley

15 years ago when I began hiking and biking the Ogden trail system, I had no idea that someone built the trail I was on. I had no clue that countless hours of volunteer work went into maintaining the trails that I knew and loved. As time went by, I learned. I got a job at a bike shop and found that there were so many volunteer groups that went out almost daily to build and maintain the trails. One of the biggest benefactors to the Ogden trail system is Ogden Trails Network. The Ogden Trail Network was formed over 22 years ago through a resolution by the City of Ogden with the vision to

‘Develop a world class trail experience for the betterment of Ogden’. Run entirely by citizen volunteers, they put in countless hours improving and repairing the trails, applying for grants, scheduling volunteer maintenance, working with property owners to address maintenance and public access and developing public education about the trails in the area.

The committee is made up of citizen volunteers that are nominated by the mayor and approved by the city council, along with volunteers from the US Forest Service, Weber Pathways, Ogden Front climbing club and Weber State University. As a City Advisory Committee they partner with city employees from the Planning and Public Ways and Parks,

and members of WOBAC (Weber-Ogden Bicycle Advisory Committee).

This year they have already begun adding totems and signage along the Ogden hillside trails, beginning with Gibbs Loop. The OTN expects to add 250-300 new signposts throughout the trail system. Signage is designed to be consistent throughout the Ogden area. Funds for this project were acquired by the group through an approximately \$50,000 grant from the Weber County Recreation, Arts, Museum and Parks fund, or RAMP. They are also working on helping GPS software companies to map the trails in and around Ogden.

Another project in the works is an interpretive trail in conjunction with Weber State Universities College of Science. This trail will be located by the University and feature way points with signs indicating specific features of Utah’s unique ecosystem and geology. The trails will be used not only for Weber State courses, but also to educate other programs and schools.

They also have an ‘Adopt a Trail’ program. There are 29 segments. Volunteer as an individual or sign your group up for a segment. They will supply the tools and training to maintain the section that your group sponsors. Each year, volunteers donate 2000-2500 hours of trailwork.

If you are interested in following the progress of Ogden Trails Network, or wish to volunteer, you can find them at [ogdencity.com/en/recreation/high\\_adventure\\_rec/ogden\\_trails.aspx](http://ogdencity.com/en/recreation/high_adventure_rec/ogden_trails.aspx) or [facebook.com/OgdenTrailsNetwork](https://www.facebook.com/OgdenTrailsNetwork), or on Twitter, @ogdentrails.

## COACH'S CORNER

## Cycling and Lower Back Pain

By Tim Bochnowski

Second only to knee pain, lower back pain (LBP) is frequently cited as an issue cyclists encounter. There are many causes ranging from weak core muscles and disk issues to restricted sacro-iliac joints and poor bike fit. Cycling recreationalists and racers alike are susceptible and the exact cause of the back pain is often tricky to diagnose. The lower back contains an intricate system of muscles, joints and nerves. Understanding the complexities of this vital cycling body region could help prevent the injuries that are common to cyclist.

Aside from bike fit, there is a whole host of physiological issues that can cause lower back pain. Core strength and lack of flexibility is often identified as a culprit. Hamstring tightness, commonly seen in cycling, could pull the pelvis into a posterior tilt increasing the strains in the lower back muscles and ligaments. Also, the core provides a stable platform to absorb the forces created when pedaling. Simply put, the abdomen and back muscles provide important support of the spinal column while on the bike. A weak core may lead to unnecessary rotation and movement of the hips and spine. Stretching and maintaining or improving range of motion is a very important part of pain free cycling.

Other potential muscles that can be related to lower back pain include the piriformis, psoas and gluteal muscles. As part of the sacroiliac complex, these muscles, in addition to the hip flexors, are often overlooked. All four need to be kept long and loose. For example, the psoas is a hip flexor that attaches at the spine and if tight can cause stresses on the lower spine. There are many excellent websites that show how to correctly stretch these muscle groups. As always, if issues arise, seeking medical advice from your personal physician or medical professional is recommended.

Finally, age-related wear and tear, degenerative disks, scoliosis, muscle fatigue, spasms and overtraining can contribute to pain. As previously stated lower back pain encom-

passes a multitude of body systems. Fortunately there are trained professionals in medicine and bike fitting to help.

Holding a bent-forward (flexion) position for long periods of time while on the bicycle can cause the lower back muscles to become less effective at maintaining spinal stability and posture. Leg length discrepancies (LLD) are common with cyclist and can also cause issues with spinal alignment on the bike. Poor bike fit can make existing issues worse. Correcting mechanical adjustments of the bicycle can usually be administered by competent bicycle fitters, coaches and medical professionals.

Saddle and handlebar height, fore/aft saddle position and a variety of other adjustments are all in play when trying to remedy LBP. How you sit on your bike is very important. Having your spine in a neutral position (flat) by slightly rotating your hips forward could help you stop the prolonged flexion of your spine. A comfortable saddle horizontally positioned can also aid in comfort. In addition to a comfortable bike fit, stretching, deep tissue massage, physical therapy and a variety of other options should be considered for lower back pain.

Finally, riding style can have an effect on lower back pain. Pushing too big of a gear for long periods stresses your body and can activate LBP. Be conscience of your effort, gearing and posture while on your bike. Don't over-train. LBP can sometimes be brought on by overall fatigue.

In the end, the importance of having a good bicycle position is recognized by cyclists. Comfort breeds performance. Keep working at improving your position on your bike and enjoy the ride.

Tim Bochnowski is a bicycle fitter and owner of Mountain Velo LLC, a cycling performance center located in Park City, UT. Tim started fitting bicycles in 1985 and has been trained by BIKEFIT, Slowtwitch, Retul and several other fitting techniques and tools. [www.mountainvelo.com](http://www.mountainvelo.com)

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**TOUR OF UTAH**

**Teams Selected for 2013 Larry H. Miller Tour of Utah**

SALT LAKE CITY, UTAH (June 24, 2013) – A total of 16 professional cycling teams will compete at this year’s Larry H. Miller Tour of Utah, the first weeklong UCI 2.1-rated stage race in North America following the Tour de France. An additional six teams were announced today by race organizers, including UCI Pro Continental squad UnitedHealthcare Pro Cycling Team. The first 10 teams to accept invitations to the Tour of Utah, August 6-11, were announced earlier this spring.

In addition to UnitedHealthcare Pro Cycling Team, the five domestic UCI Continental teams announced are 5-hour ENERGY® presented by Kenda Racing Team, Bontrager Cycling Team, Hincapie Sportswear Development Team, Jamis - Hagens Berman, and Jelly Belly Cycling Team presented by Kenda.

The final field represents teams registered from seven countries on four continents – Australia, Brazil, China, Italy, Luxembourg, South Africa and the United States. First-time competitors at the Tour of Utah include Orica-GreenEDGE from Australia, MTN-Qhubeka from South Africa, Funvic Brasilinvest-São José dos Campos from Brazil, and Hincapie Sportswear Development Team from the U.S. Three of the ProTeams confirmed for the Tour of Utah are in the Top 10 of the UCI WorldTour rankings, including RADIOSHACK LEOPARD TREK of Luxembourg, which won the team classification in Utah last year. Each team is expected to confirm its roster of riders at the end of July.

“The field for this year’s Tour is outstanding with professional teams

coming from across the globe to compete on Utah’s scenic byways,” said Steve Miller, president of Miller Sports Properties which organizes the Tour of Utah. “For cycling fans traveling to Utah, the race is a great opportunity to witness the speed, strength and skills of the riders from the best domestic squads, as well as the international teams we typically watch on television.”

**2013 LARRY H. MILLER TOUR OF UTAH TEAMS**

UCI Pro Teams Confirmed (world rankings as of June 16, 2013)

- BMC Racing Team (USA), No.8 on UCI WorldTour
- Cannondale Pro Cycling (Italy), No. 13 on UCI WorldTour
- Orica-GreenEDGE Cycling Team (Australia), No. 14 on UCI WorldTour
- RADIOSHACK LEOPARD TREK (Luxembourg), No. 7 on UCI WorldTour
- Team Garmin-Sharp (USA), No. 5 on UCI WorldTour

UCI Pro Continental Team (UCI ranking as of May 25. National Racing Calendar rankings as of June 3)

- Champion System Pro Cycling Team (China), No. 7 on USAC NRC; No. 8 on UCI Oceania Tour
- MTN-Qhubeka (South Africa), No. 1 on UCI Africa Tour; No. 6 on UCI Asia Tour
- UnitedHealthcare Pro Cycling Team (USA), No. 5 on UCI America Tour; No. 4 on USAC NRC

UCI Continental Teams (UCI ranking as of May 25. National Racing Calendar rankings as of June 3)

- 5-hour ENERGY® presented by Kenda Racing Team (USA), No. 2 on USAC NRC; No. 8 on UCI America Tour
- BISSELL Cycling (USA), No. 6 on USAC NRC; No. 4 on UCI Oceania Tour
- Bontrager Cycling Team (USA), No. 10 on USAC NRC; No. 5 on UCI Oceania Tour
- Funvic Brasilinvest-São José dos Campos (Brazil), No.1 on UCI America Tour

•Hincapie Sportswear Development Team (USA), No. 5 on USAC NRC

•Jamis - Hagens Berman (USA), No. 3 on USAC NRC; No. 5 on UCI America Tour

•Jelly Belly Cycling Team presented by Kenda\* (USA), No. 7 on USAC NRC

•Optum Pro Cycling presented by Kelly Benefit Strategies (USA), No. 1 on USAC NRC; No. 9 on UCI America Tour

The Larry H. Miller Tour of Utah was elevated in 2011 by the UCI, the international governing body of the sport of cycling, to a 2.1-rated stage race. It continues as one of the top four UCI stage races covering six or more days in North America this year. Stage One presented by Zions Bank of the Tour of Utah will begin on Tuesday, August 6, from Brian Head to Cedar City. The overall finish for Stage Six presented by VLCM & Barracuda Networks will take place on Sunday, August 11, with the start and finish hosted by Park City. A Team Presentation event will be held in Cedar City on Monday, August 5, which is open to the general public.

The UnitedHealthcare Pro Cycling Team has been part of the pro cycling scene since 2002, and enters 2013 in its third year as a Pro Continental squad. The team, owned/operated by the Oakland, California-based Momentum Sports Group, will race a sixth year at the Tour of Utah. Often referred to as “The Blue Train,” Team UnitedHealthcare boasts a diverse roster for 2013, with 22 riders representing eight different countries. Among the 10 Americans on the roster are Jeff Louder (Utah native), Kiel Reijnen, brothers Jake and Luke Keough, and Lucas Euser. Jake (the elder of the two Keoughs) won Stage 4 at the 2012 Tour of Utah, while Louder won the Best Utah Rider designation. Through mid-June this year, the team has emerged victorious 23 times and stood on the podium 50 times. In addition, the team has clocked more than 100 top 10 finishes.

After sweeping both the men’s NRC team and individual titles in 2012, Georgia-based On The Rivet

Management announced a re-launch of its UCI Continental team for 2013, now the 5-hour ENERGY® presented by Kenda Racing Team. Last year the team raced at the Tour of Utah as the Competitive Cyclist Racing Team. The 5-hour ENERGY® presented by Kenda Racing Team was the top UCI Continental Team in California, finishing fourth overall in the Team Classification. The team leader is two-time NRC individual champion Francisco “Paco” Mancebo Pérez of Spain, who won the Tour of Utah in 2009. He is supported by nine American riders, including Nathan English, winner of 2013 TT at Joe Martin Stage Race; Jim Stemper, who was second overall as King of the Mountain at 2013 Tour de Beauce; and David Williams, who finished fourth overall at 2013 Redlands Bicycle Classic.

Composed of athletes under the age of 23, the Bontrager Cycling Team returns for a fourth time to the Tour of Utah. The Continental team is led by Belgian cycling champion Axel Merckx as its sports director, with a mission to develop riders for the WorldTour level. This year the team features rising star Lawson Craddock (USA), the 2013 Amgen Tour of California Best Young Rider, Nathan Brown (USA), the 2013 Tour de Beauce Champion and a former junior national champion, and Belgian strongman Jasper Stuyven, who has two victories in 2013. The team also features two Utah riders, Connor O’Leary of Salt Lake City, and Tanner Putt, of Park City.

The Hincapie Sportswear Development Team started in 2012 as a commitment by Hincapie Sportswear and Holowesko Partners to expand their support of cycling by creating a continental Under 23 development team. This is the first year the South Carolina-based team will race at the Tour of Utah. The team, which has a roster of American and Australian riders, won the Team Competition in all three European stage races in which it competed this year - Fleche du Sud, Puivelde, and Paris Arras. Joey Roskopf (USA) scored a G.C. win at Paris Arias and finished third overall at the 2013 Parx Casino Philly Cycling Classic.

Team Jamis - Hagens Berman presented by Sutter Home is a long-running UCI Continental team based in New Jersey that last raced the Tour of Utah in 2011. The roster of 15 riders represents four countries - Argentina, Colombia, Cuba and USA. The team added Colombian climber Janier Acevedo Calle this year, having won the Salt Lake City circuit stage of the Tour of Utah in 2011 with his Colombian team (Gobernación de Antioquia - Indeportes Antioquia). Acevedo won the G.C. at San Dimas this year and won Stage Two at the 2013 Amgen Tour of California, wearing the overall leader’s jersey for two days. Most recently the team captured all three podium spots in the G.C. of the Air Force Association Cycling Classic, Luis Amaran (Cuba) the overall winner followed by J.J. Haedo (ARG) second and Demis Aleman (ARG) third. The team includes riders who are Salt Lake City natives, Chase Pinkham and Jamey Driscoll, as well as former Salt Lake City resident Tyler Wren, who now resides in New York.

Based in San Marcos, California, Jelly Belly Cycling Team presented by Kenda has the longest running domestic sponsor in the sport, Jelly Belly. The team returns to the Tour of Utah, having last raced in 2010, and this year has riders from six countries. The Jelly Belly squad is lead by veteran American sprinter Fred Rodriguez, who won a record-setting fourth U.S. National Road Race championship, at the age of 39. The team also features Bradley Huff, a former U.S. National Criterium Champion, and Christiaan Kriek (RSA), who won the Sprint Jersey at Redlands Bicycle Classic. This year the team has had podium finishes at a number of races, including San Dimas Stage Race, Sea Otter Classic and Nature Valley Grand Prix.

The Larry H. Miller Tour of Utah continues to be free to all spectators, making professional cycling one of the most unique pro sports in the world today. For more information about host cities, teams and volunteer opportunities, visit the Tour’s web site, [www.tourofUtah.com](http://www.tourofUtah.com).

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## ADVOCACY

## Bicycle Collective Launches Capital Campaign for New Ogden Building; Update from the New Director

By Davey Davis

The Bicycle Collective is changing. After spending ten years of his life running the organization and growing it to the nonprofit powerhouse it is today, Founding Director Jonathan Morrison stepped down and I was chosen to replace him. Our Salt Lake flagship community shop is running in top gear, giving bikes to those who need them at an inspiring pace, teaching mechanical skills and self-sufficiency to those already riding. Beyond our doors, the City of Salt Lake is wholeheartedly embracing the bicycle. These two factors make us proud of Salt Lake, but they also encourage us to focus farther afield, to Ogden and Provo. These shops have the potential to come into their own this year; with your support we are on course to improve the Collective's concrete programs statewide.

