

VOLUME 22 NUMBER 5

FREE

JULY 2014

CYCLING MAGAZINE
WEST MOUNTAIN

cycling utah

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MOUNTAIN BIKE
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SPEAKING OF SPOKES

A Cycling Culture: Utah versus The World

By David Ward

Maybe I am a little defensive here. So be it. But to hear some tell it, the rest of the world, or at least Europe and Asia, are cycling meccas. You hear stories from those who have been to Amsterdam, Paris and other areas about how cycling is part of the culture, part of an everyday lifestyle. Well, that is all just a little, or rather a lot, overblown. And I often get tired of hearing it.

I just returned from a trip to eastern Europe where we spent time in Serbia, Macedonia and Greece. In Belgrade, where my daughter, Jessica, lives and works, it was quite

a rare sight to even see a bicycle. We drove to Skopje, the capital of Macedonia, and I don't even recall seeing a bike. From there we drove to Delphi and Athens. Ix-nay on the sighting of any cyclists.

Of course, Delphi is perched on the slopes of a mountain, and you would have to be a real mountain goat to do much cycling there. But the winding road up to Delphi would be a great climbing ride. And Athens? Well, you would be risking a lot to ride regularly in that traffic. I felt at risk just driving in it, though in truth it was really rather fun.

We drove over 1600 miles on our trip, probably close to half of it off freeways. Sightings of cyclists

were rare enough that we usually remarked on it, and they were fewer than I see on a daily basis right here in Salt Lake City.

Indeed, and thanks in part to the fact that Jessica works for the Foreign Service and thus has lived at diverse locations of the world, we have been able to visit several foreign countries. And honestly, it seems to me there are more cyclists in the Salt Lake Valley than in most of the places I have visited. There are exceptions, of course. Amsterdam seemed to be everything we hear it to be, and my day of riding in Amsterdam was a real treat. (See my article, "Amsterdam Has Me Thinking" in the Fall-Winter 2009 issue of Cycling Utah. <http://www.cyclingutah.com/oct/Fall-Winter-2009counter.html>) Paris, and to a lesser extent, Vienna, also had a visible number of cyclists.

In Belgrade, though, cyclists were rare. I participated in a city tour with iBikeBelgrade. Actually, it was a tour of the part of the city known as New Belgrade, developed from a swampy area by Tito's government in the years following World War II. I found out from Milo, our guide, that an organized ride and rally to promote cycling had been held just the week before (while we were in Greece). Milo told me that Belgrade was not so great for cycling, but activists were trying to make it better. It sounded much like Salt Lake, though cycling and cycling activism is clearly far more developed here.

In addition to Amsterdam, I have biked in Dhaka (Bangladesh), Kathmandu (Nepal), Vienna, Quebec, Madrid, and the Alps and Pyrenees in France. I have also had the opportunity to visit, in addition to the countries already referred to, India, China, Ireland, England, Austria, Slovakia, Czech Republic, Slovenia, Singapore, Italy, Belgium and Germany. Wow! Just listing them takes my breath away. Friends call us world travelers, but in truth the majority of these countries were visited in connection with trips taken when we have gone to visit our daughter.

In all these countries, including India and China, cyclists are a clear minority, both recreationally and as commuters. Even in the Pyrenees and Alps, unless a major race is in progress, there are not that many cyclists on the roads. Those that were there were tourists riding the famous climbs of the Tour de France.

As I consider what I have seen and experienced in these diverse places of the world, I begin to feel a sense of pride and accomplishment for where cycling is here in the Salt Lake Valley and throughout the Intermountain area. I have watched over the years the progress that has been made in cycling by activists and promoters. The difference between where cycling was when I became a serious cyclist 30 years ago and where it is now is monumental. I applaud those who have been involved in bringing this progress about.

Still, there is progress to be made. There is substantial debate about how cycling numbers can be increased. Some argue for more infra-structure, some for higher gas taxes, and others for various other efforts, taxes and programs. We all recognize that higher numbers will result in more accommodation of cyclists.

However, my personal observation from our international travel is that motor vehicles will always be the preferred form of transportation for the vast majority of people when they can afford it. After that,



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Cover Photo: Two riders on the beautiful roads of the Bear Lake National Wildlife Refuge during the Tour de Cure on June 14, 2014. Photo by Dave Iltis

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TOUR OF UTAH

2014 Tour of Utah Preview and Guide



Will Tom Danielson repeat in this year's Tour of Utah? He won the 2013 edition with a stellar climb up Empire Pass. Photo: Dave Ittis

By Jared Eborn

10th Anniversary Edition to Run from August 4-10, 2014

Well, what do you know, the Larry H. Miller Tour of Utah is all grown up.

What began as a local stage race centered around Thanksgiving Point in Lehi is now entering its tenth year and is undeniably a part of the American and international cycling fabric.

But that growth didn't come without a few pains along the way.

From a local race featuring almost exclusively local racers to an international field featuring Grand Tour

winners, the Tour of Utah – especially after it was acquired by the Larry H. Miller sports properties - saw its future secured by a strategically slow growth pattern. It is, event organizers say, a move that has not only helped the race survive, but thrive as it has developed into “America’s Toughest Stage Race” with courses that thrill the eyes as much as they strain the legs.

The 2014 version of the Tour of Utah is a celebration of the race’s coming of age. Starting in Cedar City on August 4, the Tour of Utah will cross Southern Utah’s red rock landscape before heading north to traverse the Wasatch Front’s classic canyons and valleys.

Along the way, a few hundred

thousand spectators will cheer the peloton along as they race for the glory to be found at each finish line as well as in Park City when the race concludes on August 10.

“The 2014 Tour of Utah features an outstanding field of teams with international star power and strong domestic riders,” said Steve Miller, president of Miller Sports Properties which organizes the Tour of Utah. “Spectators should be very excited to witness the tremendous talent of these riders as they compete for seven days over the byways and mountaintops of Utah. The challenging route, beautiful scenery and a field of world-class cyclists add up to a highly-anticipated 10th edition of the Tour of Utah.”

As one would expect as something ages, it gets bigger – better, even.

For 2014, the Tour of Utah has sprouted in two ways. A seventh stage was added to the race and the race is crossing the state border for the first time with a trip to Evanston, Wyoming.

“The Tour of Utah will achieve multiple first-time superlatives in the 10th edition of the race,” Miller said. “For the first time, the race has been expanded to seven days. We will surpass the milestones of 750 miles and 57,000 feet of climbing. We have expanded the route beyond Utah’s borders. However, the iconic red rock scenery, national forests and mountain passes remain as the foundation of an awe-inspiring course for our spectators and cyclists to experience.”

Partners from inside the state and across the country have joined



forces with Larry H. Miller Sports Properties to help ensure the race’s long term success. The Utah Sports Commission has provided critical funding and marketing support to assist in the Tour of Utah’s growth.

“This event continues to raise the bar as America’s Toughest Stage Race,” said Jeff Robbins, president and CEO of the Utah Sports Commission. “With stage three returning to Miller Motorsports Park, one of Utah’s many world-class venues will be highlighted and showcased around the world.”

But a moderate approach to growing the Tour of Utah does not mean the race is cutting corners. Rather, the Tour of Utah has spread its wings by design. After the Larry H. Miller companies acquired the race, a hub-and-spokes approach to implemented. This created a central headquarters for the race with individual stages radiating (for the most part) from the Salt Lake City hub. This allowed the race to minimize operating expenses by not requiring massive transfers of equipment, personnel, teams and other infrastructure.

But as the race matured, so did the

operating plans and budget. In 2013, the Tour of Utah migrated south for a pair of stages. Those stages remain in 2014 with some modification but this year’s race is taking its show on the road to new extents with the added seventh stage and a Stage 5 start in Evanston that carries the peloton over the Bald Mountain Summit in the Uinta Mountains.

Also part of the race’s growth is the addition of the Tour of Utah Women’s Edition to be held in conjunction with Stage 3 on August 6 at Miller Motorsports Park.

The Larry H. Miller Tour of Utah may be a mature, internationally respected event. But that does not mean the organization is satisfied. With a legacy to maintain, the event hopes to grow in future years with additional stages, more venues and partnerships with other American stage races to create an even stronger professional cycling calendar in the western hemisphere.

Look for the Tour of Utah Guide in this issue - See Page 18 for Teams, Route Preview, and Where to Watch

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COMMUTING

Electric Bikes: Will They Become the Future of American Bike Transportation?

Heather Khader commutes with her kids on a Yuba eMundo cargo bike. Photo: Karim Khader.

By Lou Melini

The commuter column has now been published for 10 years. I will start the next decade with what could be the next revolution in bicycle transport – Electric bicycles (e-Bikes). To help with this column I will be profiling two users of e-Bikes, Heather Khader and Elicia Cárdenas.

Cycling Utah: Heather, discuss a little about yourself and how you came to bike commute on an e-Bike.

was focusing on public transportation to get to work but became frustrated by the cost. I'm not physically competitive or athletic. I really enjoy biking as I'm much more in tune with the world around me and it keeps me healthier. I enjoy the journey and appreciate a form of exercise that has more than one purpose. Biking gets me where I need to go and fulfills my fitness needs. It's win-win for me.

I started commuting to work very occasionally early last spring after purchasing a hybrid bicycle. Prior to that, I owned an older, neglected mountain bike that actually never



Elicia Cárdenas commutes on a Specialized Turbo E-bike. Photo: Courtesy Elicia Cárdenas.

Heather: I'm a married mom of two wonderful girls ages 5 and 2 1/2. I feel pretty strongly about minimizing my environmental impact and doing my part to improve the air. I

made it to a mountain. Last fall my schedule changed a bit when I went from a full-time management position at St. Mark's hospital to a prn/per diem dietitian. This freed up a

lot of my time to be with my kiddos. I really got motivated to find an environmentally friendly way to go on our adventures.

We tried a Burley child trailer that we utilized with our regular bikes but it always made me nervous. I felt like the girls were too far away from me and not very visible to drivers. They started sneaking their hands out of the cover and playing with the bike and trailer wheels and my 5 year-old didn't fit so well. I started my search for something different.

My husband chose the Pedego City Commuter because it was the best fit for him. It's a cruiser-type bike with a rack area, lights, and disc brakes. The classic bike frame and seat are a bit large for me so I have a hard time staying in the seat. This prevents me from riding it much and I think my hubby is okay with that

when issues have come up.

C.U.: It sounds like the e-bikes have helped expand your bike commuting. How do the kids like the bike?

Heather: My older daughter loves the bike in all kinds of weather and prefers to commute by cargo bike. The younger daughter is a fair weather biker and initially didn't like the bumps and the wind. We've found her enough warm gear and she's been enjoying it more as she ages. They both are a lot happier on the bike when the weather is warmer than 50 degrees. I'm lucky that my schedule is pretty flexible so we are able to bike to most of our errands including music class, tumbling, library visits, trips to the park to play, shopping, eating out, etc.

C.U.: Elicia, your turn. Tell me about yourself.

Elicia: I was raised in Grand Junction, CO, and went to university back east to get a degree in theatre. I



Karim Khader on a Pedego Electric Bike in front of Blue Monkey Bicycles in Murray. Photo: Heather Khader.

as I was pretty excited to frequently borrow it from him. Lou, you and I, ran into each other at the bike rack at work and you noted how big the seat was. I believe your comment was, "Is that thing heated?" It's obviously a pretty cushy ride for the right body.

We've gone to Blue Monkey Bicycles in Murray for our e-bike purchases. They've been really wonderful to work with. Duane, the owner, and his team have been incredibly helpful with assisting us

started riding my bike for transportation when I was on the road working for various opera companies in Florida, Chicago, Portland, and New York. While living in Portland, I started working in a community bike shop running women's programs, working in kids programs, and doing basic retail and education / outreach in the

Continued on page 24

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C.U. How did you end up with the e-Bike?

Heather: My first exposure to a Yuba Cargo bike happened when a dad came zooming through an intersection with three kids sitting right behind him. The kids looked so happy and carefree and I thought 'I've got to get me one of those'. I started my research and originally got really excited about the bucket style of cargo bike like the Madsen but started to think it was more bike than I could handle - it just seemed

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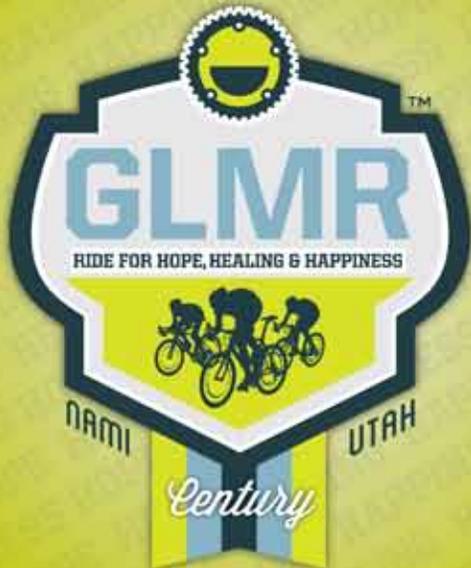
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UDOT Releases New App to Report Roadway Issues

June 2014 - The Utah Department of Transportation has released a new smartphone app called UDOT Click 'N Fix to report roadway issues on state roads.

The app, which runs on both iPhone and Android platforms, allows users to snap a photo, add geolocation data, and details on the type of hazard. Once submitted, it is routed by UDOT to the appropriate department that can fix the issue.

UDOT licenses the technology from SeeClickFix.com and released the app earlier this year.

I tried it out recently to report a chunk of cement in the roadway on 300 W and 100 S in Salt Lake City. It was easy to use the app. UDOT responded quickly to the post to say that it had been sent to the main-

tenance division. I have not verified that it has been fixed, but I'm assuming that will happen quickly. The best part of the app is that it's free. UDOT pays SeeClickFix a fee each year for extra features beyond the open version.

The app only works on UDOT roads, however. This is a drawback, since it's sometimes difficult to know what government agency or municipality operates the road. The app, however, has road ownership data and won't allow you to report issues that are not on UDOT or USDOT roads (which are operated by UDOT). Additionally, the options for the type of issue do not include anything bike specific. According to our source, UDOT has no plans to add any bike specific reporting options either. However, the existing options should cover most roadway issues for cyclists.

-Dave Illis

Peter and the Brink - Continued from page 13

known to forego the naps and instead embark on the SuperBrink; adding in another 3 hour loop to the south of the Brink that is equally rough, challenging, and remote (Saturday SuperBrinks are always followed by Sunday Recovery Brinks).

While Peter does virtually all of these rides alone, he is not necessar-

ily a loner per se; he likes company, but only if he has sized them up to find out if they are good enough thinkers to match his keen intellect. There are few people who can spend an entire day pondering all of the economic implications of a newly-opened Myanmar, and Peter is one of them.

He just happens to do it...on The Brink.

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MOUNTAIN BIKE RACING

Trans-Sylvania Epic Mountain Bike Stage Race Travelogue and Stage Race Tips

By Sarah Kaufmann

If lap format and single-day XC mountain bike races are leaving you longing for a more 'epic' challenge and adventure, mountain bike stage racing should be on your list. Though a big investment in planning, training, money and energy, they are worth every expenditure. Stage races are gaining popularity and there are now many options the US and Canada at different times in the season with unique terrain and challenges. I just completed the Trans-Sylvania Epic (TSE) for the third time. TSE is a seven day race centered around State College, Pennsylvania. The race is known for its summer camp atmosphere and the unforgiving rocky terrain. The 2014 event was held from May 25-31 in Spring Hills, PA.

As my third go at the race, I knew pretty well what I was getting myself in to. I love the rocks and technical riding in State College! The trails there make our Utah trails look like super highways. Every trail is like a rock puzzle where you have to find the line and fight for every rocky inch to clean it. The terrain is notorious for breaking bicycles and catastrophic mechanicals are so common at TSE that it may be the only mountain bike races to offer neutral bikes at the aid stations so that if a rider can limp their bike to the aid station, they can still finish the stage and live to race another day.

Accommodations vary at the race and run from camping to RVs to commuting back and forth the 30 minutes to and from State College. I stayed with my teammate in a pretty

plush cabin in a campground about a mile from the venue. (All but two of the stages start at a central location, where most people stay). We had a kitchen and shower in the cabin, making cleanliness and cooking pretty simple. By the middle of the race, the simplest tasks feel overwhelming so these conveniences are a big deal!

The week gets started with a time-trial style prologue. It is the shortest stage at 15 miles and offers a good taste of what's to come. It includes a fair amount of rocky singletrack, a healthy section of road to keep your legs honest and finishes with a section of super tight, twisty singletrack with lots of trees to grab your handlebars just when you're tired and your concentration is waning. The time trial sorts the field, establishes leaders in each category and gets the lactic acid flowing. This year, Day 2 was probably the most challenging stage. With 42 miles and nearly 6,000 feet of climbing, it was the longest day, with most of those miles on very slow, technical singletrack. Day 3 was a welcome reprieve in the form of the Enduro stage. It was a nice opportunity to spin the legs out, nurse our Stage 2 wounds, chat with other racers on the climbs and rip the descents. But if you dilly-dallied too long, you got caught in a hard-core Pennsylvania thunderstorm that rolled in in the afternoon! Day 4 was back on the rivet with the 'road' stage. Though there was plenty of slick singletrack in the 40 mile stage, the day went by much quicker than Day 2, with significantly more fast-moving doubletrack and road. Day 5 was a remote stage at R.B. Winters State Park. This area is ridden less

than many of the other routes and the trails are rough and raw. Day 6 is the Queen Stage and features the rock masterpieces of John Wert and Tussey Ridge trails. Amazing! Day 7 is often a bit of a parade lap as many of the GC positions are solidified and fatigue overcomes the desire to dig deep again. Finally, there is Stage 8, the unofficial party stage with hot laps around the pond (and may or may not include beers and/or traditional Pennsylvania Whoopie Pies with every lap...).

Though the stages each day are the timed portions of the race, the race for recovery begins as soon as you get off your bike. Recovery drink, shower, food, feet up, nap, more food, bike maintenance. As the week goes on and common tasks feel more and more challenging, in some ways things get easier as a routine gets ingrained and we turn into stage race zombies. Auto-pilot. There were several afternoons where my teammate and I barely said a word to each other after the stages. There were no ill feelings, neither of us was grumpy. We were just too tired to do anything more than the required tasks to recover from the previous effort and prepare for the next.

As some tasks fall into a routine and get easier, some things get harder. Despite burning thousands of calories each day, many people find that eating becomes very difficult. It feels like a chore and the process of chewing becomes downright unbearable. But it's the fuel you will need for the next stage. So it must be done. Many of us experience a constant queasy stomach. I have found that eating more fat really helped me



Teammate Ben Sonntag and Sarah before Stage 2, photo credit: Chris George

with that. Everyone will find hacks to manage their personal demons at a stage race. I consider myself a pretty experienced racer. I got my pro license six years ago and have done my share of challenging races. I work as a coach and help athletes prepare and compete for all types of races. But inevitably stage racing provides new challenges. Everyone's body reacts differently to the overwhelming physical stresses presented by multi-day racing.

I battled my own demons at Trans-Sylvania this year and rode to a fifth place finish in the open women's field. It was a grueling week with highs and lows and everything in between. The hardest races, the ones we swear off while doing them are often the ones that keep us coming back. So much can go wrong in seven days...and so much can go right. How do you put it all together? I will have to take another crack at TSE to figure it out.

For more information on the TSE, visit: outdoorexperience.org/tse/

Sidebar** Training for a Stage Race

To train for multi-day racing, you will need cross-country length to endurance fitness. Stage races usually feature stages in the 3-6 hour

range for most racers on most days. Though they aren't typically at quite the high intensity of XC racing, you will need high end fitness to be competitive and you will need to be able to repeat the effort day after day. As with training for any XC or endurance race, you will start your training by building a solid base of steady distance riding to tempo pace. Road miles can help with this phase of training. As you get closer to your goal race, threshold and VO2 intervals will tune your engine. Throwing in some XC races will help you here, especially if you can stack up back to back race efforts on consecutive days (or schedule a hard workout the day before your XC race). This will allow you to simulate the demands of race efforts back to back and dial in your recovery needs. For more specific training protocol, please contact me through PLAN7 Endurance Coaching.

Sarah Kaufmann is a USAC Level II Coach with PLAN7 Endurance Coaching and a pro racer for Stan's NoTubes Elite Women's team. You can reach her at sarah@plan7coaching.com.

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TOUR OF UTAH PREVIEW

Women's Racing and More at the Tour of Utah

By Jared Eborn

While the Larry H. Miller Tour of Utah has gained international respect and acclaim for its rugged and demanding courses, its scenic terrain and stellar fields of competitors, there has been a growing chorus of cycling supporters hoping for more. This year, there are several other events to complement the Tour.

In particular, a women's race to compete with the men.

In 2014, the Tour of Utah is giving its fans what they want.

Tour of Utah Women's Edition

While the professional men are racing from Lehi to Tooele for Stage 3, the Tour of Utah will roll out the first Tour of Utah Women's Edition – a \$10,000 circuit race to be held on August 6 at Miller Motorsports Park.

"This is the first time in the 10-year history of the Tour of Utah that women's elite and professional cycling will be featured," Alex Kim, director of the DNA Cycling-K4 Racing team said. Kim is also the race director for the Tour of Utah Women's Edition. "We are pleased to showcase some of the best professional women in the sport, and provide a prize purse that is equal to the men's event for a single day of stage racing."

The women's race, scheduled to begin at 12:30 p.m., will be held as a lead up to the men's Stage 3 finish on the same race track. With 15 laps of fast-paced action, the Tour of Utah Women's Edition will begin a long day of cycling action at Miller Motorsports Park.

With national champions and international professionals – as well as local elites representing teams

such as DNA Cycling-K4, Canyon Bicycles and Intermountain LiVeWell – the race is just the start of the two-wheeled fun.

The men's peloton will pedal into the race track at approximately 3:00 p.m. and thrill spectators with a few laps around the MMP circuit before what is expected to be an adrenaline-pumping sprint finish.

Info: tourofutah.com/race/womens/

Cedar City Gran Prix

The Tour of Utah is also seeing a surge in unofficially-associated events. In Cedar City, after the professionals depart for Stage 1 on August 4, a star-studded field of professional and elite women will race on the city's closed circuit course. Former pro cyclist, Cedar City resident and Southern Utah University professor Nicky Wangsgard came up with the idea to compliment the Tour of Utah with a women's race in her hometown while the men were tearing up the mountains above town. Though not an official part of the Tour of Utah, the Zappos Cedar City Gran Prix has the blessing of Tour of Utah organizers to race on the finishing circuit and turn the opening day into a longer cycling celebration.

Info: CedarCityGranPrix.com

Chase Pinkham Memorial Criterium

After the pros wrap up their awards presentation following Stage 3 on August 6, it's time for elite races, local amateurs and juniors to take to the track. The Chase Pinkham Memorial Criterium will feature eight races in four flights on the Miller Motorsports Park west track. The 2.2 mile circuit will have two

fields of racers competing at the same time beginning at 5 p.m. and going until the sun sets on Utah's west desert horizon.

A \$4,000 purse with numerous prime laps in each race is designed to bring out the best racers in Utah and the region as they chase victory. Prime prizes will provide incentive to keep the pace fast and furious. With races ranging from Pro/Cat 1 men and women – each with a \$1,500 prize purse dangling in front of them – to juniors, the Miller Motorsports Park courses provide one of the fastest and safest racing environments imaginable. With a closed course and a surface designed to handle the fastest racing motorcycles and cars in the world, the sweeping turns and mildly banked corners mean using the brake lever may not happen much as each field accelerates through turns and pushes the limit for primes.

Info: ExtraMileRacing.com/Chase

Ultimate Challenge

Not to be forgotten, the Tour of Utah continues to sponsor The Ultimate Challenge – a fully-supported, non-competitive amateur ride that covers the same course the professional peloton will race on later that day. This year The Ultimate Challenge will be held on August 9 starting in Salt Lake City and finishing at the Snowbird Ski & Summer Resort. The 109-mile route will challenge riders with more than 10,000 feet of climbing and a front row view to the finish line as the pros polish off the Tour of Utah's Queen Stage in Little Cottonwood Canyon.

Info: RideUC.com



Chase Pinkham Memorial Criterium

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TECH

Tips to Make Your Ride More Comfortable and Enjoyable

By John Higgins

Cycling is supposed to be fun and enjoyable. It can also be a butt-kicking workout. Either way, persistent discomfort or pain should not be a regular part of the experience. If you suffer from riding-related pain in your feet, knees, hips, lower back, shoulders and neck, wrists or hands, or just wear yourself out faster than seems reasonable, something is not right with your bike – body relationship.

All bikes have elements of “passive comfort” which may be changed to enhance your riding enjoyment. Passive comfort is influenced by the following factors:

- Frame Shape and Size
- Seat and handlebar position
- Tire Selection and Pressure
- Seat and Seat Post
- Handlebars
- Clothing (Gloves, Shorts, Shoes)

In addition, mountain bikes and some hybrid bikes have suspension (front only or full) to adjust. Suspension provides “active comfort” to a bicycle.

Some of these factors you can experiment with yourself, and some may require the assistance of a bike fitter to provide an objective assessment.

Frame Shape and Size

A bike’s frame geometry or shape determines to a large extent your body position on the bike. Does your bike encourage you to sit upright for comfort or adopt a strong aerodynamic position for performance? If the frame geometry does not match your intended riding style, strength and flexibility, there is little that can be done to alleviate discomfort short of getting a different bike, although a bike fit (see below) may assist.

The correct frame size is also an important factor for rider comfort. It is rare to be sold the wrong frame size when buying a new bike. But it is common for the buyer of a used

bike, or the beneficiary of a hand-me-down, to be on a frame too big or small, and experience physical discomfort as a result. Seek a second opinion to confirm your frame size, and take a short test ride if possible to get your body’s feedback on the riding position. An online or in store purchase of the wrong frame size can sometimes be exchanged for the right size.

Seat and Handlebar Position

The position of the seat in relation to the pedals, and the handlebars in relation to the seat are important variables. These relationships are determined by established biomechanical principles, and the rider’s strength, muscle balance, flexibility and riding style. Many cyclists experiment with these, but it’s challenging to optimize your position on your own. If something just doesn’t feel right, and you cannot figure it out, get a bike fitter to assess and correct your positioning.

Tire Selection and Pressure

The type of tire and the pressure at which it is run can have a noticeable effect on both riding comfort and traction. A wide tire provides more cushion and comfort than a narrow tire, since the weight of both bike and rider are supported on a bigger air cushion over a larger surface area. The disadvantage (for some) is more weight and an increase in effort that is needed to accelerate and maintain momentum.

A common misconception for road or urban bikes is to pump up the tires to the manufacturer’s recommended maximum pressure (found on the tire sidewall) in order to reduce rolling resistance. Maximum pressure is not the same as ideal pressure. Overinflated tires have less ability to absorb road surface imperfections, transmitting more vibration to the rider. Experiment with your tire pressure to find a balance between a too soft and sluggish ride quality versus a too hard and harsh ride quality. Pinch flats are a sign that the pressure is too low. A harsh

ride quality is a sign that the pressure is too high.

For mountain bikers, the trend has been toward wider tires run at lower pressures. This improves the tires’ grip on the trail surface, giving better control and providing more passive suspension. It also reduces rider fatigue on rough trails or long rides.

The biggest factor affecting recommended tire pressure is the rider’s weight, followed by riding surface and conditions, and tire size and volume. Use lower pressures for lighter riders, rougher and wetter conditions, and with higher and wider tire profiles. Use higher relative pressures for heavier riders, smoother and dryer conditions, and smaller and narrower tire profiles.

Some tire manufacturers post a rider weight / tire pressure chart on their web site.

Seat and Seat Post

If you are new to cycling or have returned after a long absence, it is normal to have some posterior soreness while your body adjusts to the new pressure and exertion. However, if you experience any sharp or persistent pains, strong discomfort or numbness, then try out a different seat. First though, make sure your seat is level, and not angled up or down. Most major seat brands offer a satisfaction guarantee return policy as it can take some experimentation to find the right seat.

Bike seats and posteriors both vary in size and shape, and you want a happy match. Seat designs differ for men and women and for different types of bikes.

Seat shape is more important than padding:

- A broad seat is best for an upright riding position in which most of the rider’s weight is directed down through the sit bones.
- A narrow seat is more suitable for a forward leaning position in which your pelvis is rotated forward, and weight is transferred to the handlebars.

If you have an upright riding position, and your back gets jarred from the impact of bumps, you may benefit from a suspension seat post. The seat post connects the seat to the bike frame. Most are a rigid tube of alloy or carbon fiber. A seat post with built-in suspension softens bumps through an incorporated spring or elastomer. These are common on some new hybrid bikes, or can be ordered as an aftermarket item through your local bike shop.

Handlebars

Handlebars come in many shapes and sizes. The most common styles are drop bars, as found on most road and touring bikes, and flat bars, as found on mountain bikes, many hybrid / urban bikes and a few road bikes.

Discomfort issues related to handlebars include:

1.Hand numbness: This is often caused by nerve compression, or by having too much weight on the hands. Nerve compression can often be addressed on a flat bar bike by changing the original round bar grips to an ergonomic bar grip. If the height to the handlebar grips is significantly lower than the height to the top of the seat, it may indicate too much weight is being transferred to your hands, and a higher bar position would be more comfortable. This may be achieved by a change in bar stem, or the bar itself. The angle of the seat can affect this as well.

2.Wrist pain: This can result from too much body weight being supported by the hands, or from the angle of the handlebars or position of the hoods on a drop bar. It’s best diagnosed and remedied through a professional bike fitting session.

3.Control lever reach: If it’s awkward to reach a gear shifter or brake lever, adjustments to the lever position and reach can often be made to bring the controls within a more comfortable reach. Experiment with these or seek a professional bike fit.

On drop bars, the handlebar tape can influence comfort. High-quality tape is usually thicker and better at absorbing road vibration than an inexpensive tape. If tingling or numbness persists when using a drop bar, this may be reduced by having the bars wrapped with an underlay of gel tape, before the bar tape goes on.

Clothing (Gloves, Shorts, Shoes)

Two clothing items can add to your comfort: gloves and padded cycling shorts.

Cycling gloves are often overlooked by casual riders, but they serve 4 useful purposes:

- Vibration absorption
- Better grip on the handlebars
- Protection from sunburn in summer and cold fingers in winter
- Hand protection from abrasion in the event of a spill

Get the right size. Gloves should fit comfortably when gripped onto a bar, being neither too tight and constricting across the back of the hand nor too loose and bunched up under the palm.

Fingerless, padded gloves are popular for summer pavement riders. As mountain bikers already have at least front suspension, the palm padding is often reduced and the fingers fully covered for increased protection from trailside vegetation or wipe outs.

Cycling shorts contain a padded synthetic chamois pad in the crotch. Worn next to the skin, cycling shorts protect the rider from saddle chafing, wick away moisture and provide a bump-absorbing padding. Applying a chamois cream further reduces any risk of chafing, especially if your rides are multi-hour or over consecutive days.

Shoes can add or subtract from your riding experience. If you are using flat pedals, a recreational cycling shoe will offer a stiffer, supportive sole than a regular athletic shoe, but with enough flex for easy walking. A shoe designed for running is too soft for any cycling that is longer than a casual jaunt. If you are using cleats and cycle shoes, then the most common problem is a shoe that is too narrow in the forefoot, contributing to nerve compression and subsequent pain. Anyone who has experienced “hot foot” knows exactly why it is called this, but not why it occurs. There can be a number of causal factors, including cleat placement and arch support, but shoe fit is the top culprit.

By adjusting your bicycle to suit you, instead of trying to adapt your body to suit your bike, riding stress and discomfort can be reduced. Keep in mind that as your age and fitness change, so does your optimal riding position. You can experiment yourself or seek the service of an experienced bike fitter. A comprehensive bike fitting is one of the best “upgrades” you can purchase. A bike fit first determines that you have the appropriate frame size, then assesses and adjusts your bike-body relationship for comfort, efficiency and power.

John Higgins is a cycling enthusiast, competitor and bike fitter. Contact him at www.bikefiter.com

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You've Had a Concussion, Now What?

Concussion are all too common in many sports. Unfortunately most don't know what to do after one is suspected. Here are some simple steps to follow called the Graduated Return To Play Protocol. 1. No activity. 2. Light aerobic exercise, consisting of walking, stationary cycling or swimming. No resistance training. 3. Sport-specific exercise, no head impact activities. 4. Non-contact training drills, progression to more complex training drills. May start progressive resistance training. 5. Following medical clearance participate in normal training activities. 6. Return to play. Athletes can progress to the next step once able to complete level without elevated symptoms. Each step should take 24 hours, to complete all steps it should take a week if no complications arise. If post concussive symptoms arise during progression drop back to previous asymptomatic level and attempt to progress after 24 hour rest period. It is important to seek medical attention if there are any presentation of new symptoms or complaints, prolonged post concussive symptoms which limits progression through stages, or if the athlete or family is reporting change in other activities, school performance, interests or behaviors.

-This article is not medical advice and does not take the place of seeking medical attention after a suspected concussion or symptoms.

Reference: www.cdc.gov/concussion

-Wayne Hansen

ADVOCACY

New Study Shows Cycletracks Work

By Charles Pekow

Communities that install cycletracks are themselves heading in the right direction, as they are helping increasing numbers of people bike in the right direction. Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S. a new study of cycletracks, sometimes called green lanes or protected cycling facilities, done at the National Institute for Transportation & Communities in Portland, OR, indicates the lanes work as intended.

The researchers employed a variety of techniques, including watching and videotaping traffic on roads before and after cycletrack installation and surveying cyclists and the general public by mail. The project observed use of green lanes in five cities: Austin, TX; Chicago; Portland, OR; San Francisco; and Washington,

D.C. The researchers watched 12,900 bicyclists over 144 hours of video and observed no accidents and a handful of close calls that required maneuvers like quick braking or a change in direction from either the driver or cyclist. (The research team says it didn't collect enough data to determine safety, though.)

One lesson: the greater the buffer separating the cycling lane from auto traffic, the better, at least in people's minds. In the survey, people said they felt better when some physical barrier (flexible posts, planters, curbs, or parking lanes) separated the two modes rather than just painting or striping the lane. Even though flex-posts (bollards) don't really provide physical protection, they helped get the message across to both cyclists and drivers who really belongs in the lanes, says the study.

In every city, the research showed that bicycle traffic increased on the

roads with the new lanes a year after they were installed. Increases ranged from a significant 21 percent to a whopping 171 percent. Some cyclists said they changed streets; others said they started riding because they felt safer riding on the tracks. The study notes, however, that none of the cycletracks were more than a year old and it couldn't judge long-term results. More research is needed in that area, the authors point out.

Each city used a different design at intersections where bicyclists had to share the road with cars and turn corners. Some employed "mixing zones" where autos and bicycles shared the pavement. Others directed cars to cross over the bike lane to make a turn. Both seemed to work well and not cause much confusion, but putting a through bike lane with a limited area for cars to turn seemed to work best. In Chicago, traffic lights were timed differently for autos and cyclists, which seemed to work.

While ridership of the lanes went up in all cases, the study notes that its figures don't account for variations such as weather or schools being in session. Another factor that increased bike riding on some of the roads was that they were one-way streets that subsequently installed bike lanes in both directions.

A problem with protected lanes involves handling loading zones in business districts. The project included running a videotape by a hotel loading zone where trucks parked for making deliveries in Washington, DC. About a third of the delivery drivers didn't park correctly and forced cyclists out of the bike lane.

The authors note that they didn't study all possible designs and that more research is needed into other options and how different barriers affect use, perceptions and safety.

The study received funding from the U.S. Department of Transportation, People for Bikes (formerly Bikes Belong) and the Summit Foundation.

View the report at http://ppms.otrec.us/media/project_files/NITC-RR-583_ProtectedLanes_FinalReport.pdf.

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MOUNTAIN BIKING

Peter and the Brink

By Tom Diegel

Peter Donner's mountain bike career started like those of many of us: early 90's, dragged out and sand-bagged by "friends" on a borrowed tank of a bike, bonked, overheated, crashed, bloodied, and traumatized on one of the hardest rides in the area...and excited to try it again. As time went on, he got his own bike and started to explore the trails that wound through the mountains above his home in Salt Lake City that would eventually become famous that first ride stayed so embedded in his mind that he continued to gravitate towards that original route, increasingly forsaking others. And so Peter's name became indelibly associated with...The Brink.

Describing The Brink, Gregg Bromka's mountain biking guidebook to the Salt Lake area notes: "You'll need route finding skills, tolerance, and stamina for harsh terrain, and solid sense of adventure, or this could become a mountain biking adventure come true." With a description like this, and being so near the mostly-buffed, mostly-signed, and mostly moderate-graded hundreds of miles of trails nearby in Park City and Salt Lake City, The Brink sees very little traffic. The first climb is over 2000 feet and gets steeper as you go, with 1000 feet of that climbed in brutal, barely-rideable switchbacks in a little over a mile near the top. Add in the fact much of it is also due south facing,

and in high summer the reality of riding on The Brink gets seared into the body and the mind.

Mountain biking attracts a wide range of characters, but it's fair to say that Peter is beyond the normal range. He is an economist with the State of Utah. It is not uncommon to find Peter simply standing in front of his whiteboard in his Capitol office staring at a melange of scribbled economic statistics and, in a manner reminiscent of Goodwill Hunting, suddenly finding "the" solution to some socio-economic issue facing the state. He lives alone (when we have tried to set him up with a nice girl he asks "will she Brink on the first date?") in an unmaintained house decorated only with a huge poster of Pancho Villa in a nice area of town on a lot that is known to his neighbors as "Pete's Jungle", and on long summer evenings he can be found lounging on the porch reading the Congressional Budget Office's ten year outlook. Weekday mornings he mounts his commuter bike and rides to work (he hasn't missed a day in years, despite needing to look respectable in the Capitol and many harsh winter storms), and on weekends...well, Peter rides The Brink. Alone. From the Salt Lake Valley. Literally, every chance he gets.

Despite his demanding job on Utah's Capitol Hill, Peter also gets upwards of 100 days per year back-country skiing, often just a quick run or two after work. When May rolls around he starts paying close attention to the snow plot on the

backside of Lookout Mountain and, after years of experimentation, has become attuned to when The Brink melts and dries out. The first ride of the year always includes a saw sticking out of his enormous backpack, and some years the second ride is done with an axe as well to clear out that winter's deadfall on the notorious "Woods of Despair": a two mile section of very technical singletrack traversing a huge aspen-covered hillside that comes after all the climbing and much technical descending. Though some people may question the wisdom of doing an all-day, technical mountain bike ride with a large axe barely tucked into a fanny pack, Peter has thought it through and has never had a problem. And another year of Brinking begins.

In 2005, after having many people ask him how many Brinks he had done, Peter started keeping track, and now he has a spreadsheet to monitor his annual Brinkage. 2011 was a decent year: despite the record snowfall in the Wasatch that winter that kept snow on the north facing slopes until June, the mild fall of last year enabled him to be only slightly lower than his average of 55 Brinks. Conversely, the mild winter of 2012 resulted in an earlier spring, and as of this writing Peter has set a new world record of 64 Brinks, with possibly another month of the season to go. He could put the record out of reach of...himself. Or not. But one record will likely stand the test of time; Peter estimates that his lifetime Brink total is about 700. And while most



Peter Donner on The Brink ride. Photo: Tom Diegel.

people who ride The Brink drive the 12 miles up the paved Emigration Canyon road to the trailhead, Peter has always ridden this section as well, making it a 40+ mile ride with 6000' of vertical gain, which is 4.2 million feet of vert, all gained on one route. And despite the impressive heat of midsummer Utah and the fact that he arises every morning at 5am, he rarely leaves the house before 9am to - in his words - "take full advantage of the heat of the day". His consistency prompted former Emigration Canyon resident and longtime Utah mountain bike racing king Bart Gillespie to dub Peter "Leatherman" for the deep tan on his back that Peter keeps bare for much of the ride.

This intimate knowledge of one trail certainly has its advantages. On a recent Brink accompanied by three compatriots (an anomaly) for this article the area had seen an inch of rain the night before. Peter noted on the first climb that "grass was stick-

ing to the tires, which means that the north facing descents will be too muddy!" but this advice was ignored by his fellow Brinkers. Not surprisingly, we did indeed paid the price of gummed-up tires on the steep north-facing descents. And he is acutely aware of how to mitigate his efforts in order to navigate the mean switchbacks that twist agonizingly upward towards the ridge, and which pungies get hidden first by leaves, and which slopy logs are slick, and....and..

Despite his many hours in the saddle, Peter's not fast; he is perfectly happy to chug along the Brink at a very mellow pace, and if they look closely, the few fellow Brinkers out there can spot the grass matted down under shady scrub oaks where Peter likes to nap; usually a midsummer Brink will include at least three nice naps. Though some days he has been

Continued on page 6

36th annual snowbird bicycle hill climb

10 Miles - 3,500' Vertical — Sandy to Snowbird

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RACE RESULTS



Wasatch Back 50, June 7, 2014, USC Series, Heber, Utah

Cydesdale210+
1. John Twitchell, utah mountain biking.com 5:38:25
2. Wesley Rasmussen, Timpanogos Cyclery 6:28:25
Expert Men 19-34

1. Tim Eaton, Mountain Velo 3:54:32
2. Bart Flynn, Fitzgerald's Bicycles 4:08:55
3. Darrell Roundy, Noble Sports 4:09:35
4. Connor Barrett4:11:47
5. Ryan Blaney, KUHL/ Bike Peddalar 4:13:46
Expert Men 35-49

1. Andrew Medlock3:58:56
2. Aaron Jordin, Canyon Bicycles - Shimano 4:03:00
3. Tim Matthews4:03:31
4. Dennis Barrett4:05:31
5. Val Gibson, SPRY Cycles 4:08:44
Expert Men 50+

1. Kevin Moffitt, 4 Life / Trek / Mad Dog C 4:17:30
2. Paul LaStayo, Ski Utah/Plan 7 4:23:51
3. Mark Linares, The Hub 4:24:19
4. Jordan Swenson, Colesport 4:27:43
5. STEP-o-HAN Warsocki4:30:16
Expert Women

1. Jessica Arbogast, Contender 4:40:19
2. Michelle Hollingsed 4:46:05
3. Tasha Heilwell, Colorado College 4:46:53
4. Ali Knutson, Harristone/Sun Valley Mortg 4:54:26
5. Bethany Elson, WPT p/b Jans.com 5:05:17
Junior men 13-15

1. James Roloff, Broken Spoke 2:12:21
2. Tommy Fendler, Summit Bike Club 2:12:38
3. Skyler Patten, Summit Bike Club 2:17:07
4. Nate Hansen, Canyon Bicycles-Shimano 2:26:43
5. Bart Miller, Cycling Strong 2:43:49
Junior men 16-18

1. Drew Palmer-Leger, Summit Utah DEVO 2:06:11
2. Connor Patten, Summit Bike Club 2:06:13
3. Danny Fendler, Summit Bike Club 2:06:15
4. Matthew Behrens, Summit Utah Deov 2:07:20
5. Brock Jeske, Summit Bike Club 2:11:06
Junior women 13-15

1. Sydney Palmer-Leger, Summit Bike Club 2:22:06
2. Mila Ledger Redel2:43:42
3. Elise Shuman2:48:48
Junior women 16-18

1. Sienna Leger Redel2:16:10
2. Rachel Anders, Summit Bike Club 2:20:45
Men 60+

1. Dwight Hibdon, FFKR - Contender Racing 4:44:44
2. Tim Fisher4:55:53
3. Brad Mullen, Mad Dog 5:18:01
4. Rick Morris, UtahMountainBiking/BikePart 5:33:18
5. Lewis Rollins, FFKR-Contender Racing 5:55:54
Men 35+

1. Seth Bradley, DNA CYCLING 2:06:28
2. Sam Wolfe2:24:34
3. Mike Turner, Summit Bike Club 2:25:54
4. Steven Weaver, utahmountainbiking.com 2:26:14
5. Craig Williams, Mad Dog Cycles 2:27:20
Men 19-34

1. Ben Ollett, Revolution Bicycles 2:17:50
2. Trevor Hooper2:18:57
3. Christ Jones, Blendtec - DNA Cycling 2:47:06
4. Lance Tolbert, Reynolds Cycling 3:30:19
Pro Men

1. Jamey Driscoll, Raleigh-Clement 3:41:36
2. Chris Holley, kuhl, slim & knobby 3:44:34
3. Cary Smith, The Hub Bikes 3:47:13
4. Geoff Montague3:50:37
5. Aaron Campbell, Bountiful Bicycle p/b Mo 3:50:39
Pro Women

1. Joey Lythgoe, KUHL 4:14:51
2. Amanda Carey, LIV GIANT 4:25:40
3. Debbie Mortensen4:37:35
4. KC Holley, kuhl, slim&knobby 4:42:26
5. Nicole Tittensor, Revolution 4:45:53
Singlespeed

1. Dan Nelson, Racer's Cycle Service 4:07:46
2. Shannon Boffeli, Epic Brewing/MTBRaceNew 4:10:41
3. Jason Sherman, 3B Yoga 4:11:58
4. Michael Shane, Sun Summit Cycling Club 4:25:10
5. Cole Anderson4:27:01
Sport Men 19-34

1. Dustin Lewis4:23:54
2. Matt Rossman, Ski Utah Plan 7 4:44:28
3. Mike Freeman4:50:48
4. Tyler Mullins4:50:49
5. Daniel Truong, UtahMountainBiking.com 5:09:16
Sport Men 35-49

1. Michael Macci Ski Utah 1 Plan7 Cycling4:14:36
2. Chad LeBlanc, American Fork 4:22:40
3. Lance Anderson, Academy/Rev/Ford 4:37:53
4. Rob Hansen, Canyon 4:39:17
5. Greg Sironen, Canyon cycles 4:41:18
Sport Men 50+

1. John Lauck, Bountiful Bicycle Racing 4:34:22
2. Todd Taft, Ski Utah/Plan 7 4:46:01
3. Joseph Brubaker4:58:58
4. John Kings10:54
5. Donald Stokes5:16:10
Sport Women

1. NikiMillesen, Brown Dog Biking 5:11:46
2. Lucy Jordan, Revolution / Peak Fasteners 5:51:43
3. Anika Heilwell, Skyline High 5:59:31

4. Avigail Carter, Animal Liberation Racing 6:58:58
Women 19-34

1. Ally Barton, U of U DPT 2:28:36
2. Kristi Henne2:37:54
3. Jenny Klamer, Fitzgerald's Bicycles 2:55:52
Women 35+

1. Kathy Sherwin2:08:30
2. Jen Hanks, Epic Brewing/MTBRaceNews.com 2:14:47
3. Amy Fulwyler2:18:20
4. Erika Powers, Revolution 2:22:13
5. Tanya Swenson, Colesport 2:28:08

Desert Scorpion, June 14, 2014, Intermountain Cup Series, Dugway, Utah
Millie/Billy Goat

1. Myles Perry 1:13:39
2. Katie Kendrick 14:26
3. MaddyLynn Shumway 16:10
4. Leah Mork 18:58
5. Mesa Ruth 19:16
Junior 10-12

1. Sam Kendrick 20:05
2. Reese Kendrick 23:37
3. Alexia Shumway 29:47:00
Expert Men 30-39

1. Karsten Shumway 2:40:09
Expert Men 19-29
1. Zach Colton 2:09:06
Pro Men

1. Bryson Perry 2:35:27
2. Josh Brown 2:40:27
3. Danny Van Wagoner 2:40:42
4. Mitchell Peterson 2:40:48
Pro Women

1. Erica Tingey 2:20:29
2. Jessica Morris 2:40:56
Singlespeed
1. Steven Bonney 2:34:31
2. Brian Mayeux 3:18:26
Men 50+

1. Stephen Warsocki 1:28:43
2. Paul LaStayo 1:30:30
3. Lawrence Woolson, Jr. 1:44:35
Expert Women

1. Jenna Johnston 2:09:13
Sport Men 40-49
1. ShaeChatlin 1:39:15
2. John Twitchell 1:51:38
3. Corey Spencer 1:56:42
4. Joshua Hansen 1:57:00
Sport Men 30-39

1. Britt Hawke 1:29:39
2. Nate Marine 1:38:56
3. Christopher Judy 1:45:32
4. Christian Burrell 2:01:55
Men 60+

1. Rick Morris 1:45:12
2. Lewis Rollins 1:51:05
3. Bruce Argyle 1:53:18
4. Bradley Rich 2:01:42
5. Joe Benson 2:11:14
Cydesdale

1. Eric Landon 1:28:25
2. Brad Kendrick 2:08:10
Expert Men 40+

1. Bob Saffell 2:13:45
2. Reed Topham 2:14:20
3. Darren Tomlinson 2:14:41
Sport Women 13-15

1. Skyler Perry 1:18:14
2. Hillary Kendrick 1:20:30
Beginner Men

1. Brandon Dubovik 58:52:00
2. Jason Cowley 59:20:00
3. Jarin Stevens 1:00:01
4. Jonathan Duncan 1:10:45
5. Cody Dabb 1:22:00
Junior Men 12-15

1. Ethan Kendrick 1:10:45
Beginner Women
1. Kellye Potter 1:24:13
Junior Women 12-15

1. Hollie Kendrick 2:50:10
Deer Valley Pedalfest, July 5, 2014, Intermountain Cup Series, Deer Valley, Utah
Singlespeed

1. Wesley Wright 1:27:11
Sport Men 35+

1. Tim Wagstaff 1:17:03
2. Nate Marine 1:17:32
3. Shae Chatlin 1:17:35
4. Matt Pollard 1:17:50
5. Steven Weaver 1:22:26
6. Wade Okelberry 1:26:21
7. Bruce Ritter 1:26:25
8. Christian Burrell 1:28:38
9. Steven Petersen 1:30:18
10. Josh Hansen 1:32:59
11. Corey Spencer 1:37:43
Sport Women

1. Anna Cox 1:28:21
2. Katy Nafus 1:44:12
3. Jessica Septon 1:46:25
Varsity/Expert Men 13-18

1. Travis Gillian 1:45:37
2. Zach Crane 1:52:44
3. Hayden Beck 1:53:18
4. Noah Pollard 1:58:43
5. Greg Sironen, Canyon cycles 4:41:18
JV/Sport Women 13-18

1. Kira Crowell 1:24:46
2. Lia Westerman 1:29:33
3. Lauren Bingham 1:33:23
4. Elise Shuman 1:38:32
Pro Men

1. Will McDonald 1:52:00
2. Geoffrey Tomington 1:52:55
3. Aaron Phillips 1:54:17
4. Kevin Day 1:54:54
5. Brandon Firth 1:55:05
6. Aaron Campbell 1:55:52

7. Thomas Bender 1:56:38
8. Justin Deslites 1:57:11
9. Josh Whitney 1:58:22
10. Mitt Stewart 2:00:07
11. Jeff Bender 2:00:36
12. Danny Van wagoner 2:01:35
Expert Women

1. Katie Clouse 1:13:44
2. Roxanne Toly 1:15:24
3. Danica Nelson 1:19:07
4. Sally Fairborn 1:24:17
5. Jenny Johnston 1:28:13
Sport Men 50+

1. Phil Blair 1:17:16
2. Donald Stokes 1:19:05
3. Riley Frazier 1:20:10
4. Rick Morris 1:21:57
5. Bruce Argyle 1:28:25
6. Bradley Rich 1:37:11
7. Gene Poncellet 1:43:28
8. Joe Benson 2:00:49
9. Lewis Rollins 2:08:22
Sport Men 19-34

1. Carson Young 1:11:20
2. David Speed 1:17:12
3. Adam Cunningham 1:20:43
JV/Sport Men 13-18

1. Felix Firth 1:14:23
2. Brad Huber 1:18:47
3. Kreed Frenthway 1:19:39
Semi Pro Men

1. Connor Barrett 2:04:12
2. Bob Saffell 2:08:48
Expert Men 35+

1. Kevin Van Ioon 1:32:56
2. Reed Topham 1:34:27
3. Stephen Bergen 1:34:31
4. Eric Dupuis 1:37:52
5. Ken Costa 1:41:12
6. Mark Fisher 1:42:16
7. Filip Wojtkowski 1:43:18
8. Racer Gibson 1:46:11
9. Karl Vizner 1:48:12
10. Brian Ressa 1:58:22
Expert Men 19-34

1. Dustin Lewis 1:34:48
2. Tanner Cottle 1:36:04
3. Zach Harvey 1:36:11
4. Paul Davis 1:37:13
5. Steve Carwile 1:38:16
6. Alex Gordon 1:38:19
7. Donovan McCain 1:41:28
Expert Men 50+

1. Gene Smith 1:39:17
2. Stephen Warsocki 1:39:54
3. Darren Davis 1:44:51
4. Daren Cottle 1:46:22
5. Jeff Flick 1:46:39
6. Lawrence Woolson 2:02:10
Pro Women

1. Kathy Sherwin 1:42:00
2. Meghan Sheridan 1:44:38
3. KC Holley 1:45:31
4. Jen Hanks 1:47:03
5. Nicole Tittensor 1:47:50
6. Erika Powers 1:53:02
7. Jessica Morris 1:53:38



Road Racing

Salt Lake Valley B4K Stage Race, May 30-31, 2014, UCA Series, Daybreak, Utah
Time Trial

CAT 1/2/3 Male Master 45-99
1. Louie Amelburu, Microseal racing/Maddogracin 0:21:17
2. Mark Zimbelman, Volo Cycling Clothing - JumeX 0:22:01
3. Mark Schaefer, Microseal/Maddog Racing 0:22:06
4. Michael Raemisch, LiveWell p/b Bountiful Bicycle 0:22:27
5. Zan Treasure, Bountiful Mazda Cycling Team 0:22:34
CAT 1/2/3/4/5 Male Junior

CAT 1/2/3/4/5 Male Junior
1. Jack Shuckra, FFKR - CONTENDER RACING. 0:07:32
2. Luke Heinrich, FFKR - Contender Racing 0:07:49
3. Ian Frederick, FFKR Contender 0:08:07
CAT 4/5 Male

1. Joseph Stewart, FFKR-Contender 0:23:21
2. Cameron Benson, Infinite Cycles 0:23:36
3. Ryan Florence, Canyon Bicycles - Shimano 0:24:17
4. John Gill, Live Well p/b Bountiful Bicycl 0:24:21
5. Kurt Simpson0:24:32
CAT 1/2/3/4/5 Male Master 55-99

1. Charles Palmer, FFKR - Contender Racing 0:23:14
2. Jerald Hunsaker, Bountiful Mazda Cycling Team 0:23:42
3. Gary L. Porter, Unattached 0:23:53
4. Joe Brubaker, Ski Utah/Plan 7 0:24:06
5. Jeff Clawson, Canyon Bicycles - Shimano 0:24:07
CAT 4/5 Male Master 35-99

1. Tom Pace, Infinite Cycles 0:22:44
2. Nolan Finlayson, Porcupine cycling 0:23:23
3. Kyle Nelson, Spider Bait Cycling 0:23:39
4. Lucas Parker, Spider Bait Cycling 0:24:05
5. Joe Hicks, Mandalay Bay McGhie's 0:24:36
CAT 1/2/3/4 Female Master 35-99

1. Brookanne Mickelson, Bingham'sCyclery 0:25:21
2. Karen Christoffersen, Ski Utah / Plan7 0:26:29
3. Ruth Shapiro, Ski Utah/Plan 7 0:27:01
4. Heidi Roundy, S2C/Primal 0:27:23
5. Robynn Masters, Ski Utah/Plan 7 0:27:33
CAT 3/4 Female

1. Jannalyn Luttrell0:24:26
2. Alister Ratcliff, Live Well p/b Bountiful Bicycl 0:24:26
3. Alister Ratcliff, Live Well p/b Bountiful Bicycl 0:24:26
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99. Alister Ratcliff, Live Well p/b Bountiful Bicycl 0:24:26
100. Alister Ratcliff, Live Well p/b Bountiful Bicycl 0:24:26

2. Camille Brinton, TOSH 0:26:11
3. Alison Knutson, Harristone/Sun Valley Mortgage 0:27:05
4. Nancy Russell, DNA/Russell and CO. 0:27:39
5. Heather Sells, Harristone/Sun Valley Mortgage 0:27:46
CAT 1/2/3 Male Master 35-99

1. Jared Prince, America First Credit Union Cyc 0:22:07
2. Ben Rabnar, Adobe 0:22:49
3. Robert Chapman, Volo cycling clothing - JumeX 0:23:48
4. Eric Dupuis, Diamond Peak / Utah Orthopaedi 0:23:51
Pro 1/2/3 Male

1. Ricky Bangarter, Simply Mac Racing p/b Bountifur 0:21:22
2. Evan Clouse, Cole Sport 0:22:35
3. Corey Fish, Team Rockford/Clif 0:22:37
4. Nathan Barnes, Millcreek Bicycles 0:22:48
5. Anson Kirchner, SaltCycle-Intelitechs 0:22:50
CAT 1/2/3/4 Female

1. Amy Thornquist, DNA Cycling p/b K4 0:22:34
2. Breanne Nalder, DNA Cycling p/b K4 0:23:24
3. Mindy McCutcheon, Canyon Bicycles 0:24:17
4. Melinda MacFarlane, Harristone/Sunvalley Mortgage 0:24:32
5. Alison Frye, Ski Utah/Plan 7 0:25:38
Pro 1/2/3 Male

1. Tim Mulvihill, FFKR - CONTENDER RACING 0:20:23
2. Alister Ratcliff, Live Well p/b Bountiful Bicycl 0:21:49
3. Jared Brewer, FFKR - CONTENDER RACING 0:22:18
4. Mark Flis, FFKR - CONTENDER RACING 0:22:51
5. Bryce Olsen, Live Well p/b Bountiful Bicycl 0:22:54

Road Race
CAT 1/2/3 Male Master 45-99
1. Louie Amelburu, Microseal racing/Maddogracin 2:22:28
2. Mark Zimbelman, Volo Cycling Clothing - JumeX 2:22:28
3. Christoph Heinrich, FFKR-Contender Bicycles 2:22:28
4. Michael Raemisch, LiveWell p/b Bountiful Bicycle 2:22:31
5. Mark Schaefer, Microseal/Maddog Racing 2:24:42
CAT 1/2/3/4 Male Junior

1. Jack Shuckra, FFKR - CONTENDER RACING. 1:14:12
2. Luke Heinrich, FFKR - Contender Racing 1:14:53
3. Ian Frederick, FFKR Contender 1:15:07
CAT 4/5 Male

1. Adam Meyer, Hoback Sports 1:10:38
2. Caleb Sutherland, University of Arizona 1:10:40
3. AndrewDavis1:10:40
4. Jared Muir, Infinite Cycles 1:10:40
5. Ryan Florence, Canyon Bicycles - Shimano 1:10:40
CAT 1/2/3/4/5 Male Master 55-99

1. Dirk Cowley, FFKR-Contender Bicycles 1:39:26
2. Jerald Hunsaker, Bountiful Mazda Cycling Team 1:39:27
3. Brain Davis, Spidrr Bait 1:39:27
4. Gary L. Porter, Unattached 1:39:27
5. Joe Brubaker, Ski Utah/Plan 7 1:40:01
CAT 4/5 Male Master 35-99

1. Kyle Nelson, Spider Bait Cycling 1:37:40
2. Lucas Parker, Spider Bait Cycling 1:37:43
3. Spencer Johnson, Spider Bait Cycling 1:38:30
4. Nolan Finlayson, Porcupine cycling 1:38:38
5. Jed Christensen, Team Red Rock 1:38:39
CAT 1/2/3/4 Female Master 35-99

1. Brookanne Mickelson, Bingham'sCyclery 1:51:58
2. Robynn Masters, Ski Utah/Plan 7 1:51:59
3. Karen Christoffersen, Ski Utah / Plan7 1:52:42
4. Ruth Shapiro, Ski Utah/Plan 7 1:52:50
5. Heidi Roundy, S2C/Primal 1:55:17
CAT 3/4 Female

1. Jannalyn Luttrell1:51:58
2. Camille Brinton, TOSH 1:52:42
3. Nancy Russell, DNA/Russell and CO. 1:52:43
4. Heather Sells, Harristone/Sun Valley Mortgage 1:52:43
5. Ellie Hirschberg, Team Tosh 4:03:44
CAT 1/2/3 Male Master 35-99

1. Jared Prince, America First Credit Union Cyc 3:15:42
2. Ben Rabner, Adobe 3:25:44
3. Robert Chapman, Volo cycling clothing 3:26:44
4. Eric Dupuis, Diamond Peak / Utah Orthopaedi 3:30:40
5. Joshua Frick, Team Beyer Auto 3:31:14