Change can be scary, institutionally or personally. My first week on the job I was standing in a hot parking lot with Bill Knowles -- a wise, healthy man in his 70's who refuses to retire. "In work, in life, everything changes. You either change or you

stagnate," said Knowles. Knowles knows a thing or two about moving forward; he is well into his second career as city ombudsman for development projects like the Sugar House Streetcar, and he appears to be thriving as the city changes. I like to go with the tried and true: I ride steel bikes and consider what exists before building anew; but I find it instructive to temper my cautious perspective with his dynamism.

### What Works

The fact is: what we are doing in the Salt Lake shop works wonderfully. I stepped into directing a shop with ten capable part-time employees and contractors running our programs at full speed. Last year Earn-A-Bike taught 245 children the confidence that comes with mechanical knowledge, and nearly 100 children went on their first rides in our beautiful mountains with Trips for Kids. We gave 923 bikes away to genuinely needy citizens through over 40 community partnerships. Our valet service parked 10000 bikes and gave a face to cycling at a joyous community level. We worked with 669 unique volunteers in the past year, and had over 1700 bikes donated to support our mission. All these pro-

grams radiate out of the Community Shop -- the heart of the institution -- where people donate their old bikes, learn how to build new ones, and set the skills, resources, and knowledge in motion to keep this wheel turning. We want to continue to bring our bikes -- and the connections, strengths, and whimsy that come with them -- to Salt Lake City. These programs are established and flourishing in Salt Lake, we are eager to emulate them in our newer locations.

### What We're Building

The Ogden Collective is primed to expand its programs, to move from a budding shop to the established multi-faceted presence our flagship is today. We are seizing a tremendous opportunity: the chance to buy a beautiful industrial building for pennies on the dollar to be the permanent home of our Ogden shop. This summer we're launching the initial capital campaign to own the building outright, at this point we're hoping to raise \$13,000 to make this a reality. This will be the first building the Bicycle Collective has owned and will ensure a legacy of cycling programs in the region. With an established space and the participation of the community, Ogden

can move ahead with an eye on the blueprint Salt Lake has provided us.

We are primed to impart the institutional knowledge learned in Salt Lake to the other branches thanks to the tools Jonathan Morrison had the foresight to leave us with. He meticulously documented the growth of the organization and initiated every program with an eye on how it could scale. The resulting institutional memory allows us to easily move forward regardless of how developed the Collective is in the location in question. Ogden's shop is already a functioning, vibrant entity, while the Provo shop is younger and faces the challenges of establishing itself as a new presence. It is time to give them more support.

### What We Need

This kind of growth takes administrative attention, which I would like to give personally in my tenure as Executive Director. With this goal in mind we've begun raising funds to hire a Director of Operations for the Salt Lake Community Bike Shop, to allow me to do more on a statewide level while keeping our programs in Salt Lake efficient. If you like what the Bicycle Collective does, and want to see more of it outside the

capital, now is a great time to support us, with donated bikes or donated dollars. We can use volunteers of all skills sets, from painters and carpenters to graphic designers; we can put you to work expanding our offices, running bike drives or introducing our work to new people. We would love to see you, either buying a bike or working on your own at the Open Shop, at the Bike Valet at the Twilight Concert Series and many other events, or around town at our rides, parties, and screenings. Your donated time and resources would supplement our shop income in Salt Lake and boost the budget for our building in Ogden, allowing us to realize these goals and improve the cycling environment across the state.

You can donate online at [bicyclecollective.org](http://bicyclecollective.org), simply click the 'Donate' button on the homepage. If you'd like to allocate your donation specifically for Ogden's new building, navigate to the Ogden location's page on our website (or type in [ogdenbicyclecollective.org](http://ogdenbicyclecollective.org)) and click the donate link found there.

To volunteer, call us at 801-FAT-BIKE or email us at [info@bicyclecollective.org](mailto:info@bicyclecollective.org) and we'll connect you with the location of your choosing.



Above: Daniel Burton.

Right: Burton and friends ride across Utah Lake in 2013. Burton and his neighbor will attempt to reach the South Pole by bicycle this winter. Photos: Jake Weber



### South Pole from page 3

South Pole. He's not the only one trying to claim that title. In fact, he won't be the first to even attempt the quest.

Eric Larsen, from Boulder, Colorado attempted to reach the South Pole by fat bike in December 2012. Eric, no stranger to remote expeditions, successfully became the first person to touch the North and South Poles, and the summit of Everest, in a one-year period.

Eric set out to be the first to ride a bike to the South Pole, but was turned back by dangerous ice, harsh winds, and extreme cold. "I... wasn't making the progress I had hoped," he wrote on his website. His choice was a difficult one, but was made knowing that it was better to turn back while he still could, then risk further disaster by continuing south. "This was not the first time that this icy place has turned back an expedition."

The route Eric used started in Hercules Inlet, some 750 miles from the South Pole.

And now Daniel hopes to follow, and surpass, Eric's attempt. Daniel

isn't alone in that ambition. Australian Kate Leeming and Spaniard Juan Menendez Granados are also planning to ride fat bikes to the South Pole.

"It's a race," said Daniel.

If conditions allow, Daniel will ride to the Pole, and then all the way back to Hercules Inlet, a journey of 1500 miles that will take 60 days, maybe longer. Starting at sea level, the ride will climb to 9301 feet, most likely with a headwind and potential snowdrifts.

"I hope my trip to the South Pole

will inspire others to get out and ride a bike," Daniel wrote.

Like others before him, the South Pole has inspired Daniel to do something impossible.. But proving the impossible to be doable is what has sparked exploration and discovery for centuries. Riding a bike to the South Pole won't save the world, but it might just inspire someone with a few extra pounds, high blood pressure,

and dangerous cholesterol levels to start pedaling around the block and up the street.

And from there? The possibilities are limitless.

Daniel is trying to raise \$84,000 to attempt the expedition if he does it solo, or \$165,000 if his neighbor, Todd Tueller, comes with him. A third option for the duo is to bring a cameraman to document the adventure. This

option would cost up to \$600,000. To find out more about Daniel Burton's trip or to donate, visit [epicbiking.com](http://epicbiking.com). For more about Eric Larsen's attempt, visit [ericlarsenexplore.com](http://ericlarsenexplore.com).

Additional links:

Blog [epicsouthpole.blogspot.com](http://epicsouthpole.blogspot.com)

Facebook Page [facebook.com/SouthPoleEpic](http://facebook.com/SouthPoleEpic)

YouTube page [www.youtube.com/user/EpicBiking](http://www.youtube.com/user/EpicBiking)

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**LEGISLATION**

**Complete Streets Bill Introduced in Congress**

By Charles Pekow

Should all roads be designed with the interests of bicyclists in mind? A bill just introduced in the U.S. House would require all state, regional and local governments (including metropolitan planning organizations) to adopt complete streets policies that consider the needs of all transportation users. They'd get two years to adopt such policies.

The Safe Streets Act of 2013 (H.R. 2468) would require road plans to consider bicyclists as well as pedestrians, people with disabilities, public transit users, etc. in all phases of planning and development for roadways and bridges.

The law would apply during "design, planning, construction,

reconstruction, rehabilitation, maintenance and operations for the entire right of way" as it is written.

In other words, bicyclists' needs have to be considered in all road projects, including changes to existing ones. Governments would have to put it in written policies.

The act goes so far as to require transportation departments to "indicate that improvements for the safe and convenient travel by pedestrians or bicyclists of all ages and abilities on or across streets shall be fully assessed, considered and documented as a routine element of pavement resurfacing projects."

The proposed law does allow a few loopholes. It wouldn't apply retroactively to projects at least 30 percent designed when it takes effect. Nor would projects have to allow bicycles on places they're forbidden

by law, such as freeways. But in such cases, the projects would have to make a "greater effort" to accommodate bicyclists alternatively.

Planners could also get out of the requirement if they show it would cost too much or that bicyclists are already adequately accommodated.

Rep. Doris Matsui (D-CA) introduced the bill. She wanted to make it a bipartisan effort, so she sought a Republican cosponsor. Rep. David Joyce (R-OH) agreed. So far, no other representative has signed on.

Cycling Utah called the offices of every member of the Utah and Idaho representatives to ask their opinions. None responded.

The bill was referred to the Committee on Transportation & Infrastructure. No companion legislation is pending in the Senate.

Matsui introduced a similar bill in

the last two congresses and a version was introduced in the Senate two years ago. Neither house acted and no legislator from Utah or Idaho supported the bill in the last Congress.

Some local governments already have adopted complete street policies that feature many elements of the act, however. A list compiled by Smart Growth America, a leading backer of the bill, shows that 28 states plus the District of Columbia and Puerto Rico have already enacted complete streets policies. Utah and Idaho have not.

Smart Growth also says that 490 local jurisdictions have adopted a plan. These include six in Idaho, all developed in the last four years. The Boise Metropolitan Planning Organization adopted a regional one in 2009. Ada County ( a silver-level Bicycle Friendly Community as des-

ignated by the League of American Bicyclists) came up with one the same year.

The cities of Coeur d'Alene, Hailey, McCall and Sandpoint also came up with some kind of complete streets policy, ordinance or resolution.

Down in Utah, your community is covered only if you live near the Great Salt Lake. Only Salt Lake City (a silver bicycle friendly community) Salt Lake County and the Salt Lake Metropolitan Planning Organization made it to the Smart Growth list. The city, perhaps slightly ahead of the curve, adopted an executive order in 2007, followed by an ordinance in 2010.

Note: Smart Growth says it updates its list bimonthly but that it may not include everything.

**Commuter Column from page 6**

tion when movement is predicated on human muscle power verses just pushing a gas pedal down to burn fuel through a combustible engine to move thousands of pounds metal and my body around. I guess my hope is that other transportation options continue to improve and more comfortable bicycle routes are developed so we can continue to juggle family life and all that comes with it as a "one-car" family.

C.U.: Bike commuters don't receive a lot of attention in the "big league" bike magazines. Why is this Cycling Utah column an important contribution?

R.H.: I think it's just a matter of time, as cities across the country continue to transform themselves into friendlier places to bike, we will see more and more commuters. When that audience becomes large enough a "big league" publication will step in to cover commuter interests. The articles may not be as exciting as competitive racing, but there's passion in commuting and numerous issues to discuss.

Personally, I've found it helpful and encouraging to read about others out there that regularly commute on a bicycle. It's interesting to hear about their route selection, specific gear they use and their general perspective on why they commute.

In conclusion, I would just like to encourage people reading this to try commuting more. The benefits outweigh the perceived hassles and by parking your car a little bit more you'll save money and have less impact on our environment. Plus, when you save your car for fun things like road trips, you tend to have more positive feelings associated with it rather than the negative feelings of being stuck in traffic on your way to work. Cheers.

C.U.: Russ, thanks for being profiled. Perhaps Cycling Utah should check-in with you in a few years to see how you are managing 3 kids with one car. You will be an expert for the readers of Cycling Utah.

This will be my last bike commuter profile for 2013. If you have any suggestions for me for 2014 please send in your suggestions to [lou@cyclingutah.com](mailto:lou@cyclingutah.com)

**Bike Utah meets with the New Executive Director of UDOT**

Bike Utah Executive Director, Scott Lyttle, Board President Brad Woods and new Board Member Mark Kindred had a great opportunity to sit down and meet with the new executive director of UDOT, Carlos Braceras and discuss how to make Utah a more bicycle friendly state.

Utah Governor Gary Hebert named Carlos Braceras as the new Executive Director of UDOT on May 6, 2013 replacing John Njord. Carlos recently said at the Road Respect press conference before he joined the Road Respect core riders on a 60 mile ride in Provo, "people don't realize that Utah as a whole is one of the top 15 states in the country for cyclists. We're number one for skiing, now we need to work

toward becoming number one for cycling."

Bike Utah had three main agenda items for the meeting with UDOT;

**1. Conducting** an economic impact study on bicycling in Utah. This study would help quantify the economic impact cycling has on the states economy. New Jersey recently completed a similar yearlong study and found an eight to one ROI on dollars invested in bicycling in the state. UDOT was open to exploring the possibility of conducting a similar study and with Bike Utah's will work to find potential partners to fund the study.

**2. MAP-21 Funding** - MAP-21 is the new transportation bill, within MAP-21 bicycle project funding can come from the Transportation Alternatives Program (TAP) which is divided into a couple different pools of money, \$2.4m of which isn't controlled by UDOT and dis-

tributed by Utah's local MPO's. UDOT assured Bike Utah that the Safe Routes to School funding and the Recreational Trails funds would stay at the same funding level as long as MAP-21 is in effect.

**3. The** League of American Bicyclists - Bicycle Friendly State Ranking. Utah's ranking fell from 13th to 14th. UDOT is enthusiastic to work with the bicycle community to increase Utah's state ranking, this includes having open communications with local and state cycling groups and a willingness to work with local communities to build local bicycle master plans.

Bike Utah is very hopefully for the future of bicycling in Utah and looks forward to further partner with UDOT.

-Scott Lyttle, Executive Director, Bike Utah

**2013 Mid-Summer Park City Trail Report**

Summer is in full swing, and so are the trail crews in Park City. Without all of these local organizations and trail teams, Park City would be hard pressed to maintain its IMBA designated, Gold-Level Ride Center status! Thanks to these committed organizations including Snyderville Basin Special Recreation District (Basin Rec.), Park City Municipal Corp., Local Resorts, and many private landowners, the area continues to develop into one of the best riding destinations in the country.

All trails are free of snow and deadfall now, so get out and spread your wings - try a new trail you've never ridden. Many of the primary trails, like Mid-Mountain Trail from Silver Lake at Deer Valley over to Park City Mountain Resort, or the Armstrong trail heading up to

the center section of Mid-Mountain Trail get very busy on the weekends. Mountain Trails Foundation challenges trail users this summer to ride a trail you've never been on before- shouldn't be hard with 400 miles of trails in the area!

While planning your next ride, you can use a few different trail map tools available. Of course there is the printed map, which is available at most of the local bike and outdoor retail shops or you can use the interactive map on our website, [mountaintrails.org](http://mountaintrails.org) (Click interactive map). The system is feature rich with the ability to create and share routes with friends or even export as a gpx file for use with GPS systems.

If you are coming up to Park City for a road ride MTF is now producing a Road Bike Map, with a magnified view of the greater Summit County riding area (Heber, Mirror Lake, Coalville, etc), as well as details of Park City roadways

and paths. The map is setup to serve advanced cyclists, casual recreational riders, and visitors to Park City. Utilizing this map, cyclists should be able to easily find safe routes out of Park City proper leading to areas of the county where nice loop rides can be made.