- 2. Ellie Hirshberg, TOSH 3:38:54
- 3. Heidi Nielson, TOSH 3:45:03
- 4. Karen Christoffersen, Ski Utah / Plan7 3:49:03
- 5. Kelly Hunsaker, Bountiful Mazda Cycling Team 4:35:08
- CAT 3/4 Female
- 1. Megan Lowe, TOSH 3:37:33
- 2. Marci Kimball, Harristone/Sun Valley Mortgage 3:37:34
- 3. Chelsea Wood, Tosh 3:38:34
- 4. Camille Brinton, TOSH 3:45:03
- 5. Rachel Holzer, Microseal/Mad Dog racing 3:45:03
- CAT 1/2/3 Female
- 1. Breanne Nalder, DNA Cycling p/b K4 3:49:44
- 2. Alison Frye, Ski Utah/Plan 7 3:50:52
- 3. Brooke Parent3:50:52
- 4. Chantel Olsen, DNA Cycling p/b K4 3:54:56
- 5. Kelly Crawford3:54:56
- CAT 4/5 Male Master 35-99
- 1. Paul Burger, Salt Cycle - Intelitechs 3:37:36
- 2. Allan Mecham3:37:47
- 3. Dwaine Allgier, Bruteforce 3:37:47
- 4. Greg Taylor, /skull Candy/ Slim and Knobbe 3:38:20
- 5. John Shirley, Think Cycling 3:43:49
- CAT 1/2/3/4/5 Male Master 55-99
- 1. Mark Zimbelman, Volo Cycling Clothing - Jumex 3:31:27
- 2. Norman Frye, Ski Utah/Plan 7 3:39:18
- 3. Rick Black, Ski Utah / Plan7 3:40:06
- 4. Tek Kilgore, MiDuole 3:40:06
- 5. LorinRonnow, Bountiful Mazda Cycling Team 3:42:32
- CAT 4/5 Male
- 1. Derek Edwards, Zanconato Racing 3:26:23
- 2. Cameron Benson, Infinite Cycles 3:26:23
- 3. Jason Linder, Intermountain Live Well 3:26:23
- 4. Andrew Richards3:29:09
- 5. Devin Smith, Bountiful Mazda 3:29:09
- CAT 3/4 Male
- 1. Scott Buccabuso, Cicada Racing 3:18:44
- 2. Michael Hawley, Live Well p/b Bountiful Bicycl 3:18:44
- 3. Shelby Burton, SBR Cycles/Larry H. Miller For 3:18:44
- 4. Cameron Anderson, Cicada Racing Inc. 0:00:00
- 5. Dave Bagley, Team TOSH Cycling 3:18:44
- Pro 1/2/3 Male
- 1. Justin Griffin, FFKR - CONTENDER RACING 3:15:49
- 2. Tanner Putt, Bissell 3:15:49
- 3. Mitchell Peterson, Canyon Bicycles- Shimano 3:15:51
- 4. Joe Waters, Canyon Bicycles- Shimano 3:19:56
- 5. Thomas Cooke, X-Men 3:19:56

June 28, 2014 Utah State Time Trial Championship, UCA Series, Skull Valley, UT

Cat 1/2/3/4/5 Mixed Junior 10-14

- 1. Ian Frederick 0:20:52
- 2. Madison Kadmas 0:23:22
- Cat 1/2/3/4/5 Mixed Junior 15-18
- 1. Zach Calton 0:34:51
- 2. Katie Chinchin 0:48:27

Cat 3/4 Women

- 1. Jamie Bangerter 0:36:10
- 2. Karissa Lamb 0:38:06
- 3. Annette Bowman 0:38:21

Cat 5 Men

- 1. Bryan Gee 0:33:49
- 2. Jason Burnham 0:33:57
- 3. Spencer Steinmann 0:35:39

Cat 1/2/3/4/5 Women Masters 45-54

- 1. Kelly Hunsaker 0:36:27
- 2. Ruth Shapiro 0:37:20
- 3. Heidi Roundy 0:37:24

Cat 1/2/3/4/5 Women Masters 55-99

- 1. Karen Christoffersen 0:35:28
- 2. Bev Ronnow 0:36:01
- 3. Laura Howat 0:36:55
- 4. Margaret Douglass 0:38:54
- 5. Patty Puz 0:45:15

Cat 1/2/3/4/5 Women Masters 35-44

- 1. Katherine Ragle 0:36:40
- Cat 1/2/3/4/5 Men Masters 60-64

- 1. Ravell Call 0:33:58
- 2. Elton Reid 0:34:47
- 3. Jeff Handwerk 0:34:53
- 4. Shannon Storrud 0:35:43
- 5. Paul Scott 0:35:46

Cat 1/2/3/4/5 Men Masters 65-99

- 1. Ken Louder 0:32:53
- 2. Garysimmons 0:33:45
- 3. FransBerghoff 0:38:10
- 4. Lee Bourne 0:38:56

Cat 4/5 Men Masters 35-99

- 1. William Purdy 0:33:00
- Cat 1/2/3/4/5 Men Masters 35-39
- 1. Brian Cadman 0:50:03
- 2. Ira Sorensen 0:50:25
- 3. Colt Albrecht 0:51:14
- 4. Ronald Peterson 0:54:10
- 5. Al Michini 0:55:07

Cat 1/2/3/4/5 Men Masters 40-44

- 1. Adam Meirowitz 0:50:07
- 2. Rodney Smith 0:50:51
- 3. Simon Parsons 0:51:01
- 4. Gavin Fitzsimmons 0:56:05

Cat 1/2/3/4/5 Men Masters 45-49

- 1. Richard Feldman 0:46:33
- 2. Brent Cannon 0:50:43
- 3. Mike Hanseen 0:52:10
- 4. Dan Kadmas 0:53:35
- 5. James Adinoro 0:54:32

Cat 1/2/3/4/5 Men Masters 50-54

- 1. LOUIS RIEL 0:50:33
- 2. Rob Van Kirk 0:52:10
- 3. Scott Mathewson 0:53:18
- 4. Stephen Tueller 0:54:02
- 5. Dave Ryan 0:54:06

Cat 1/2/3/4/5 Men Masters 55-99

- 1. Mark Zimbelman 0:49:25
- 2. Charles Palmer 0:52:06
- 3. rick black 0:52:08
- 4. LorinRonnow 0:53:17
- 5. Farrell Spackman 0:54:40

Cat 1/2/3/4/5 mixed

- 1. Kelly Crawford 0:49:23
- 1. zan treasure 0:49:23
- Cat 1/2/3Women
- 1. Amy Thornquist 0:51:31
- 2. Mindy McCutcheon 0:52:45
- 3. Breanne Nalder 0:53:36
- 4. Megan Hill 0:53:55
- 5. Jannalyn Luttrell 0:55:06

Cat 4Men

- 1. James Lavelle 0:49:15
- 2. Michael Hawley 0:49:52
- 3. Samuel Dearden 0:52:27
- 4. Dwaine Allgier 0:54:31
- 5. Dragan Filipovic 0:55:49

Cat 3Men

TRAILS

Park City and Wasatch Back Summer 2014 Trails Report

By Jay Burke

Summer seems to be in full swing now with warm temperatures and all the backcountry trails open. If you've not noticed, there are a lot of projects going on around town (and we are not talking about road work!) – we are talking about trails and paths. We thought we'd take a moment and outline a few of the larger projects going on this summer, most are happening right here in the greater Park City area.

Here is a brief summary of the projects Park City Municipal projects going on this summer.

The Stoneridge/Gilmore Property Improvements: This is the piece of property on the Northwest side of Round Valley recently acquired with funds from the County's open space bond. There will be a singletrack connection (approx. 2 miles long) from the Trailside area over to the small parking area on Old Ranch Road. Mountain Trails Foundation will be building this. Additionally, there will be a 10' soft surface trail going in on the property that is more multi-use oriented (Nordic skiing, young families, etc.). Access will be from the new Trailside parking area just East of the LDS Church. This project is scheduled for completion by September.

In town the pathway that cuts through town park and crosses under Bonanza Drive is being widened to create a safer corridor (this path sees about 500 users a day!). Many mountain bikers use this to access trails that surround historic old town Park City.

Snyderville Basin Special Recreation District has multiple

large and small projects going on this summer and into the fall.

The latest phase of the Trailside Bike Park Expansion - this part of the project is nearly complete with a new advanced flow line and an all-mountain loop. For more details please visit basinrecreation.org

Rasmussen and Kilby Road Paved Trail Project - As identified in the 2010 Trails and Open Space Bond, this project is underway, paving a trail from Kimball Junction to Jeremy Ranch Elementary School along Rasmussen Road. Additionally, a paved trail from Gorgoza Tubing Park to Summit Park is also in the design phase with the hope for construction to begin this summer.

PRI – Kimball Junction Trail - This is another bond project that is in the planning phase. We are currently working on land acquisition that will allow us to complete Millennium Trail from the pedestrian underpass near Whole Foods and tie into Millennium Trail adjacent to the Liberty Peak Townhomes where a new trail parking area will also be built.

Highway 40 Pedestrian-Wildlife Underpass - This project is a cooperative effort between UDOT, Utah Department of Natural Resources, Summit County, Park City Municipal, and Basin Recreation to provide access underneath Hwy 40 just south of Home Depot. The last of the needed funds were finally acquired over the winter through a Summit County RAP Grant. Construction will begin later summer and will be completed this fall.

Silver Creek Trail - Basin Recreation is working closely with

the residents of Silver Creek to construct the first public trail in their neighborhood. This will be a 4 to 6-foot wide gravel path alongside the roads. This project is in the design phase and we are working to complete the trail by early fall.

Spring Creek Trailhead Pedestrian Bridge - This project will provide an off-road crossing for the East Canyon Creek from the Spring Creek trailhead to the Stealth Trail. The contract has been awarded and construction will begin mid July when high water in the creek has subsided.

Hi Ute Ranch - Basin Recreation has been and is currently working with Utah Open Lands and the family who owns the ranch to build a singletrack trail from Ecker Hill Middle School to Hunters Trail. We are still negotiating details of where and when construction will begin, but are hopeful that we will see the trail being built this fall.

The Wasatch Trails Alliance down in Wasatch County will be busy this summer with multiple projects in the dirt and some in planning phases. The big one, W.O.W. Trail (Wasatch Over the Wasatch), will eventually connect Summit and Wasatch Counties - construction is underway, completion date of this project is a ways off and unpredictable at this point.

Dutch Hollow to Riverview Trail connection under Hwy 40. Construction is anticipated to start on this trail and make it to the highway, completion in the near future once some easements are in place.

The Heber Valley Railway Trail feasibility and engineering study will be happening this summer

thanks to a grant from U.D.O.T. This will be a potential pathway system that will connect Heber to the trail system at Soldier Hollow and on to the perimeter trail of Deer Creek Reservoir.

Wasatch County is an area to watch in the coming years; this is going to be a hotbed for trail development and human-powered recreation.

Last, but not least, Mountain Trails Foundation will be very busy this summer as well. We've already mentioned a few of the projects they will be involved with, but here are the details.

Dawn's Trail is a shorter connection trail off of Armstrong trail which will give a nice loop option for those not wanting to go up to the H.A.M. connection (which is a 7 mile loop if you come down Spiro Trail). This trail loop should be just under 4 miles when complete, construction is slated to start in July.

The Backside Trail in Round Valley will have a small re-route project which will overcome an erosion plagued portion of that trail, near completion now.

Spiro switchback work will create grade reversals and bermed turns to mitigate the extensive washboard that has developed over the last few years.

Of course all of these organizations where out this spring clearing trails and doing spring maintenance getting everything prepared for the heavy summer use - If you see any of these crews out on the trails, be sure to show your gratitude!

Trail conditions can be found at mountaintrails.org and at basinrecreation.org - see you out there!

Bike Utah News for July 2014

It has been a busy few months for Bike Utah. We have been working on a number of initiatives that we hope will make bicycling safer and more fun regardless of where you ride in Utah. Here are a few of the initiatives:

Mobile Active Transportation Tours

Bike Utah, UTA, Wasatch Front Regional Council, and Mountainland Association of Governments have created a series of bicycle tours for riders, advocates, planners, transportation engineers, and elected officials. These tours are modeled after a program by the organization People for Bikes and give attendees an opportunity to experience new bicycle and pedestrian infrastructure developments firsthand. The first tour took more than 60 attendees around Salt Lake City so they could ride on a protected bike lane, use a bicycle traffic signal, try a HAWK pedestrian signal, and see what goes

into planning for a bicycle boulevard. This tour also provided information on how attendees can implement similar projects in their own communities. All of the feedback from the first event was overwhelmingly positive. The June ride took place on the Murdock Canal Trail, which runs from Orem to Lehi. We are in the process of planning tours in Park City, Farmington City, Ogden, and southern Utah. All are welcome to attend and we will send out information about upcoming rides in our monthly e-mail updates.

Road Respect Tour

The fourth annual Road Respect Tour kicked off at the end of May spreading the message of mutual respect and safety between motorists and bicycle users with the support of Bike Utah, UDOT, and the Utah Department of Public Safety. The southern leg started on May 29th with when 100 riders departed Ivins for the 40-mile Veyo Loop. The tour then moved east to ride 111 miles along State Route 12 from Bryce Canyon to Torrey. On the third and final day of the southern

tour, groups rode from Moab to Deadhorse Point or along Potash Road. The northern leg of the tour took place June 19-21 and covered Park City, Coalville, Morgan, and Logan.

Bicycle Friendly Businesses

Over the past 6 months, Bike Utah has been making a push for businesses across Utah to apply to become Bicycle Friendly Businesses, a program facilitated by The League of American Bicyclists. This program is not simply a rubber stamp, but a tool for businesses to make their work environments more bike friendly for employees, customers, and the community. Studies have found that employees who bike to work are more productive, have lower healthcare costs, and take fewer sick days. For businesses interested in becoming more bicycle friendly, the application also serves as a list of areas in which businesses can begin to improve. Bike Utah has helped seven businesses to date complete the application process and we hope to involve more businesses so there is a wider segment

of the population engaged in promoting bicycle use, bicycle safety, and healthy lifestyles. If you are interested in having a business apply, please contact Phil Sarnoff at Bike Utah (psarnoff@bikeutah.org). We are happy to assist with the process.

Ongoing Initiatives

Legislative Agenda – Our staff and board are developing our priorities for the 2015 legislative session.

Statewide Active Transportation Coordinating Committee – Bike Utah has been working with our partners to form a committee that will provide opportunities for advocates and entities from across the state to collaborate and advance active transportation projects more quickly and effectively.

To stay up to date on all of our efforts, join the Bike Utah e-mail list by sending an e-mail with your first and last name to info@bikeutah.org.

-Phil Sarnoff

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COACH'S CORNER

Just Charge It – Cornering on a Mountain Bike

By Bryson Perry

In June, Mark Deterline gave us some great instruction on how to corner on a road bike in an article entitled Buy the Stamp. This month we are coming into some of the best off-road riding of the year, so we will now address cornering on a mountain bike.

The keys to riding trails fast consist of at least some fundamental skills, as well as the confidence to implement them.

As was discussed in the last article, the contact patch of a road bike tire is about the size of a postage stamp. On a mountain bike that patch is enlarged to roughly the size of your favorite credit card. Add to those static physics the fact that the contact patch of an MTB tire will drift and slide, you can't rely totally on continuous grip. So you have to gain the skill to keep your bike under control despite the more dynamic nature of MTB tread.

Generally speaking, to corner confidently on an MTB, keep in mind these five fundamentals:

- 1-Make sure your bike is set up properly before you start.
- 2-Focus on where you want to go.
- 3-Stay loose and relaxed; don't think about it too much, just go for it.
- 4-Do any braking BEFORE you enter a turn.
- 5-Once you are in the turn, rip it!

1- Before you start

Before hitting the trails you need to make sure your bike is ready to go. If your tire pressure is too high or too low it will greatly affect your traction

in corners.

Also your tire selection will make a big difference. I suggest talking to staff at your local bike shop, explaining where you plan to ride. A good shop will ask questions about your skill level then suggest a tire well suited to your personal needs.

For riding in the Wasatch Mountains and on Draper trails, I like the Specialized Fast Trac or the Maxxis IKON but a knobbier tire might be better for you. I run about 22 psi (pounds per square inch) in the front tire and 23 psi in the rear, both mounted to ENVE 29 XC wheels. Your wheels may be different, but as a general rule if you are running tubeless you'll want to be around 20-30 psi depending on your weight.

If you are not running tubeless tires, come join us in the 21st century – innertubes are really only for emergencies now. For less than \$100 you can make any bike tubeless and run lower tire pressures that will give you more traction on the trails. Your suspension will also be more effective.

You will want your local shop to likewise set up your suspension based on your riding style, level and bodyweight; every shock, bike and rider is different. Once you've determined your ideal tire pressures based on those variables, make sure to check them before each ride.

2- Focus on where you want to go

As you come up to a turn on your MTB, the first thing you need to do is determine where you want to end up after it. Quickly scan the trail, pick your line and commit to it. Sometimes you will not be able to see the entire trail so you will have

to take an educated guess as to what will be coming based on the terrain you have covered so far. The key, regardless, is to quickly look where you want to go – and go there.

It is so easy to look at that big rock or root on the trail and think "Oh [enter expletive of your choice], I'm gonna hit that." If this is you, my guess is that you are usually right. That is no way to ride with confidence. You must pick your line, focus on it then zone out the rest of the mess that could distract you and cause a mishap. Focus on riding your line as cleanly and smoothly as you can; avoid the temptation to think about not crashing, or even worse, about crashing.

3- Stay loose

The next step when you come up to the corner is to stay loose. Tight, stiff arms and legs don't absorb terrain – or little errors you may make along the way. Go into the turn with your feet at the 3 and 9 o'clock positions, ready to absorb upcoming obstacles. Grip the bar firmly so your hands don't slip off, but let your arms, back, shoulders and legs relax. If you pick your line then stay loose, you won't be as likely to get bucked if you do happen to hit something big and/or unexpected.

4- Brake before the turn

Cornering smoothly means you must carry the right speed into a turn. This will take practice. As you approach a turn, but before you enter it, you should brake with both the front and rear brakes to attain an appropriate speed.

Braking while cornering will straighten your bike's path of travel,

changing your targeted line through the turn. It can also cause one of your tires to skid. Since front tire traction is your highest priority, avoid use of your front brake while cornering; you should only do so when absolutely necessary, and even then with great caution.

If you still have too much speed once you enter a turn, you will likely need to switch to rear brake only so that you can help work the bike through it. Skidding is not ideal but sometimes necessary to get the bike around if you carried too much speed into the turn. You will actually corner faster if you can brake beforehand then carry that speed through the turn.

5- Grip it and rip it

You have made it 75% of the way through the turn. Once you make it to this point it is time to look well ahead, potentially into the next one. Many people are still focused on the

final 25%, but by this point the turn has essentially been navigated and it is time to get going again. Let the bike roll out of the corner, or pedal out of the corner if possible, to get back up to speed.

Momentum is what keeps the bike going straight. When you are riding at speed it is much easier to hold your line and go where you want to. If you go too slow, you will have to use more energy and focus just to keep your balance, instead of what you want to do – ride the trail cleanly and efficiently.

My motto is Grip it and rip it. But to go along with Mark's purchasing commitment motto, Buy the stamp, I guess I can go with Just charge it!

Bryson Perry is pro mountain biker and regional sales manager for DNA Cycling. Contact him at bryson@dnacycling.cc.

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performancebike.com/southsaltlake

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Taylor's Bike Shop

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UTAH COUNTY

TOUR OF UTAH PREVIEW

2014 Tour of Utah Spectator Guide

By Jackie Tyson

Celebrating its 10th anniversary, the Larry H. Miller Tour of Utah has expanded to seven days of racing and community festivals this year. The 2014 Tour of Utah will cover 753 miles of racing and more than 57,000 feet of climbing, truly making it "America's Toughest Stage Race." The race spans the most beautiful and challenging terrain in Utah, and crosses into Wyoming for the first time. Southern Utah, known for its lush forests and red rock spires, will be the start of this year's Tour for a second consecutive year. Riders will then make their way north, traveling through 12 host cities and venues in Utah and Wyoming, to finish in Park City.

This year's Tour of Utah will feature some of the biggest numbers to date, including 17 Ski Utah King of the Mountain climbs, 14 Utah Sports Commission Sprint lines, and passing seven ski resorts. Along with two mountaintop finishes this year (stages 4 and 6), the Tour route will cross the highest point in 10 years during Stage 5 presented by Subaru – Bald Mountain Pass at 10,759 feet above sea level. A total of 16 professional teams are scheduled to compete in 2014, expecting to bring more than 120 athletes from 32 countries.

With six Pro Teams coming from the Tour de France to compete in Utah, fans should plan to go to the start line area for any of the seven stages to see the world's best riders up close and personal. Autograph Alley opens one hour prior to each stage start. It is free for any spectator to take a photograph or request a signature. And listen to race announcers interview the top riders. It's a great place for children to see the action up close.

Want to spend time near the finish line and find something for the entire family to enjoy each afternoon? You can't beat the festival activities in the Tour of Utah Lifestyle Expo, which will take place near at all the finish line host venues. The interactive displays and merchandise mecca opens midday each and every day. If your children want to test their skills at the finish line, visit the University of Utah Health Care display to sign up for the free Kid's Races!

Along with this year's Tour of Utah seven-day stage race for men will be two opportunities to see the best professional women compete on two wheels. In Cedar City during Stage 1 presented by Zions Bank fans can see the Zappos.com Cedar City Grand Prix. In Tooele at Miller Motorsports Park during Stage 3 presented by Utah Sports Commission fans can see the Tour of Utah Women's Edition.

Every day during race week:

Autograph Alley – one hour prior to stage start at start line for free photos and signatures. This takes place every morning in conjunction with Rider Sign-In at Announcer's Stage

Tour of Utah/ University of Utah Health Care Kids Sprint to

the Finish – held at either start or finish line of various host venues for children 12 and under

Aug 4 – 1:15 p.m. Cedar City
 Aug 5 – 1 p.m. Torrey
 Aug 7 – 10 a.m. Ogden
 Aug 8 – 1 p.m. Kamas
 Aug 10 – 1 p.m. Park City
 Tour of Utah Lifestyle Expo at finish line venues –
 Aug 4 – 9 a.m. to 4 p.m. Cedar City
 Aug 5 – 12 noon to 4 p.m. Torrey
 Aug 6 – 12 noon to 4 p.m. Miller Motorsports Park
 Aug 7 – 12 noon to 4 p.m. Powder Mountain
 Aug 8 – 12 noon to 4 p.m. Kamas
 Aug 9 – 12 noon to 4 p.m. Snowbird Ski and Summer Resort
 Aug 10 – 10 a.m. to 4 p.m. Park City

So are you excited to see the best pros in the world here in Utah? You can watch the Tour of Utah on live television from 2-4 p.m. MT every day in Utah (ROOT Sports and KJZZ) and across the U.S. (FOX Sports Network). You can also monitor the Tour from start to finish using Tour Tracker powered by Adobe on your desktop, iPad, iPhone or Android devices. But going to the race in person is the best. Following is some information to help give you some special moments during race week and create memories that will last a lifetime.

Stage 1 presented by Zions Bank Cedar City to Cedar City
113.5 Miles, 8,873 feet of climbing.
Monday, August 4
Start Time –10:35 a.m.
Estimated Finish: 3:45 p.m.
Start/Finish Location – 85 North Main Street, Cedar City, Utah 84720

The Tour of Utah opens with a

new 113.5-mile course that starts and ends in downtown Cedar City, giving spectators multiple viewing opportunities. The peloton of more than 120 professional cyclists will head northwest through the Red Hills of the Escalante Desert in southern Utah, encounter two Ski Utah King of the Mountain climbs near Cedar Breaks National Monument, then race through Cedar Canyon into downtown Cedar City for three exciting circuits and the finish. If you want to see the Tour twice on Stage 1, the best way to do this is a Parowan-Cedar City combination. The race will pass through the Parowan Gap, which is listed on the National Register of Historic Places for its ancient Native American petroglyphs and into the town of Parowan for the first of 14 Utah Sports Commission Sprint lines for the week. You can get some great photos in Parowan when the race comes through around lunch time. Then drive down I-15 and spend the afternoon in Cedar City for three exciting finishing circuits and the finish.

The other option is to stay in Cedar City and experience two races! The Zappos.com Cedar City Grand Prix is a fast, 1.2-kilometer race downtown for professional women from 12 noon to 1 p.m. Following the women's race, head over to the Tour of Utah Lifestyle Expo located along Main Street near North Street. From this vantage point you can listen to live music until 2 p.m., take part in a poster contest, visit vendor tents and watch the race on the jumbo TV screen with announcers give you the play-by-play. The most exciting moments should be in Cedar City as the riders will use University Boulevard and Thunderbird Way to pass through Southern Utah University for three adrenaline-packed laps and sprint to the finish on Main Street.



Stage 2 presented by iON Camera Panguitch to Torrey
130.7 Miles, 10,162 feet of climbing
Tuesday, August 5
Start Time –10:15 a.m.
Estimated Finish: 3:45 p.m.
Start Location – 50 North Main Street, Panguitch, Utah 84759
Finish Location – 49 E. Main Street, Torrey, Utah 84775



Amazing views and rugged challenges along Scenic Byway 12 return this year as part of the 130.7-mile stage from Panguitch to Torrey. Stage 2 presented by iON Camera takes a northerly, serpentine path through Red Canyon, Bryce Canyon National Park, Grand Staircase-Escalante National Monument and the Dixie National Forest for the longest day of racing of the week. Racers will encounter 10,162 feet of climbing and four Ski Utah King of the Mountain climbs. After cresting the fourth KOM of the day at Boulder Mountain, the peloton will streak 20 miles along the shadow of Capital Reef National Park for a sprint finish under the canopy of cottonwood trees on Main Street of Torrey.

There's a lot going on for families in Panguitch for the stage start. Get to town early for the all-you-can-eat Lion's Club breakfast from 7:30 a.m. to 9:30 a.m. If you bring a Tour of Utah poster, you'll get a free cowbell. And if the kids bring a completed Mike & the Bike Activity Book (download online or pick up locally at Panguitch City Office/Library), the city will give away a special prize. There's also complimentary face painting, local vendors and Autograph Alley.

With some of Utah's beautiful landscapes, the course is wide open to some amazing photo opportunities and places to see the riders. Just understand that you won't be able to pass the peloton on Scenic Byway 12, so you need to get your first looks at the peloton in downtown Panguitch for the start or along Highway 63 at Red Canyon, which is the first Ski Utah KOM just 10 miles after the start. After you watch either of these early segments, you can then drive back highways 89/62/24 to Torrey (allow close to two hours) for more great scenery, western hospitality and the full-speed, straightaway fin-

ish in downtown close to 4 p.m.

If you are just going to Torrey for the finish, get there early! At Town Hall Park you can take part in Bike Jousting and Bike Croquet from 10 a.m. to 12 noon. The kids can take part in the University of Utah Health Care Kids Sprint to the Finish at 1 p.m. And the Lifestyle Expo with a jumbo big screen showing race

coverage will keep you on top of the Tour of Utah until the big finish.

Stage 3 presented by Utah Sports Commission Lehi to Tooele
118.3 Miles, 3,953 feet of climbing
Wednesday, August 6
Start Time –10:55 a.m.
Estimated Finish: 3:45 p.m.
Start Location – IM Flash Technologies, LLC, 1550 E 3400 N, Lehi, Utah 84043
Finish Location – Miller Motorsports Park, 2901 Sheep Lane, Tooele, Utah 84074

After two days in the mountain and monuments of southern Utah, the Tour once again returns to its roots in Lehi and Utah County for day three, where the first edition started 11 years ago near the Thanksgiving Point Museum and Gardens. After a start at the headquarters of IM Flash Technologies, the course turns south to follow the western shores of Utah Lake. This 118.3-mile stage winds into the East Tintic Mountains for the day's only Ski Utah KOM in Eureka, a mining "ghost town" listed on the National Register of Historic Places. On the way to the fast finish at Miller Motorsports Park in Tooele, the race continues through the west desert and along many of the same routes used by the Pony Express. The venue for the finish will be great for spectators, hosted at this state-of-the-art road racing facility that was completed in 2006 for automobiles, motorcycles and karts. Cyclists will make three circuits along the twists and turns of the 2.2-mile East Track at Miller Motorsports Park. On paper, the day may look like a sprinter's dream, but don't underestimate the wind in the Tooele Valley and the difficulty of racing on a wide-open and twisting track.

With wide-open views, comfortable accommodations and a

Continued on 20

GEAR PICKS

Review: Yakima FrontLoader Bike Mount



The Yakima FrontLoader is a great roof top bike mount that works for 29ers, road bikes, big bikes and small bikes. Photo: Dave Iltis

By Dave Iltis

In 2012, I upgraded my mountain bike to a new 29er. The bigger wheel size has been great in the dirt – it rolls over bumps and rocks more easily than the 26er. But, it presents problems for traveling with the bike. The bike is about 6' end to end with wheels on. Without the front wheel, it barely fits into the back of my small station wagon. Using the old rooftop mounts wasn't an option because of the through-axle in the front. And, using an adapter made for the through-axle with them proved to be unstable and iffy.

What's one to do to carry a big bike on the roof of your car? Enter the Yakima FrontLoader bike mount. I've had the opportunity to try it out recently and have been very pleased with it. A big advantage of this bike mount is that you can leave the front wheel on the bike. This is especially useful for front through-axle bikes, and leads to much less hassle going to and from the trailhead.

The mount was easy to setup. I used it in combination with a set of square bars (as opposed to Yakima's round bars). The mounting system is set up to use with just about any shape bar, including factory bars.

One necessary tip is to make sure the front bracket is tightly screwed down so that the mount doesn't wobble at all on the bars.

Once on the rack, the mount again proved easy to use. Just flip up the large horseshoe, hoist your bike up into the mount, and tighten the orange knob. Then secure the rear wheel with the strap and ratchet system. The nice thing about the Yakima system is that the bike is secured by the tires, and thus the frame is less likely to get damaged or scratched by the rack. With all of the odd size frame tubes and different materials being used these days, this is an important consideration.

The only ding against the FrontLoader is that the rear tire strap was too short for the 2.4" tires that I'm using. This is a common issue with bike mounts. Although you can get a longer strap as an add-on, it seems like this should come standard. Also, don't forget to buy a pair of lock barrels to secure your mount to the rack, and for the onboard cable lock. Note that the cable is good to prevent people from quickly running off with your bike, but it won't stop a determined thief. You may want to use a U-lock or hardened chain in addition.

All in all, the FrontLoader is a perfect bike mount for roof racks for your 29er, road bike, or any bike with 20-29" wheels. I would rate it Hors Categorie (5 stars).

Speaking of Spokes - Continued from page 2

public transportation is the next preferred alternative. Motorcycles and scooters come next, followed by cycling and, in last place, hoofing it. India, China, France, Serbia, it doesn't matter. Most people will prefer expending less rather than more physical exertion to get from point A to point B. It really is only a small minority of us who have or will find satisfaction in cycling as a preferred form of transportation. While working to increase cycling numbers, I believe we need to recognize and accept this order of things.

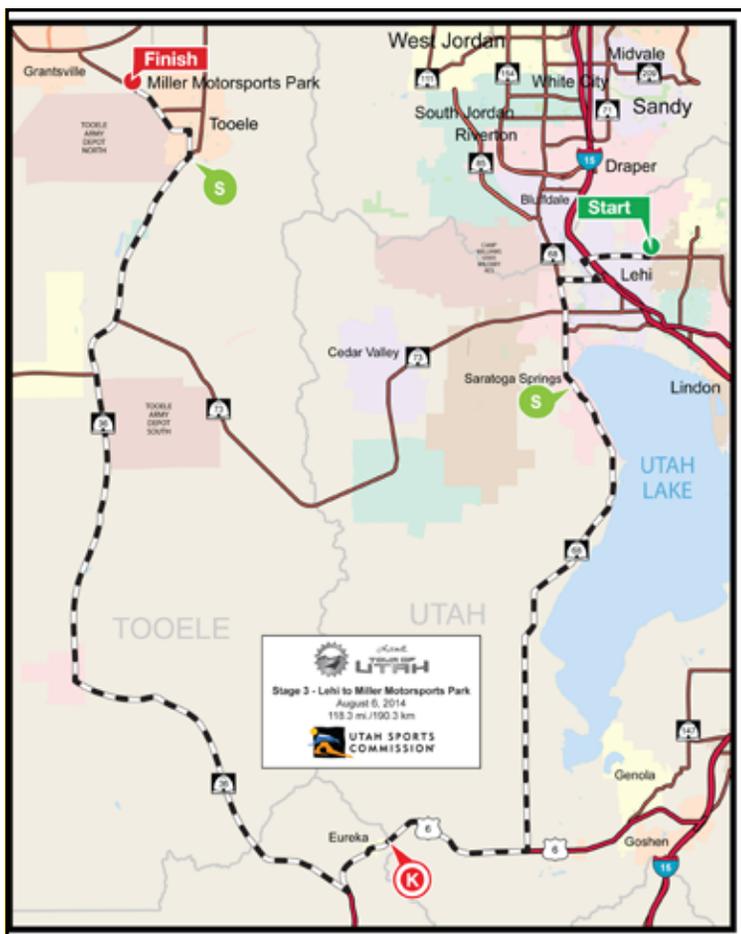
All this being said, there is one difference that I have observed. In other countries, motorists are more accommodating of bicyclists. I have written before about the sometimes contentious relationship between motorists and cyclists in Emigration Canyon where I live here in Salt Lake. My observation while both riding and driving in other countries is that cyclists are simply accepted as part of the roadway.

This was brought home while traveling through Macedonia. We were driving on a narrow two lane road as we approached a small town. From behind I approached an older man riding a bicycle as he made his way into town. With no shoulder, the cars in front of me and I moved to the left into the other lane to get around him. He ignored

the cars and just continued his pedaling. Cars approaching from the opposite direction moved a few feet to their right so all could be accommodated without incident. No one honked at him or each other, or even slowed down much. It clearly was just the accepted method of dealing with this cyclist.

The efforts being made by cycling advocates, as well as those promoting various cycling events, will help in bridging this acceptance gap. As governmental entities become more aware of accommodating cyclists, progress will be made. In the last year and a half, I have watched as my fellow members in the Salt Lake County Bicycle Advisory Committee (SLCBAC) have energetically pursued the goal of having a strong voice with, and influencing, county government and its agencies. I can personally attest to the progress that has been made in this short period of time. Indeed, the progress being made in Emigration Canyon has been exemplary and satisfying.

In the end, this mentality is what I hope for here. I envision the day when no one thinks to honk, yell or make obscene gestures at a cyclist for taking up part of the road. I envision the day when no one thinks twice about slowing down for a very brief period of time for cyclists, and moving a few feet to the left to get around. I envision the day when cyclists are accepted as part of the regular and usual traffic pattern.



of Utah History, the Tour of Utah Women's Edition is not to miss, as the professional and elite women lay it all on the line during a brutal 15-lap circuit race. With something to prove, and an extremely talented field, these women will push their limits, making for an exciting race to the end.

**Stage 4 presented by Workers Compensation Fund
Ogden to Powder Mountain
104.7 Miles, 8,893 feet of climbing
Thursday, August 7
Start Time -11:10 a.m.
Estimated Finish: 3:45 p.m.
Start Location - Adjacent to City Hall Park at 324 E 2500 S, Ogden Utah 84401
Finish Location - Powder Mountain Resort at Utah 158, Eden, Utah 84310**

The Tour of Utah returns to Ogden for a sixth time. Ogden is the start for Stage 4 presented by Workers Compensation Fund. Known as the "Crossroads of the West," Ogden most recently hosted the Tour in 2012 with two stages. The start of the 104.7-mile stage will take place on Historic 25th Street in downtown Ogden. Festivities begin at 10 a.m. with the University of Utah Health Care Kids Sprint to the Start, so see the future of cycling exhibit skills on the same race course as the pros. This will be followed by Autograph Alley and Rider Sign-In.

The route travels through the Ogden Valley toward the North Ogden Divide for the first of two ascents. The first of three Ski Utah KOMs will be on the slopes of the North Ogden Divide, a tough five-kilometer climb with an average 10-percent gradient. The race circumnavigates Pineview Reservoir three times before it descends Ogden Canyon for another trip though the city of Ogden on Harrison Boulevard and a second climb up North Ogden Divide. So once you watch the start Thursday morning in downtown Ogden, grab some lunch and head over to Harrison for a second look at the peloton.

The first big shakeup in the General Classification could happen on the slopes of the first mountain-top finish of the week at Powder

Mountain, one of the toughest climbs in Utah. This new addition to the Tour ascends over 3,000 feet in just six miles. And to make it even tougher, the road lacks switchbacks, forcing riders to stare down this beast of a climb with every crank of their pedals. With the finish at Powder Mountain being the first of two mountain top finishes for the week, the Larry H. Miller Dealerships leader's jersey is likely to switch hands. Watch the riders come up the North Ogden Divide on the first loop, then after the race caravan passes, head to Powder Mountain.

**Stage 5 presented by Subaru
Evanston, Wyoming to Kamas
101.4 Miles, 5,706 feet of climbing
Friday, August 8
Start Time -11:10 a.m.
Estimated Finish: 3:45 p.m.
Start Location - 1435 Main St., Evanston, Wyoming 82930
Finish Location - 170 N Main**

Street, Kamas, Utah 84036

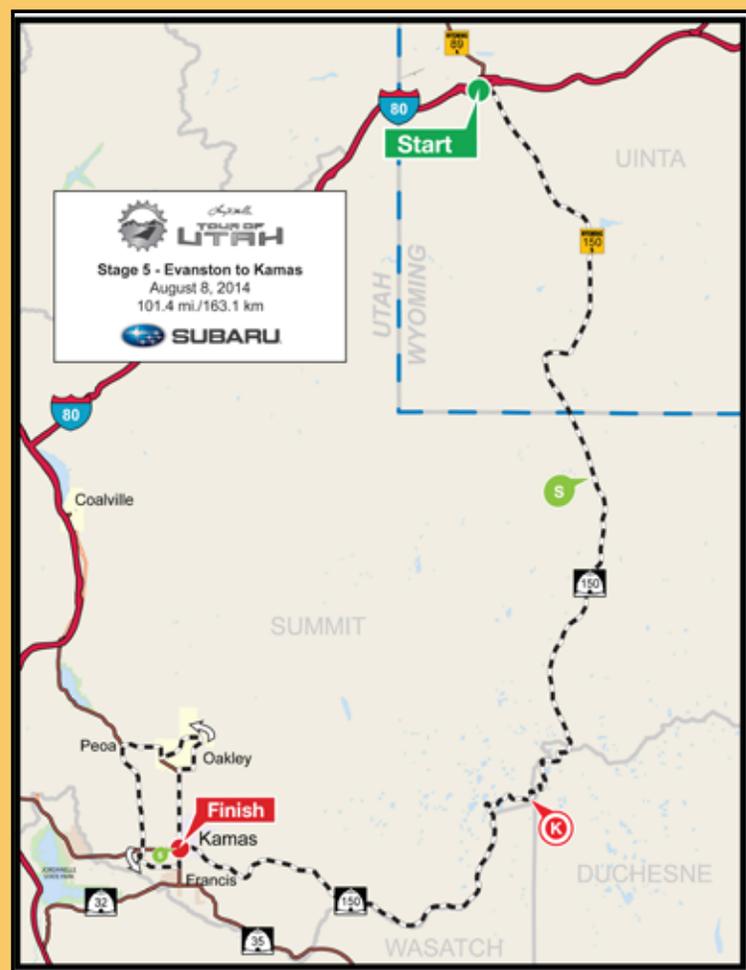
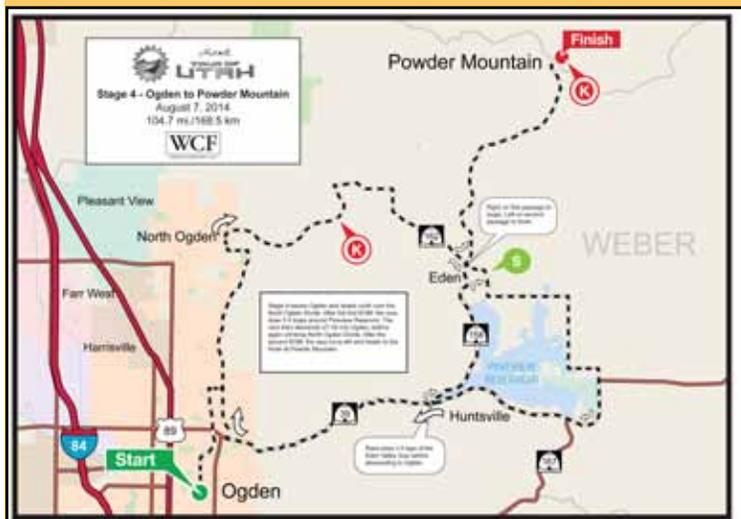
For the first time in race history, the Tour of Utah will extend beyond the state borders. Evanston, Wyoming will host the stage start for 101.4 miles to Kamas. Evanston and Kamas are the two gateway cities to the High Uintas Wilderness and the beautiful Mirror Lake Scenic Byway (State Road 150). Start line festivities will begin at 9:30 a.m. in front of the Union Pacific Roundhouse and Machine Shop in Evanston, which will include a reenactment of a wild-west shootout.

Heading south on Mirror Lake Highway, the peloton can expect to confront strong Wyoming prairie winds before beginning the long ascent to the lone Ski Utah KOM of the day at Bald Mountain Pass. At 10,759 feet above sea level, Bald Mountain Pass is the highest point the Tour of Utah has ever reached. If you want to see the Tour on

Tour of Utah Guide - Continued from page 18

jam-packed day of racing, Miller Motorsports Park is the place to be on Wednesday. Starting at 12 noon, catch the inaugural Tour of Utah

Women's Edition. The professional men in the Tour of Utah are expected to finish between 3:30 - 4 p.m. Then catch the Chase Pinkham Memorial Criterium for amateur men, women, and juniors taking place from 5 - 8:30 p.m. For the first time in Tour



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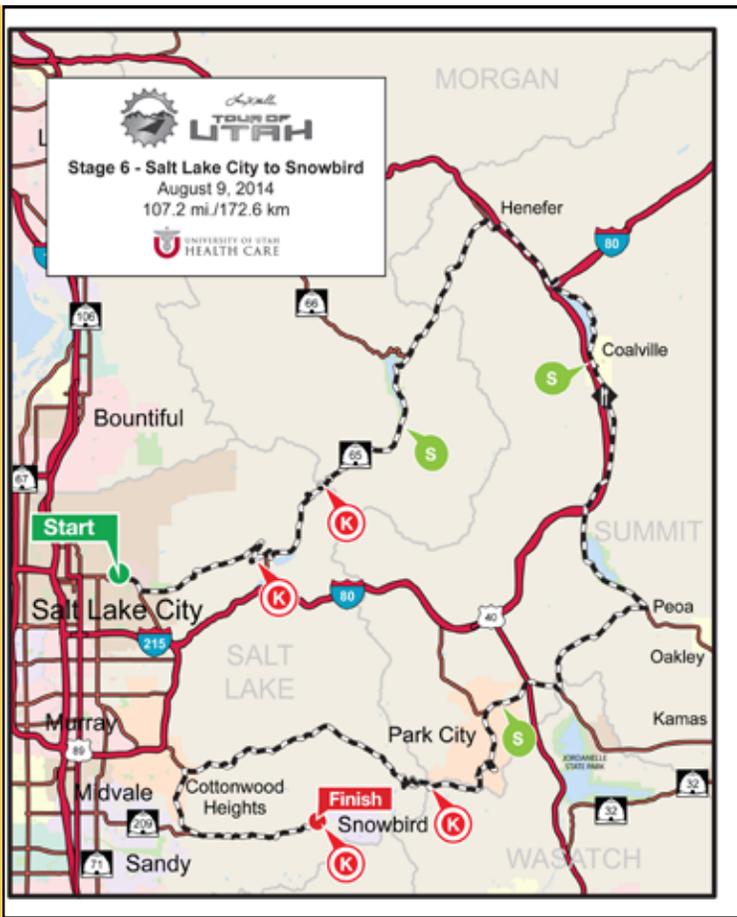
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this beautiful stretch of highway, get there early and plan to stay all day. You won't be able to drive around the race to see the finish on Friday.

After conquering the pass, the route continues with a long 30-mile descent into the Kamas valley, which has been part of every Tour of Utah since 2006. Spectators will see the peloton twice in Kamas, as the race will pass through the classic western downtown for a circuit through Oakley and Peoa then return to the finish. For the first time in Tour history the riders will get their first taste of the wild west on Democrat Alley in Peoa, with a two-mile stretch of dirt road less than 10 miles from the final sprint in Kamas. Riders will have to take extra caution, and stay near the front if they want to avoid trouble during this two-mile dirt road and set their team up for victory as they barrel to the finish line in Kamas. Downtown Kamas will have host live music, a BMX demonstration, Kids Sprint to the Finish races and much more all afternoon.



Stage 6 presented by University of Utah Health Care
Salt Lake City to Snowbird Ski & Summer Resort
107.2 Miles, 12,643 feet of climbing
Start Time - 10:50 a.m.
Estimated Finish: 3:45 p.m.
Start Location - Rice-Eccles Stadium, 451 S 1400 E, Salt Lake City, UT 84112
Finish Location - 100 Little Cottonwood Canyon, Snowbird, Utah 84092

With five days of hard racing in their legs, the riders will now have to tackle some of Utah's toughest climbs for the "Queen Stage" on Saturday. It not only covers new territory on the 107.2-mile route, but has added more climbing this year. Close to 13,000 feet of elevation gain and four Ski Utah KOMs will make Stage 6 presented by University of Utah Health Care a true challenge for the pro cyclists.

The race begins in Salt Lake City, just outside Rice-Eccles Stadium, the site of the Opening and Closing Ceremonies of the 2002 Olympic Winter Games and home for University of Utah football games. The Announcer's stage for Rider Sign-In and Autograph Alley will be set up in the West Stadium Parking Lot Saturday morning, adjacent to a large Kids Zone. Activities begin at 9:30 a.m. and the first 500 fans will receive free commemora-

tive 10-year anniversary cinch sacks as a gift from the Tour. You can ride TRAX to the University of Utah campus and use the Stadium station to access the start area (1349 E 500 S). And if you come early at 6:30 a.m., you can cheer on hundreds of amateur cyclists as they depart for The Ultimate Challenge presented by University of Utah Health Care and Utah National Guard.

The first of four Ski Utah King of the Mountain climbs on the day comes after the crest of the Emigration Canyon climb. The second Ski Utah KOM at Big Mountain may be the best place to see the fireworks begin, but you'll need to be in position by 11 a.m. to avoid road closures. With Big Mountain only 15 miles into the stage, an early break will be eager to get established, meaning high speeds and brutal attacks. Fans will find Big Mountain offers a great view of the riders as they climb switchbacks to the top, making this a great first stop to watch Stage 6 presented by University of Utah Health Care.

After all riders crest the KOMs, motorists will be allowed to drive down Highway 65 south to Parley's Canyon. There should be enough time to take I-215 South to South Wasatch Blvd to access Little Cottonwood Canyon. The six-mile climb to Snowbird Ski and Summer Resort is the second Hors Categorie climb of the week. (Special note

- the road up Little Cottonwood Canyon closes to all motorists at approximately 1:30 p.m.) You then have two options to see the finish: a) make your way to the finish area at Snowbird Ski and Summer Resort using Entry #2, or b) stop at Tanners Flat along the climb, where you'll find the steepest section, tailgate parties and other fans wearing crazy costumes. Use your mobile device to follow the race on Tour Tracker powered by Adobe as you wait so you don't miss the action.

Stage 7 presented by VLCM & Barracuda Networks
Park City to Park City
78 Miles, 7,633 feet of climbing
Start Time - 12:20 p.m.
Estimated Finish: 3:45 p.m.
Start/Finish Location - 650 Main Street, Park City, UT 84060

For a fourth time, the Tour of Utah returns to Park City for the grand finale. Stage 7 presented by VLCM & Barracuda Networks has been the decisive stage the past two years for the Tour of Utah. Come to Historic Main Street in Park City, before the riders embark on the final stage. An expanded Tour of Utah Lifestyle Expo will open at 10 a.m. with interactive displays and festivities on Main Street, from Heber Avenue to 4th Street. Autograph Alley opens at 11 a.m. on the Main Street side of Kimball Art Center, just listen for race announcers Dave Towle and Brad Sohner!

Once the gun goes off, the riders make two neutral laps in Park City, then head out of town on Kearns Blvd to the first Utah Sports Commission Sprint line in Kamas. This 78-mile stage was introduced in 2013, rolling out of Park City into rural, eastern Summit County. As the racing continues through Wolf Creek Ranches, the racer will face a short, but punishing climb with pitches of close to 20-percent gradient. In Wasatch County, the race continues through the towns of Heber City and Midway. It is just outside of Midway where the racers are faced with the toughest challenge of the entire seven-day event, the climb up Empire Pass. In just three years, Empire Pass has become legendary for its average gradient of 10 percent and sections that exceed 20 percent.

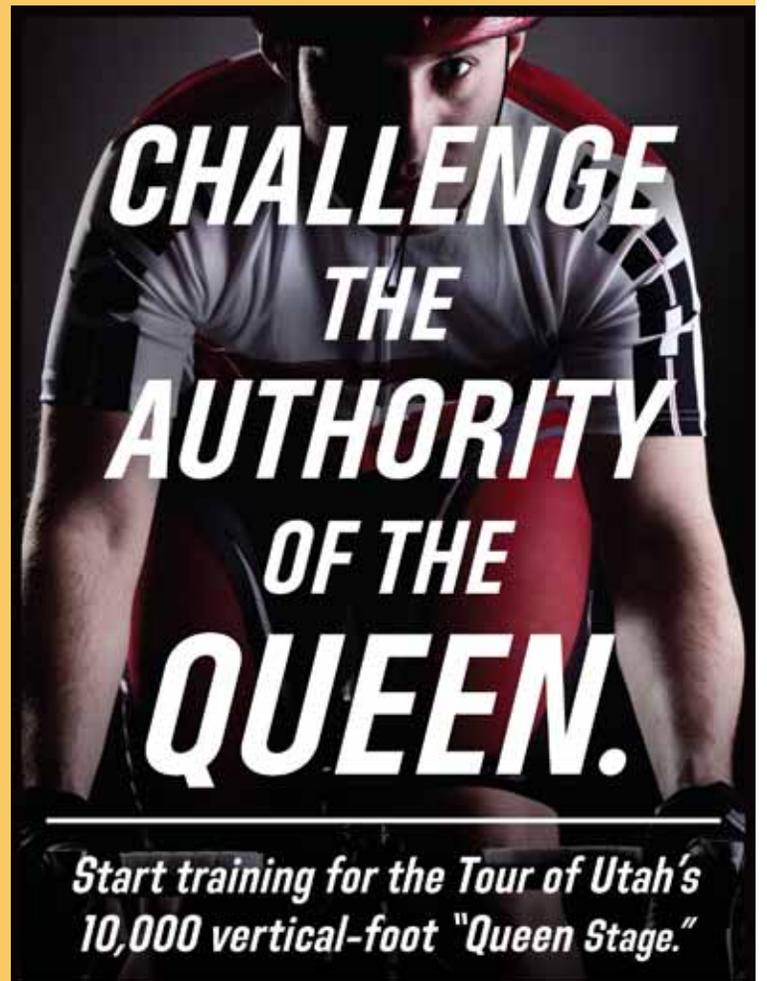
You can stay in town for lunch then journey up Guardsman Pass to watch the riders as they ascend up Pine Canyon Drive out of Midway. This is the backside of Guardsman known as Empire Pass, and what 2013 Tour of Utah Champion Tom Danielson calls "my favorite climb in the entire world." With beautiful scenery and large groups of fans, it



makes it the perfect place to turn on Tour Tracker powered by Adobe and follow the peloton. Empire Pass is an HC climb and is the final of 17 Ski Utah King of the Mountain climbs for the week. It should also be the most significant of the week, as spectators will see firsthand who may be the ultimate victor for the stage, and

"America's Toughest Stage Race." Using Tour Tracker, fans can follow the race finish virtually into downtown Park City, then make your way down the mountain for the après cycling celebration.

(All times Mountain Time; check for updates at www.tourofutah.com)



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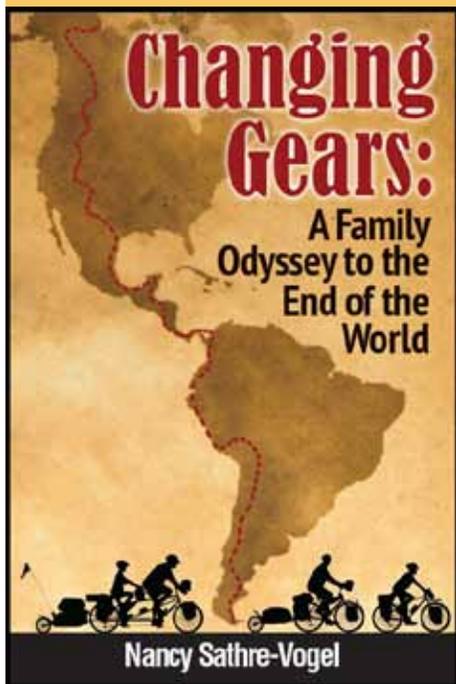


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BOOK REVIEW AND BIKE TOURING

Book Review: Changing Gears: A Family Odyssey to the End of the World is an Adventure Worth Reading



By Lou Melini

Doing an overnight bike trip probably would be easy to plan for most cyclists. A week tour or a ride across the U.S. ramps up the logistics. Now imagine riding down the Western Hemisphere of North and South America with your spouse and twin 10-year-olds over the course of 2 years, 9 months and 18 days. Starting in June of 2008, this was the trip of a lifetime for Nancy Sathre-Vogel, her husband John Vogel and their sons Daryl and Davy.

According to their website, the Vogel's were not new to bike travel before the trip that is chronicled in *Changing Gears*. They even did a previous trip with their children in 2006-07. John's extensive bike touring experience goes back to 1981. Nancy and John even met while doing separate bike tours in Southern

Asia. They really increased the complexity of bike travel in *Changing Gears*.

Changing Gears is written through the eyes of Nancy. Reading *Changing Gears* is like reading several books compressed into 297 pages. There is the geography of the trip from the top of Alaska to the southern tip of Argentina with the various cultures and people along the way. There is a "book" of information about traveling with children. There is an assortment of "adventures" in the book and how the problems that were encountered turned out (including the numerous "road angels" they met). I thought it was fascinating how numerous

motorcycle clubs were networking and escorting the family into and out of many of the Mexican cities that they rode through.

Probably the most inspiring aspect of the book was the energy produced by the boys who were determined to be the youngest people to have cycled the Western Hemisphere and be recognized by the Guinness Book of World Records. In addition, I was able to see the two boys go from scared 10 year-olds that needed their mother to 13 year-olds confident in their abilities to assess a situation, create a plan and execute it.

The trip started by flying from their home in Boise to Prudhoe Bay in Alaska. They flew with one tandem for John and Daryl and 2 single bikes for Nancy and Davy. In addition there was one BOB trailer and an Extra Wheel trailer. These were shipped along with 3 very large containers for all of the equipment that

was to be stuffed into panniers and trailer bags. Just that was a costly and daunting task.

Their start in Prudhoe Bay was not at all auspicious. An oil worker helped them with their baggage after arrival who stated: "For the record, I drive this road on a regular basis, and I think you're nuts". On the day of departure, with 17,000 miles to go, Davy was brought to "the verge of tears" when he crashed moments after leaving the hotel parking lot onto the gravelly Dalton highway. After that mishap, they had 240 miles to the first town on the Dalton highway and the Vogel's thought they were prepared by packing 50 pounds of food. With two hungry boys they ran out of food, or would have had a "road angel" not helped out. Obviously, no matter how much experience and planning one does, things happen.

And so went the travels of the Vogel family. I had a hard time putting the book down. It is very well written. It's a novel, an adventure book, a travelogue and a "how-to" cycling book. It is additionally a book chronicling what families are supposed to be doing, though in this case the family is traveling on a total of 6 wheels (plus 2 on the trailers). If you have a child or 2 I will bet that while reading this book you will look at the little tyke(s) and think; "could it be possible"? When you complete the book you will find that the answer is "Yes", it is possible.

So, after 2 years, 9 months and 18 days, Daryl and Davy became the youngest people to cycle the Western Hemisphere. They have all of the documentation. Unfortunately Guinness World Records dropped the "youngest category".

For information to purchase this book and other cycle books by Nancy Sathre-Vogel go to www.familyon-bikes.org.

Changing Gears: A Family Odyssey to the End of the World
By Nancy Sathre-Vogel
2013, Old Stone Publishing,
ISBN-10: 0983718733

An Interview with Nancy Sathre-Vogel

I was able to interview Nancy Sathre-Vogel to hear how the family is doing since the big trip. Below is the interview.

Cycling Utah: Nancy, it will be 3 years in March of 2014 since completing the trip. How would you describe the differences in your boys compared to other boys their age since the trip?

Nancy Sathre-Vogel: I often say that there is no way to know what effect our journey had on our kids -

there was no control group of Davys and Daryls who didn't do it. I do think their travels have impacted their confidence, but I can't really say that with certainty either. All parents view their own children differently from other kids, so maybe that's just my bias speaking? In the end, all I can do is give them all I can and hope for the best.

C.U.: There were several comments you made throughout the book that there was a small but seemingly dedicated group of people that were accusing you of child abuse. What was that all about? How do you respond to them?

NSV: They were a small, but very vocal group. Some of the ladies took it upon themselves to "save" our children from the "abuse" we were inflicting upon them, and were almost stalkers to do that. Every time we were profiled in the news, they left comments on the article mentioning how horrible we were. They called the person in charge of the non-profit group we were volunteering with to tell her that she shouldn't allow us to work with her. It was odd, but I guess they are entitled to their opinion.

How would I respond to them? That's a tough one. Of course, if my kids really were being abused, I would want somebody to step in and do something. I've realized there is a fine line between abuse and an alternate lifestyle, and it can be hard to tell the difference. We need to be ever mindful of the fact that we are all different and, just because *I* can't imagine doing something, that doesn't mean that somebody else can't enjoy it.

C.U.: I am currently following a Montreal family with a 6-year old that are riding for a planned 3-year trip (nomad-dream.org). As an educator and mother, is there much research/information on the subject of long-distance travel with children?

NSV: No, there is not much out there regarding long term bike touring with kids - my site is probably the most comprehensive there is. I think there is a lot of power simply knowing that other families have done it and it worked, so it's important that we get the word out that it is possible to tour with kids.

Bicycle Touring with Children: A Guide to Getting Started is a small booklet about getting out there on the bikes with kids. I sell it on the website.

C.U.: Being on the Board of Directors of Warmshowers, I have to ask this question. Can you give me a synopsis of what it is like to have "road angels" help out? Did the

actions of the "road angels" influence your family in how you currently interact with people?

NSV: Road Angels changed our journey! It was absolutely mind-boggling and humbling to be on the receiving end of those random acts of kindness over and over again. People reached out to us in so many ways, and we are all very grateful for that.

Does it influence us now? You bet! Knowing how much it meant to us when people helped us out encourages us to reach out to others. But beyond that, we know that people are kind and generous and we don't live with the fear that so many Americans have.

C.U.: Because of the 14-year girl that had to be rescued at sea while attempting the "youngest person to sail around the world", Guinness World Records dropped the youngest category, including Davy and Daryl. Did the Guinness World Records ever recognize Davy and Daryl?

NSV: No, Guinness World Records never did officially recognize the record. They are no longer recognizing the "Youngest to do anything" - that whole category is no longer on their books. While we were all disappointed, we realized that the emphasis needed to be on what our children accomplished, not on a piece of paper. GWR sent the boys a nice letter acknowledging their efforts and commending them for sticking with it. As Daryl said, "We still have the world record, it's just not recognized by Guinness."

C.U.: What's next for the family?

NSV: What next for us? John and I have the philosophy that we wanted to give our kids as many varied experiences as we could. They lived as expats until they were 7. They spent four years traveling on their bikes. We had given our sons some amazing life experiences, but what we hadn't given them was a home. We gave them the world; now it's time to give them a home.

Our hope now is to remain here in Boise until they move on to college. It's great to be part of a greater community and put down roots. The boys are involved with FIRST Robotics, which has been an incredible opportunity for them. They are also taking some AP math and science classes and an electronic class at the local tech center. It's all good.

CU: Thanks Nancy. It was a wonderful experience "observing" your family travel by bike in *Changing Gears*. It will be a book long remembered and highly recommended

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TOUR OF UTAH PREVIEW

2014 Tour of Utah Teams Guide

16 of the top teams in the world will be competing in this year's Tour of Utah. We present a guide below.

UCI ProTeams (*world rankings as of May 4, 2014)

- Belkin-Pro Cycling Team (The Netherlands), No. 10 on UCI WorldTour
- BMC Racing Team (USA), No.6 on UCI WorldTour
- Cannondale Pro Cycling (ITA), 14th on UCI World Tour
- Team Garmin-Sharp (USA), No. 12 on UCI WorldTour
- Team LAMPRE-MERIDA (Italy), No. 11 on UCI World Tour
- Trek Factory Racing (USA), No. 8 on UCI WorldTour

UCI Pro Continental Teams (UCI ranking as of May 25, 2014)

- Drapac Professional Cycling (AUS), 2nd on UCI Oceania Tour
- Team Novo Nordisk (USA), No. 30 on UCI America Tour
- UnitedHealthcare Professional Cycling Team (USA), No. 14 on UCI America Tour

UCI Continental Teams, America Tour (UCI ranking as of May 25, 2014)

- Bissell Development Team (USA), 16th on UCI America Tour
- Funvic Brasilinvest-São José dos Campos (Brazil), No.1 on UCI America Tour
- Hincapie Sportswear Development Team (USA), No 4 on UCI America Tour
- Team Jamis-Hagens Berman presented by Sutter Home (USA), 7th on UCI America Tour
- Jelly Belly presented by MAXXIS (USA), No 17 on UCI America Tour
- Optum presented by Kelly Benefit Strategies (USA), No 5 on UCI America Tour
- Team SmartStop (USA), 3rd on UCI America Tour

Belkin-Pro Cycling Team (NED)

Website: www.teambelkin.com/
Facebook: TeamBelkin

Twitter: @teambelkin

2014 Roster: 28 riders

This is the first time this European-based ProTeam will compete at the Tour of Utah as the Belkin-Pro Cycling Team. Last year the Dutch squad claimed 38 victories including Bauke Mollema's stage wins at the Tour de Suisse and the Vuelta a España. Also in 2013, Robert Gesink (NED) won the Grand Prix Cycliste de Québec. In 2014 racing to date, the team has claimed stage wins at the Tour of Norway, Volta Ciclista a Catalunya, Paris-Nice and Tour de Langkawi.