Lastly, while visiting the trails of Park City we encourage you to ride with a smile on your face, say hello to fellow trail users and make sure that you yield to users on foot! Ride with a bell. If you don't have one, hit one of the major bike shops and ask them for a "bells-on-trails" bell, provided by one of our great partners (Free of charge), [backcountry.com](http://backcountry.com). Once you have a bell, slow down on blind corners (while going up or down), and make sure to announce your presence. In general, be safe out there and have fun.

See you in Park City!

-Jay Burke

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## HEALTH

## Cycling Through Pregnancy: A Few Guidelines



Photo: DJ Morisette drops in at Gooseberry Mesa. She is eight months pregnant in this shot. Photo: Quintin Morisette.

By Tara McKee

Its cause for celebration: you just found out you're pregnant! There are so many things to consider over the next few months, and one that cyclists have to consider is should I continue to ride my bike as exercise or transportation during the pregnancy?

The short and easy answer is that most women with a healthy

pregnancy do benefit with at least 30 minutes of exercise a day. Cycling can be a great exercise for most of the pregnancy for many expecting women. The bike supports a pregnant woman's weight and places less stress on the body. As the abdomen grows, the center of gravity shifts, and it may become harder to reach the handlebars, so balance becomes an issue and it may be a good time to put the bike on a stationary trainer.

How much cycling can you con-

tinue to do while pregnant? The short answer is that it depends on the individual woman, her level of fitness and health issues. At the first appointment, talk to your doctor and get their advice. Women who have high-risk pregnancies (like I did) may not be able to cycle at all or may have to settle for riding on a stationary bike during pregnancy. If blessed with a nice, normal pregnancy, you should be able to ride your bike or continue an exercise program to some degree.

DJ Morisette, co-owner of Over the Edge Sports in Hurricane, Utah continued to mountain bike throughout most of her pregnancy (even past 8 months). Originally she had also been running in the early months of her pregnancy, but found the "bouncing and jiggling" of running bothered her. "The bike was my saving grace," she said. She had talked about her activity with her midwife and because mountain biking was something her body was used to, it was fine to continue. As DJ's pregnancy progressed, her bike was adapted to help her ride comfortably. She also made other adjustments later in the pregnancy, noting it became harder to ride up hills and she had to make sure she was balanced as she rode through turns. DJ has some practical advice for other women: "Being active is important for both you and your baby. But it's also important to listen to your body and keep it safe. If you feel discomfort, you need to stop."

#### General Guidelines for Cycling While Pregnant:

**1.** During pregnancy, a woman will need even more fluids as her blood volume doubles during this time. Dehydration can lead to headaches, dizziness, fainting and even premature labor. Avoid riding in hot weather and carry water with you at all times, drinking often.

**2.** Do all you can to be safe. Wear a helmet and make sure the bike and its components are in good working order: check the brakes and make sure the bike has reflectors and working lights if needed.

**3.** The American Congress of Obstetricians and Gynecologists (ACOG) and American College of Sport Medicine (ACSM) are no longer recommending having pregnant women keep their heart rates at a certain level, but have them focus on their rate of perceived exertion (RPE). Generally, if you can carry on a conversation, you're not overdoing it. That's probably a 60-80% aerobic capacity for most women. Well-trained athletes may be able to exceed this, especially if they have their doctor's blessing. It's important to avoid pushing yourself to the point of exhaustion.

**4.** If you are very active, assess your diet to make sure you are getting enough calories and protein.

**5.** Pregnant women may feel more comfortable and secure if you switching clip-less pedals out for platform pedals and athletic shoes.

**6.** If you're riding alone, always take a cell phone with you...just in case.

**7.** You may not want to ride too far from home just in case you experience some unpleasant pregnancy symptoms during your ride such as dizziness, vomiting, muscle cramping or extreme fatigue. A "figure

8" loop ride may work well, riding two (or more) small loops from your home.

**8.** During your pregnancy, avoid high traffic routes on your commute or road cycling rides both to minimize risk from unpredictable motorists and to avoid breathing in pollutants from car exhaust.

#### First Trimester Cycling:

During the first trimester, a woman's pelvis encases and protects the uterus, so most women can safely ride without problems at this time. Even so, talk to the doctor about individual risks for cycling. Women who are carrying multiple babies, diabetics, and women with high blood pressure are at a higher risk for falls.

• Road cyclists may want to consider a switch: using a bike with a more upright position, a more comfortable seat and wider, hybrid-style tires. If you do keep your road bike, alter the seat and handlebars to give yourself a more upright position and take the strain off your back.

• Take precautions to avoid falls and crashes. It's the time to drop out of the competitive cycling group rides as the pace-lines and a push to go faster can be dangerous at this time. Avoid fast hill descents.

• Pay attention as to your sense of balance as the growing uterus can change your center of gravity and it can be a challenge to even reach the handlebars. Avoid riding in conditions where your chances of a fall are significantly higher such as when the streets are wet and slick or the single-track is too technical. Avoid ride routes with sharp turns and rough terrain.

#### Second Trimester:

If a woman is blessed with a normal, healthy pregnancy, there are no hard and fast rules from obstetricians about riding a bike in the middle trimester. It is true that the uterus is not as protected during this time, so it is important to make sure one is well balanced on the bicycle and avoid more risky rides. Women who have placenta previa should not ride their bicycles for the remainder of the pregnancy as any bouncing can induce bleeding.

• If women have not been cycling since the beginning of their pregnancy, do not start cycling during the 2nd trimester, as a sense of balance is often too compromised.

• This is a good time to enjoy pleasant easy-going bike rides with your good friends or your husband.

• Continue to adjust the fit of the bike to keep an upright position and make it easier to breathe. This can often be done by raising the handlebars and lowering the seat. Move the pedals so the knees don't open too far.

• After the first trimester, pulling a bike trailer with a toddler or preschooler inside may be too much of a strain. Let someone else do that.

• Mountain biking can be risky as falls are common on technical trails. If in doubt, walk the bike down a twisty downhill or through and over large obstacles.

• Many women choose to move

from outdoor to indoor cycling during this trimester. Let the spin instructor know about your pregnancy and don't feel tempted to over-do the workout or even complete the full hour. Do not work out to the point of exhaustion.

#### Third Trimester

For women who have been cycling throughout the pregnancy, it is fine to continue to ride in the third trimester if she is comfortable doing so. As a form of exercise, cycling is a great, low-impact activity that gives the cardiovascular system a workout while sparing the hips, knees and feet.

• For women who continue to ride during the last few months of pregnancy, continue to adjust the bike fit as needed. Some women prefer using a wider saddle at this time. If you have access to a recumbent bike, you may find they are more comfortable to ride during the last trimester as they support the back quite nicely and offer a wider seat.

• Choose ride routes that are predominately flat and don't take you far from home. You may wish to really shorten your rides during this trimester.

• If, during the last trimester, if it is becoming too much of a challenge to ride outside, this is really the time to consider riding a stationary bike inside.

• Stop riding when your body tells you or when you've decided it's not fun anymore.

#### Post-Partum Rides

Technically, cycling is a safe activity after giving birth. Professional cyclists such as Olympian Kristin Armstrong were back on the bike and training within a month after giving birth. But sitting on the saddle can be sore after giving birth, especially if one has had stitches. A new mother may be more mentally ready to ride than physically able to. Later on, as new moms become more rested; they often develop a strong wish to do something active all by themselves, freedom for 30-60 minutes at a time. Cycling can be the perfect activity.

Some things to keep in mind:

• Nerve damage which can occur during labor can take 4-6 months to heal. Adjust the fit on the bike to avoid rubbing any sore spots and gradually ease into cycling as your body allows. Change to a different bike seat if needed.

• This is not the time to train on a time-trial bike. Triathletes will be more comfortable training with a road bike at this time, so as to avoid leaning too far forward.

• New mothers may find it easier to get in a workout with their bike indoors on a trainer at home while the baby naps in the other room. As you feel stronger, you can gradually add intervals and sprints back into the workouts.

May you enjoy a fit, active and healthy pregnancy!

Mothers-to-be may enjoy a new book just released from Velopress titled, *Fit & Healthy Pregnancy: How to Stay Strong and in Shape for You and Your Baby* by Kristina Pinto and Rachel Kramer, MD.



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## **Public Day, Saturday, July 27, 2013 Deer Valley Resort, Park City, Utah**

For the first time since its inception in 2010, DealerCamp will be opening its doors to the public on Saturday, July 27. Come and see the next generation in cycling technology and make your wish list for the coming year from some of the world's leading brands.

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## COACH'S CORNER

## Go to Know: What Ogden's New Wind Tunnel Offers Cyclists & Triathletes



By Mark Deterline

Layne Christensen's new state-of-the-art wind tunnel brings to Ogden, Utah one of the most useful and oft elusive resources utilized by bike industry manufacturers, researchers and athletes. The imposing structure was built mostly by hand by Christensen himself, who benefitted from the counsel of some of the trade's most renowned experts.

Operating under the company name Darko Technologies, the wind tunnel is largely the result of Christensen's passion for the role aerodynamics play in human powered vehicle design, as well as his entrepreneurial knack for building businesses that fill technological and market voids.

I'll spare the reader technical aspects of the facility that we plan to cover in a future article, exploring instead its practical usefulness to cyclists and triathletes of all levels.

The wind tunnel is a holy grail of sorts. Particularly for cyclists strongly driven by ambition or a love of technology, who seek to optimize their performance in time trials, or seemingly for most triathletes, it represents a crucial point of reference.

Often this point of reference is accessed indirectly by inquiring minds who attempt to apply research findings from the tunnel to their own personal situation in the form of equipment and body positioning. For example, some studies claim that shorter cranks and narrower elbows provide better aerodynamics, so a rider could start there.

For those with the motivation and means to actually journey to a wind tunnel, a proposition now further within reach for Utahans and athletes in neighboring states, the experience can be sublime.

The wind tunnel is an ever present component of technical discussions and product validation. The testing that goes on in facilities around the world increases the appeal of components such as carbon wheels (e.g. Ogden neighbor ENVE's SES models), as well as bike frames designed for road cycling (e.g. the Specialized Venge) and triathlon (e.g. the Trek Speed Concept).

Whether or not a rider actually

takes the initiative to spend time on their bike(s) in a wind tunnel, there is a widespread longing for the opportunity to verify one's own theories and how these theories apply to her or his own unique body and gear. Furthermore, as is often the case, there is a strong desire to dissipate uncertainty around such theories and one's own unique situation.

I had the opportunity to spend multiple days in the Texas A&M wind tunnel with foremost expert John Cobb, who has worked with LeMond, Armstrong, and many other professional cyclists and triathletes there, as well as myriad amateur enthusiasts. It was also there that Cobb developed the designs of aero framesets for companies like Wilier Triestina, and aero helmets for Rudy Project.

Over the course of two full days, I closely observed how Cobb worked with several riders, tested multiple products, and then had the opportunity to undergo a number of testing runs in the tunnel myself, comparing drag numbers based on modified body positioning and the use of different equipment. For me personally, it was a powerful experience that shaped my perspective and applied science as a rider, and of course my work with other athletes.

Not only did I get a good feel for how my own and other riders' body positioning affected airflow and drag at different angles, varying from zero (head-on) to 20 degree yaw-crosswind, I also learned how significant a role clothing played.

I remember Cobb pointing out ripples forming on a female road racer's standard-issue skinsuit as she pedaled in the tunnel, the kind of skinsuit most racers utilize for criteriums and time trials. Considered plenty form-fitting by many, Cobb pointed out each ripple due to loose fit, explaining that each ripple created drag, and tallied an estimated drag total. Amazing. I'm 6'3", and to achieve optimal clothing function I was wearing a size small national team speedsuit made of special materials and paneling. While wearing it, I couldn't stand up straight off the bike, but in my aero position on the bike it was as tight – or tighter – than a second skin.

The instrumentation in the Texas A&M wind tunnel took 400 measure-

ments per second, including barometric pressure, wind speed, wind direction, weight of rider and bike. Not only do you want to assess your aerodynamic profile in a direct headwind, it's important to see how increased "frontal" area created by crosswinds affects one's aero footprint.

Of course, the real benefit is assessing and improving aerodynamics, while ensuring that changes in equipment and positioning are not adversely affecting a rider's biomechanics and therefore power output and efficiency. Moving around on the saddle creates turbulence and drag, as do moving body parts, especially a helmeted head.

Sobering are the effects – or the cumulative effect – these changes will have on one's elapsed time over various distances. If you don't go through such a process in a controlled environment, attempts at optimization remain speculative.

A wind tunnel is not the only tool or controlled environment/test one can use, but remains the ultimate validation for many of the world's top manufacturers and professionals. Now that opportunity for validation is tantalizingly more accessible for any and every athlete in this region.

For more information and to schedule sessions in the Darko Technologies wind tunnel, call 801-648-7016 or visit [darkotech.com](http://darkotech.com).

Athletes can also contact Mark at [mark@2thefront.com](mailto:mark@2thefront.com) to schedule a supported session in which I guide you through a process to achieve optimal balance between biomechanics, power output, comfort and aerodynamics via real-time data analysis.

Mark Deterline coaches some of Utah's and California's top cyclists, as well as triathletes, distance runners, cross-country skiers, motocross racers and boxers. Leadout Endurance Coaching provides completely customized training plans, bike fitting, biomechanics, aerodynamics consulting, runner stride analysis, and performance testing for athletes of all backgrounds and levels. For more information visit [www.2thefront.com](http://www.2thefront.com).

## FESTIVAL

## DealerCamp Bike Expo to be Open to the Public on July 27; Ride 2 Recovery to be held in Conjunction with the Expo

DealerCamp, a bike industry trade show held at Deer Valley Resort, will open its doors to the public for the first time in its four year history on July 27, 2013. The event showcases the latest and greatest bicycles and gear from a variety of manufacturers to the nation's bicycle dealers, hence the name DealerCamp.

DealerCamp Public Day is a chance for everyone to see some of this year's and next year's cycling gear. With bicycles, components, wheel manufacturers, accessories, apparel, protective gear, DealerCamp will have everything and certainly something for everyone. Demo bikes will likely be available to try from several manufacturers.

The event is free to the public and will be held all day at the Snowpark Lodge parking lot.

Additionally, the Ride 2 Recovery Honor Ride will leave from the expo. The ride (which requires an entry fee) has options of 20, 50, and 100 miles. The Honor ride is a self-paced, non-competitive cycling event that raises awareness and funds for Ride 2 Recovery, a nonprofit organization that helps injured veterans improve their health and wellness through individual and group cycling programs at military bases and VA locations around the country. For more information, see [ride2recovery.com](http://ride2recovery.com). There is no charge for injured veterans to participate. All are welcome.

DealerCamp is also host to the Raleigh Midsummer Nights Cyclocross, to be held on the July 25. With a purse of nearly \$5,000, this event will attract cyclo-cross stars from Europe and America to Snow Park Lodge, Deer Valley Resort, in Park City, Utah. The event is free for spectators. In addition to professional races, there will be races for singlespeeders, cat 3-4 men and

women, and industry. Racers can visit [bikedealercamp.com](http://bikedealercamp.com) for more information and to register. Races start at 4 pm, with the elite women off at 6:30 and the elite men at 7:30 pm.