BMC Racing Team (USA)

Website: www.bmc racingteam.com

Facebook: BMCProTeam

Twitter: @BMCProTeam

2014 Roster: 28 riders

BMC Racing Team returns to the Tour of Utah for its sixth appearance in the race. Founded in 2006, the BMC Racing team is headquartered in Santa Rosa, California. The BMC Racing Team has had many successes at the Tour of Utah, including winning one stage (Greg Van Avermaet) and finishing third overall in the team classification in 2013, winning two stages and the overall in 2012. Ranked sixth in the UCI World Tour, one of the U.S.-based team's goal for 2014 is to rack up 40 wins, nine more than the previous year. The team heads into 2014 stacked with American talent, Brent Bookwalter, Taylor Phinney and Tejay Van Garderen in addition to new recruits Peter Stetina and Lawrence Warbasse. In 2014 racing to date, the

2011 Tour de France Champion Cadel Evans (AUS) won a stage and finish second overall at the Tour Down Under, Philippe Gilbert nabbed the victory at Amstel Gold Race and De Brabantse Pijl and newly crowned USA Time Trial Champion Taylor Phinney won a stage at the Amgen Tour of California.

Cannondale Pro Cycling (ITA)

Website: www.cannondalepro cycling.com/

Facebook: CannondaleProCycling

Twitter: @cannondalePro

2014 Roster: 28 riders

Current Ranking: 14th on UCI World Tour (as of 4 May 2014 rankings)

The Cannondale Pro Cycling Team returns to the Tour of Utah for the fourth consecutive year. The Italian squad is constructed around Peter Sagan (Slovakia), who performs equally well in classics and stage races, in uphill or pure sprint finishes and sometimes even in short time trials. Sagan's haul was an impressive 22 wins in 2013, including two stages of the Tour de Suisse, a stage of the Tour de France. Among his victories so far in 2014 include stage wins and the overall sprinter's jersey at the Amgen Tour of California. Another top sprinter on the team is Italian Elia Viviani, who won two stages at this year's Tour of Turkey. The American rider on the team is Ted King of New Hampshire, who was the bronze medalist at the 2011 USA Cycling Professional Road Race national championship.

Team Garmin-Sharp (USA)

Website: www.slipstream sports.com

Facebook: RideArgyle

Twitter: @Ride_Argyle

2014 Roster: 29 riders

Team Garmin-Sharp will return for a fifth year. Team Garmin-Sharp emerged 11 years ago as a development squad by CEO Jonathan Vaughters and became a ProTour team in 2007. The rejuvenated 2014 roster includes eight Americans-Nathan Brown, Tom Danielson, Caleb Fairly, Tyler Farrar, Phil Gaimon, Alex Howes, Benjamin King and Andrew Talansky. In 2013, Danielson won the overall title at the Tour of Utah, while young teammate Lachlan Morton (AUS) soloed to a stage win and won the best young rider classification. New recruit Gaimon started off 2014 with a bang with a stage win and second overall at the Tour de San Luis. Australian Rohan Dennis claimed a second win and finished second overall at the Amgen Tour of California.

Lampre-Merida (ITA)

Website: www.team lampremerida.com/en

Facebook: TeamLampre

Twitter: @Lampre_Merida

2014 Roster: 26 riders

Italy's Lampre-Merida makes its inaugural appearance at the Tour of Utah in 2014. The team achieved two major triumphs during the off season in the transfer market by signing Rui Costa (Portugal) and Chris Horner (USA) for the 2014 road season. Costa claimed two stages wins at the Tour de France in 2013 before his superb win in the 2013 UCI Road World Championships. Horner, who won the overall at the 2013 Vuelta a España, claimed one stage and finished second overall at last year's Tour of Utah. So far in 2014, Lampre-Merida has garnered victories at the Tour Down Under, Trofeo Liguiglia, Volta ao Algarve, Vuelta a Mallorca, VDK-Driedaagse De Panne-Koksijde, Tour of Japan and the Giro d'Italia.

Trek Factory Racing (USA)

Website: www.trek factoryracing.com

Facebook: TrekFactoryRacing

Twitter: @TrekFactory

2014 Roster: 28 riders

The Trek Factory Racing squad, registered in the U.S., is one of the newest WorldTour teams for 2014. The Trek Factory Team is built around leader Fabian Cancellara of Switzerland, a world champion. In 2014 racing to date, Julián Arredondo (COL) won two stages, both mountain-top finishes, while his teammate Giacomo Nizzolo (ITA) sprinted to victory at the Tour de San Luis in Argentina. Cancellara won the Ronde van Vlaanderen. The Trek Factory Racing roster also includes American rider Matthew Busche and German superstar Jens Voigt, who both raced in Utah last year.

Pro Continental Teams

Drapac Professional Cycling (AUS)

Website: www.drapac cycling.com/

Facebook: drapaccycling

Twitter: @DrapacCycling

2014 Roster: 17 riders

Founded in 2004, Drapac Professional Cycling is the only Australian team to currently hold a UCI Professional Continental license. The 17-rider squad of Australian and Dutch riders features 2007 Australian Road Champion Darren Lapthorne, reigning U23 Australian time trial champion Jordan Kerby and Jonathan Cantwell, an Aussie sprinter who previously raced for Team Saxo Bank. So far in 2014, the team has claimed stage wins at the Tour of Japan, Tour de Taiwan and New Zealand Cycle Classic. It is currently ranked 2nd on UCI Oceania Tour (as of 25 May 2014).

Team Novo Nordisk (USA)

Website: www.teamnovonordisk.com/

Facebook: TeamNovoNordisk

Twitter: @teamnovonordisk

2014 Roster: 17 riders

Team Novo Nordisk is the world's first all-diabetes pro cycling team with a mission to inspire, educate and empower people affected by diabetes. In 2006, Phil Southerland, co-founder and CEO of the team, assembled a group of eight cyclists with Type 1 diabetes to take on the grueling 3,000 mile Race Across America and raise diabetes awareness. The team went on to win the event in 2007, 2009 and 2010. The American Pro Continental team features a diverse roster of riders representing 10 different countries. The team features two Americans, Joe Eldridge, the 2012 National Champion in track's team pursuit, and Benjamin Dillely. In 2014, David Lozano, an 11-time mountain bike champion of Spain, captured the King of the Mountains classification at the Cholet Pays de Loire in France. The team competed at the Tour of Utah four previous times (2007, 2009-2011) as Team Type 1. Expected to return to Utah this year is veteran rider Javier Megias (Spain), who finished second on stage 4 in Salt Lake City in 2011.

UnitedHealthcare Professional Cycling Team (USA)

Website: www.uhcpro cycling.com/

Facebook: UHCpro cycling

Twitter: @uhcpro cycling

2014 Roster: 23 riders

A fourth year Pro Continental squad, Team UnitedHealthcare has participated in every edition of the Tour of Utah. The team, often referred to as "The Blue Train," has garnered three stage wins (2006 and two in 2012), an overall victory (2006) and finished second in the overall team classification in 2013. Among the 10 Americans on the roster are Jeff Louder (Utah native who won the Tour of Utah in 2008), Kiel Reijnen (2014 and 2013 Philadelphia Classic winner), Ken Hanson and Luke Keough. Team UnitedHealthcare topped the UCI America Tour Rankings in 2013. Chris Jones won most aggressive on Stage 1 of

the 2013 Tour of Utah. So far in 2014, the team has claimed stage victories at the Tour de Langkawi, Tour de Taiwan and Tour of Norway.

Continental Teams

Bissell Development Team (USA)

Website: www.bissell developmentteam.com/

Facebook: BissellDevelopmentTeam

Twitter: @BissellDT

2014 Roster: 14 riders

Current Ranking: 16th on UCI America Tour (as of 25 May 2014 rankings)

With a new title sponsor BISSELL Homecare Inc., the Axel Merckx-led U23 development team returns to Utah. Racing previously as Bontrager Pro Cycling Team and Bontrager-Livestrong, team alum Joe Dombrowski won the best young rider classification in 2012. The original iteration of the Bissell Development Team was created in 2009 with the vision to develop the next generation of elite cyclists. To date, 14 riders have advanced to the UCI WorldTour ranks. There are eight Americans on the 2014 roster, including the reigning U23 National Road Champion Logan Owen. The 18-year-old Bremerton, Oregon native finished fourth at both the UCI Cyclo-cross World Championships and UCI Road World Championships in 2013. Brothers Chris and Tanner Putt of Park City, Utah are both on the roster. This year the Bissell Development Team has claimed a stage win at the New Zealand Cycle Classic and at the Tour of the Gila.

Funvic Brasilinvest-São José Dos Campos (BRA)

Website: www.ciclismopinda.com/

Facebook: teamcyclingfunvic

Twitter: @cycling_funvic

2014 Roster: 15 riders

Founded in 2010, Funvic Brasilinvest-São José dos Campos is a Continental squad that leads the UCI America Tour in 2014. The Brazilian team includes 15 riders from South American countries Argentina, Brazil, and Colombia. In 2012, Magno Nazaret took the overall title at the Vuelta al Uruguay and the Tour of Brazil. Earlier this season, Nazaret took two stage wins and the overall title, once again at the Tour of Brazil. André Almeida is the reigning Under-23 Brazil National Time Trial Champion. The team is currently leading the UCI America Tour rankings. It is the team's second trip to the Tour of Utah.

Hincapie Sportswear Development Team (USA)

Website: www.hincapie racing.com/

Facebook: HincapieRacing

Twitter: @hincapie devo

2014 Roster: 14 riders

In its third year as a UCI Continental team, the Hincapie Sportswear Development Team returns for a second year to the Tour of Utah. The young South Carolina-based team, with an average age of 22 years, has a roster of American, Australian, Latvian and New Zealander riders. The 14-rider team features two-time U23 National Criterium Champion Ty Magner, who wore the Best Young Rider's jersey at the Tour of Utah for two days after finishing third on the first stage. The team also includes Joey Roskopf, who had eight podium placements last year and finished second in the 2013 USA Cycling NRC standings.

Team Jamis-Hagens Berman presented by Sutter Home (USA)

Website: www.jamishagensberman.com/

Facebook: jamishagensberman

Twitter: @teamjamishb

2014 Roster: 13 riders

Team Jamis-Hagens Berman presented

by Sutter Home returns for the third time at the Tour of Utah in 2014. The American Continental team recruited new talent for this year and will be looking to shine at the Tour of Utah. In 2014 racing to date, Daniel Jaramillo, of Colombia, claimed two mountain-top stage wins at the Tour of the Gila. His teammate, Gregory Brenes (Costa Rica), finished second overall at the same race in New Mexico. Team Jamis-Hagens Berman is the current leader of the USA Cycling National Racing Calendar. The squad also won a stage and the overall at the Joe Martin Stage Race.

Jelly Belly presented by Maxxis (USA)

Website: www.jellybelly cycling.com

Facebook: jellybellycycling

Twitter: @jellybellyteam

2014 Roster: 13 riders

Based in San Marcos, California, Jelly Belly Cycling Team is the longest-running professional bicycle racing team in the United States. In its 15th year, the team's 13-rider roster includes reigning national champion Luis Lemus (MEX) and 2013 national champion Freddie Rodriguez (U.S.). Rodriguez is a four-time U.S. National Road Cycling Champion, while Lemus, is a two-time Mexican National Champion on only 21 years of age. Lemus finished fourth overall in the best young rider classification at the 2013 Tour of Utah.

Optum p/b Kelly Benefit Strategies (USA)

Website: www.optumpro cycling.com/

Facebook: OptumProCycling presented by KellyBenefitStrategies

Twitter: @optumpbkbs

2014 Roster: 13 riders

The Optum Pro Cycling presented by Kelly Benefit Strategies team returns to the Tour of Utah for a sixth year featuring experienced riders from the U.S. and Canada. The 13-rider roster includes Jesse Anthony (USA) who won a stage at the 2011 Tour of Utah, Tom Zirbel, the 2013 USA National Time Trial Champion, Eric Young, the reigning USA National Criterium Champion and Canadian Ryan Anderson who placed third in the 2013 UCI America Tour Rankings. In 2013, the team took top honors in the 2013 USA Cycling National Racing Calendar, and was the top Continental team in the UCI America Tour Rankings, with a third overall placing. So far in 2014, victories include stage wins at the Vuelta Mexico and Tour of the Gila as well as a stage win and the overall King of the Mountain classification at the Amgen Tour of California by Canadian Will Routley.

Team SmartStop (USA)

Website: www.team smartstop.com/

Facebook: SmartStopProCycling

Twitter: @team smartstop

2014 Roster: 15 riders

With a revamped roster for 2014, Team SmartStop switched its focus to stage racing after seven years of successful criterium racing. The change in direction paid off for the UCI Continental team based in Winston-Salem, N.C. Eric Marcotte delivered the first Stars-and-Stripes jersey for the team by winning the USA Cycling Professional Road Race National Championship May 26, with his teammate Travis McCabe taking silver. Julian Kyer finished fourth in the USA Cycling Professional TT National Championship. In addition, victories so far in 2014 include stage wins at Vuelta Independencia Nacional, Redland Bicycle Classic and Joe Martin Stage Race. Team SmartStop has an international squad of riders from five countries, including New Zealander Michael Torckler, who won last year's King of the Mountain jersey at the Tour of Utah.

Electric Bikes for Commuting - from page 4

bike community. I stuck with it and taught Safe Routes to School programs in Portland for several years, teaching bike and pedestrian safety classes to grades 4-high school. I also worked for Alta Planning and Design. In Portland, I was active with the cycling community, serving as a media contact, volunteer, spokesperson, and event organizer. I helped found the Sprockettes and was featured in a short film about Portland's bike facilities. I was invited to be a presenter at the first national Safe Routes to School conference in 2007.

After living for several years in north Lake Tahoe and working in a fantastic bike shop with my husband, we moved to Salt Lake City. Here, I worked as a Spanish teacher last year at Rowland Hall. Currently I am a third grade teacher at Alianza Academy, a charter school in South Salt Lake. I am a League Certified Cycling instructor. I work with the Bicycle Ambassador Program with Salt Lake County as a volunteer ambassador and trainer. I also use my 5+ years of experience as Vice-Chair of Portland's Bicycle Advisory Committee to serve on the Salt Lake City Mayor's Bicycle Advisory Committee. I ride a road bike, a custom Vanilla touring bike, a 29-inch mountain touring bike, a 29-inch mountain touring bike, a full suspension mountain bike, cross bike, city bike, and now, Specialized Turbo, an e-bike.

C.U.: Your background sounds like a natural inclination to commute by bike.

Elicia: Truth be told, I started bike-commuting when I wanted to go out in my early 20s and make sure I could get home safely. From there, it was a pretty quick transition into riding a bike downtown to my various job sites (I was a freelance stage manager at the time) because in Portland, there were already good bike routes and plenty of safe parking. When I went back to school to try to find another career, it made sense to ride my bike to the university, to my work, etc., and then I started working at a bike shop and went car-free for several years.

C.U.: How did you end up with an e-bike?

Elicia: In Salt Lake City, I commute on a Specialized Turbo. It is the first big purchase my husband and I have made together, and it was a big decision. I don't think of myself as someone who rides an electric assist bike. I'm strong, and fit, and reasonably healthy, but between the demands of a job that requires professional dress, foot surgeries, and a huge increase in my asthma, bike commuting just wasn't working for me. I was still riding my beloved Electra Ticino around town, but commuting just made me blue in the face and completely miserable.

What a shift for me to be in the car all the time, and I hated it.

The Turbo has been a game changer for me. I can carry all the clothes I need (I have little storage and no shower at work) plus meals and any materials I need for the day to teach elementary school. The Turbo rides just fine, no asthma or misery, no matter how much I carry. But I am still getting all the great benefits from riding- clear head, no freeway, fresh air, neighborhood perspective, human-scale interaction, etc.

C.U.: What are some of the advantages/disadvantages of the e-bike?

Elicia: Advantages: no hassle commuting, almost unlimited carrying capacity (we have a rack and fenders), a no-sweat commute if I want it, and an average speed of around 20 mph. Disadvantages: cost, weight, and feeling like I should be making fun of myself. It's hard to ride with someone who isn't on a Turbo. It's not a social bike. There is the potential of running out of battery, but the bike has a lot of settings to make sure you know when that is going to happen. I do have issue with having to charge it (use electricity) but I use a mobile phone too, so I can't be too much of a hypocrite.

C.U.: Heather, what has been your overall experience with the e-Bikes?

Heather: Initially, I was using my regular bicycle for commuting to work and the eMundo when I had the kids because the eMundo is really big and was intimidating. With all of the accessories, motor and battery it weighs about 70 pounds. It took me a few months to feel comfortable and in control and now I prefer the eMundo to my other bikes. I'm a bit type A and like to have all the items I need to be prepared so it was hard for me to switch back and forth between bike, bags, locks, lights, work clothes, rain gear, face mask, etc. I kept forgetting something. It's been simpler for me to focus on getting everything organized for one bike. The eMundo can also carry a lot of stuff so it's useful to have it if I stop by the grocery or other store on the way home.

I'm in love with assist especially with a bike of 70 pounds and a kid load of 80 pounds. My husband frequently uses the eMundo to take my daughter to school in the mornings and rarely puts the battery on the bike so the assist option isn't available. I always have the battery on so that I can track my mileage and am constantly changing my level of assist and gears.

I love the BionX system on the eMundo over that on the Pedego as it has additional functionality. It has 4 levels of assistance, 4 levels of generation and a throttle. I can utilize the throttle at anytime (except when in generation mode) to zoom through yellow lights, move out in and out of traffic or just to entertain the kiddos. On flat areas you very quickly get to 20mph and stay there with the throttle on. It's important to note that electric bikes are regulated to 20mph so the motor will keep you at that speed when in assist mode.

The % of assist is anywhere from 35% to 300% and it really feels like you have bionic legs. On flat areas I often don't need the assist, for

slight inclines I use level 2 and for large hills I use level 4 or I push the throttle and still have to put a lot of energy into peddling. It's a 21-speed bike and I'm generally trying to get everywhere I can as fast as I can so I'm constantly switching my gears and assist to maintain as close to 20mph and still get a decent workout. The assist mode won't kick in until your going at least 2mph so I always try to down shift at stoplights to make sure I don't fall over when I try to start peddling again (it did happen once at a very busy intersection and was horribly embarrassing).

The generation mode allows you to put up to 15% power back to the battery and essentially feels like downshifting. I use this mode when going down large hills because it slows the bike down while peddling so I don't have to ride my brakes so much. It also gives me more control over the bike especially when the gears are really wiggly.

The batteries are easily removed from the bikes with a key. We bring them in each night and charge them. It takes about 5 hrs to charge with lights indicating when the charge is complete. The batteries are lithium and unlike electronics they don't require periodic draining of the battery for best performance or longer life. The battery on the eMundo is 48V and Yuba claims it costs 3-5 cents to recharge the battery. They also claim a distance of 25-50 miles on a charge but I've yet to see that happen for me. I went 16 miles from my house (the bottom of the foothills in Sugarhouse) to Olympus Cove with my 5 year-old and had two bars of the eight left on the battery display. It was an elevation gain of about 800 feet with half the ride up some big hills. I don't think my battery would have made it another 9 miles - I'll have to test it out another day and see. (Editor's note: Heather reported that she has gone 20 miles on a charge in hilly terrain.)

C.U.: Heather, have you had any problems?

Heather: Unfortunately, I have had some significant issues with my motor and my computer console. Fortunately, the bike comes with a 2-year warranty and Blue Monkey has incredible customer service. Soon after I got the bike the assist stopped working and the diagnostics showed the motor had to be replaced. BionX, which is located in Canada, wouldn't send a new motor until they evaluated the dead one. It took several weeks to fix and left me without my eMundo for several weeks last fall. As soon as I got the new motor, the console backlight stopped working and that had to be replaced. I've read info on the web about the early 2013 BionX systems having issues so maybe that's what I was dealing with. I've not had any problems since and it's been about 8 months of frequent use. The battery has worked fine.

We've had a few other quirky electrical issues that have required service for both my bike and my husband's. Some of which have required diagnostic tools and understanding of mechanics that I don't have. Duane or Mikey from Blue Monkey have been willing to come to my house to fix some of the issues. I've really appreciated their service. Everything so far has been under warranty and free of charge.

C.U.: Elicia, tell me about the Specialized Turbo.

Elicia: The bike is like riding a cruiser around the city, upright and cushy, while traveling at 20 mph. There are four modes, including full assist, eco-assist (uses less battery), no assist, and regeneration mode. Full assist means that I can go to work and back, moving very quickly, about 15 miles round trip, and still have about 60% of the charge left. It kicks in as soon as I pedal, and it's powerful! The eco setting (represented by a leaf shape on the interface screen) is a less-powerful option that is more efficient. I'm still experimenting with that. The no-assist and regeneration modes both have a lot of pedaling resistance, and seem to be best for long downhill rides. One nice thing about the power-assist is that if your battery is running low, the eco-mode will automatically kick in to extend the range. In addition, there is a built in light system that will continue to light up even if your battery runs too low to provide any power to the wheel.

We have the bike built up with fenders and a rear rack to make commuting that much easier, and aside from the rather thick downtube, it looks like any other heavy bike. I'm not sure if I mentioned this before but my husband and I share the bike. All we need to do is change the seat height because the bike is so easy and comfortable to ride, so bike position and perfect fit are less important. He's 5'11 and I am 5'3; we have a size medium.

Being new to Salt Lake City, I don't have a certain bike shop that I go to. We do most of our maintenance in-house, as it were. It's worth noting that not every Specialized dealer will be able to carry Turbo bikes. Those dealers are selected based on their ability to service the bikes and have had special training. However, we haven't had any particular problems with our bike after 400+ miles of riding. We did have one flat, and the only special tool that you need to change it is a 5mm allen wrench. The wrench is necessary to unbolt the thru-axles. There is just a cable to unplug to decouple the power-assist hub from the wiring.

Specialized doesn't have a schedule for regular maintenance beyond that of a regular bike. The tires are made of a long-wearing compound and are almost as large as a 29" mountain bike tire. A fat 700c (or 29er) tube works just fine.

The bikes are relatively new to the US market this year, having been introduced in Europe the year before.

C.U.: Elicia, you are a member of the new Salt Lake City Bicycle Advisory Committee. Is there a legal issue with E-bikes? For example, at what point would an electric bike become a motorcycle?

Elicia: I think that silent electric-assist bikes should be held to the same standards as traditional bikes. I still have to pedal, deal with the rain and snow and inattentive drivers, lock up my bikes, wear lights and rain gear, and figure out how to carry my stuff. I still have to make sure my hands are warm enough to brake on cold mornings. I think that noisy two-stroke engine assist bikes are something different, especially if they move on their own without pedaling.

I am always aware that it would

be easy for me to hit something at speed and have a very bad crash because I can go so fast- but I can go incredibly fast on my road bike too. I have the same responsibility on Turbo as I do on a non-assist bike. I tend to stay off shared use paths on whatever bike I am riding because I ride faster than many users unless I am trying to go slow. I don't think that ebikes should go their "normal" speed (+20mph) on shared-use paths. Those facilities are for riders who are, perhaps, looking for a more peaceful and protected experience than they would get by riding on an arterial. The Turbo does great in city traffic, and those routes are generally more direct, so I'd rather use streets.

C.U.: Heather, how would you counsel someone that came to you for advice about buying an e-bike?

Heather: Both the e-bike world and the cargo bike world are expanding quickly. I would review the websites on electric bikes and read the reviews. The website <http://electricbikereview.com> has some great info and there numerous others out there.

It's really helpful to have a good idea of how you plan to use it as well. With cargo bikes, some systems have components that work really well together. I think this is a big focus for Xtracycles Edgerunner longtail bike but the system is more expensive. I love my Yuba and the price point but their accessories don't all work together. I purchased a peanut shell (child carrier seat) for my younger daughter to ride in but it prevents me from attaching the pannier bags or the towing tray that allows you to easily tow other bikes. It seems like they develop their accessories as consumers demand them but not as a whole working system. Through a blog called Tiny Helmets Big Bikes I found a company called Carsick Designs and special ordered their pannier bags they've designed to work with the peanut shell.

Cost is a huge thing to consider. You have the base price for the bike and the accessories quickly add up. I've added a breadbasket, handlebars for passenger, peanut shell, panniers, lights and additional reflective stickers. I ended up making my own passenger cushion and my father-in-law made a less expensive footrest for my older daughter. Now I want to get a bike rack for our e-bikes and there is only one that works with the eMundo. It also requires a hitch that I currently don't have.

Other questions to ask yourself: Will you utilize the bike enough to make the expense worth it? (It's been a worthwhile investment for us.) Do you have the space to store the bike? (We didn't initially and it has created some cluttered storage areas for us.) Will I be able to lock it up at the places I frequent? (I can usually find a spot but it is a massive bike and can take a bit longer to lock up, especially if I remove my battery, console and lights.)

Also, I really recommend going through a dealer as e-bikes have the potential for more issues that a bicycle.

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



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HEALTH

Fuel for the Road: What to Eat During Training and Competition

By Katherine Beals, PhD, RD, FACSM, CSSD

For the endurance athlete looking to eat during exercise, there are shelves worth of sports drinks, gels, and chews promising to boost performance. But, are they beneficial and, if so, which ones are the best? This month's column will examine why, when, and what to eat during training and competition.

Why?

One of the most common causes of fatigue during endurance training and competition (particularly of a moderate-to-high intensity) is depletion of that all-important muscle fuel—glucose. Thus, the rationale behind eating during exercise is to provide glucose for the muscles so they don't run out, not unlike stopping at the gas station during a cross-country road trip to fill up your car's tank with gas. However, just as stopping at a gas station is only necessary if there is a possibility the car will run out of gas, eating during exercise will only be beneficial if there is a chance that the muscles will run out of glycogen (i.e., stored glucose) during the training bout or competition.

When?

Whether the muscles will run out of glucose (and, thus, the athlete will benefit from eating something during training or competition) depends on what was consumed before exercise as well as how intense and how long the exercise will be. The International Olympic Committee (IOC), American College of Sports Medicine (ACSM) and the Academy for Nutrition and Dietetics (AND) all agree that if the training bout or competition is less than 45 minutes

and the athlete has eaten appropriately before hand (thus, replenishing glycogen stores), there is no performance benefit from eating something during exercise. When it comes to exercise lasting longer than 45 min there is some discrepancy between the various sports organizations. But, the bulk of the research indicates that, eating during low-to-moderate intensity exercise lasting between 45 min -75 min is of little to no benefit from a performance standpoint. Up the intensity and a small amount of carbohydrate (~30 grams) may be beneficial.

For exercise of moderate-to-high intensity lasting between 1-2.5 hours, it is recommended that athletes consume approximately 30-60 grams of carbohydrate per hour. For anything longer than 2.5- 3 hours, the research suggests that consuming upwards to 90 grams per hour may be beneficial, although for some athletes, particularly those engaged in a high impact sports (e.g., running), such large doses can result in gastrointestinal distress. Thus, it is always recommended that you experiment with carbohydrate replacement protocols during training so that you have it dialed in before any/all important competitions.

What?

Since it is glucose that the muscles need, then it is carbohydrate that the athlete should consume. But, what type of carbohydrate? Ideally you want a carbohydrate that will be rapidly digested and absorbed as well as maximally oxidized (i.e., used for energy) by the muscles. Research has shown that carbohydrates can be roughly divided into two categories: (1) carbohydrates that are oxidized rapidly (approximately 1 gram per minute or up to 60 grams per hour) and (2) carbohydrates that are oxidized relatively slowly (approximately 0.5 grams per minute or 30 grams per hour). Rapidly oxidized carbohydrates include glucose, maltose, sucrose and maltodextrin while fructose, galactose, lactose and isomaltulose tend to be more slowly oxidized. It should be noted, however, that these oxidation rates are based on the consumption of the carbohydrates individually (that is,

by themselves). Recent research has shown that consuming glucose and fructose in a ratio of roughly 2:1 can increase oxidation rates to approximately 1.5 grams per minute or upwards of 90 grams per hour. And, what's more, these higher oxidation rates can lead to better performance.

In one of the first studies demonstrating the performance enhancing benefits of consuming glucose + fructose, cyclists exercised for 2 hours on a cycle ergometer at a moderate intensity during which they ingested either (1) a pure glucose drink, (2) a glucose:fructose drink (at a 2:1 ratio) or (3) a placebo drink (flavored water). At the end of the 2-hour ride the cyclists then performed a simulated time trial that lasted approximately 60 minutes. The results showed that ingesting the pure glucose drink produced an increase in average power of 9% over the placebo drink while ingesting the glucose:fructose drink produced an additional 8% improvement in average power output over and above that of the glucose drink (and 17% greater than the placebo drink). These results have been confirmed by other studies, which have shown improvements in 100k time trial performance, simulated mountain bike races, and high intensity laboratory cycling.

The mechanism underlying the benefits of glucose + fructose ingestion center on the differences in intestinal absorption between the two monosaccharides. Because glucose and fructose use different intestinal transporters for absorption, carbohydrate delivery to the muscle and subsequent oxidation can be increased, thereby enhancing performance.

Which Products are the Best?

Ironically, many of the products designed for use during exercise are similarly formulated, so the best choice is something that you like and will actually consume (because if

you don't like it you probably won't eat it and, thus, it will be of no benefit!). In general, look for products that contain a combination of glucose and fructose or glucose and sucrose (as sucrose is just a disaccharide of glucose + fructose). The choice of a liquid (e.g., sports drink), semi-solid (e.g., gel) or solid (e.g., blocks, chews, beans), is largely based on individual preference and tolerance. Sports drinks are nice because they provide carbohydrate, electrolytes and fluid-- all things that the endurance athlete needs—all in one package. Most sports drinks contain about 14 grams of carbohydrate per 8 fluid ounces. Gels and chews typically contain 24-30 grams of carbohydrate per serving; but, they need to be consumed with adequate fluid (typically 8 fluid ounces per serving) in order to dilute the carbohydrate concentration to an acceptable level (approximately 8% carbohydrate solution) so as to minimize the risk of GI distress. Some newer products on the market contain protein (in addition to the carbohydrates) claiming that the addition of protein enhances endurance performance. However, the limited research supporting these products was poorly constructed (i.e., the studies matched carbohydrate content but not total calorie content; thus the carbohydrate + protein groups were getting more total calories) and "performance" was measured by time to exhaustion, which does not apply to any existing endurance event.

Of course, while sports foods are easy and convenient, they are not the only choice for the endurance athlete looking to meet carbohydrate requirements during exercise. For those who would prefer to go the whole foods route there are a number of choices that will fit the bill. Fruits such as bananas, oranges, apples, grapes and melons are a great choice. Diluted fruit juice (approximately 1:1

dilution with water) can be a good substitute for a sports drink. Finally, granola bars, graham crackers and fruit bars (e.g., fig, strawberry, or apricot Newtons) are a nice change from the more typical sports bars.

The Bottom Line

For exercise of a moderate-to-high intensity, lasting more than 45 minutes, (especially if the athlete was inadequately fueled prior), carbohydrate replacement during the training/competition can be beneficial. The amount of carbohydrate needed will depend upon the duration and intensity of the training/competition. Aim for approximately 30 grams in total for an exercise duration of 45-75 minutes, 30-60 grams per hour for an exercise duration of 1-2.5 hours and upwards of 90 grams per hour if exercise lasts longer than about 2.5- 3 hours. Look for products that contain a combination of glucose and fructose or glucose and sucrose and chose those taste and work best for you. And, last but not least, use training to experiment with foods and sports products so you don't have any unpleasant surprises during the big event(s).

Katherine Beals, PhD, RD, FACSM, CSSD. is an Associate Professor in the Division of Nutrition at the University of Utah where she specializes in Sport Nutrition. She is a Fellow of the American College of Sports Medicine and a Certified Specialist in Sports Dietetics

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

Legacy BMX — Farmington, UT, Indoor bmx racing at the Legacy Events center 151 South 1100 West, Farmington, UT., Practice Wednesday 6:00- 9:00; Race Saturday, May through September, Kevin , 801-698-1490, kevin@kikphoto.net, lrbmx.com, radcanyonbmx.com/Rad_Canyon_Legacy_Outdoor_Schedule_2014.pdf

Utah Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group., Phil Sarnoff, 801-440-3729, psarnoff@bikeutah.org, bikeutah.org

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

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

Mountain Trails Foundation — Park City, UT, Park City's Trails Group, Charlie Sturgis, 435-5339, charlie@mountaintrails.org, mountaintrails.org

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

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

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

Southern Utah Bicycle Alliance — St. George, UT, Southern Utah's road advocacy group., Craig Shanklin, 435-674-1742, southernutahbicycle@gmail.com, southernutahbicyclealliance.org

Events, Swaps, Lectures

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 6:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., None , noemail@cyclingutah.com, facebook.com/groups/SLCCM/

Beehive Bike Polo Club — Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons. Check out the Beehive Bike Polo Club on Facebook for location., Chuck Heaton, 801-688-7268, heatpolocompany@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 13-15, 2014 — PIPTA Conference & Trade Show, Seattle, WA, Pacific Intermountain Parking & Transportation Association (PIPTA), PIPTA's mission is to provide for the growth and development of people and organizations involved in parking and transportation in the membership states with a vision to be a recognized leader in advancing solutions that optimize access and mobility in the communities it serves., Cheryl Anderson, 801-287-2062, canderson@rideuta.com, pipta.org, rideuta.com

July 18, 2014 — Tour de France Viewing Party, Salt Lake City, UT, Watch one of the epic climbing stages of the 101st Tour de France cycling race LIVE on the big screen. Saturday July 19 will feature three climbs in the Alps, including the epic Col d'Izoard. All admission

and parking is free at Megaplex 12 at the Gateway, 6am-9:30am. Refreshments and prizes provided. This event is being hosted by the organizers of the Larry H. Miller Tour of Utah to promote the professional cycling stage race, August 4-10, which will feature five of the teams from the Tour de France!, Larry H. Miller Tour of Utah , 801-325-2500, info@tourofutah.com, tourofutah.com

August 16, 2014 — Tour de Fat, New Belgium Brewing's Tour de Fat, Boise, ID, Rolling Revival of Sustainable Folly! Various Western Locations., Paul Gruber, 888-622-4044, nbb@newbelgium.com, newbelgium.com/tour-de-fat

September 4, 2014 — Bike to the U Day, Salt Lake City, UT, Join the 4rd Annual Bike to the U Day, Thursday, Sept. 4th, at the University of Utah! All students, faculty, and staff are encouraged to cycle to campus to support the University's commitment to bicycle commuting and active transportation. 10am-2pm at Tanner Plaza, located between the Union and the Student Services Building., Alexandra Zimmerman, 801-581-4189, alexandra.zimmermann@utah.edu, utah.edu/events/

September 11, 2014 — Las Vegas Pedal Palooza Criterium, Las Vegas, NV, 707 Fremont Street, Las Vegas, NV 89101, The biggest, coolest and most family fun bicycle festival. Professional and amateur races, bike polo, roller racing, F.O.O.D., Contests (and probably food contests), an antique bicycle show and contest, skills competitions, urban bicycle awareness and childrens activities. And the main event of the night, The Downtown Criterium. Where some of the best professional racers in America and some from around the world will come to show their skills and race for thousands of dollars in prize money!, Mike Olsen, 702-927-4069, mike@vegaskbikeracing.com, VegasBikeRacing.com, LPedalPalooza.com

September 22, 2014 — World Car Free Day, UT, Ride your bike and leave the car at home!, None , noemail@cyclingutah.com, world-carfree.net

October 11, 2014 — Crazy Spokes, Henderson, NV, Crazy Spokes is an outdoor cycling adventure, fit for the novice rider to the adventurous thrill seeker. It features a 30 mile organized bike ride and bike parade., bikehenderson@cityofhenderson.com, bikehenderson.org

November 15, 2014 — Southern Utah Bike Summit, St. George, UT, Time, location, and agenda to be announced., Craig Shanklin, 435-674-1742, southernutahbicycle@gmail.com, facebook.com/SouthernUtahBicycleAlliance, southernutahbicyclealliance.org

November 15, 2014 — Henderson Stroll 'n Roll, Henderson , NV, Our spin on the Ciclovía phenomenon that is sweeping the globe. Founded in Bogota, Columbia, it's where roads are closed to motorized traffic, allowing the community to come together and enjoy the streets on bicycles, skates, skateboards or simply on foot. The car-free street fair is packed with activities for all ages. Along the route, enjoy children's activities, interactive demonstrations, free fitness classes and games., bikehenderson@cityofhenderson.com, bikehenderson.org

Mountain Bike

Tours and Festivals

July 11-September 5, 2014 — Grand Staircase Escalante Singletrack (MTB), Panguitch, UT, 6-days, The Grand Staircase Lower Canyons provide exploring, camping, and backcountry mountain biking. Secluded trails, private vistas, high mountain lakes & an abundance of wildlife. Cabins: July 6-11, August 3-8, August 31-September 5., Sally M., 800-596-

2953 x1, 702-596-2953, info@escapeadventures.com, escapeadventures.com

July 11-13, 2014 — BetterRide MTB Camp, Winter Park, 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, Patrick Gilbery, patrick@betterride.net, betterride.net

July 19-20, 2014 — 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 instructional weekend camp for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), register@dirseries.com, dirseries.com

July 19-20, 2014 — Utah Adventure Games, POSTPONED until 2015, Snowbird, UT, Highlights include MTB clinics for all ability levels on Saturday, including kids- with Sunday featuring fun rides, as well as competitive events- a MTB hill climb, and a dirt crit for cash prizes. Trail running will also feature prominently with clinics, and fun and competitive events. Rock climbing clinics, yoga and paddleboard yoga classes, a gear and outdoor expo, music, and guided hikes will also be available in addition to action and nature photography clinics and a writers workshop taught by industry professionals. The photography and writing clinics will be judged with winners works scheduled for inclusion in the Utah Adventure Journal. There's something for everyone, and kids clinics scheduled so adults can focus on their own endeavors, and a fun kids dirt crit on Sunday before the big race. Speakers, product presentations, and expo are free of charge- clinics and races will require a registration fee., Paul Oelrich, 415-233-3514, paul@utahadventurejournal.com, utahadventurejournal.com

July 25-27, 2014 — BetterRide MTB Camp, Crested Butte, 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, Patrick Gilbery, patrick@betterride.net, betterride.net

July 26-27, 2014 — 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 instructional weekend camp for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), register@dirseries.com, dirseries.com

July 31, 2014 — Wildflower Trailfest, Snowbasin, UT, Utah's first and only Mountain Bike Challenge for women. Group Clinic or Race Option (beginner, sport, expert, or relay categories). Age-group cash prizes. Finish line celebration., Stacie Palmer, 801-644-9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowertrailfest.com

August 1-3, 2014 — 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, Patrick Gilbery, patrick@betterride.net, betterride.net

August 1-3, 2014 — Grand Canyon Fat Tire Festival, Kaibab Lodge, AZ, 2 mtb tours, a 100 M and 58 M MTB race, bbq, and festival on the North Rim of the Grand Canyon. Saturday's race (and tour) is unlike any mountain bike race you've ever done, as you swoop through aspen and ponderosa pine on double track to the breathtaking North Rim of the Grand Canyon, where you will ride in and out of forests on incredible rim skirting single-track. Sunday's tour of the East Rim and Saddle Mountain is fun for the whole family and includes a gourmet lunch with a spectacular view overlooking Saddle Mountain Wilderness and the East Rim of the Grand Canyon., Marcy Wilson, 800-596-2953 x1, 702-596-2953, marcy@escapeadventures.com, gcfatirefestival.com

August 2-3, 2014 — Beti AllRide Clinic: Crested Butte, Tentative Date, Beti AllRide Clinic, Crested Butte, CO, Women's mountain bike skills classic, Sarah Rawley, 503-805-0043, sarah@mountaingrowthmarketing.com, beti-allrideclinic.com

August 8-10, 2014 — BetterRide MTB Camp, Flagstaff, AZ, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@BetterRide.net, Patrick Gilbery, patrick@betterride.net, betterride.net

August 15-17, 2014 — BetterRide MTB Camp, Evergreen, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@BetterRide.net, Patrick Gilbery, patrick@betterride.net, betterride.net

August 29-September 1, 2014 — TVTAP WYDAHO Rendezvous Mountain Bike Festival, Teton Valley, ID, 5th Annual WYdaho Rendezvous Mountain Bike Festival at Grand Targhee Resort. Races: Super D with 4,300ft decent, Strava, Fat Bike, and shenanigans., Tim Adams, 208-201-1622, tim@TVTAP.org, TVTAP , 208-201-1622, BikeFest@TVTAP.org, Amanda Carey, 307-413-1998, amanda@tetonbikefest.org, tetonbikefest.org, tvtap.org

August 29-31, 2014 — BetterRide MTB Camp, Durango, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@BetterRide.net, Patrick Gilbery, patrick@betterride.net, betterride.net

September 5-7, 2014 — BetterRide MTB Camp - Women's, Evergreen, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@BetterRide.net, Patrick Gilbery, patrick@betterride.net, betterride.net

September 8-13, 2014 — BetterRide Six-Day Mindful 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, Patrick Gilbery, patrick@betterride.net, betterride.net

September 20-21, 2014 — 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 instructional weekend camp for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), register@dirseries.com, dirseries.com

September 26-28, 2014 — MECCA Fall MTB Festival, Wedge Overlook (Near Castle Dale), UT, Registration begins Friday at 1pm followed by a "warm up ride" at 3pm. Evening meal is provided as is a prize drawing. Saturday begins with a provided breakfast and then all-day, guided rides, ranging from beginner to advanced. End the day with a provided BBQ dinner. Finish up on Sunday morning with a provided breakfast and a guided (or on-your-own) scenic ride. Family-friendly (meal tickets only available), Kim Player, 435-653-2440, meccabikeclub@etv.net, bikehesswell.org

September 26-28, 2014 — BetterRide MTB Camp, Evergreen, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@BetterRide.net, Patrick Gilbery, patrick@betterride.net, betterride.net

September 26-28, 2014 — 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, Patrick Gilbery, patrick@betterride.net, betterride.net

September 27-28, 2014 — Trek Dirt Series Mountain Bike Camp, Durango, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only instructional weekend camp for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), register@dirseries.com, dirseries.com

October 1-5, 2014 — Outerbike, Moab, UT, An opportunity to ride next year's bikes on world class trails. Participants get bike demos, shuttles, swap bags, lunch, beer, and admission to parties and films., Don Wiseman, 800-845-2453, 435-259-8732, outerbike@west-ernspirit.com, outerbike.com

October 8-12, 2014 — Alison Dunlap Adventure Camps Intermediate/Advanced MTB Ride Camp, Moab, UT, 5 day advanced skills camp with World Champ Alison Dunlap. All-inclusive: 4 full days of rides, lodging, massage, all meals included., Alison Dunlap, 719-439-9041, alison@dunlap.com, alison-dunlap.com

October 17-19, 2014 — BetterRide MTB Camp, Crested Butte, 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, Patrick Gilbery, patrick@betterride.net, betterride.net

October 23-26, 2014 — Moab Ho-Down Mountain Bike Festival & Film Fest, Moab, UT, 9th Annual - Mountain bike festival with dual stage endurance race, group shuttle rides, bike film festival, townie tour, dirt jump comp and costume party! The festival is a fundraiser for local trails and the bike park!, Tracy Reed, 435-259-4688, info@chilebikes.com, moab-hodown.com, chilebikes.com

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October 24-26, 2014 — 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, Patrick Gilbery, patrick@betterride.net, betterride.net

November 7-9, 2014 — BetterRide MTB Camp. Sedona, AZ. BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes! Gene Hamilton, 970-335-8226, info@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

December 5-7, 2014 — BetterRide MTB Camp. Las Vegas, NV. 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, Patrick Gilbery, patrick@betterride.net, betterride.net

December 7, 2014 — Global Fat Bike Day Utah. Tentative Date, Ogden, UT. Noon in the Rainbow Gardens Parking lot / trailhead. We are planning to have a tailgate style BBQ / Party. Demo bikes will be available. Mark Peterson, 801-782-3663, markpetersoncad@gmail.com.

Utah Weekly MTB Race Series

Mt. Ogden Midweek XC Race Series — Snowbasin Resort, UT, June - August, Check for dates, Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Ben Towery, 801-389-7247, teamaccelerator@gmail.com, mtogdenraceseries.com, bebikes.com

April 29-August 26, 2014 — 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. April to August., Brooke Howard, 385-227-5741, brooke@midweekmtb.com, midweekmtb.com, [facebook.com/midweekmtb](https://www.facebook.com/midweekmtb)

April 30-August 13, 2014 — 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. 2014 Dates: Soldier Hollow: April 30; May 14; June 4, 18; July 2, 16, 30; Aug 13; Sundance: May 7, 21, 28; June 11, 25; July 9, 23; Aug 6, 20. 435-200-3239, 801.223.4849, races@euclidoutdoors.com, weeklyraceseries.com

May 7-August 6, 2014 — 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. 2014 Dates: Soldier Hollow: April 30; May 14; June 4, 18; July 2, 16, 30; Aug 13; Sundance: May 7, 21, 28; June 11, 25; July 9, 23; Aug 6, 20. 435-200-3239, 801.223.4849, races@euclidoutdoors.com, weeklyraceseries.com

Regional Weekly MTB Race Series

June 17-August 12, 2014 — Laramie Mountain Bike Series. Laramie, WY, Tuesdays. Local mountain bike series, great for riders of any

age and ability., Evan O'Toole, info@laramiemtbseries.com, laramiemtbseries.com

Utah Mountain Bike Racing

July 5, 2014 — The Rage at Snowbird - UT State Championship. Intermountain Cup, Snowbird, UT, 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 on U9, 8:30am next start., Kelly Peterson, 801-233-1400, race@intermountaincup.com, intermountaincup.com

July 5, 2014 — Fire Road Cedar City. Cedar City, UT, 25k, 60k, 100k distances, starts at Main StreetPark at 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 Hudde, 760-635-1795, 760-936-7459, huddle@multisports.com, fireroadcycling.com

July 12, 2014 — The Crusher in the Tushar. American Ultra Cross Series, Beaver, UT, A 70 mile "road/dirt" race exploring Southern Utah's Tushar Mt. range, 10,500+ ft. of climbing. A near-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, roadlit@msn.com, tusharcrusher.com

July 19, 2014 — Park City Enduro Cup. Enduro Cup Series, Park City, UT, A mandatory stop on North American Enduro Tour. Unique course for both professional and amateur athletes., Jessica Kunzer, 801-349-4612, kunzer@mtsports.com, endurocupmtb.com

July 19-20, 2014 — Utah Adventure Games. POSTPONED until 2015, Snowbird, UT, Highlights include MTB clinics for all ability levels on Saturday, including kids- with Sunday featuring fun rides, as well as competitive events- a MTB hill climb, and a dirt crit for cash prizes., Paul Oelrich, 415-233-3514, paul@utahadvjournal.com, utahadvjournal.com

July 26, 2014 — The Chris Allaire Solitude Cup. Intermountain Cup, Solitude Resort, UT, Course combines Cruiser (upper) and Serenity (lower) loops, First start at 8:15am., Kelly Peterson, 801-233-1400, race@intermountaincup.com, intermountaincup.com

July 31, 2014 — Wildflower Trailfest. Snowbasin, UT, Utah's First and only Mountain Bike Challenge for women. Held at Snowbasin Ski Resort. 3 timed courses. Awards for age group winners. Stacie Palmer, 801-644-9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowertrailfest.com

August 15-17, 2014 — Flyin' Brian Gravity Festival. Go-Ride Gravity Series, Brian Head, UT, Practice opens on Friday, August 15th at noon. The downhill is on Saturday, August 16th. Dark Hollow Super D is on Sunday, August 17th., Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

August 23, 2014 — Moab Big Mountain Enduro. Big Mountain Enduro Series, Moab, UT, Epic, backcountry and lift-accessed enduro racing. Sarah Rawley, 720-407-6142, sarah@bigmountainenduro.com, Brandon Ontiveros, 303-551-4813, info@bigmountainenduro.com, bigmountainenduro.com

August 23, 2014 — Wasatch 360 6 Hour Race. Heber, UT, 6 hr MTB race with Solo, Duo, or Triple categories for men, women, & coed plus a Junior's category. Held in Heber City

above the UVU Wasatch Campus. Proceed support Summit Bike Club and junior mountain biking in Utah., Michael John Turner, 801-664-6351, mjeturner@summitbikeclub.org, summitbikeclub.org, wasatch360.com

August 30, 2014 — Park City Point 2 Point. Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race will never be on the same trail twice. Over 90% of the race is single-track. 75 miles & 12,000ft of climbing., Jay Burke, 801-330-3214, info@theppcp.com, theppcp.com

August 31-September 1, 2014 — Canyonball Downhill and Super D. Go-Ride Gravity Series, Park City, UT, Held at The Canyons Resort, super-D on Sunday, downhill on Monday, Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

September 5-6, 2014 — Utah High School Cycling League Race #1. Utah High School Cycling League Race Series, Soldier Hollow, UT, A new and different race course than last year. In addition, we have added 1 new division and wave, so start times have changed to: Wave 1- Freshmen Boys - starting at 9:30AM. High school race is for 9th-12th graders. There will be a race on Friday, September 5th for the new junior development (7th & 8th grade) teams. Please visit our website for more information., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

September 13, 2014 — 12 Hours of Sundance. Sundance Resort, UT, With Solo, 2-Man, 4-Man and Coed options this event has something for everyone. Race goes from 7am - 7pm., Czar Johnson, 801-223-4121, 801.223.4849, czar@undance-utah.com, John Woodruff, 801-223-4044, 801.223.4849, johnw@sundance-utah.com, sundance-resort.com/explore/sum_biking_races.htm

September 13, 2014 — Draper Fall Classic 50. USC Series, Draper, UT, 2 25 Mile laps, the premier urban 50 miler on Onetrack!!! 25 mile option for jrs' and adults., Bob Saffell, info@raceuscs.com, raceuscs.com

September 13, 2014 — Snowbird Ultra Hill Climb. Snowbird, UT, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry 11, 10 miles, 3500'. vertical. Or choose the Ultra Hill Climb option. After the road climb, jump on your mountain bike and climb to the summit of Hidden Peak (14 miles total, 6500' of climbing). Misty, 801-933-2115, misty@snowbird.com, snowbird.com/events/35th-annual-snowbird-bicycle-hill-climb/

September 20, 2014 — Widomaker Hill Climb. Snowbird, UT, Starts in Gad Valley, 10 AM, 3000ft vertical race to the top of the Tram for awards, food and fun. James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

September 20, 2014 — Utah High School Cycling League Race #2. Utah High School Cycling League Race Series, Provo, UT, Races are for 9th through 12th grades only. Categories for individual scoring are Freshman, Sophomore, JV, and Varsity for boys and girls separately. Team scoring for division I, II, and III teams. Race starts Saturday at 9:30am. Bring your family and cowbells for a great day of fun cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

September 21, 2014 — Tour de Suds. Park City, UT, 7-mile mountain bike climb from City Park, to the top of Guardsman Pass with a 2,700ft elevation gain. Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

September 28, 2014 — Red Bull Rampage. Virgin, UT, Slopestyle jump contest in Utah's desert, Red Bull, 310-393-4647, noemail@cyclingutah.com, cyclingutah.com, redbull.com/us/en/bike/events

October 4, 2014 — Adventure Xstream Moab 30 hr. AXS Series, Moab, UT, Solo racers and teams will kayak, trek, rappel, and mountain bike through the Moab Canyon Country, 30 hours of multisport racing., Will Newcomer, 970-403-5320, 2014gravityplay.com, gravityplay.com

October 4, 2014 — Utah High School Cycling League Race #3. Utah High School Cycling League Race Series, Round Valley, UT, Race for 9th through 12 graders only. First wave going off at 9:30 am, with 3 waves during the day. Spectator friendly 4-6 mile laps, total length depends on category. Both individual scoring and team scoring., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

October 11-13, 2014 — Moab Rocks. Moab, UT, Incorporates Moab's best classic and new routes and combines them into a 3-day masterpiece of cross-country and timed descents in a fully supported format. Yuri Lortscher, 866-373-3376, info@transrockies.com, Kevin McDonald, 866-373-3376, info@transrockies.com, TransRockies.com

October 11, 2014 — Utah High School Cycling League Race #4. Utah High School Cycling League Race Series, Snowbasin, UT, A new course is in the works for this race, utilizing the lower trails. First wave (Freshmen Boys) starts Saturday at 9:30 am. Bring your family and cowbells for a great day of fun, cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

October 13-14, 2014 — Huntsman World Senior Games Mountain Biking. St. George, UT, Must be 50 years of older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, hwsg@infowest.com, Merrill Barney, seniorgames.net

October 17-18, 2014 — Fall Fury. St. George, UT, Two days of racing. Starts at Zen trailhead. Cross Country, Short Track and Downhill racing. Do one course or race them all. USA Cycling event, Jordan Bracken, 435-229-5397, jordanbracken@gmail.com, rapidcyclingracing.com

October 25, 2014 — Utah High School Cycling League State Championships. Utah High School Cycling League, St. George, UT, Races are for 9th through 12th grades only. Categories for individual scoring are Freshman, Sophomore, JV, and Varsity for boys and girls separately. Team scoring for division I, II, and III teams. Race starts Saturday at 9:30am. Bring your family and cowbells for a great day of fun cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

November 1-2, 2014 — 25 Hours of Frog Hollow. Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fall-back time change. 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROPromotions.com, 25hoursinfooghollow.com

Regional Mountain Bike Racing

July 5, 2014 — USA Cycling Marathon MTB National Championships. Sun Valley, ID, A challenging course will take riders from downtown Ketchum through Sun Valley Resort, over Dollar Mountain and out to tackle two loops of Cold Springs Trail - Warm Springs Trail - Warm Springs Traverse - River Run Trail before finishing at the River Run Base area. Fast flowy and buff singletrack with an ideal singlespeed gradient make this course one for the ages. Approx distance: 50 miles; 7,000' climbing., Micah Rice, 719-434-4200, mrice@usacycling.org, Greg Randolph, 800-634-3347, greg@visitsunvalley.com, usacycling.org

July 12-13, 2014 — Keystone Big Mountain Enduro. Big Mountain Enduro Series, Keystone, CO, Epic, backcountry and lift-accessed enduro racing. Sarah Rawley, 720-407-6142, sarah@bigmountainenduro.com, Brandon Ontiveros, 303-551-4813, info@bigmountainenduro.com, bigmountainenduro.com

July 12-13, 2014 — Southeast Idaho Senior Games. Pocatello, ID, Cross country MTB., Jody Olson, 208-233-2034, southeastidahoseniorgames@gmail.com, seidahoseniorgames.org

July 12, 2014 — Silver Rush 50. Leadville Race Series, Leadville, CO, Cut the Leadville Trail 100 in half, remove all the easy parts, throw in technical descents, burning lungs and wild animals and you'll have a good understanding of what you're about to get into., Keith Hughes, 208-340-4837, khughes@lifefitness.com, Josh Colley, 719-219-9357, JColley@lifefitness.com, leadvillrace-series.com

July 17-20, 2014 — USA Cycling Cross-Country MTB National Championships. Bear Creek Resort, PA, Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

July 19, 2014 — Tahoe Trail 100. Leadville Race Series, Truckee, CA, Host location: Northstar CA; Straddling the borders of Nevada and California, the Sierra Nevada is a mountain biker's dream. The Tahoe Trail 100 offers athletes a 2-loop, 50 kilometer course filled with beautiful views of Lake Tahoe. Athletes have many options at the Tahoe Trail 100. Racers ride solo or as part of a two-person team., Keith Hughes, 208-340-4837, khughes@lifefitness.com, Josh Colley, 719-219-9357, JColley@lifefitness.com, leadvillrace-series.com

July 26, 2014 — Laramie Enduro. Laramie, WY, 111K (70+/- miles), No repeat course, 8,600ft elevation gain, 7am start at Happy Jack Recreation Area-Hidden Valley Picnic Area, Richard Vincent, 307-760-1917, 307-777-6478, enduro.rv@gmail.com, laramieenduro.org

July 26, 2014 — Butte 100. Butte, MT, Continental Divide Trail, Single Track, Big Sky Country, 100 and 50 mile options, Gina Evans, 406-498-9653, eatdirtippen@gmail.com, butte100.com

July 26, 2014 — Whit Henry Memorial Galena Grinder. Knobby Tire Series, Galena Lodge, ID, XC/Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

August 1-3, 2014 — Pomerelle Pounder DH. Go-Ride Gravity Series, Albion, ID, Two downhill races in two days! A one-run downhill on Saturday afternoon, and a two-run downhill on Sunday., Ron Lindley, 801-375-3231, info@utahdh.org, Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, go-ride.com, utahdh.org

August 1-3, 2014 — Grand Canyon Fat Tire Festival MTB Races. Kaibab Lodge, AZ, 2 mtb tours, a 100 M and 58 M MTB race, bba, and festival on the North Rim of the Grand Canyon. Saturday's race (and tour) is unlike any mountain bike race you've ever done, as you swoop through aspen and ponderosa pine on double track to the breathtaking North Rim of the Grand Canyon, where you will ride in and out of forests on incredible rim skirting single-track. Sunday's tour of the East Rim and Saddle Mountain is fun for the whole family and includes a gourmet lunch with a spectacular view overlooking Saddle Mountain Wilderness and the East Rim of the Grand Canyon., Marcy Wilson, 800-596-2953 x1, 702-596-2953, marcy@escapeadventures.com, gcfatirefestival.com

August 2-3, 2014 — Targhee Enduro. Alta, WY, The Enduro will be a 5 stage race over 2 days. Prize purse of \$300-1st, \$250-2nd, \$200-3rd, \$150-4th, \$100-5th for open division., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

August 2-3, 2014 — Tamarack Resort SUPER Enduro. Wild Rockies Regional Championship, Tamarack, ID, Saturday is open race practice only in the morning and general riding in the afternoon. Sunday is a 3 stage Enduro for 8 hours (rotating stages until time expires).

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Tour De Tahoe
Sunday, Sept 7, 2014
12th Annual. Lake Tahoe, NV. Another opportunity to enjoy the end of summer and ride around Tahoe's 72-mile shoreline. 2000 participants.



O.A.T.B.R.A.N
Sept 21-27, 2014
23rd Annual "One Awesome Tour Bike Ride Across Nevada." Fully supported multi-day tour across the Silver State on US Hwy 50 - America's Lonliest Road, from Lake Tahoe to the Great Basin National Park.