"From the day we announced DealerCamp in late 2009 we have always had a public day in mind to further enrich the event. We felt the time was finally right to proceed and we are very excited about assembling a strong public day," stated Lance Camisasca, Lifeboat Events' president.

Camisasca continues "Deer Valley Resort remains one of the most grand riding experiences in the country and for a remarkable five years running, Deer Valley Resort is honored to be named the #1 ski resort in North America by the readers of SKI Magazine. Deer Valley Resort is proving to be a winning location for the bicycle industry."

Attendees will be given a wristband that can be used at the the Deer Valley Resort lift ticket window to save 25% off lift tickets. This offer is only available Saturday and Sunday, July 27th-28th.

"Deer Valley Resort is extremely excited about the new Public Day that will be a part of DealerCamp," said Bob Wheaton, president and general manager. "We have enjoyed working with Lifeboat for the last few years and have been extremely impressed with the effort and results of their events. The entire town of Park City will open its arms for DealerCamp with the new Public Day added."

Discounted lodging packages are available through Deer Valley Resort Lodging and Reservations. Attendees can get 25% off on select properties the evenings of July 26th and 27th.

For more information, visit [bikedealercamp.com](http://bikedealercamp.com).

### USAC Masters Road Nationals to be Held in Ogden in 2014, 2015

Colorado Springs, Colo. (June 26, 2013) — USA Cycling on Wednesday announced that the USA Cycling Masters Road National Championships will be in Ogden, Utah, in 2014 and 2015, while Asheville, N.C., will play host to the USA Cycling Collegiate Road National Championships in 2015 and 2016.

The exact dates of the events have not been determined, but both events will be held around the same time as in previous years. The collegiate event will be in early May and the masters event will be in early September.

"Ogden very successfully hosted the 2012 and 2013 USA Cycling Collegiate Road National Championships," USA Cycling National Events Director Tony Leko said. "We're looking forward to seeing our masters road nationals in such a scenic environment with such competitive courses."

"As a masters cyclist myself, I couldn't be more excited about hav-

ing the USA Cycling Masters Road National Championships in our community," Ogden Mayor Mike Caldwell said. "We look forward to showcasing some of the amazing riding we have in and around Ogden. I personally look forward to riding with everyone."

The city of Ogden was recently recognized as one of the safest bicycle cities in the state by the Utah Department of Transportation during The Road Respect Rally and Community Celebration held on June 15.

"We are honored to host the Masters Road National Championships in Ogden!" Sara Tolliver, the President and CEO of Ogden-Weber Convention and Visitors Bureau, said. "We welcome the athletes, and their friends and families to our community. We hope they will enjoy our beautiful courses — which span state parks, rural and urban areas — the independent town and all our destination has to offer."

Masters Nationals were last held in Utah in 2004 and 2005 in Park City and on the Wasatch Front. They were also held in Park City in 1989.

**METAL COWBOY**

**Inspiring Commuter Stories To Get You Out The Door In The Morning**



"A Bicycle Ride is a Flight From Sadness". This sign is on a 'blue bike' in downtown Salt Lake City during Bike Month. Photo: Dave Iltis

By Joe Kurmaskie

Let's face it, no matter how much you love your commute by bike, there's always that morning, the one that comes too early, too wet, too hot or just too something to get you to carry the bike off the porch and into the bike lane. When you feel uninspired, take heart, take inspiration or take a moment to feel ashamed by your inertia that you suck it up and get in the saddle. The hardest part of any ride is starting...

(Of course, the greatest motivation for making the trek everyday is freeing yourself of car ownership, but even then, there are ways of passing on the commute by bike - carpool anyone? So for when you just aren't feeling it, remember these road warriors.)

1. From The Never Too Young To Get Into The Groove File:

One Portland, Maine student marked the end of the school year as he started it, on a bicycle.

Kindergartener Alex Kimble told his father he enjoyed riding his bicy-

cle so much that he wanted to ride it to school every day. Father and son made the several-block trip daily despite the weather.

On Thursday morning, Alex's classmates gathered outside of school to cheer him on as he finished his goal. The 6-year-old's effort made his father Nate proud.

"It was a real treat to see him have a goal and really want to stick to that. I think it was a good, sort of, life lesson for him and I'm proud of him," Nate Kimble said.

Alex rode about 170 miles by the end of the school year, and he is thinking about bicycling to school next year too.

Read more: <http://www.wmtw.com/portland-kindergartener-finishes-yearround-bike-commute/-/8792672/20652524/-/10t68boz/-/index.html>

Let's take a moment to internalize this information. Little Alex doesn't live in Portland, Oregon where every third parent is cargo biking their kids and bike training along to the school yard. And Alex faced some mad weather conditions bicycling every day in MAINE! Alex, I'm not worthy, my friend. Way to go!

2. Ride Morning, Noon and Night:

When an office puts together a Lunchtime bike ride, commuter employee buy in grows by an average of 40 percent. don't believe me, check out this tidbit about the National Geographic Headquarters, where it comes from the top down.

One way National Geographic staffers in Washington, D.C., can get to know their company's CEO is to take him up on his long-standing offer: to go for a lunchtime bike ride.

"Anyone still downstairs? OK, so we ready to go, guys?" National Geographic Society CEO John Fahey asks a group of about 20 employees.

Fahey, an avid biker, says he's just trying to encourage a little exercise — and he wants the opportunity to get to know folks informally. As the group makes the 15-mile trek to Hains Point along the Potomac River and back, Fahey makes a point of chatting with everyone, staffers say.

At National Geographic — which is a hub of outdoorsy, adventure-seeking types who think nothing of biking busy city streets — lots of the staffers who join Fahey for the lunchtime rides also use their bikes to get to and from work every day.

"I've been riding in for 19 years," says senior photo editor Dan Westergren, adding that he has definitely noticed the boom — especially as bike paths and bike lanes along city streets have improved.

Westergren's commute is a combined 12 miles to and from home. And he says, given all the biking he does, he doesn't need a gym membership to stay fit.

"Really, to build it into your daily routine by commuting for me has just been the best thing," he says.

3. A Few Commuter Statistics:

\*And if you needed any more

motivation there's this from the American Journal of Public Health: the U.S. cities with the highest rates of walking and cycling to work have obesity rates that are 20 percent lower and diabetes rates that are 23 percent lower — compared with U.S. cities with the lowest rates of walking and cycling.

\*Adults who bike to work have better weight, blood pressure, and insulin levels. (Gordon-Larsen, P., et al., 2009)

\*Women who bike 30 minutes a day have a lower risk of breast cancer. (Luoto, R., et al., 2000)

\*Adolescents who bicycle are 48% less likely to be overweight as adults. (Menschik, D, et al., 2008)

\*The average American household spends \$7,179 per year on owning and driving their cars. (Bureau of Transportation Statistics, 2010)

\*On a round-trip commute of 10 miles, bicyclists save around \$10 daily. (Commute Solutions, 2011)

- See more at: <http://www.bikes-belong.org/resources/stats-and-research/statistics/#sthash.Gg8e7t60.dpuf>

And if all that doesn't get you pumped for your morning ride, just remember this riding a bike to work or school or to the store is like getting to play at something you love while moving yourself through space, instead of sitting in place as something moves you along.

The bike not only gets you somewhere, it lets you flee sadness in the process.

**35th Annual Snowbird Bicycle Hill Climb**

10 Miles - 3,500' Vertical — Sandy to Snowbird  
 August 3, 2013 — Start Time 8 a.m.  
 Packet Pick-Up: Aug. 2, 5-7 p.m. & Aug. 3, 6:30-7:30 a.m.  
 at the UTA Park & Ride, 9400 S. 2000 E.  
 Online registration: [snowbird.com](http://snowbird.com).  
 Info: [misty@snowbird.com](mailto:misty@snowbird.com)

**Ultra Hill Climb**

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




**New! Pancake Breakfast at the Finish**

In conjunction with the 17th Survivors at the Summit hike there will be a Pancake Breakfast on the Snowbird Center Plaza Deck at 9 a.m. for only \$5.

All Hill Climb and Ultra Hill Climb riders and their families are welcome. Proceeds benefit Cancer Wellness House in Salt Lake City.





**MOUNTAIN BIKING**

**Mountain Biking's Best Kept Secret: Teton Valley**



2102 Trail day. Photo courtesy TVTAP.

By Tim Adams

Situated on the west side of Grand Teton National Park, and just to the south of Yellowstone, is Teton Valley Idaho-Wyoming: arguably one of the best-kept secrets in mountain biking\*.

A community of roughly 8,000 people. Teton Valley for decades was best known for its agriculture, world class fly fishing, hiking/camping, and 500" of "cold smoke" powder skiing annually at the Grand Targhee Resort. Teton Valley is also home to a network of approximately 400 miles of trails (about half of which is diverse single track). Combine that with moderate summer temperatures and low humidity and it's easy to argue that the mountain biking in Teton Valley rivals that of the best destinations in the intermountain west.

Teton Valley mountain biking is divided into three sections, each of which is only minutes from town: see the map for details. The west side of the valley is home to the Big Hole Range, where riders can enjoy classic two- to three-hour rides in storied Horseshoe Canyon. West side trails offer a wide variety of terrain from classic cross-country, single-track banked turns to sweet flowing descents that offer spectacular views of the legendary Teton peaks to the east.

Moving south from the Big Holes and near the town of Victor, intrepid riders find some of more epic trails in the Valley. Hardy cyclists log rides from 4-8 hours depending on muscle and lung capacities (the Valley sits at roughly 6200' MSL, and rides can top out as high as 10,000'). There's the occasional hike-a-bike, but the reward of 1,000' descents makes it all worthwhile. Victor also offers some of the best Valley trails for the quick after-work ride: "Rush Hour" got its name from commuters coming back home from Jackson Hole.

South-end rides also end up within easy reach of two local breweries—Grand Teton and Wildlife Brewing—offering award-winning microbrews for rehydration.

The east side of the valley, encompassing part of Wyoming, accesses the fabled Teton Mountain range, and a distinctly diverse riding experience. Rides like Aspen Trail, Mill Creek, Sheep Bridge Trail (a Teton Canyon trail that's perfect for very young riders, or for a first and forgiving taste of single track), are signature locals' favorites. And no tour of the east side is complete without a visit to Grand Targhee Resort, where chairlift-accessed or ride-to X-C and DH trails (nearly 50 miles of trail will be available by end of summer) and a new bike park are top notch.

So how does a beneath-the-radar Valley nestled in the shadows of the Tetons get to be "the place" for summer mountain biking in the Northern Rockies? Volunteerism and philanthropy figure strongly into the area culture: volunteer trail building has been a steady and passionate pursuit for the last 15 years or so. Whether through local non-profits like Teton Valley Trails and Pathways, or through a more grass roots effort like "Tuesday Dig Nights", Valley rider-builders are relentless in their pursuit of building and maintaining the perfect singletrack lines.

The wealth of natural resource in Teton Valley has led to local businesses and groups looking for ways to support the trail-building cause, as well as to promote the fabulous mountain bike riding opportunities here. One example is the Wydaho Rendezvous Mountain Bike Festival, launched four years ago to highlight riding and hospitality in Teton Valley. This Labor Day weekend festival (4th annual) brings hundreds of people to Teton Valley to experience three days of clinics, bike demos, races, and for-fun group rides, among other activities.

And mountain bike supporters

here are serious about developing area resources. Teton Valley riders recently formed a Chapter of the International Mountain Bicycling Association called "Mountain Bike Teton Valley" (MBTV), working to enhance both trails and economic opportunities through promoting Teton Valley as a destination for summer mountain biking. These efforts and organizations help to both raise awareness and make funds available to ensure that current and future generations of riders can enjoy and support Teton valley trails and riding opportunities.

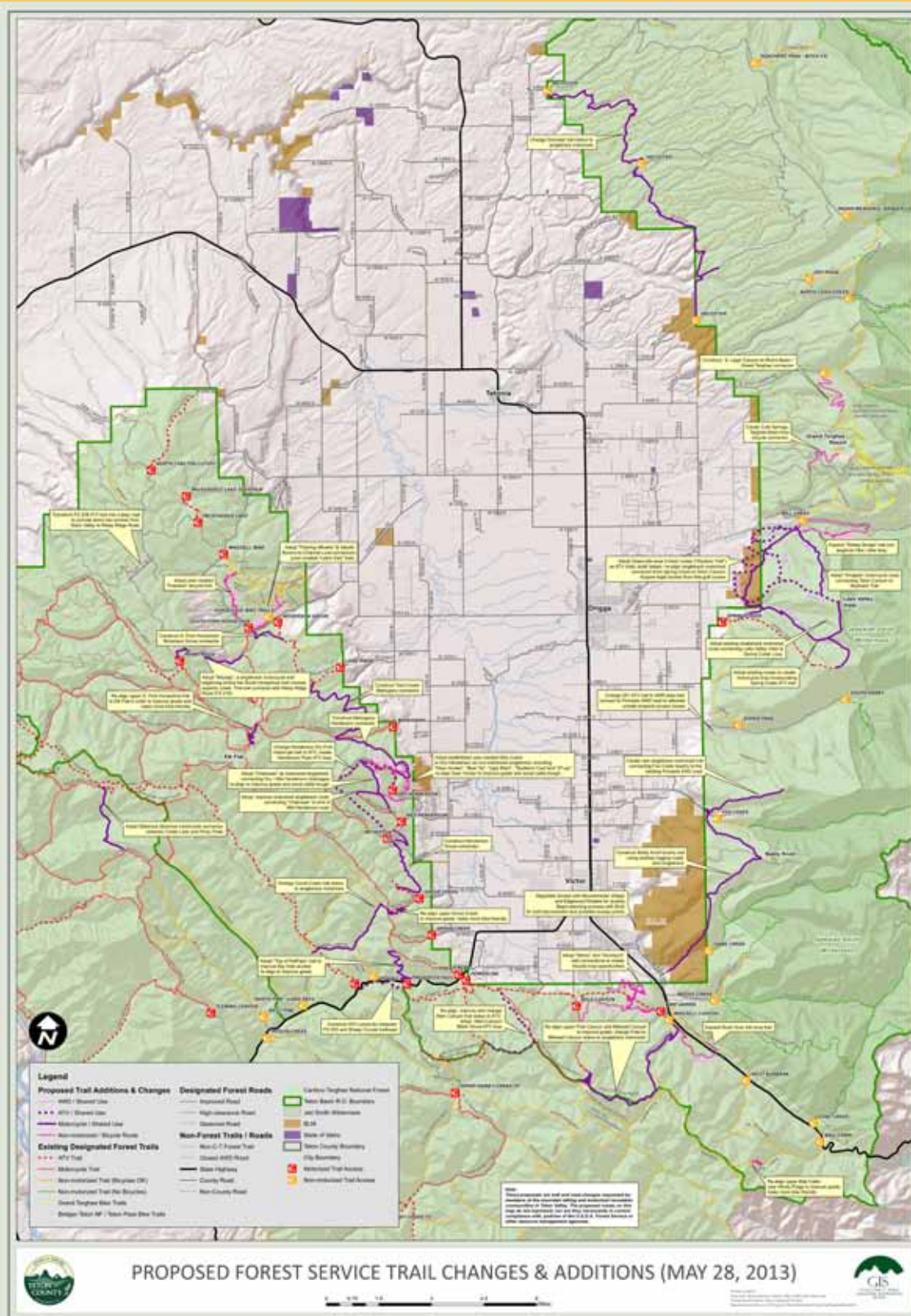
With ideal summer riding weather, three well-stocked bike shops, a world-class ski and summer resort, uncrowded trails, and a laid-back, friendly community, Teton Valley is making a name for itself as a mountain biking destination in the Northern Rockies.