For more info and registration visit www.bikethestwest.com

Lift served on both days! This is the only time the lift will spin this summer as far as we know. Hotel and other amenities on-site, plenty of camping nearby., Darren Lightfield, 208-608-6444, wildrockiesmail@yahoo.com, wildrockiesracing.com, tamarackidaho.com

August 9, 2014 — Big Hole Challenge MTB Race and Duathlon, Driggs, ID, Mountain bike mass start first, at 10 am, 9.73 miles with 1,160 verticle feet, then either bike a second lap or run 6.13 miles with 938 verticle feet. Awards, Raffle and results at 1 pm held at the South Horseshoe Trail Head. Net proceeds benefit Teton Valley Trails and Pathways., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peakedsports.com

August 9, 2014 — Leadville Trail 100, Leadville Race Series, Leadville, CO, One hundred miles across the high-altitude, extreme terrain of the Colorado Rockies. Created for only the most determined athletes. Starting at 10,152 feet and climbing to 12,424 feet., Keith Hughes, 208-340-4837, khughes@lifefitness.com, Josh Colley, 719-219-9357, JColley@lifefitness.com, leadvillrace-series.com

August 16, 2014 — Pierre's Hole MTB Race, NUE Series, Alta, WY, 6th Annual Pierre's Hole. Staging begins at the Grand Targhee Resort, ample lodging and amenities available. 100 consists of 33-mile loop, each lap features approx. 3,000ft climbing on single and double-track trails. Total elevation for the 100 mile race is approx. 9,000ft. 100mile (3 laps), 100km (2 laps), 50km (1 lap) events. Only the 100 mile race is part of the NUE Series., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com, the-resort/news-events/1863/2014Pierreshole100100.php, ph100.org

August 16, 2014 — Steamboat Stinger, Steamboat Springs, CO, Beginning at 8:00am at the Howelson Hill Ski Area right in the heart of Steamboat Springs. The course takes an extended 50 mile detour deep into the beautiful backcountry of Routt County and a total of 3,327ft elevation gain before returning to the transition/finish area. Teams of two are also welcome to race the 1st and 2nd half of the course., Nate Bird, 866-464-6639, nate@honeystinger.com, honeystinger.com/steamboatstinger.html

August 23, 2014 — Crazy Miner 49er, Idaho City, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

August 29-September 1, 2014 — TVTAP WYDAHO Rendezvous Mountain Bike Festival, Teton Valley, ID, 5th Annual Wydaho Rendezvous Mountain Bike Festival at Grand Targhee Resort. Races: Super D with 4,300ft decent, Strava, Fat Bike, and shenanigans., Tim Adams, 208-201-1622, tim@TVTAP.org, TVTAP.org, 208-201-1622, BikeFest@TVTAP.org, tetonbikeresort.org, TVTAP.org

August 29-31, 2014 — The Grand Junction Off-Road, Grand Junction, CO, Featuring the world class Lunch Loops and neighboring trail systems, the "Grand" courses will start and finish on Main Street in downtown Grand Junction, and take participants of all skill levels through an assortment of terrain. Pro riders partake in a Fat Tire Crit and vie for a \$20,000 cash prize., Karen Walsh, 520-623-1584, info@epicrides.com, epicrides.com

August 30-31, 2014 — 24 Hours of Flathead, Kalispell, MT, Tia Celentano, info@24hoursofflathead.org, montana-cycling.net/schedule?discipline=all&eye=at=2014

September 3-7, 2014 — Crested Butte Ultra Enduro, Big Mountain Enduro Series, Crested Butte, CO, Epic, backcountry and lift-accessed enduro stage racing., Sarah Rawley, 720-407-6142, sarah@bigmountainenduro.com, bigmountainenduro.com, Brandon Ontiveros, 303-551-4813, info@bigmountainenduro.com, bigmountainenduro.com

September 6, 2014 — Barn Burner 104, Flagstaff, AZ, 104 mile mountain bike race, Solo, Duo, Teams, Kaibab and Coconino National Forest, Camping on private land, Casey Brown, 480-299-1203, Cbrown6@lifefitness.com, weber@lifefitness.com, baiburnermtb.com, redrockco.com

September 6, 2014 — Adventure Xstream Glenwood Springs, AXS Series, Glenwood Springs, CO, Solo or 2 person teams will kayak, trek, rappel, and mountain bike, riverboard and cave this spectacular course., Will Newcomer, 970-403-5320, 2014@gravity-play.com, gravityplay.com

September 6, 2014 — Jurassic Classic, Lander, WY, Mountain bike race at Johnny Behind

the Rocks. Start time - 9:00 am, Beginner, Intermediate, Advanced/Pro categories. BBQ, t-shirt and swag bag for registered participants., Samantha Pede, landercycling@gmail.com, landercycling.org

September 6, 2014 — Avimor Demo Days Race, Knobby Tire Series, Boise, ID, This is real mountain bike racing; not for the weak. High speed rolling double and single track with a ton of climbing. Tight, technical sagebrush single track, water crossings, quick steep drops, nasty little granny gear climbs., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com, brokenspokecycling.com

September 13, 2014 — Fire on the Rim Mountain Bike Race, Pine, AZ, 15, 30, and 45 mile mtb races near Payson, AZ, Janet Brandt, info@fireontherim.com, fireontherim.com

September 27, 2014 — Stone Temple 8, Curt Gowdy State Park, WY, 8 hour, 15.1 mile loop, Curt Gowdy State Park, Aspen Grove Parking Area, Tentative start 9AM, IMBA Epic singletrack, additional High School Race., Richard Vincent, 307-760-1917, 307-777-6478, enduro.rv@gmail.com, laramieenduro.org

October 4, 2014 — Tour of the White Mountains, Pinetop-Lakeside, AZ, At 7,000 ft. a limited field riders will discover the challenges and gratification from riding awesome smooth flowing single track among a pine forest backdrop while witnessing the endless beauty (and perfect distraction) of the Apache-Sitgreaves National Forests, Karen Warsh, 520-623-1584, info@epicrides.com, epicrides.com

October 24-26, 2014 — USA Cycling Collegiate Mountain Bike National Championships, Beach Mountain, NC, Chad Sperry, chad@gorge.net, usacycling.org

Utah Weekly Road Race Series

Cyclesmith Rocky Mountain Raceways Criterium Series — Utah Crit Series, West Valley City, UT, 6555 W. 2100 S. March 8, 15, 22, April 1, 8, 15, 22, 29 — Tuesdays at 6pm April — through September 30, A and B at 6, C and D at 7 pm, Marek Shon, 801-209-2479, utacritseries@gmail.com, utacritseries.com, utahbikeracing.com

Salt Air Time Trial Series — Salt Lake City, UT, Every other Thursday April - September, I-80 Frontage Road West of the International Center; Check for start date, Marek Shon, 801-209-2479, utacritseries@gmail.com, utacritseries.com

DL (DMV) Criterium — Utah Crit Series, West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700S. 2780W., A flite - 6 pm, B flite between 6:45 and 7:05, Call for information regarding C flite. April 2, 9, 16, 23, 30., Marek Shon, 801-209-2479, utacritseries@gmail.com, utacritseries.com, skitacycling.com

Emigration Canyon Hillclimb Series — Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April through August, check for start date, Marek Shon, 801-209-2479, utacritseries@gmail.com, utacritseries.com

April 17-August 21, 2014 — Logan Race Club Thursday Night Time Trial Series, Logan, UT, Thursdays starting tentatively Thursday, April 17, 2014. TT series consisting of 18 races on five different courses, with weekly and end-of-series prizes. Your point total at the end of the series will be the sum of your 12 best individual TT scores. Your score for a single TT is computed from the total number of racers you beat plus 1. Also, you can earn an extra 5 bonus point for beating your previous personal best time for the course for this year. Check the website for more info in the spring and for the location of the weekly course as each weeks event is on one of the 5 different courses., Stephen Clyde, 435-750-8785, swc@mdsc.com, Ben Koford, 435-753-0757, benkot@hotmail.com, logan-raceclub.org

Utah Road Racing

July 10, 2014 — Station Park Criterium, Farmington, UT, A,B,C flights starting at 7:30 pm., Held at Station Park, Tyler Servoss, 801-888-3233, velo11@gmail.com, stationparkcrit.com

July 12, 2014 — Cache Valley Gran Fondo and Road Race, UCA Series, Logan, UT, Starting at the Intermountain Hospital in Logan, the

route is scenic and fun, through Northern Utah, up and over Weston Canyon (Idaho) to Soda Springs, Idaho, then back down into Utah, over Riverside Utah, ending up with a closed finish in downtown Logan with a party and festivities awaiting, 100 miles for all Cat I, II, III and Masters A; 50 mile course for all others., Kevin Rohwer, 435-881-7444, krohwerr2@gmail.com, race2raceevents.com

July 19, 2014 — Capitol Reef Classic, UCA Series, Torrey, UT, Utah State Road Race Championships for categories and Gran Fondo, Tina Anderson, 435-425-3491, 435-691-1696, trifrazy@live.com, capitolreefclassic.bike

July 19-20, 2014 — Juniors Day Out, Grantsville, UT, Miller Motorsports Park, Dirk Cowley, 801-699-5126, dcowley@comcast.net, race-dayeventmanagement.com

July 26, 2014 — Heber Valley Circuit Race, UCA Series, Heber, UT, Scenic but challenging 8-mile circuits in Heber Valley, Utah, Mike Meldrum, 801-424-9216, mikeside@gmail.com, porcupinecycling.com

August 1-2, 2014 — Saints to Sinners Bike Relay, Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night, fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, Steven@SaintstoSinners.com, SaintstoSinners.com

August 4-10, 2014 — Larry H. Miller Tour of Utah, UT, The Tour of Utah is one of only 4 UCI 2.1 sanctioned stage races in North America. More than 17 international and national pro teams will compete over 500+ miles in seven days. Free for spectators., Larry H. Miller Tour of Utah, 801-325-2500, info@tourofutah.com, tourofutah.com

August 4, 2014 — Cedar City Gran Prix Pro Women's Race, Cedar City, UT, Pro/1/2 women's criterium held in conjunction with stage 1 of the Tour of Utah in downtown Cedar City. Start time: noon (tentative), Nichole Wangsang, 435-817-3939, wangsang@suu.edu, cedarcitygrandprix.com

August 6, 2014 — Chase Pinkham Memorial Criterium, Tooele, UT, Criterium to be held at Miller Motorsports Park after Stage 3 of the Larry H. Miller Tour of Utah \$4,000+ Cash & Prize Purse Equal Payout (\$1,500) for Men's and Women's P-1-2-3 Races USAC Sanctioned - Registration - \$40 (\$20 Juniors), Jared Eborn, 801-599-9268, jared@extramileracing.com, extramileracing.com/Chase

August 6, 2014 — Larry H. Miller Tour of Utah Women's Edition, Tooele, UT, The Tour of Utah Women's edition will be a 15 lap circuit race on a 2.2 mile course at Miller Motorsports Park. The pro women's race will run from 12:30 pm - 2 pm in advance of the finish of Stage 3 of the Tour of Utah., Larry H. Miller Tour of Utah, 801-325-2500, info@tourofutah.com, tourofutah.com

August 16, 2014 — Wildflower Hill Climb, Mountain Green, UT, Timed 5.5 mile climb during the 75 mile course option in this women-only cycling event. Age-group cash prizes. Gift for all who complete the climb., Stacie Palmer, 801-644-9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowerpedalfest.com

August 16, 2014 — Utah Masters Road Race Championship, tentative, UCA Series, Ogden, UT, Utah State Road Race Championships for Masters. Tentatively on the Masters Nationals Course., James Ferguson, 801-476-9476, ferguson8118@comcast.net, bmbbc.com

August 22-25, 2014 — Hoodoo 500, St. George, UT, 500 mile loop race through Southern Utah. Non-stop or stage race, solo and relay team divisions., Deb Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.com

August 23, 2014 — Powder Mountain Hill Climb, UCA Series, Eden, UT, Utah State Hill Climb Championships, 6 miles and 3000 feet up Powder Mountain Road, start at Wolf Creek Balloon Festival Park, finish in Timberline parking lot., Ben Towery, 801-389-7247, teamexcelsior@gmail.com, teamexcelsior.com

September 3-7, 2014 — USA Cycling Masters Road National Championships, Ogden, UT, Micah Rice, 719-434-4200, micr@usacycling.org, usacycling.org

September 6, 2014 — LOTOJA Classic Road Race, Utah Triple Crown, Logan, UT, 32nd Annual, 1 day, 3 states, 200-plus mile road race from Logan, UT to Jackson Hole, WY., Brent Chambers, 801-546-0090, brent@loto-

laclassic.com, lotojaclassic.com, utahtriplecrown.weebly.com

September 13, 2014 — Snowbird Hill Climb, Snowbird, UT, 37th Annual, 9 am start on 9400 S. near 20th East, climb to Snowbird's entry 10 miles, 3500. vertical. Or choose the Ultra Hill Climb option. After the road climb, jump on your mountain bike and climb to the summit of Hidden Peak (14 miles total, 6500' of climbing)., Misty, 801-933-2115, misty@snowbird.com, snowbird.com/events/35th-annual-snowbird-bicycle-hill-climb/

September 19-20, 2014 — Salt to Saint Relay, Salt Lake City, UT, 420'ish mile relay race from Salt Lake City to St. George following Hwy 89. Broken into 24 legs. Ride Solo, or as 4 or 8 person relay teams. Men, Women, and Mixed categories., Clay Christensen, 801-234-0399, info@salttosaint.com, salttosaint.com

September 20, 2014 — Harvest Moon Criterium, UCA Series, Ogden, UT, 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets. State Criterium Championships., Ben Towney, 801-389-7247, teamexcelsior@gmail.com, teamexcelsior.com

September 27, 2014 — Utah Tour de Donut, American Fork, UT, 7th Annual event - Most fun you'll have on a bike. Three 7-mile laps, eat donuts to reduce your time. Starts at 8:30 am., Rodney Martin, 801-427-6400, rotaryrod@live.com, Ronald Talley, 480-285-6281, rtolley@clearvisionreserve.com, utahfourdonut.org

October 8-11, 2014 — Huntsman World Senior Games Cycling, St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. Skill divisions I, II, and III., Kyle Case, 800-562-1268, hwsg@inflow.com, seniorgames.net

October 11, 2014 — City Creek Bike Sprint, Salt Lake City, UT, Race starts at the mouth of City Creek Canyon and finishes at Rotary Park where we will have awards, food, music and fun., James Zwick, 801-583-6281, spolts@sports-am.com, sports-am.com

Regional Weekly

Road Race Series

Las Vegas Tuesday Night World's — Henderson, NV, Tuesday Night Criterium series starting March 11th Race - 4:30 PM (25 min) - Beginners or those not comfortable with experienced racers. A Race - 5:00 PM (25 min) - Those who have raced and ready to hammer. Location: 1021 East Paradise Hills Drive, Henderson, NV 89002, Mike Olsen, 702-927-4069, mike@vegaskbikeracing.com, vegaskbikeracing.com

May 7-August 20, 2014 — ICE BAR Time Trial/Hillclimb Series, ICE BAR Series, Pocatello, ID, Flat time trials: Start at Rainbow Road, 6.2m(10k). Scoring is best 2 of 4 times., May 7 at 6:30 pm/7:00 pm, June 4, July 2, August 6 Hill Climbs: Park at Cherry Springs, Crystal start at Cherry Springs and Scout start at bottom of Scout Mtn Rd. Scoring is best Crystal plus best Scout time. Approximately 5 mile climbs. mass start., May 21—Crystal Summit, 6:30 pm/7:00 pm; June 18—Scout, July 23—Crystal Summit, August 20—Scout Categories: End of season awards for overall winners of these categories: A's, B's, Master's 50+, Women, Triathlete, Recreational, also a noncompetitive category if you just want to participate but not compete., Bryan Gee, 208-406-8477, bryan_gee_of@yahoo.com, Kris Walker, bobandkrisw@yahoo.com, idahocycling.com

May 13-July 8, 2014 — Expo Idaho SWICA Criterium Series, SWICA Criterium Series, Boise, ID, Local training crit series at Expo Idaho West lot (Glenwood Street south of Hawks Stadium). Tuesdays, May 13-July 8, 2014, Kurt Holzer, 208-890-3118, idahobikeracing@yahoo.com, idahobikeracing.org

Regional Road Racing

July 12, 2014 — Boise Twilight Criterium, National Criterium Calendar, Boise, ID, 27th Annual, NCC race., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, Dirk Cowley, 801-699-5126, dcowley@comcast.net, boisettwilightcriterium.com, georgescycles.com

July 12, 2014 — Southeast Idaho Senior Games, Pocatello, ID, Hill Climb Cherry Springs to Crystal Summit - 5 miles to 6 % grade. Criterium Half Arena Parking lot - ISU Campus. 5K - 10K Time Trial. 20K - 40K Road Races Held in Arimo., Jody Olson, 208-233-2034, southeastidahoseniorgames@gmail.com, seidahoseniorgames.org

July 13, 2014 — Idaho State Criterium Championship, Hidden Springs, ID, Start/Finish at Hidden Springs Community-Village Green at 9 am., Kurt Holzer, 208-890-3118, kurtHolzer@hotmail.com, lostivercycling.org

July 26, 2014 — Targhee Hill Climb, Driggs, ID, Time trial starts at 10 am with 30 second intervals. Starts at Peaked Sports in Driggs, climbs Ski Hill Road and ends half a mile from the Grand Targhee Resort. The course covers 12 miles and 2,200 vertical feet. Awards, Raffle and results 1 pm at Peaked Sports. Net proceeds benefit Teton Valley Trails and Pathways., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peakedsports.com

August 2, 2014 — Idaho State Time Trial Championships, Nampa, ID, Gary Casella, 208-340-7224, gcasella@aol.com, idahobikeracing.org

August 9, 2014 — Lamoille Canyon Hill Climb, Elko, NV, Road Race hill climb, 12 miles, 3000ft hill climb in Ruby Mountains. Race starts at 9am. Post event picnic and awards in Lamoille Grove, 11:30am., Annette White, 775-842-9125, annette.white42@gmail.com, elkovoelo.com

August 9, 2014 — Sick 55 Road Race, Albion, ID, This is a sanctioned mountain course road race. It starts and finishes in Albion, Idaho. There are two category climbs and two fast downhill. It is 53.7 miles challenging race., Ken Stephens, 208-430-4514, sak4@pmt.org, sick-riders.com

August 16, 2014 — Bogus Basin Hill Climb, Boise, ID, 41st Annual, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

August 17-18, 2014 — Girls Night Out Gran Prix, Gunnison, CO, Women's pro-1-2-3 and 4 criterium and time trial to be held in conjunction with the USA Pro Cycling Challenge in Gunnison and Crested Butte, Andy Albershardt, 970-901-8272, info@girlsnightoutgranprix.com, girlsnightoutgranprix.com

August 18-24, 2014 — USA Pro Cycling Challenge, CO, Colorado's 7-day UCI stage race from Gunnison to Denver featuring world class professional bike racing in Colorado's mountains. USA Pro Cycling Challenge, 888-223-3351, info@usapro-cyclingchallenge.com, usapro-cyclingchallenge.com

August 23 — Hagerman Buhl Hagerman, Hagerman, ID, Great Tune up road race for Master Nationals. This is the renewal of an event that use to occur annually in the 90's. The course will be approximately 45 miles in length, leaving Hagerman on Highway 30 in a southerly direction taking a left turn onto Vader Grade, up the Grade to West Point Road (\$ 1500 E) to E 3600 S to the grade north of Buhl, down across the Snake River, right on River Road along Kanaka Rapids, up the 1280 east climb and then up Melon Valley Road to just north west of Buhl, and then west and north on Highway 30 all the way back to Hagerman., Rudy Estrada, 208-713-3705, eltecycling@msn.com, Howard Roose, 208-484-8342, hkroose@gmail.com, intermountaincycling.org

September 6, 2014 — USA Cycling Professional Criterium National Championships, High Point, NC, Micah Rice, 719-434-4200, micr@usacycling.org, usacycling.org

September 8-13, 2014 — World Human Powered Speed Challenge, Battle Mountain, NV, Cyclists from around the world will gather on SR305, perhaps the fastest stretch of road in the world to see who is the fastest cyclist in the world. The 2013 record was 83.13 mph!, Al Krause, 707-443-8261, a.krause@sbcbglobal.net, ihpva.org, whpsc.org

September 11, 2014 — Las Vegas Pedal Palooza Criterium, Las Vegas, NV, Downtown criterium during Interbike, 707 Fremont Street, Las Vegas, NV 89101, and the biggest, coolest and most family fun bicycle festival. Professional and amateur races, bike polo, roller racing, FOOD, Contests (and probably food contests), an antique bicycle show and contest, skills competitions, urban bicycle awareness and childrens activities. And the main event of the night, The Downtown Criterium. Where some of the best professional racers in America and some from around the world will come to show their skills and race for thousands of dollars in prize money!, Mike Olsen, 702-927-4069, mike@vegaskbikeracing.com, VegasBikeRacing.com, LVPedalPalooza.com

September 13, 2014 — Mt. Charleston Hill Climb, Las Vegas, NV, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort, Begins at the base of Highway 156, 8 am., David McDonough, 702-823-1680, brokenspokebikesv@gmail.com, brokenspokebikesv.com

September 13, 2014 — Race to the Angel, Wells, NV, 12.6 mile course climbs 2,784 feet to Angel Lake, entirely on pavement. Runner and walkers at 8 am. road bikers at 8:30. Shirt, Lunch, water and fruit provided in entry fee., Wells Chamber, 775-752-3540, wellschamber@wellsnevada.com, racetothetheangel.org, wellsnevada.com

September 20, 2014 — MTB Biathlon, TBD, ID, Mountain bike biathlon, James Lang, 208-571-1853, 208-344-9182,

road. , Neka Roundy, 801-451-3286, tour@co.davis.ut.us, daviscountyutah.gov

July 12, 2014 — RACER Century, Roy, UT, A comfortable ride through Weber and Davis County in the prime of Utah's diverse summer weather. Enjoy an exciting mixture of plains and hills throughout Northern Utah. Fully supported with lunch provided for the 103 and 73 mile routes. Finish Line bbq included with all paid registration., Tim Bell, 801-430-5968, royalriders.rhs@gmail.com, TheRacer.org

July 12, 2014 — Cache Gran Fondo, Logan, UT, 100 and 50 mile gran fondo style ride & tour. This UCA event features canyons, hills, long flats & beautiful Cache Valley vistas. Benefit to provide breast cancer screening. , Troy Oldham, 435-716-5378, 435-764-2979, Troy.Oldham@gmail.com, Sterling Morris, sterling.morris@gmail.com, cachegranfondo.com, loganhospitalfoundation.org

July 12, 2014 — Good News Jail and Prison Ministry Fundraiser Bicycle Ride, Park City, UT, Everyone is invited, all skill levels are welcome. Ride your bike for a good cause! Awesome Park City Ride on paved parkway trails, around a farm, meadows, woods, over bridges, under a tunnel and circling a park. 9 am. Shepherd of the Mountains Church., Mary Challer, 801-743-5237, 801-518-2840, mary.challer@goodnewsjail.org.

July 13-19, 2014 — Utah Mountains & Parks Bike Tour, St. George, UT, An audacious small group, vehicle supported, point-to-point route across Utah showcasing the rugged backbone of the state. Big miles and stout climbing. Strong-intermediate to Advanced Cyclists., John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

July 19, 2014 — Pedal Away Parkinson's, Kaysville, UT, The 9th Annual 10 mile family fun ride begins at 8 am at Gailey Park in Kaysville. All proceeds benefit the Utah Chapter of the American Parkinson Disease Association., Meredith Smith, 801-451-6566, 801-336-6579, meredith@pedalawayparkinsons.com, pedalawayparkinsons.com

July 19, 2014 — Upland Roller 100, BCC SuperSeries, Wanship, UT, Wanship Trailhead thru Coalville Echo over Hogsback to Morgan and back self-supported 30-50 mile options also. FREE, Don Williams, 801-641-4020, roadcaptain@bccutah.org, bccutah.org

July 19, 2014 — Desperado Dual, Utah Triple Crown, Panguitch, UT, 200 mile double century in Southern Utah, flattest and best 100 mile course and 50 mile option, Utah's only fully supported, 200 mile, one-day cycling adventure. We also have 200 mile relay option., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com, utahtriplecrown.weebly.com

July 19, 2014 — The GLMR Century, Spanish Fork, UT, A century ride through the best country roads of Utah and Juab Counties to honor those taken by suicide and other forms of mental illness., Zach Ludlow, 801-808-2569, glmrfinfo@gmail.com, Stan Sadowski, 801-830-6655, glmrfinfo@gmail.com, theglmr.com

July 19, 2014 — Capitol Reef Classic Gran Fondo, Torrey, UT, Metric century Gran Fondo, Tina Anderson, 435-425-3491, 435-691-1696, tricroazy@live.com, capitolreefclassicc.bike

July 20-26, 2014 — Utah Mountains & Parks Bike Tour, St. George, UT, An audacious small group, vehicle supported, point-to-point route across Utah showcasing the rugged backbone of the state. Big miles and stout climbing. Strong-intermediate to Advanced Cyclists., John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

July 24, 2014 — Ram Ride, Monroe, UT, 22 miles - starts in Monroe, goes through Central, Elnore, Joseph and ends at the city park in Monroe. 10 Miles - starts in Monroe, goes to Washburnville, through Austin to Brooklyn Road in Elnore, follow Brooklyn Road to Hwy 118 and then end at the city park., Heather Newby, 435-201-0138, Heather.N@jonesanddemille.com.

July 26, 2014 — RAW (Ride Around the Wellsvilles), Logan, UT, The Logan Rotary Club's Ride Around the Wellsvilles will begin

at the Rotary Pavilion at Willow Park, with a choice of a 23, 66 or 96 mile ride., Ben Jarvis, 435-757-0376, LoganRotaryRAW@gmail.com, rotaryraw.com

July 27, 2014 — Wasatch Back Super Series, BCC SuperSeries, Park City, UT, Treasure Mtn MS over Browns Canyon, Oakley, Kamas, Deer Creek. Free, self-supported Sunday morning event over quiet roads., Don Williams, 801-641-4020, roadcaptain@bccutah.org, bccutah.org

August 1-2, 2014 — Saints to Sinners Bike Relay, Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night, fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, Steven@SaintstoSinners.com, SaintstoSinners.com

August 2, 2014 — Hotter than Heck - Utah Valley Century, Lehi, UT, 30th year of a Gran Fondo style timed Century Tour around Utah Lake, 100, 60, and 30 mile options, start and ending at Thanksgiving Point in Lehi., Harvey Scott, 801-803-9708, harvey@utahendurance.com, utahendurance.com

August 3-15, 2014 — Zion to Taos Tour, St. George, UT, Over 2 weeks, the Zion to Taos traces a mountainous path across Utah, Colorado and New Mexico. Climb the elevated plateaus of Utah and the San Juans of CO and NM. A ride for the ages!, John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

August 9, 2014 — The Ultimate Challenge Presented by the Tour of Utah, Park City, UT, Ride like the pros! Challenge yourself to ride the Tour of Utah's Queen Stage, finishing at Snowbird Ski and Summer Resort. Approximately 100 miles, with shorter options available. , Dirk Cowley, 801-699-5126, dcowley@comcast.net, tourofutah.com

August 9, 2014 — Promontory Point 120, BCC SuperSeries, Ogden, UT, 5 Points Ogden to Brigham City, Corrine, Golden Spike, Tremonton and back 60-100, and 120 miles. Self-supported, with shorter loop options available. Free event., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Jen Green, 435-563-1212, pecan314@xmission.com, bccutah.org

August 15-16, 2014 — Bear Pa Challenge Charity Cycling Tour, Park City, UT, Challenging, fun, and fully supported ride from Bear Lake to Park City over the Mirror Lake Highway. Benefits Shriners Hospitals for Children., Tyler Hooper, 801-292-9146, 801-927-8310, tyler.hooper@gmail.com, bearpachallenge.com

August 15-16, 2014 — Raspberry Ramble Series 300K, 400K, 600K Brevet, Brigham City, UT, Raspberry Ramble Series. 300K, 400K & 600K Brevets (125 to 375 miles). These minimally supported rural rides start together in Logan and climb up Strawberry Canyon (LoToJa route). The longer routes then go around Bear Lake before returning. The 600K makes an additional 200K loop to Golden Spike National Monument. A brevet is a nationally certified, timed, ultra distance event. , Richard Stum, 435-462-2275, richard@eogeorge.com, sallakerandos.org

August 16, 2014 — Wildflower Pedalfest, Mountain Green, UT, Fully-supported, women-only cycling event. 4 course options (20, 35, 50, 75 miles). Finish line celebration, catered lunch, live band, raffle, massages, expo., Stacie Palmer, 801-644-9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowerpedalfest.com

August 16, 2014 — TriathaMom, Riverton, UT, Women only triathlon at the Riverton Country Pool. 300 yard swim, 12 mile bike ride, and 5k run. Carnival style cheering section provided for families of participants., Cody Ford, 801-558-2503, cody@ustrisports.com, Dan Lassiter, 801-635-9422, info@goldilocksride.com, gofriathamom.com

August 16, 2014 — Utah Rides for Cancer, Provo, UT, 70, 30, and 10 mile options. Raises funds for the Central Utah Clinic Foundation to help cancer patients., Dane Jacobsen, djacobsen@centralutahclinic.com, 801-354-8253, centralutahclinic.com

August 23, 2014 — Cache Valley Century Tour, Richmond, UT, 35, 60, or 100 mile options. Proceeds go to purchase adaptive bikes to help people with disabilities through Common Ground. Richmond to Preston, Idaho and back through scenic terrain., Bob Jardine, 435-713-0288, 435-757-2889, info@CacheValleyCentury.com, Chris Larsen, 435-755-5132, chris.cadventures@gmail.com, CacheValleyCentury.com, [facebook.com/pages/cache-valley-century](https://www.facebook.com/pages/cache-valley-century)

August 23, 2014 — Summit Challenge, Park City, UT, Riders of all ages and abilities will hit the pavement for a 102, 52, or 18-mile road ride event in support of the National Ability Center's mission. All three fully-supported routes of this event follow paved roads in and around the beautiful Park City mountainside. This exciting event promises to serve up a challenge for a wide range of cycling levels and abilities. And don't forget - all Summit Challenge riders who have a disability can register and ride for free!, Rena Webb, 435-649-3991, events@discovernac.org, Whitney Thompson, 435-649-3991, whitneyt@discovernac.org, summitchallenge100.org, discovernac.org

August 23, 2014 — I Think I CANyons (ITIC), Salt Lake City, UT, Fourth Street Clinic benefit ride goes over four Wasatch Front canyons: 112 miles, 12,000 vertical feet. Start/Finish: Olympus Hills Mall. Check-In: 5:15am. Staggered start: 6:00am., Kim Belliston, 385-234-5702, kimb@fourthstreetclinic.org, Spencer Chipping, spencerchipping@diamond-wireless.com, fourthstreetclinic.org/events

August 23, 2014 — Epic 150, Saratoga Springs, UT, The Epic 150 is a supported 150 mile loop starting and ending in Saratoga Springs. This is a great training ride for those preparing

to do LOTOJA., Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

August 23, 2014 — Twin Creeks 100, BCC SuperSeries, Coalville, UT, Start Coalville to Lost Creek Dam, with rolling course back to coalville, then climb Chalk Creek. Self-supported. 50 mile option first leg. Free event., Don Williams, 801-641-4020, roadcaptain@bccutah.org, bccutah.org

August 23, 2014 — Interlaken 100, Pineview, UT, Interlaken 100 is a fully supported ride from Pineview to Bear Lake (via Monte Cristo). With over 5,600 vertical feet of elevation gain Interlaken 100 is not your typical century ride. Whether you are looking for a challenging ride or preparing for something even bigger this is the ride for you., Jon Bingham, 801-613-7520, bike.interlaken@gmail.com, interlaken100.com

August 25, 2014 — Free Fee days in Arches and Canyonlands National parks, Moab, UT, The perfect time to ride your road bike in the parks., Patrick Baril, 435-259-8826, pbaril@moabcity.org, nps.gov/findapark/feefreeparks.htm

August 28-September 4, 2014 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Blanding, UT, World's most scenic bicycle ride - includes 3 national parks, 5 amazing state parks, 2 national monuments, and various national forests. Blanding to Springdale., Les Titus, 801-654-1144, 877-636-1994, lestitus@lagbrau.com, lagbrau.com

August 30, 2014 — Hooper Horizontal 100, BCC SuperSeries, Salt Lake City, UT, West Point Park (SLC) to West Weber and Hooper, self-supported century, 30 and 65 mile options, 8 am. Free flattest 100 on the schedule., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Greg Allen, 801-450-1861, ggreg.allen@mhfn.com, bccutah.org