Tim Adams is the Executive Director Teton Valley Trails and Pathways (TVTAP). Find out more about Teton Valley trails of Idaho and Wyoming at [tvtap.org](http://tvtap.org).



Above: Mountain biking the Teton Valley. A trail in Grand Targhee is shown here. Photo: Jake Hawkes.

Below: A map of the region's trails. See [TVTAP.org](http://TVTAP.org) for more information.



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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!

Utah BMX

RAD Canyon BMX - Farmington, UT, Indoor BMX racing going on at the Legacy Events center 151 South 1100 West, Farmington, UT. Ron Melton, 801-699-9575, radcanyonbmxradsalton.com, radcanyonbmxbmx.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., Scott Lytle, 435-901-4191, slytlf@bikeutah.org, bikeutah.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) - Salt Lake City, UT, Meetings are on the hiatus. Send an email to join the listserv., Dave Iltis, 801-328-2066, dave@cyclingutah.com, Julian Tippetts, 801-535-7704, Julian.Tippetts@slc.gov.com, bikesc.org

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

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

Davis Bicycle Advisory and Advocacy Committee - Farmington, UT, Not Currently meeting. Organizers needed., davisbike.org

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

Park City Alternative Transportation Committee - Park City, UT, Normally meets the second Wed. of the month, location TBD, Michael Watson, redtail@sina.com, 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, parleystail@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, gregh@hooleking.com, tinyurl.com/holladaybac

Provo Bike Committee - Provo, UT, Come join us every second Thursday of the month at 5:30 pm in the Conference Room in the Provo City Building on 351 W. Center Street. We promote bike safety, culture, and better relations between bikes and cars., Zac Whitmore, 801-356-1378, zwhitmore@gmail.com, Heather Skabelund, 971-404-1557, bikeprovo@gmail.com, bikeprovo.org

Events, Swaps, Lectures

Salt Lake Critical Mass - Salt Lake City, UT, Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., None, noemail@cyclingutah.com, slccriticalmass.org

Beehive Bike Polo Club - Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons. Check out the Beehive Bike Polo Club on Facebook for location., Chuck Heaton, 801-688-7268, heatpolarcompany@gmail.com, facebook.com/groups/189631497724953/

Cole Sport Weekly Road Ride - Park City, UT, Weekly Road Ride Mondays June 4-Aug. 27. Ride leaves Cole Sport, 1615 Park Ave. at 6 pm. Park at lower PCMR lot., Scott Dudevoir, 435-649-4806, dude@colesport.com, colesport.com, mountaintrails.org

July 27, 2013 - DealerCamp 2013 Consumer Expo, Park City, UT, Consumer day at DealerCamp 2013, 9am-6pm. Booths from lots of national bike companies. Free admission., Chad Battistone, chad@lifeboatevents.com, bikedealer-camp.com

August 17, 2013 - Tour de Fat, Boise, ID, Rolling Revival of Sustainable Folly!, Various Western Locations., 888-622-4044, nbb@newbelgium.com, newbelgium.com/tour-de-fat

September 21, 2013 - Edible Wasatch - Bites & Bikes, tentative, Salt Lake City, UT, The ride kicks off at Pioneer Park where participants will receive a "clue card" and begin the hunt throughout downtown Salt Lake in search of local food gems., Rachel Hodson, 801-742-1592, rachel@ediblewasatch.com, ediblewasatch.com

September 22, 2013 - 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

June 29-July 7, 2013 - Ride Sun Valley Mountain Bike Festival, Sun Valley, ID, Eight days of races and events geared for anyone who can balance on two wheels. Saturday, June 29, Day 1: Sun Valley Super Enduro; Apple's Street Party; Sun Valley Dirt Rally. Sunday, June 30, Day 2: Sun Valley Super Enduro; Sun Valley Dirt Rally, Monday, July 1, Day 3: Sun Valley Bike Demo; Local Stoker Rides, Tuesday, July 2, Day 4: Sun Valley Bike Demo; Local Stoker Rides; 4th Annual Idaho Pump Track State Championships, Wednesday, July 3, Day 5: Local Stoker Rides; Ketchum Criterium, Thursday, July 4, Day 6: Local Stoker Rides; Hailey 4th of July Criterium Bike Race, Friday, July 5, Day 7: Local Stoker Rides; MASSV Music Festival; Kids Mountain Bike Race, Saturday, July 6, Day 8: MASSV Music Festival; USA Cycling Marathon Mountain Bike National Championships; Sun Valley Bald Juan XC; Sun Valley Beer Festival., Greg Randolph, 800-634-3347, info@visitsunvalley.com, Ellen Gillespie, 208-726-2777, ellen@sunvalleyevents.com, ride-sunvalley.com, visitsunvalley.com

June 29-30, 2013 - Sun Valley Dirt Rally Bicycle Tour, Ketchum, ID, The Arthritis Foundation brings a new charity ride to Sun Valley, Idaho, featuring the forests, canyons, summits and open country surrounding Ketchum and Sun Valley. Takes place on paved and hard-packed dirt roads, perfect for cyclocross and hard-tail mountain bikes. Experienced cyclists may also opt for a standard road bike with 28+ mm tires. Local bike rentals are available. Ride takes place at roughly 6,000-8,000 feet above sea level. Each day's out-and-back route is roughly 50 miles, uphill on the way out., Tai Lee, 206-547-2707, tlee@arthritis.org, sunvalleydirtrally.kintera.org

July 21-22, 2013 - Trek Dirt Series Mountain Bike Camp, Winter Park, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), lu@dirseries.com, dirseries.com

July 27-28, 2013 - 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., Lu Furber, 604-484-6238 (Canada), lu@dirseries.com, dirseries.com

August 2-4, 2013 - BetterRide MTB Camp, Park City, UT, BetterRide's team of profes-

10TH INTERMOUNTAIN CUP.COM 6/29 Sherwood Hills, Logan, UT 7/6 The Rage at Snowbird - UT State Championship 7/27 The Solitude Cup, Solitude Resort, UT 8/3 The Bash at Snowbasin, Snowbasin, UT SHIMANO RACERS CYCLE SERVICE

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sional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [info@BetterRide.net](mailto:info@BetterRide.net), [betterride.net](http://betterride.net)

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

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

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

**September 21-22, 2013 — Trek Dirt Series Mountain Bike Camp**, Fruita, CO. Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), [lu@dirseries.com](http://lu@dirseries.com), [dirseries.com](http://dirseries.com)

**September 27-29, 2013 — MECCA Fall MTB Festival**, Castle Dale, UT, Registration begins Friday at 1pm followed by a "warm up ride." Evening meal is provided as is a prize drawing. Saturday begins with breakfast and then all-day, guided rides, ranging from beginner to advanced. Finish up on Sunday morning with a provided breakfast and a guided (or on-your-own) scenic ride. Family-friendly., Kim Player, 435-653-2440, [meccabikeclub@etv.net](mailto:meccabikeclub@etv.net), [bikethestwell.org](http://bikethestwell.org)

**October 2-6, 2013 — Outerbike**, Moab, UT, An opportunity to ride your dream bike on world class trails and roads. Participants will receive bike demos for 3 days, swag bag, lunch and beer, and admission to evening parties and films., Sean Hazell, 800-845-2453, [sean@outerbike.com](mailto:sean@outerbike.com), [outerbike.com](http://outerbike.com)

**October 18-20, 2013 — BetterRide MTB Camp**, Fruita, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [info@BetterRide.net](mailto:info@BetterRide.net), [betterride.net](http://betterride.net)

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

**Utah Weekly MTB Race Series**

**April 30-August 27, 2013 — Mid-Week Mountain Bike Race Series**, Mid-Week MTB Race Series, Park City, Draper, and Solitude, UT, Races are on Tuesday evenings. Registration begins at 5:30, kids race at 6:00 and main event at 6:30. 4/30 to 8/27., Brooke Howard, 385-227-5741, [brooke@midweekmtb.com](mailto:brooke@midweekmtb.com), [midweekmtb.com](http://midweekmtb.com), [facebook.com/midweekmtb](https://www.facebook.com/midweekmtb)

**May 1-August 7, 2013 — Sundance/Soldier Hollow Weekly Race Series**, WWRS, Soldier Hollow, UT, Wednesday nights, May - Aug. Venue alternates between Soldier Hollow and Sundance, 6:30 pm. Pros/Experts 1hr race time, Sports 45mins, Beginners 30mins. 2013 Dates: • May 1, 15, 29, • June 12, 26, • July 10, 24, • August 7, Tyson , 435-200-3239, 801.223.4849, [aces@euclidoutdoors.com](mailto:aces@euclidoutdoors.com), [weeklyraceseries.com](http://weeklyraceseries.com)

**May 8-August 14, 2013 — Sundance/Soldier Hollow Weekly Race Series**, WWRS, Sundance, UT, Wednesday nights,

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

**Regional Weekly MTB Race Series**

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

**Utah Mountain Bike Racing**

**June 29, 2013 — Sherwood Hills**, Intermountain Cup, Logan, UT, ICS #6, Sherwood Hills Resort, Multiple laps, winding single track through trees, 9 am., Kayleen Ames, 435-757-4310, [amespromoting@comcast.net](mailto:amespromoting@comcast.net), Marek Shon, 801-209-2479, [intermountaincup@gmail.com](mailto:intermountaincup@gmail.com), [intermountaincup.com](http://intermountaincup.com), [amespromoting.com](http://amespromoting.com)

**July 4, 2013 — North Fork Park**, Intermountain Cup, North Ogden, UT, ICS #7, Marek Shon, 801-209-2479, [intermountaincup@gmail.com](mailto:intermountaincup@gmail.com), [intermountaincup.com](http://intermountaincup.com)

**July 6, 2013 — The Rage at Snowbird - UT State Championship**, Intermountain Cup, Snowbird, UT, ICS #8, Snowbird,Utah

State Open XC Championship, 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., Marek Shon, 801-209-2479, [intermountaincup@gmail.com](mailto:intermountaincup@gmail.com), [intermountaincup.com](http://intermountaincup.com)

**July 6, 2013 — Fire Road Cycling**, Cedar City, UT, 25k, 60k, 100k distances, starts at Main StreetPark, 8am, 7000 ft. total elevation gained for 100km; 4000ft total for 60km. Equal prize \$ for overall men & women in the 100km. 25-qualifying slots for the Leadville 100 up for grabs for 100km event., Paul Huddle, 858-518-0042, 760-936-7459, [huddle@multisports.com](mailto:huddle@multisports.com), [fireroadcycling.com](http://fireroadcycling.com)

**July 13, 2013 — The Crusher in the Tushar**, Beaver, UT, A 70 mile "roadir" race exploring Southern Utah's Tushar Mt. range. 10,500+ ft. of climbing! A perfect 50/50% split between pavement and dirt fire-roads and a traverse of some of Utah's highest and most scenic roads., Burke Swindlehurst, [roadir@msn.com](mailto:roadir@msn.com), [tusharcrusher.com](http://tusharcrusher.com)

**July 19-20, 2013 — Wasatch Enduro**, Park City, UT, At the Canyons Resort, European style enduro race, \$12,000 Cash and Prizes, 17 miles, 3,200' of technical descents / 1,300' climbing. Ali Goulet, 801-560-6479, [therealdigshow@gmail.com](mailto:therealdigshow@gmail.com), [bellwasatchenduro.com](http://bellwasatchenduro.com), [endurocupmtb.com](http://endurocupmtb.com)

**July 27, 2013 — The Solitude Cup**, Intermountain Cup, Solitude Resort, UT, ICS #9, Course combines Cruiser (upper) and Serenity (lower) loops, First start at 8:15am., Marek Shon, 801-209-2479, [intermountaincup@gmail.com](mailto:intermountaincup@gmail.com), [intermountaincup.com](http://intermountaincup.com)

**I-Street Jumps to Become Official Bike Park**

The 2013-14 Salt Lake City budget includes almost \$60,000 to make the popular, user-built "I-Street Jumps" area an officially sanctioned terrain park. The city plans to install 4100 feet of fencing, picnic tables, trash bins, and a shaded pavilion area. This will make the jumping area an official part of Salt Lake City's sustainability project going forward, removing the danger of the jumps being declared off-limits by the city. Part of the park is in an area the city plans to build another water storage structure on, which has always been an issue going forward. Citizens have been consistently in favor of making the

area official, both in online forums and in local residents meetings. The city has inserted the line item into the budget, a relatively small item that will yield huge benefits. According to Toni Walbridge of WAFTA, they are "super excited" about the area becoming an officially recognized and will remain involved with development and related fundraising to keep the park evolving into a an ever more popular skills-based facility. The area has been worked on by local riders for years, becoming one of the most popular terrain parks in Utah. Having it officially sanctioned is a major feat for the local riders who have been involved with pushing the plans forward.

-Bruce Ewert

**August 3, 2013 — The Bash at Snowbasin**, Intermountain Cup, Snowbasin, UT, ICS #10, Series finals, an 8.5-mile loop consisting of 90% wide single-track that winds across the lower mountain with about 1,300' of climbing per lap, Marek Shon, 801-209-2479, [intermountaincup@gmail.com](mailto:intermountaincup@gmail.com), [intermountaincup.com](http://intermountaincup.com)

**August 3, 2013 — Snowbird Ultra Hill Climb**, Snowbird, UT, 35th Annual, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry II. 10 miles, 3500. vertical. Or choose the Ultra Hill Climb option. After the road climb, jump on your mountain bike and climb to the summit of Hidden Peak (14 miles total,



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## NUTRITION

## Nutrition Series, Part 2 of 3: Meeting Protein Needs on a Vegetarian Diet

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

In the last issue, we covered the role of protein in athletes' diets as well as recommendations for protein intake for training and competition. But what about those athletes who limit or restrict meats or other animal proteins from their diet? How can they meet their protein requirements? Well, it really is not as hard as you might think (or some glorified and unqualified "nutritionists" might have you believe). Most athletes can, and do, get adequate amounts of protein on a plant-based diet and, assuming the amount and timing of protein intake is appropriate and energy intake is sufficient, athletic performance will not suffer. Read on to find out more about adopting a plant-based diet.

## Types of Vegetarianism

The term "vegetarian" generally denotes an individual who limits or restricts animal products in one form or another from his or her diet. Which animal product(s) and the degree of restriction can be highly variable. Below are some of the more common "types" of vegetarians.

•Lacto-ovo vegetarian: is the most common form of vegetarian. Lacto-ovo vegetarians do not eat beef, pork, poultry, fish, shellfish or animal flesh of any kind, but do eat eggs and dairy products ("lacto" comes from the Latin for milk, and "ovo" for egg).

•Lacto vegetarian: is used to describe a vegetarian who does not eat eggs, but does eat dairy products.

•Ovo vegetarian: refers to those who do not eat meat or dairy products but do eat eggs.

•Pesco or Pescatarian: is not an official term but, is occasionally used to describe those who abstain from eating all meat and animal flesh with the exception of fish.

•Semi-vegetarian or "flexitarian":

is the least strict of the vegetarians, this term is used to describe those who eat a mostly vegetarian diet, but occasionally eat meat.

•Vegan: is the most strict of the vegetarians. They don't eat meat of any kind and also do not eat eggs, dairy products, or processed foods containing these or other animal-derived ingredients such as gelatin. Many vegans also refrain from eating foods that are made using animal products that may not contain animal products in the finished process, such as sugar and some wines. There is some debate as to whether certain foods, such as honey, fit into a vegan diet.

## Reasons to (and not to) become Vegetarian

People choose to follow a vegetarian diet for a number of reasons; however, the two most common are because of moral/ethical beliefs (i.e., animal rights, sustainability) and for the purported health benefits a plant-based diet might provide. Of the two, health benefits are probably the least well-supported by scientific research. While several epidemiological studies have shown an "association" between a vegetarian "lifestyle" and decreased incidence of certain chronic diseases; these types of studies cannot prove causation, rather they can only demonstrate a relationship or a link. There could very well be other mediating factors that are responsible for the "link" or that might be confounding the association. For example, the vegetarian "lifestyle" tends to be healthier overall (i.e., vegetarians are less apt to smoke, more apt to physically active, less likely to be overweight); thus, it is hard to tease out in these studies whether it is the diet or some other aspect of the vegetarian lifestyle that is providing the health benefits. Nonetheless, there is no question that, from an ecological standpoint, a vegetarian diet is infinitely superior.

## Meeting Protein Needs as a Vegetarian Athlete

There is a prevailing misconception that plant sources of protein are

"lower quality" sources of protein compared to animal sources of protein because plant proteins are missing one or more essential amino acid. That is completely untrue! In fact ALL grain and vegetable proteins contain ALL nine essential amino acids. Fruits provide insignificant amounts of protein overall and, so, their amino acid profiles really aren't relevant. And as long as we are myth-busting, it is also not true that you have to combine plant sources of proteins at a meal (or anytime really) in order to receive all the essential amino acids. If all grains and all vegetables contain all nine essential amino acids then there is no need to combine plant proteins. So, where did these misconceptions come from? Well, nutrition scientists have long been interested in examining protein requirements and have derived a number of methods to evaluate proteins for their ability to promote/sustain growth. One of the most popular methods is known as amino acid scoring in which the essential amino acid profile of a food of interest (e.g., a potato) is compared to the essential amino acid profile of a "reference" food (which is typically an egg). So, if you compare the essential amino acid profile of egg protein to a plant protein you will find that there are some essential amino acids that are found in lower amounts in the plant protein compared to the egg protein; thus, it is considered lower quality compared to an egg. (What they don't point out is that, in some plant foods there are higher amounts of certain essential amino acids than in eggs—Go figure!). In any case, such a comparison is misleading and overlooks the point that no one is likely to consume a diet containing only one specific plant food (i.e., potatoes) or one specific animal food (i.e., eggs) for that matter. A nutrient dense-plant based diet containing a wide variety of plant foods and adequate calories to support energy needs will almost always provide sufficient amounts of protein!

## Other Nutrients of Concern for Vegetarian Athletes

There are some micronutrients that are found in significantly greater quantities in animal products and,

thus, they might be absent or limited in the diet of an individual who chooses to follow a plant-based diet, these include iron, zinc, calcium, vitamin B12 and vitamin D. Of greatest concern for the cyclist is iron. Found in significant amounts in only a few foods (and poorly absorbed from plant foods), iron is an integral part of hemoglobin, which is essential for oxygen uptake and transport to the working muscle. Iron also functions in energy production and oxidative metabolism, thus rendering it a key nutrient in athletic performance. Endurance athletes such as cyclists are already at an increased risk of iron deficiency due to prolonged phases of intense exercise, muscular injuries, increased turnover of red blood cells, and increased loss of iron in sweat and urine. Red meats provide the most significant and most bioavailable source of iron; thus, anyone who limits or eliminates meats is at increased risk for iron deficiency and should strive to include iron-rich plant foods in their diet (see examples of protein and iron-rich plant foods below).

## Going Meat Free

Here are some tips for incorporating more plant-based proteins into your diet while maintaining adequate nutrients and energy needs:

•Build meals around plant sources of protein that are naturally low in fat and high in nutrients, such as beans, lentils, and soy products (tofu, tempeh, edamame beans, etc.)

•Try different veggie versions. A variety of vegetarian products look (and may taste) like their non-vegetarian counterparts, but are usually lower in saturated fat and contain no cholesterol. For breakfast, try soy-based sausage patties or links. For dinner, rather than hamburgers, try veggie/black bean burgers or portabella mushrooms, etc.

•Bone up on sources of Calcium and Vitamin D. Sources include fortified cereals, soy products, calcium-fortified orange juice, and dark-green leafy vegetables. Some may choose to use supplements to get their daily need of the bone builders.

•To help meet vitamin E recommendations, choose specific nut and seed choices such as sunflower seeds,

almonds, and hazelnuts.

•Include beans and peas. Due to their high nutrient content, consuming dry beans and peas is recommended for everyone, vegetarians and non-vegetarians alike. Enjoy some beans and rice, a three bean salad, chili, or split pea soup.

•Make some small changes at restaurants. Most restaurants can accommodate vegetarian modifications to menu items by substituting meatless sauces, omitting meat from stir-fries, and adding vegetables or pasta in place of meat.

•Nuts and nut butters make great snacks on salads, or in main dishes. Use nuts to replace meat or poultry, even in sandwiches. Add walnuts or pecans to a green salad instead of cheese or meat.

•Make simple changes from meat products, which can increase vegetable intake and cut saturated fat and cholesterol intake. For example, pasta with marinara or pesto sauce, veggie pizza, vegetable lasagna, tofu-vegetable stir fry, bean burritos, etc. Try veggie/garden burgers, soy hot dogs, marinated tofu or tempeh, and veggie kabobs. Grilled veggies are great, too!

Next issue we will discuss protein supplements. Are they necessary or beneficial? Which type or types are the best? And, are there any potential hazards associated with consuming them?

Katherine Beals, PhD, RD, FACSM, CSSD is an associate professor (clinical) in the Division of Nutrition at the University of Utah. She is a registered dietitian, a certified specialist in sports dietetics and a fellow of the American College of Sports Medicine.

Breanne Nalder, MS recently completed her master's degree in nutrition with an emphasis in sports dietetics at the University of Utah and is a competitive Category 2 cyclist. For personal nutrition coaching, you can reach Breanne at 801-550-0434 or [breannalder@gmail.com](mailto:breannalder@gmail.com).

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**RIDE OF THE MONTH**

**Markagunt Plateau Classic is a Must-Do Ride**



A group of young riders tours the Cedar Breaks Scenic Byway, amid fir, spruce & pine trees. Photo: Wayne Cottrell  
Right: A map of the Skull Valley Classic.

By Wayne Cottrell

The Markagunt Plateau Classic is a 53.2-mile lollipop-shaped loop in southern Utah's high Color Country. The entire route is at high altitude, with a maximum elevation of over 10,000 feet. The ride is best done during the late spring, summer, and early fall months. There are passages through Cedar Breaks National Monument, Dixie National Forest, one National Scenic Byway (Utah's Patchwork Parkway), and two Utah Scenic Byways (Cedar Breaks and Markagunt High Plateau). There are quite a few hills to climb, but the practically nonstop scenery makes this a must-do, cannot-miss ride. Please note that portions of the route may be inaccessible between November and April.

The Markagunt Plateau – Markagunt meaning “highland of trees” in Piute – is an elevated, forested plateau that covers a large area between the I-15 freeway and U.S. Highway 89 in southern Utah. Volcanic activity created the plateau thousands and thousands of years ago; in fact, a lava flow, named the Black Rock Desert, can be seen when looking toward the south from certain vantage points when on the plateau. Mother Nature is at her most dramatic in certain locales on the plateau, creating such remarkable features as Cedar

Breaks, Mammoth Cave, Pink Cliffs, and Black Rock Desert.

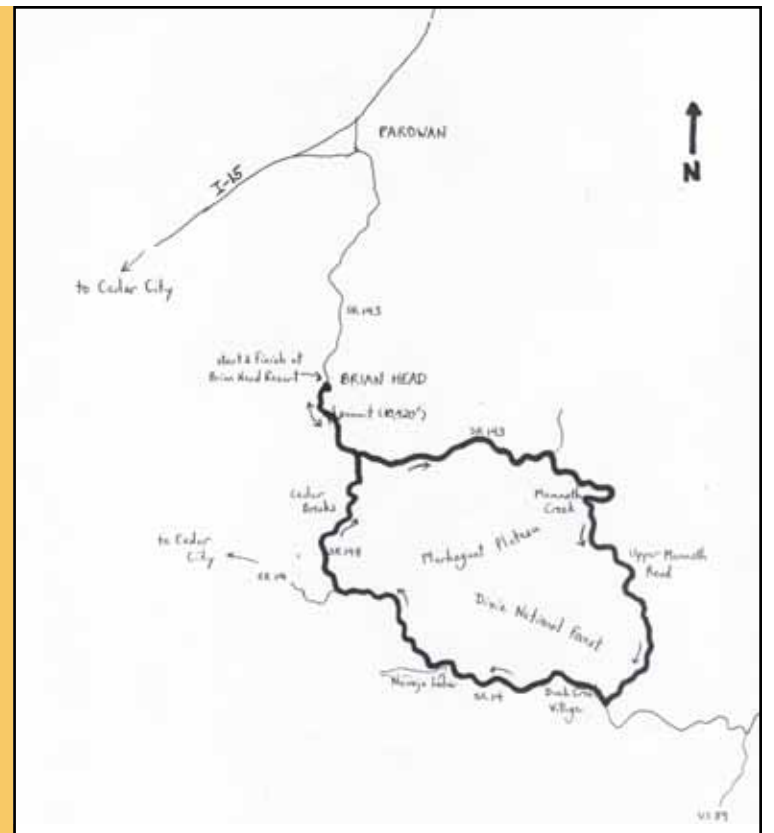
The ride starts and finishes in the town of Brian Head, located at a lofty 9,800 feet (one of the highest in America) in Iron County, in southwestern Utah. The best way to get to Brian Head is to exit I-15 in the city of Parowan, and then head southeast on State Route (SR) 143 – which is Utah's Patchwork Parkway. The climb to Brian Head is strenuous even for a motor vehicle – thankfully, you will not be riding this portion of SR 143. Brian Head is a small resort town named for nearby Brian Head Peak which, at 11,372 feet, is the highest point in southwestern Utah. Mountain biking events are regularly held here during the summer.

Exit the Brian Head Resort (large parking lot) and turn left onto SR 143. The highway climbs steeply as you exit the town and enter Dixie National Forest. At mile 2.65, the highway crests (at 10,420 feet) – catch your breath, and enter Cedar Breaks National Monument. About one mile into the monument, turn left to continue on SR 143 – you will re-enter the monument later on in the ride. You are still on the Brian Head-Panguitch (Patchwork Parkway) Scenic Byway. After a short climb, to mile 4, the highway begins a long descent along the sloping reaches of the Markagunt. The gradient of the highway is 6% along certain segments. In the distance are Mammoth Ridge and the Paunsagunt Plateau, beyond which is Bryce Canyon (which cannot be seen from here). You will also notice the dense trees of Dixie National Forest. You may be able to catch glimpses of ancient lava flows to your right, although they are mostly obscured. There are numerous pastoral settings along the highway, with meadows, small lakes, and a wide variety of trees. After a short climb, at mile 10.5, SR 143 descends into Black Rock Valley. Enter Garfield County, arguably Utah's most scenic, at mile 12.3.

At mile 13.5, turn right onto Upper Mammoth Road. There was no street sign when I rode through here a

few years ago, but the turn is just beyond a “Mammoth Creek” sign. (The sign is at the entry to a campground). Upper Mammoth is a paved U.S. Forest Service road. The road begins with a brisk descent around a few sharp curves. Enter the community of Mammoth Creek at mile 17.7; take note of the intriguing residential architecture. After crossing the “real” Mammoth Creek, begin a nicely shaded 1.8-mile climb – thus begins a series of scenic “climbs through the pines,” eventually taking the rider to a right turn onto SR 14 at mile 28.4.

You are now on the Markagunt High Plateau Scenic Byway, passing through the community of Duck Creek Village, at 8,507 feet elevation. There is a mini-mart here. Begin to climb at mile 30.3, with Duck Creek



babbling on your right. Both sides of the highway are lined with black lava rock through here. At mile 35, look left, between the trees, for glimpses of Navajo Lake. Enter Iron County at mile 37.1; the highway finally crests at mile 38.3, crossing an idyllic meadow, with a dense grove of trees on its perimeter.

Turn right onto SR 148 at mile 41.8; you are now on the Cedar Breaks Scenic Byway. Following about three miles of climbing, the road enters Cedar Breaks National Monument. The Visitors Center is on the left at mile 45.3. Although the Breaks are visible through the trees from the road, a short detour at the Center, to get an unobstructed view, would be worthwhile. Walk out to the scenic view point for a breathtaking vista. The ride out of Cedar Breaks, although hilly and strenuous, is rewarded with spectacular views to the left. Rejoin SR 143 at mile 49.5, as the highway returns to the route's high point, to the south of Brian Head. After reaching the 10,420 foot summit again, at mile 50.6, and re-entering Brian Head, the

highway begins a steep 13% descent into the community. Watch your speed on the descent, and enjoy coasting back into the Brian Head Resort to conclude the ride.

For more rides, see Road Biking Utah (Falcon Guides), written by avid cyclist Wayne Cottrell. Road Biking Utah features descriptions of 40 road bike rides in Utah. The ride lengths range from 14 to 106 miles, and the book's coverage is statewide: from Wendover to Vernal, and from Bear Lake to St. George to Bluff. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery.

Wayne Cottrell is a former Utah resident who conducted extensive research while living here – and even after moving – to develop the content for the book.

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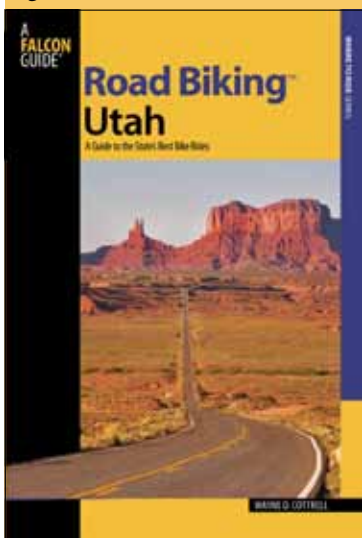
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**MECHANIC'S CORNER**

**Electronic Shifting is Here to Stay**



Above left: Camagnolo's electronic shift lever.  
Above right: Shimano's Dura-Ace Di2.  
Below: Shimano's Dura-Ace Di2 rear derailleur.  
Photos: Ben Melini, Millcreek Bicycles



other unsuccessful attempts at electronic shifting by both Mavic and Sachs. It was not until 2009 that electronic shifting came back to the market. This time the manufacturer was Shimano and their DuraAce Di2 has become a big success with both the pro peloton and the public.

By Tom Jow

Last month I explained some of the details about disc brakes for road bikes, one of the newest technologies for that category. There is another new development for road bikes worth discussing, electronic shifting. These new components have not only been in production for nearly five years, but have been in development for over twenty years.

The first attempt at electronic shifting was a front derailleur designed by Suntour and Browning in 1990. also during the 1990's there were

Campagnolo upped the ante by not only offering electronic with an 11 speed cassette, but also in 3 group sets; Super Record EPS, Record EPS and Athena EPS. Shimano has since begun offering a second electronic group, Ultegra Di2. With each advancement in technology there are two questions: how does it work and why should I buy it?

The electronic shifting systems have all the same components as their mechanical plus two. One of them is a lightweight lithium-ion battery which powers all the components. There are two battery options. External, which can be used with both original equip-

ment manufacturer (o.e.m.) internal wiring and external aftermarket installations or internal for o.e.m. internal wiring. The life of the battery on a full charge is estimated at one-thousand miles or more depending on shifting frequency. The second is a control box that distributes the signals from the shifters to the derailleurs as well as providing a mechanism to access the different operating modes including normal, adjust, battery indicator and diagnostics.

The derailleurs look pretty standard except for the bulbous expansion which houses a small motor and microprocessor. The rear derailleur is really not that special outside of the fact it shifts much quicker and more precisely than a cable operated unit. The front derailleur, however, is special for two reasons. One, the electric motor provides a stronger and faster actuation than a mechanical unit. This, coupled with a stiff chain-ring set allow for faster shifts and the ability to shift under power. The second feature is the capability to sense the position of the chain on the cassette and adjust its position to prevent the chain from rubbing on the derailleur cage, automatically.

The shifters, while looking the same, do not operate just like the standard units. Rather than being shifter levers, they are switches. This is one of the areas where the Shimano and Campagnolo are very different. The Shimano shifters essentially have buttons in place of moving levers. While this design does not offer a very tactile experience, removing the necessity of moving the lever over is a great benefit for riders with small or not very strong hands. Campagnolo on the other hand has chosen to retain a lever switch with a short throw. This feature can provide the rider with a little more positive feedback while shifting. Also, Campagnolo EPS has a multi-shift design that will shift the chain all the way up or down the cassette with one long depression of the switch (DuraAce Di2 2013 now has this feature), something no mechanical shifter can do.

It is pretty clear that electronic shifting systems have many advantages over mechanical systems. As with all new technology, it takes time to work the bugs out of the system and then to gain acceptance. The price then needs to come to a level where a larger number of users can afford it. The first two hurdles have been cleared as shown by the widespread use of Campagnolo EPS and Shimano Di2 not just in the pro peloton, but also by high end cyclists every where. The introduction of both Athena EPS and Ultegra Di2 shows that the price is coming closer to the recreational market. Electronic shifting is here to stay, this time.

- Pros:
- Quicker, more precise shifting
  - Can shift under power
  - Readjustments are not necessary
  - Reduced or zero lever throw (great for small hands)
  - No front derailleur chain rub
  - Multiple shifts are easier
  - System firmware can be upgraded.

- Cons:
- Slightly heavier
  - Battery needs to be charged occasionally
  - Increased cost over mechanical
  - Firmware updates require PC

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

**ROAD RACING**

**Frye, Young Take State Championships at Sanpete**



The Pro-1-2 men's start. Photo: Eric Thompson

By Ryan Barrett

Alison Frye (Ski Utah-Marketstar) and Alex Pristash (LaGrange-Michelob) took out the Women's Pro 1-3 and Men's Pro 1-2 wins at the Utah State Road Race Championships on June 22. As Pristash, from Las Vegas, is not a Utah resident, the men's title goes to Bryce Young of Canyon Bicycles.

After several years on the Little Mountain course outside of Logan, the championships were moved to the Sanpete Road Race course beginning and finishing in Spring City. Competitors were blessed with a beautiful and temperate day as the women completed a 72 mile loop, while the men went for 98.

The action came early in the men's race with Aaron Olsen (FFKR) and Will Hanson (Ski Utah-Marketstar) making the early move. These two quickly forged a gap of over 3 minutes, but this was as much time as they were able to gain and they were caught shortly after the half-way point. Much attacking occurred within the crosswinds leading up to the finale, but no one was able to maintain an advantage. On the final climb, the group did splinter, but nearly came together for the final sprint. At the line, it was Pristash, followed by Young and Taylor Fletcher (Cole Sport).

The women's event also saw very aggressive riding, splitting up more than the men's field. Frye was able to take a solo win about 20 seconds ahead of what remained of the field. The group sprint was for 2nd was taken out by Tiffany Pezzulo (Primal Pro), followed by Laura Howat (Ski Utah-Marketstar) in 3rd.

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**RECYCLING**

Labels in cartoon: OLD HI-RISE ("APE-HANGER") HANDLEBARS, RECYCLED APPAREL, OLD FUJI FRAME, BUNGEE CORD + MILK CRATE, SCHWINN FRONT FORK, HYBRID TIRE, ALUMINUM RIM, ASSORTED GEARS + PEDALS, STEEL RIM, MOUNTAIN-BIKE TIRE, A. SINGER



**MOUNTAIN BIKE TOURING**

**Colorado Trail from Durango to Denver - Ride it or Race it**

By Adam Lisonbee

40 years ago, Bill Lucas had an idea. He wanted to develop a trail system that connected the vast mountainous terrain between Denver and Durango—a trail that would be accessible to people of all abilities and ambitions, day-hiker and through-hiker alike. The concept that would become the Colorado Trail was born.

“Perhaps the true genesis of The Trail,” Bill wrote in 2004, “can be traced back to the Roundup Riders, a group of business and professional men who in the 1940s decided they wanted to see the Rocky Mountains from horseback.” Bill, a long time Forester, worked with the Roundup Riders, and the Colorado Mountain Club, who had cultivated the idea of a “Rocky Mountain Trail” in Colorado.

The trail “was conceived by the Mountain Club and Roundup Riders,” Bill explained, “and the opportunity to bring it to reality was what occurred to me.”

Now, in its 40th year, the Colorado Trail has become an icon of outdoor adventure, beauty, and exploration. Hikers, horsemen, trail runners, mountain bikers, day-trippers, and tourists all enjoy the Colorado Trail,



in its entirety or just one segment at a time. It travels through the Rockies’ wide array of topographic excess. It is a most appropriate representation, and facilitator, of the energetic spirit of the American West.

A relatively recent manifestation of that spirit is the Colorado Trail Race (CTR)—an unsupported, self-navigated, mountain bike race that covers the entire Colorado Trail. (Wilderness detours are required occasionally for mountain bikes.) In all, the race covers nearly 500 miles, and requires riders to climb more than 70,000 vertical feet. Riders must push bikes loaded with gear over mountain passes that scrape altitudes

of up to 13,200 feet.

Since its inception in 2007, the CTR has grown in popularity. In 2012, more than 60 riders lined up at the trailhead in Denver, with high hopes of finishing days later in Durango. The current record, established in 2012 by Coloradan and CTR veteran Jefe Branham, stands at a remarkable three days, 23 hours, 38 minutes. Jefe is the first CT through-rider to finish under four days.

The rules for the race are simple: “Race from Durango to Denver, self-supported, under only your own power, along the entire CTR route; No pre-arranged support, with the exception of mail-drops to a post



Left: Some of the views you will see on the Colorado Trail. Above: Sonya Looney riding with bikepacking gear on the Colorado Trail near Bailey, CO. Photos: Jeff Kerkove, [www.ergon-bike.com](http://www.ergon-bike.com)

office and only a post office; Don’t break the law.”

The 2013 CTR is scheduled to start on July 21. The race will begin in Durango and travel northeast to Denver. Riders, including Adam Lisonbee, Ty Hopkins, and a few others from Utah, will carry sleeping bags, bivy sacks, food, water treatment gear, bike repair tools, rain suits, lights, and any other needed odds and ends. Outside of the 2,700 mile Tour Divide, the CTR is the longest self-supported bikepacking race in the United States.

As more and more people rediscover the joy of being in the mountains, the spirit of adventure and discovery that pushed men westward is

still inspiring people to spend time in the high country. The Colorado Trail, and the people who use it, are living examples of that explorative instinct.

Today, the Colorado Trail is kept up by the Colorado Trail Foundation. The CTF relies on donations, sales of guidebooks, and volunteers to ensure that the trail remains open.

For more information about the Colorado Trail, visit [coloradotrail.org](http://coloradotrail.org). To read about the Colorado Trail Race, see [climbingdreams.net/ctr](http://climbingdreams.net/ctr). To follow the 2013 CTR in real time, visit [trackleaders.com](http://trackleaders.com).

Editor’s Note: We will have a race report on Adam and Ty’s adventure later this year.

**COMMUTING**

**Salt Lake City Bike Share Takes Off**



Two Salt Laker’s using Greenbikes on 400 S. Photo: Dave Iltis

By Bruce Ewert

Over ten thousand trips in only 70 days. That is an impressively fast uptake for the new GREENbike Bike Share program here in Salt Lake City. But the quote of the day regarding the nascent bike sharing program has

to be this one from the comments on a Salt Lake Tribune article: “I was waiting to cross Main St. last week when a tourist rode up on a [GREENbike], pointed to the Temple and asked what that building was. She had a bike first.” Bike share has come to Salt Lake City and it looks like it’s here to stay.

According to Director Ben Bolte, as of June 24th (the program began on April 8th) there have been over 10,000 trips made with no flat tires, no bikes stolen and no accidents. The most popular station is the Key Bank station on Main St., but several others are right behind it:

- Checkouts (Cumulative)
- Key Bank 1364
- Rocky Mtn. 1313
- Tour of Utah 1205
- Squatters 1160
- Harmons 1059

- Returns (Cumulative)
- Tour of Utah 1283
- Key Bank 1256
- Rocky Mtn. 1234
- Squatters 1136
- Exchange 1055

There are already 237 annual members and more than 2494 daily users, well over 5000 users total. With over ten thousand trips already Salt Lake compares very favorably to Boulder’s program, which recorded over 17,000 trips in its first full year of operation.

Bolte has mapped out another 30 potential bike share stations downtown. SLC’s GREENbikeSHARE program has been so successful thus far that enough funding has been secured in 2014 to add an additional six stations in addition to the two new stations and existing expansions taking place this August. The majority of the funding is coming through private sponsorships with the City’s Redevelopment Agency and Transportation Division covering a significant portion of the infrastructure expenses. The 2013-14 pro-



Irv and Elisa Delgado out on a Greenbike date night in Memory Grove. Photo: Dave Iltis

posed Salt Lake City budget allocates almost \$250,000 to develop the bike share program through the RDA fund.

With the Clean Air Challenge coming up in July the GREENbike program will make it even easier to leave the car parked for short trips around downtown. The bikes have front handlebar baskets to haul grocery-bag size items, and the rental

fee includes a stylish green helmet for safety. It is incredibly easy to use a GREENbike, just grab, go and drop off at your destination station.

For more information on how to access and use GREENbikes see [greenbikeslc.org](http://greenbikeslc.org). Take a GREENbike out yourself the next time you are traveling around in downtown Salt Lake City.

**Pick up a copy of cycling utah at your favorite bike shop!**

## TOURING

**Missouri Gem: The Katy Trail**

Above: Heading out for another day, along the Mississippi just south of Louisiana, MO. Janet Lang, Don and Eve Hales.

Below: A typical section of the trail.

Above right: Janet petting a mule on the Katy Trail near Clinton, MO.

Below right: On a paved road near Monroe City, Missouri.

**By Dean Lang**

The Katy trail is a 237 mile bike/ped trail in Missouri. On the east side, the trail starts in a place called Machens, MO which is located a few miles from the Illinois border, about 20 miles northwest of St. Louis. The west end of the trail finishes in a parking lot near the town of Clinton, MO that is about 75 miles northeast of Kansas City. The Katy passes through, or near, about 30 delightful small communities and a few larger ones, mostly following the Missouri River. Our group started near my cousin's home at Black Walnut, just a few miles from Machens.

For years I had heard about the Katy Trail from friends in the cycling community and extended family. Even though I have no memories of living there, I was born in St. Charles, Missouri, pretty close to where the east side of the Katy starts and where the majority of my family still reside. I decided it was time to ride the Katy, so my wife Janet and I were joined by our good friends Eve & Don Hales on our travel trailer supported adventure.

Before cycling the Katy, we

decided to combine other cycling and personal interests, including visiting our Alma mater, Western Illinois University. We camped in nearby Nauvoo, Ill. at a state park, and enjoyed cycling along the banks of the Mississippi. After Nauvoo, Eve and Don attended Eve's high school class reunion activities in Springfield, Ill., and Janet and I cycled the back roads as we camped at yet another Illinois State Park. We also wanted to visit Hannibal, Missouri and then cycle down the Great Mississippi River trail. So it was a very well blended bike trip. We also cycled many of Missouri's back roads on our way to the Katy trailhead. Quite memorable was a ride along the Great Mississippi River road from Louisiana, Missouri to the trailhead at Black Walnut. Now it was time to finally grind our tires in the gravel of the Katy.

**Katy Trail History:**

The official name for the Katy Trail is the MKT trail. "MKT" is derived from the rail system that served Missouri, Kansas, and Texas. However, the stock market symbol was simply KT, hence the KATY moniker which remains to this day.

The MKT was established in 1870 and was the first railroad to enter Texas from the north, and interestingly, the town of Katy, TX, near the end of the line, takes its name from this old railroad system.

Like so many railroads, the MKT came upon hard times and was merged into any number of other railroads, ultimately ending up owned by the Union Pacific. Of possible interest to Utahans; in 1984 some of MKT's last functioning engines were used locomotives that were purchased from our very own Kennecott Copper Corporation. Certain legs of the old MKT are still in use, but the complete Missouri portion has been converted into the Katy Trail State Park, primarily a rails-to-trails hiking and cycling path.

Researching the historical weather conditions, I decided that the month of October would probably be the best time of the year for the experience. The temperatures are quite favorable then, and the fall colors generally peak in October. Additionally, October is one of the dryer months. If you've ever spent time in the Midwest, you know all about rain (and mosquitoes)! If you have a choice, usually the wind comes out of the west, so a west to east crossing might be a bit easier. For us, the wind presented no problems.

**Timing is everything:**

I haven't explained that Don and I were sharing trailer pulling duties, and because it was my time to drive, I really got lucky that first day out. Janet, Eve, and Don headed out on the trail from Black Walnut to a slightly overcast sky while I saw to some chores with the RV and made a food run, etc. As I finally headed for Augusta, our first planned overnight stop, the sky opened up and I just knew my three compadres were getting soaked. When I finally arrived in Augusta, I found 3 very wet and cold individuals with muddy "skunk tails" up their backs. They cleaned up, dinner was prepared, and everyone crashed. Tomorrow would be my turn to ride. Fortunately, none of us rode in the rain again on the trip.

**Lodging and food:**

Most days Don or I would drive our RV ahead about half the distance to our planned stop for the night. We would wait for the 2 or 3 others, then have lunch, switch drivers and bicycle on from there. Sometimes we would double back. In general, there was very little that each of us did not experience riding the trail, and most days we covered about 50-60 miles. There seemed to be limited lodging, most of the towns were too small to support lodging facilities, and those that did seemed to usually book well in advance. Having our RV was, for us, a great way to experience the trail. Having a tent would also work out fine, but don't expect to find lodg-



ing at the last minute. Even though it was a gray area, we "camped" in the trailhead parking lots most nights, and were usually the only ones there. Being this late in the year, there was no problem with that. We asked locals if it was a problem, and without exception they said, "no problem." They seemed happy to have us.

One place where we utilized commercial lodging was in Hermann, MO. Don and Eve secured a room and Janet and I stayed in a Hermann City RV park. It was pretty rainy and cool the two days we were there, so it worked out well. I can highly recommend spending some time in this historical little "German" town. It offered good food, a beautiful winery, and local entertainment including a great historical museum. It looked just like so many of the German towns I have visited, and a lot less expensive.

To be clear, if you plan on jumping on the Katy Trail and wish to secure a hotel, motel or B&B on

not hard pavement, but is very well maintained, packed crushed limestone. The shoulders and adjoining vegetation are also well maintained. The frequent trail heads are full of local information, trail maps, and are very clean. The abundant farms and hamlets along the way are quite picturesque. Most of the trail heads are spaced at about 10 mile intervals, some with water, some without.

A frequent question about the trail is "what width tires should one use, and will a road bike be okay for the trail?" Janet and I road "32's" and I thought that was about perfect. 28's or even 25's would probably work, but narrower than that might be a problem, or at least take some enjoyment from the experience. After all, you want to see the scenery, not have to be searching for every little rut in the trail to keep yourself upright. Don and Eve rode mountain bikes, and of course, had no problems at all. I rode my Long Haul Trucker (touring bike), and Janet rode her hybrid.



the fly, without reservations, you may have a problem. If you use a tent or RV then you should be okay. While we didn't see many dedicated RV - camping facilities, there were sufficient spots to park or tent overnight. I like to go and do things as the spirit moves me. Forcing me to be at a certain place at a certain time (so I will have lodging) isn't my idea of maximizing the experience.

While securing lodging can be difficult on the Katy, finding great food is no problem at all. We found plentiful friendly bars and restaurants along the trail, even where no towns existed. In terms of locating food, there should be no need to pack more than a few snacks. The larger towns and many of the smaller ones also had grocery stores, pastry shops or convenience stores.

**The Trail:**

Frankly, I was blown away by the quality of the trail. Yes, it is

If you can outfit your road bike with larger than 25's, I would do that. There are no hills to speak of.

**The Katy Experience:**

A huge majority of the trail is tree lined. In some cases the trees form a "tunnel." The sun is often hidden behind the trees, and they help keep the wind at bay, providing an aura of silence and serenity. Several miles of the trail follow the Missouri River and there are numerous historical markers providing details of the Lewis and Clark Expedition, or some Daniel Boone history, etc. There are many small rivers and streams where the old railroad bridges have been converted for trail use. In some of the more appropriate locations, benches have been provided. If you are into bird watching, you should also enjoy the Katy Trail experience. I'm not an avid bird watcher, but I surely

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Continued next page

**TOUR OF UTAH**

**Ten Ways to Enjoy the Tour of Utah this August**

By Bill Cutting

The 2013 Larry H. Miller Tour of Utah represents the ninth edition of an event that began in 2004 as a regional, primarily amateur bike race. Today, the Tour of Utah has the distinction of being one of only four internationally-sanctioned, multi-stage, American pro cycling events. It attracts a worldwide base of sponsor-partners and viewers, thanks to 18 hours of live television coverage via the FOX Sports Network, along continuous, real-time streaming video that reaches every part of the globe. Best of all, the Tour of Utah is a family-friendly, action packed and invigorating way to spend a summer afternoon.

Having said that, let's not forget that, as Utahans, we have the privilege of being able to experience this remarkable sporting event from beginning to end, in our own backyard. And that backyard happens to be one of the most perfectly magnificent places to ride a bike that exists on the earth. With that in mind, we've compiled a list of the ten best ways for a local to experience—and enjoy—the Larry H. Miller Tour of Utah (August 5-11). Make no mistake: if your plan is to belly up to one or more of the barriers and enjoy the race in the way that most choose, you'll have a great time. But choosing one or more of the options in this list could just earn you the status of a true-blue tifosi.

**1.VIP Hospitality Pass:** A new spin on watching a pro bicycle race is from a start and/or finish line hospitality tent. Be your own VIP and purchase a ticket for one day, or all six. This race experience includes gourmet food, assorted beverages, flat screen TVs to watch the race via Tour Tracker® powered by Adobe right next to the finish line area,

along with hundreds of like-minded fans. [www.tourofutah.com/2013/tour-experiences](http://www.tourofutah.com/2013/tour-experiences)

**2.Volunteer:** Join the Tour – there are 1,000 volunteer positions needed to make this UCI 2.1-rated stage race a success. No experience is necessary, just a willingness to assist and enjoy the race. Go online, select one or more days and find the perfect spot to be part of the action. [www.tourofutah.com/2013/volunteer](http://www.tourofutah.com/2013/volunteer).

**3.Team Presentation – Utah Shakespeare Festival:** The popular Team Presentation Ceremony will take place on August 5 in the world-renowned Adams Theatre on the campus of Southern Utah University in Cedar City. This open-air structure is patterned after drawings and research of sixteenth century Tudor stages. Take photos of your favorite riders and enjoy the introductions and interviews with all the top athletes from sixteen pro teams. Follow it up with a ticket to the VIP Reception or enjoy a performance of Love's Labour's Lost, at the Utah Shakespeare Festival. <http://www.bard.org>

**4.Southern Utah Cycling Adventure:** Make it a holiday – enjoy the pro race and the beautiful scenery of southern Utah from your own bicycle. Register for this 5-day, 4-night, 3-National Parks guided Jemison Cycling Tour for Larry H. Miller Tour of Utah – Southern Utah Cycling Adventure: a once-in-a-lifetime experience! [www.tourofutah.com/2013/tour-experiences](http://www.tourofutah.com/2013/tour-experiences)

**5.Up Close and Personal Viewing Experiences:** Reservoir Park is an incomparable viewing area for Stage 4 (Aug. 9) in Salt Lake City. City Weekly is hosting a Party in the Park, where you can see the peloton rip by

five times for the late-day circuit race (5:30 p.m. to 7 p.m.). The following day, park yourself at the Swamp Lot (Wasatch Blvd. between Big and Little Cottonwood Canyons) for a similar viewing opportunity, hosted by MediaOne from about 1:30 p.m. until 4:30 p.m.

**6.Escalante Beer Garden:** A great viewing area for Stage 2 (Aug. 7) will be the Beer Garden in this unbelievably scenic town on Highway 12. It's an easy drive south of Torrey (race finish that day), and surrounded by great places to hike and bike. Grab a brew and enjoy the view. Times and location TBD.

**7.Tour de France Viewing Party:** Get in gear - prep for a great Tour of Utah by attending the Tour de France Viewing Party on Thursday, July 18, Miller Megaplex Theaters in the Gateway. It's free from 6 a.m. to 9 a.m. to watch Stage 18 live on a big screen. It's the epic climbing day that features a double ascent of Alpe d'Huez! Join us for Sunrise with the Tour and prize giveaways all morning, hosted by the Larry H. Miller Tour of Utah. You'll see some of the teams that will race in Utah.

**8.Sign Up for the Tour Newsletter:** Tour organizers want to make this the best race and rolling festival to date, so we keep adding fun activities for the whole family. Sign up for our newsletter, follow us on Facebook, Twitter, Vimeo, Pinterest and our web site for all the updates! [www.tourofutah.com](http://www.tourofutah.com)

**9.Autograph Alley:** The best place to get an autograph or a close-up photo of your favorite rider is at the KJZZ Autograph Alley! For an hour prior to each stage start, each professional cyclist will walk along the KJZZ Autograph Alley to sign

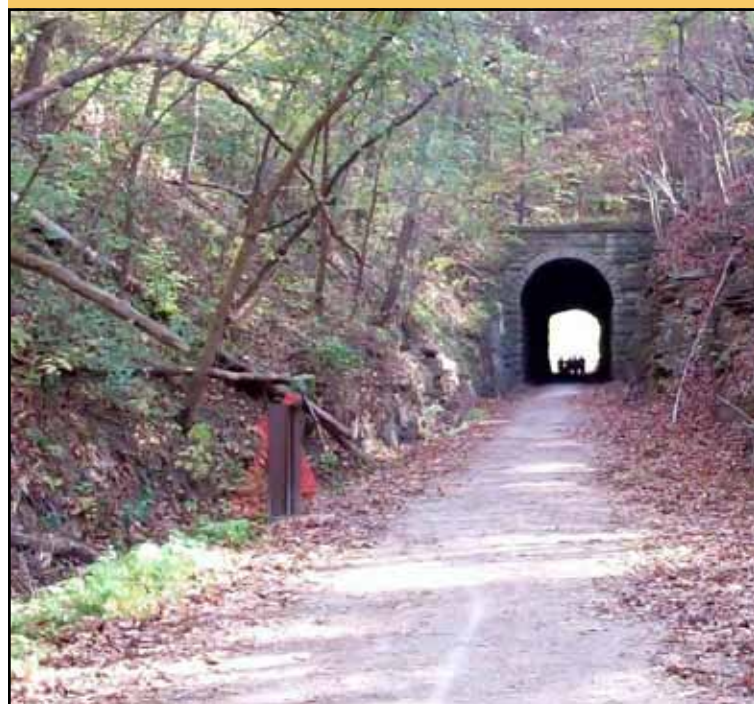


Above: A great way to spend the day during stage 6 is to hang out, cheer the racers, bar-b-que, and watch the craziness at Tanner's Flat in Little Cottonwood Canyon. Photo: Dave Iltis

in for the race and talk with the race announcer. Free and fun for all ages.

**10.Tour Tracker®** Powered by Adobe®: download this incredible application to your mobile device to get comprehensive live coverage of all six stages, including broad-

cast video, real-time GPS location, speed, slope and elevation data, and social media feeds. Check out Tour Tracker® powered by Adobe® at the Tour web site. And don't forget, you can still link to our real-time coverage, start to finish, from our website. [www.tourofutah.com](http://www.tourofutah.com).



Right: On the Katy Trail along Missouri River. Above: On the Katy Trail at Rocheport, MO.

did enjoy the songs and spectacular visions of hawks and eagles in flight.

In general the trail was uncrowded. We often would ride all day and only see a handful of other riders. On weekends and near larger cities there were generally more people on the trail; families with children, walking or cycling, day hikers and weekend riders, but usually, only a few miles

out it was unusual to see many other people. On occasion we saw day hikers, but no back packers. Near the town of Tebbets we ran across a group of perhaps 100, mostly young people, walking, carrying banners and playing bag pipes, participating in a religious pilgrimage. Some days later we also encountered a group of mule riders. We stopped to visit and



chat and enjoyed scratching behind the ears of their large pets. I suspect in previous months we may have met some touring cyclists, participating in the Adventure Cycling Louis and Clark trail which ends in Seaside, OR. It was apparently too late in the season for that, at least any headed in our direction.

As you advance along the trail you can understand why Missouri is considered the gateway to the west. Nearing the Kansas border, the geog-

raphy and the trail change dramatically. The trees disappear and the land flattens out. There is no doubt that you have arrived onto the turf of the great planes. For us, it was a fitting place to end our adventure and head on back to our homes in the mountains. It was a wonderful experience, I'd suggest you give it a try. Next tour, the Natchez Trace.

For more information go to [bikekatytrail.com](http://bikekatytrail.com)

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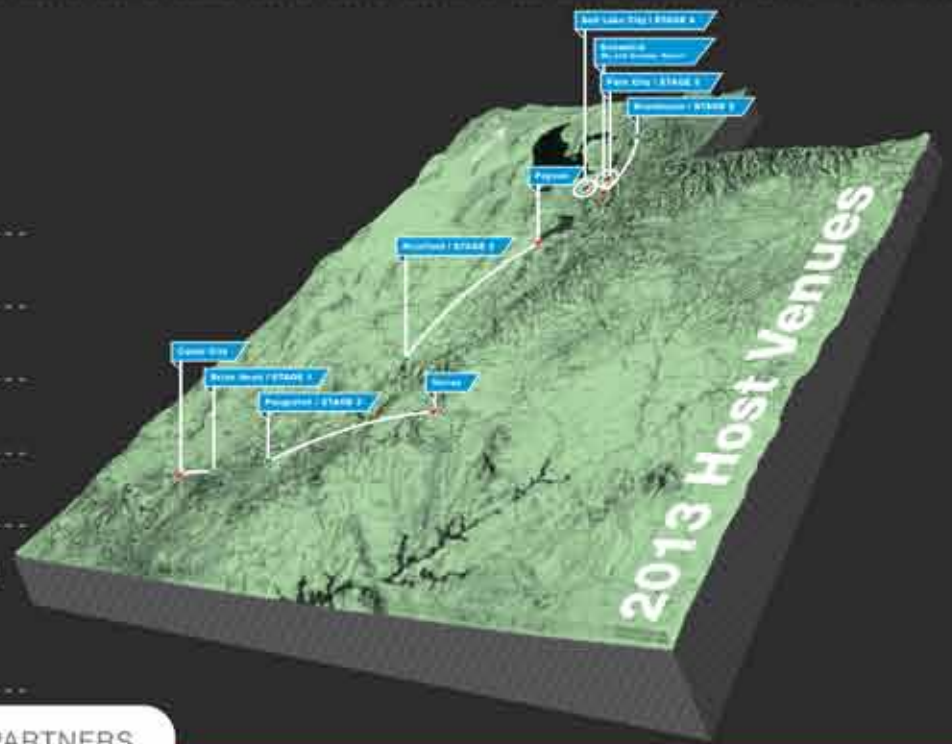
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Stage 1	Aug 6th	Brian Head to Cedar City
Stage 2	Aug 7th	Panguitch to Torrey
Stage 3	Aug 8th	Richfield to Payson
Stage 4	Aug 9th	Salt Lake City (Circuit Race)
Stage 5	Aug 10th	Snowbasin Resort to Snowbird Ski and Summer Resort
Stage 6	Aug 11th	Park City to Park City



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