August 30, 2014 — The Ghost Ride, Tooele, UT, New Date: The Ghost Ride is a 100 or 62 mile cycling tour of Utah's Tooele Valley. Honoring the cyclists who are no longer with us, we begin with a short ride of silence and then enjoy a ride of celebration as we visit small towns, scenic vistas and rolling hills in Utah's west desert terrain., Jared Eborn, 801-599-9268, jared@extramileracing.com, theghostride.com

August 31-September 6, 2014 — Tour of Southern Utah, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day., Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

September 13, 2014 — Million Miles at Miller, South Jordan, UT, Century, Metric Century, and 25-mile ride starting and finishing at the Megaplex Theatres at The District in South Jordan, UT., Carisa Miller, 801-563-4139, cmiller@hmc.com, Anne Marie Gunther, 801-563-4140, amgunther@hmc.com, millionmilesatmiller.com

September 13, 2014 — Aptalis Cystic Fibrosis Cycle For Life, Coalville/Morgan, UT, Fully supported, beautiful autumn ride with four route options - 17, 38, 60 and 100 miles. Benefit for the Cystic Fibrosis Foundation., Laura Hadley, 801-532-2335, 801-558-8310, lhadley@cff.org, Jessica Linville, 801-532-2335, jliville@cff.org, cycle.cff.org

September 14-20, 2014 — Epic Bike 5 National Parks, Cycling Escapes, Zion NP, UT, 5 National Parks and Scenic Byways in 6 days! Starting in Zion National Park in southern Utah, on this spring and fall cycling vacation; from Zion National Park to the red rock hoodoos of Bryce National Park, then onward to Grand Staircase Escalante National Monument, Capitol Reef National Park, and Lake Powell., Cycling Escapes, 714-267-4591, info@cyclingescapes.com, CyclingEscapes.com

September 20, 2014 — Moab Century Tour, Moab, UT, Road cycling in scenic Moab, Utah with 40, 65, and 100 mile route options including the infamous "Big Nasty" section of the La Sal Loop Road (3,000ft elevation in 7 miles). , Beth Logan, 435-260-8889, 435-260-2334, info@skinnytireevents.com, skinnytireevents.com

September 20, 2014 — Tour of Heber, Heber, UT, Slim & Knobby's Bike Shop presents. Ride options include a full 100 mile century, a metric century of 66 miles and a fun ride of 25 miles. Come challenge and reward yourself with this fun new century that will soon become a favorite among riders of all abilities., Duff Johnson, 435-654-2282, sales@slimandknobbys.com, tourofheber.com

September 20, 2014 — Wonder Woman Century, Payson, UT, 5th Annual. 15, 30, 70 or 100 mile options. Fully supported ride with 6 aid stations. 100/70 miles will have a lunch stop. Finish line festivities with food, music, expo with vendors, and finisher's jewelry., Mahogani Thurston, 801-318-1420, wonderwomanride@gmail.com, Carolina Herrin, herrin.carolina@gmail.com, wonderwomanride.com

September 20, 2014 — Crystal Hot Springs 100, BCC SuperSeries, Honeyville-Brigham City, UT, Start and finish at Crystal Hot Springs in Honeyville. Climb Sardine and Petersboro, followed by a hot springs soak, and camping. Self Supported., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Jim Halay, 801-641-4020, jameshalay@ovallie.net, Jim Zelesnick, 801-564-1707, pigeonfarmer1@gmail.com, bccutah.org

September 20, 2014 — CAPSA's Cruising to Stop Abusing Ride, Wellsville, UT, 10, 46, and 72 miles routes to choose from with the longer ride a perfect post-bike ride for all you

LOTOJA riders). There will be fully stocked aid stations as well as lunch, Michelle Merrill, 435-753-2500, michelle@cpsa.org, cruising-tostopabusing.com

September 20, 2014 — Infinity Bike Ride, Utah Triple Crown, Saratoga Springs, UT, 40, 66, 100, 200 mile options, Colleen Ominson, 801-487-7229, infinitybikeride@gmail.com, infinitybikeride.weebly.com, utahtriplecrown.weebly.com

September 27, 2014 — Bike the Bear Century, Garden City, UT, 100 and 50 mile rides. Begins at Camp Hunt on Bear Lake, UT. Support the Trapper Trails Council, BSA with a ride around the south end of scenic Bear Lake on the Utah/Idaho border., Jason Eborn, 801-479-5460, jeborn@bsaemail.org, Nelson Palmer, nipalmer@comcast.net, trappertrails.org

September 27, 2014 — The Watchman 100, St. George, UT, A beautiful fall century ride from Springdale, Utah, through Sandhollow Reservoir and back up to beautiful Zion National Park. Enjoy the music festival in Springdale when you are finished. Fully supported with SAG vehicles, rest stops, and lunch., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com

September 27-28, 2014 — Ride to Lava, Smithfield, UT, 2-day 162 mile fully supported bike tour leaving Smithfield to Lava Hot Springs and back around the Portneuf Range. Includes camping, lunches, dinner, breakfast & yoga., Harold Becht, 801-692-3226, hbecht@gmail.com, RideToLava.com

September 28-October 4, 2014 — Epic Bike 5 National Parks, Cycling Escapes, Zion NP, UT, 5 National Parks and Scenic Byways in 6 days! Starting in Zion National Park in southern Utah, on this spring and fall cycling vacation we'll bike from Zion National Park

to the red rock hoodoos of Bryce National Park, then onward to Grand Staircase Escalante National Monument, Capitol Reef National Park, Lake Powell., Cycling Escapes, 714-267-4591, info@cyclingescapes.com, CyclingEscapes.com

October 18, 2014 — SoJo Marathon 25-mile Bike Tour, South Jordan, UT, Lead our hundreds of runners at the SoJo Marathon and ride from through the west side of the Salt Lake Valley to South Jordan. Medals and post-ride festivities for finishers! Start 7:15 a.m., Jared Eborn, 801-599-9268, jared@extramileracing.com, SoJoMarathon.com

October 25, 2014 — Fall Tour de St. George, St. George, UT, Ride around southern Utah and see some of the most scenic views as you climb to Veyo and go through Gunlock State Park as well as all the beautiful colors throughout this 35, 70, or 100 mile ride., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com

November 11, 2014 — Free Fee days in Arches and Canyonlands National parks, Moab, UT, The perfect time to ride your road bike in the parks., Patrick Baril, 435-259-8826, pbaril@moabcity.org, nps.gov/findapark/feefreeparks.htm

November 29, 2014 — Saturday Fatter-day Ride, Saratoga Springs, UT, 6th annual ride to benefit the Utah Food Bank. Burn off a bit of turkey and pie calories. Bring a donation for the Food Bank as your "entrance fee.", Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

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July 5-6, 2014 — Gran Fondo Kootenai, Libby, MT. A two-day, point-to-point, "stage" gran fondo featuring fully supported riding through the spectacular landscapes of Montana's remote northwest corner. Located on National Forest Scenic Byways, routes take in the stately Cabinet Mountains, serene Lake Kootenai, and the legendary Yaak Valley. Stellar climbs, thrilling descents, plenty of fantastic scenery and -- best of all -- nonexistent traffic. Proceeds benefit charities in Libby and Eureka, Montana., John Weyhrich, 406-241-2829, john_veyhrich@yahoo.com, gfkootenai.com

July 5, 2014 — Gran Fondo Taos-Mora-Angel Fire, Taos, NM, 7:00 am start. 105, 84, or 46 miles. Five aid stations. Beautiful scenery. Ride for fun, ride for time; all riders welcome! Proceeds from this event will go to the Taos Sports Alliance, whose goal is to bring more sporting events to Taos County for area youth. Start/finish for all three distances is at the Taos Youth and Family Center, 407 Paseo del Canon East, Taos NM, 87571., Jennifer Buntz, 505-306-1443, bikefunsafe@gmail.com, taosportsalliance.com, touroff-hegila.com

July 6-18, 2014 — B.E.A.R.S. - Bicycling the Extraordinary Alaskan Roads, Anchorage, AK. Explore a variety of Alaskan landscapes, from Denali to Prince William Sound. Fully supported trip with both camping and motels., Pedalers Pub & Grille, 877-998-0008, rides@pedalerspubandgrille.com, pedalerspubandgrille.com/bike_tours/alaska/Bears.htm

July 12, 2014 — Goldilocks Idaho, Goldilocks Bike Ride, Meridian, ID. Fully supported, non-competitive, women only bike ride. Beautiful route, yummy food, pretty t-shirt, good looking Papa Bears. Start: Settlers Park, 7:00 am., Dani Lassiter, 801-635-9422, info@goldilockside.com, goldilockside.com

July 12, 2014 — Bike for Kids Idaho Falls, Idaho Falls, ID. 2, 4, 15, 25, 65 & 100 mile cycling options, food, games and activities for families. All proceeds help special needs children receive adaptable bicycles., Kristy Mickelsen, 208-522-1205, 208-680-9397, kristy@bikforkidsidaho.com, bikforkidsidaho.com

July 13-18, 2014 — Tour de Wyoming, Riverton, WY. Ride circles the Wind River Indian Reservation before overnighting in Dubois. Heading up and over Togwotee Pass and past the Teton to overnight in Jackson. Continue south through Hoback Canyon and into Green River Basin, skirting the hills to overnight in Pineblades, then on to Jackson. We'll follow the Oregon Trail, over South Pass, north to Lander for the final night. Finish on day 6 in Riverton. Total distance is 413 miles., Amber Travky, 307-742-5840, atravsky@wyoming.com, cyclewyoming.org

July 19, 2014 — Jerdemann Gran Fondo, Cheney, WA. A timed 100 mile, 66, or 30 mile cycling ride and cycling festival., Maria Emde, 509-953-9924, 509-939-0552, maria@emdesports.com, emdesports.com

July 19, 2014 — Absolute Bikes Taylor House Benefit Century Ride, Flagstaff, AZ. Benefit ride in the high-altitude cool pines of Northern Arizona. There are 30, 45, 65, and 95 mile route options., Anthony Quintile, 928-779-5969, flagstaff@absolutebikes.net, Ashley Hammarstrom, 877-527-5291, hammarstrom@nahealth.com, absolutebikes.net/taylor

July 19, 2014 — Idaho Poker Ride, Boise, ID. A Benefit Ride for: Simply Cats Adoption Center Canyon County Animal Shelter. Start at MWI Veterinary Supply 3041 W Pasadena Dr. in Boise, Robyn Farber-Knoelk, 208-871-0951, rknoelk@mwivet.com, idahopoker-ride4pawsandclaws.org

July 19 — Legacy Ride, Preston, ID. Take a scenic ride around beautiful Franklin County, Idaho. All proceeds go directly to restore the Oneida Stake Academy building., Elliott Larsen, 208-851-2596, office@oneidastakeacademy.org, legacyridepreston.com

July 26, 2014 — Four-Summit Gran Fondo Challenge Event, Cascade, ID. Options include 75, 60, 50, 30 or 8.2 Mile Options.

Course covers two mountain passes along Warm Lake Road. The ride starts at the American Legion Hall in downtown Cascade and proceeds down Main Street to Warm Lake Road. Money raised by the Cascade to Warm Lake Four Summit Challenge will support various charitable and community projects within the area of Cascade. Ride support will be handled by George's Cycles of Boise, and post ride barbeque, beer garden and music will be hosted by the Community of Cascade., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com, 4summitchallenge.com

July 31-August 4, 2014 — Coastal Paradise: Ride Down Pacific Coast Highway, Ft. Bragg, CA. A five day benefit ride for Tim Creflinger to help battle cancer, founder of Groovefest in Cedar City. 5 days, 750 miles. Ft. Bragg to Imperial Beach, CA. Dave Coan, ccoan5174@gmail.com, facebook.com/TheRideDownPCH

August 2-10, 2014 — BlomFest - OccupySalmon, Salmon, ID. We will be leading big Mtn Bike rides and shuttles all around the Salmon Area. Basecamps. BYO food, beer, bikes, camp equipment. FREE event, but donations accepted to support the shuttle rigs., Max Lohmeyer, 208 756 7613, max@ride-salmon.com, Marc Landblom, 435 260 0991, marclandblom@gmail.com, ridesalmon.com

August 2, 2014 — Colorado Cyclist Copper Triangle, Copper Mountain, CO. The Copper Triangle has long been considered one of Colorado's classic alpine road rides. Graced with breathtaking scenery, gorgeous roads and three challenging climbs, the ride exemplifies cycling in the Colorado Rockies. The course is 78 miles, with an elevation gain of almost 6,000 feet over three mountain passes., Mike Heaston, 970-858-7220, 303-635-2815, emgmh@emgcolorado.com, coppertriangle.com, emgcolorado.com/wordpress/?page_id=10

August 3-9, 2014 — Ride Idaho, North Idaho, ID. 7-day supported bicycle tour in South Central Idaho. 400 miles. Twin Falls, Hailey, Sun Valley and back., 10th annual, Earl Grief, 208-830-9564, rideidaho.com, rideidaho.org

August 3, 2014 — Durango 100 Gran Fondo, Durango, CO. A loop ride from Durango, Colorado to Farmington, New Mexico and back. Riders can choose between 50, 84 and 100 mile rides, which are on a mix of small country roads and county highways with short, gradual hills in one of the most majestic areas of the Southwest., Keith Ashmore, 505-258-0592, keithashmore9@gmail.com, durango100.com

August 9-16, 2014 — Oregon Bicycle Ride, Spray, OR. Participate in our 7-day fully-supported roadtour beginning and ending in Spray, OR visiting Heppner, Meadowbrook, Prairie City, and John Day., Sanna Phinney, 541-382-2633, 541-410-1031, info@bicycleridesnw.org, bicycleridesnw.org

August 9, 2014 — Sawtooth Century Tour, Sun Valley, ID. Benefit for the Wood River Bicycle Coalition. Road bike tour from Ketchum to Alturas Lake and back. 50 or 100 mile tour options. Aid stations along the way., Brett Stevenson, 208-720-8336, wrbcc.brett@gmail.com, woodriverbike.org

August 9, 2014 — HeART of Idaho Century Ride, Idaho Falls, ID. 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho., Miyai Griggs, 208-524-7777, 208-766-6485, mabe@theartmuseum.org, theartmuseum.org/Century.htm

August 9, 2014 — Le Tour de Kootenai, Libby, MT. Fully supported 83 mile bike ride which tours the breathtaking shoreline of Lake Kootenai. Ride finishes with a Blues Festival Finale. Fundraiser for Search & Rescue., Dejon Raines, 406-291-3635, dejonraines@hotmail.com, letourdekootenai.com

August 9-13, 2014 — BOTOBO, Bozeman, MT. 5 days, 5 centuries - no relay! Bozeman to West Yellowstone, West Yellowstone to Jackson Hole, Jackson Hole to Montpelier Idaho, Montpelier to Brigham City, Brigham City to Bountiful. 20,000 feet of elevation gain., Jason Unruh, 801-390-0036, jason@botobocycling.com, botobocycling.com

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

in reverse from Dawson, YT to Skagway, AK., Pedalers Pub & Grille, 877-998-0008, rides@pedalerspubandgrille.com, pedalerspubandgrille.com/bike_tours/alaska/Klondike_Gold_Rush.htm

August 16-17, 2014 — Bike MS Wyoming, Bike MS, Sundance, WY. Ride through the rolling hills surrounding grasslands and ponderosa forest at the foot of the Black Hills., Alexis Johnson, 303-698-5403, alexis.bradley@nmss.org, bikemswyoming.org

August 23, 2014 — Pedal For Patients, Fruitland, ID. Chose the distance: 100, 68, 40, or 20 miles. The ride starts and ends at Saint Alphonsus Fruitland Health Plaza in Fruitland, Idaho 910 NW 16th St. Lunch, rest stops, and sag wagons will be provided along with plenty of food., Ken Hart, 541-881-7295, hartkr@trinity-health.org, pedalforpatients.com

August 23, 2014 — Who Let the Dogs Out Century, Idaho Falls, ID. 100k ride that gently rolls along the scenic byway of the Snake River into Blackfoot and back along the picturesque Rose Pond, Cami Smith, 208-532-4219, director@snakeiveranimalshelter.org, snakeiveranimalshelter.org

August 24, 2014 — MS Wine Ride, Kuna, ID. Ride 35-50 miles through the beautiful scenery of the Indian Creek Winery in Kuna, Idaho and raise money for multiple sclerosis through the National MS Society Utah-Southern Idaho Chapter. Enjoy a catered lunch afterwards at the winery., Megan Nettleton, 208-336-0555, Megan.Nettleton@nmss.org, georgescycles.com, bikereg.org

September 6, 2014 — Wild Horse Century, Cody, WY. Benefits the wild mustangs of the McCullough Peaks outside Cody and Cody Youth Cycling. Fully supported Century/Metric Century on the scenic highway leading to Yellowstone National Park., Werner and Pam Noesner, 307-272-3909, 307-272-1323, pcbike@ctwest.net, wildhorsecentury.com

September 6, 2014 — Tour of the Valley, Grand Junction, CO. The Tour is not a race; we encourage you to set your own pace and enjoy beautiful Western Colorado. 30, 50, 75 route options and the full century, 100-mile route, that includes the famous ride over the Colorado National Monument. Start and finish at DoubleTree Hotel, 743 Horizon Drive, Morgan, 800-621-0926, webguest@qihosp.com, yourcommunityhospital.com/Tour_of_the_Valley.cfm

September 6, 2014 — Three Feet for Pete, Las Vegas, NV. Fun ride and rally to raise awareness for cycling safety. Honors Pete Makowski. Raises money for awareness around Nevada's 3 foot law. Start: Camping World, 13175 Las Vegas Blvd. South Las Vegas, NV 89044, Andy Bestwick, 702-806-5991, 3feetforpete@gmail.com, threefeetforpete.org

September 7, 2014 — Tour de Tahoe - Bike Big Blue, Lake Tahoe, NV. 12th Annual ride around Lake Tahoe's Shoreline with the Juvenile Diabetes Research Foundation, fully supported with rest stops, tech support and SAG. 72 miles, 4300ft vertical gain. Boat cruise and 35 mile fun ride., Curtis Fong, 800-565-2704, 775-771-3246, taft@biketwest.com, biketwest.com

September 7-26, 2014 — Santa Fe Trail Bicycle Trek, Santa Fe, NM. 20th Year. Camping Trip. Ride all or part of the Santa Fe Trail (approx. 1100 miles) on paved public roads only. All gear carried by truck. After the first four days, riders can leave the group at any place along the route., Willard Chilcott, 505-982-1282, willard@cybermesa.com, SantaFeTrailBicycleTrek.com

September 7, 2014 — Ride For Red, Boise, ID. Blue Chip ride through the vineyards and orchards of the Southern Treasure Valley. Rest stops will keep you fueled for a 100, 75, or 50 mile trip, with ride escorts to help you reach your timed goals. Then back to Barber Park for exceptional food, fun and ride for the Red gift bags with cool swag. Start and Finish at Barber Park 4049 South Eckert Road., Barbara Fawcett, 208-947-4357, barbara.fawcett@redcross.org, redcross.org/news/event/Greater-Idaho-Ride-for-the-Red

September 13, 2014 — Tahoe Sierra Century, Squaw Valley, CA. 30-60-100 mile routes with 2500-6800 vertical gain. Starts at Squaw Valley Ski Resort, goes to Donner Lake and over the Donner Summit. Nancy Lancaster, ride@director@tahoesierracentury.com, tahoesierracentury.com

September 19-21, 2014 — Ochoco Gravel Adventure, Prineville, OR. Participate in our 3-day fully supported tour exploring minimally traveled roads where the surface may differ from various shades of asphalt to hard-packed gravel in the Ochoco Mountains., Sanna Phinney, 541-382-2633, 541-410-1031, info@bicycleridesnw.org, bicycleridesnw.org

September 20, 2014 — West Yellowstone Old Faithful Cycling Tour, West Yellowstone, MT. West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, supported ride., Moira Dow, 406-646-7701, director@rendezvouskitrills.com, cycleyellowstone.com

September 20, 2014 — Tour de Vineyards, Paissade, CO. A fun, 25 mile bike tour of the West Slope vineyards and orchards held in conjunction with the 23rd Annual Colorado Mountain Winefest., Mike Heaston, 970-858-7220, 303-635-2815, emgmh@emgcolorado.com, emgcolorado.com/tourdevineyards/

September 21-27, 2014 — OATBRAN, 23rd Annual, Lake Tahoe, NV. One Awesome Tour Bike Ride Across Nevada! 23rd Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully supported motel style tour., Curtis Fong, 800-565-2704, 775-771-3246, taft@biketwest.com, biketwest.com

September 21, 2014 — Edible Pedal, Carson, NV. 10 mile, 50 mile and Nevada 150K ride options. Start: Bowers Mansion Regional Park, Washoe Valley, NV. Challenging course, fully equipped ride stops, SAG, water bottle, maps, post ride BBQ, priceless views, camaraderie and an unbeatable sense of accomplishment., Kerry Crawford, 775-393-9158, ride@ediblepedal100.org, ediblepedal100.org

September 28-October 3, 2014 — Whiterock Canyons Tour, Grand Junction, CO. If you are only going to ride one tour of Utah, this is it. Explore the weird and wild landscapes of twisted canyons and rock. Featured in Outside Magazine. Intermediate to Advanced Cyclists., John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

October 4, 2014 — No Hill Hundred Century Bike Tour, Fallon, NV. 30 mile, a 60 mile, and a 100 mile tour, fully supported. Event shirts, gift bags, lunch (for metric and century riders), post event BBQ at noon for all riders, 8:30 am, Churchill County Fairgrounds., Danny Gleich, 775-423-7733, dgleich@churchillcounty.org, churchillcounty.org/parksnrec/index.php?cfr=152, churchill-countycyclists.com

October 4, 2014 — Santa Fe Gourmet Classic, Santa Fe, NM. The Santa Fe Gourmet Classic is a fun, challenging 60 mile bike tour with delicious, creative Southwest style foods at 5 gourmet refueling stops. The noncompetitive ride winds through Santa Fe and into the surrounding areas. Ride is limited to 150 riders., Kathleen Davis, 505-795-3286, 408-499-0775, lavmie@gmail.com, santafegourmetclassic.com

October 4, 2014 — Tour of the Moon, Grand Junction, CO. The Tour of the Moon was made famous in the 1980s Coors Classic and later in the cycling movie American Flyers. Today it continues to be considered one of the premier recreational road rides in the western United States. The breathtaking high desert scenery and beautiful roads make this an epic day of cycling., Mike Heaston, 970-858-7220, 303-635-2815, emgmh@emgcolorado.com, 303-282-9020, tourinfo@tourofthemoon.com, tourofthemoon.com, emgcolorado.com/wordpress/?page_id=10

October 4, 2014 — Gila Monster Gran Fondo, Silver City, NM. With four distances to choose from, everyone can find their challenge. Gran Fondo 103 miles, Gough Park, Silver City 8:00am. Medio Fondo 70 miles, Gough Park, Silver City 8:00am. Micro Fondo 50 miles, Hi-Spot, HWY 152 8:30am. Nano Fondo 32 miles, Camp Thunderbird, HWY 35 8:30am., Jennifer Buntz, 505-306-1443, bikefunsafe@gmail.com, taosportsalliance.com, touroff-hegila.com

October 11, 2014 — Tri-States Gran Fondo, Mesquite, NV. 112 miles, 7,500ft of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deb Bowling, 818-889-2453, embassy@planetultra.com, tristates-granfondo.com

October 11, 2014 — Goldilocks Las Vegas, Goldilocks Bike Ride, Las Vegas, NV. 5th Annual! Super cool, Fully supported, non-competitive, women only bike ride with 20, 40, 60, 80 and 100 mile route options., Dani Lassiter, 801-635-9422, info@goldilockside.com, goldilockside.com

October 11, 2014 — Park to Park Pedal Extreme Nevada 100, Kershaw-Ryan State Park, NV. Starts and finishes at Kershaw-Ryan State Park. 100 mile starts 7:30am. Metric Century starts 7:30am. 40 mile starts 8am. Registration 5pm Friday / 7am Saturday., Dawn Andone, 775-728-4460, cathedralgorge_vc@clturbonet.com, Jonathan Bruner, 775-726-3564, kershaw@clturbonet.com, lincolncountynevada.com/Lincoln-County-Nevada-Pedal.html

October 11, 2014 — Ride For Red, Boise, ID. Blue Chip ride through the vineyards and orchards of the Southern Treasure Valley. Rest stops will keep you fueled for a 100, 75, or 50 mile trip, with ride escorts to help you reach your timed goals. Then back to Barber Park for exceptional food, fun and ride for the Red gift bags with cool swag. Start and Finish at Barber Park 4049 South Eckert Road., Barbara Fawcett, 208-947-4357, barbara.fawcett@redcross.org, redcross.org/news/event/Greater-Idaho-Ride-for-the-Red

October 12, 2014 — Blanding Hillman Triathlon, Blanding, UT. Swim .50 mile, Bike 15 miles, Run 3.2 miles, (Kids' triathlon July 20). Recapture Reservoir Race starts at 7AM., Stephen Olsen, 801-243-3559, 208-258-3145, stephensolsen@gmail.com, hillmantriathlon.info

July 12, 2014 — Rigby Triathlon, Rigby Lake, ID. Sprint and Olympic Triathlon, and Duathlon, Michael Hayes, 208-521-2243, events@pb-performance.com, pb-performance.com

July 12-13, 2014 — Southeast Idaho Senior Games, Pocatello, ID. Triathlon, Jody Olson, 208-233-2034, southeastidahoseniorgames@gmail.com, seidahoseniorgames.org

July 16, 2014 — Snowbird Adventure Race, Snowbird, UT. Graffiti Racing presents a multi-sport endurance event featuring mountain biking, running/trekking, a Tyrolean traverse, and navigation. Snowbird AR will cover approximately 10-15 miles for the short course and 30 miles for the Sprint course., Scott Browning, 801-867-5039, graffitiracing@gmail.com, graffitiracing.com

July 18-19, 2014 — San Rafael Classic Triathlon, Huntington, UT. Huntington State Park, Olympic distance tri, Olympic team relay, Sprint Tri, Sprint team relay, spring swim/bike duathlon, sprint bike/run duathlon, youth tri.

Friday night activities offer live music during the pasta dinner. Body marking and packet pickup available Friday night. Various campsites available. Reservations necessary to ensure campsite. Unique to this course - is that the entire course is closed., Wade Allinson, allinson2@gmail.com, sanrafaelclass.com

July 19, 2014 — Cache Valley Super Sprint Triathlon, Logan, UT. Flat, straight, short distance course in Logan City. 500 meter swim at Logan Aquatic Center, bike is out and back on farm roads. Run is out and back in a park., Joe Coles, 801-335-4940, joe@onhillevents.com, onhillevents.com, cvssi.com, onhillevents.com

July 19, 2014 — XTERRA Mountain Championship, XTERRA America Tour, Avon, CO. The last of four regional in the XTERRA America Tour, featuring sprint and championship distance off-road triathlon options., Raena Cassidy, 877-751-8880, info@xterraplanet.com, xterraplanet.com, xterravercreek.com

July 19, 2014 — Uinta Mountain Adventure Relay, Heber, UT. Running, mountain biking, cycling and a leg of canoeing makes this one of the highest, toughest yet most beautiful relays around., Jon Johnson, 801-367-2575, uintamountainadventurerelay@gmail.com, uintamountainadventurerelay.com

July 26, 2014 — West Yellowstone Mountain Bike Biathlon, West Yellowstone, MT. Match class division for experienced biathletes and a Sport class for novices that includes a safety clinic and loaner rifles. All racers must provide their own mountain bike and wear a helmet., Moira Dow, 406-646-7701, director@rendezvouskitrills.com, rendezvouskitrills.com/events

July 26, 2014 — Hurt in the Dirt, Ogden, UT. Offroad Duathlon at Ft. Buenaventura. Individuals and Relay Teams welcome. MTB race and trail run combined. 3 Full events in one day! Goal Foundation, 801-399-1773, connect@goalfoundation.com, hurtinthedirt.com

July 26, 2014 — XTERRA Indian Peaks, XTERRA America Tour, Nederland, CO. Held at Eldora Resort west of Boulder. Using the trails of the Eldora Mountain Resort it is 1000m swim, 600m dash, 22km mtn. bike and 7km trail run type of event- Off-road triathlon., Paul Karlsson, 303-960-8129, info@digdeepsports.com, digdeepsports.com

July 26, 2014 — XTERRA Aspen Valley, XTERRA America, Kodiak Ski Lake, WY. 1200m swim, 2-Lap 12 mile mountain bike, and finishes with a 5k run., Lance Panigutti, lance@withoutlimits.com, withoutlimits.com

August 2, 2014 — Layton Triathlon, Layton, UT. Sprint, Mini Sprint, Relay Sprint, and Kids Triathlon options in the Layton Surf N Swim and Layton City Parks. Great event that repeats the entire course on the Sprint., Joe Coles, 801-335-4940, joe@onhillevents.com, laytontriathlon.com, onhillevents.com

August 2, 2014 — Zoot Aspen Triathlon and Duathlon, Aspen, CO. 800-yard indoor pool swim, 17-Mile bike (gaining 1,500 feet in elevation) to the spectacular Maroon Bells, and a 4-mile run in the Elk Mountain range and the scenic Maroon Creek Valley. USA Triathlon sanctioned event., Wes Graham, 970-429-2098, wes.graham@cityofaspen.com, Sandra Doebler, 970-429-2093, aspenspecialevents@cityofaspen.com, aspensrecreation.com

August 2, 2014 — XTERRA Pagosa Springs, XTERRA America Tour, Pagosa Springs, CO. 1.5km (1000m) swim/16 mile bike/6.2mile trail run., Raena Cassidy, 877-751-8880, info@xterraplanet.com, joingecko.org/info.asp?uid=339

August 2, 2014 — East Canyon Triathlon, TriUtah Points Series, Morgan City, UT. Swim in the beautiful East Canyon Reservoir, bike downhill to Morgan City and run along the beautiful Weber River. This is a fun, fast race and is part of the Utah State Triathlon Championship Points Series!, Dan Aamodt, 801-635-8966, info@triatuath.com, triatuath.com

August 8-9, 2

from the wildlife and boardwalks on the river bottoms in Rock Cliff Recreation Area at Jordanelle to the local country backdrop of the towns of Francis and Woodland. Dan Aamodt, 801-635-8966, info@triatl.com, triatl.com

August 16, 2014 — XTERRA Lake Tahoe. XTERRA America, Incline Village, NV, Course Distance: Full Course: 2X 750 meter swim laps with a 50 meter beach run, 22 mile bike, 6 mile run. The bike starts up Tunnel Creek, and then onto the area's famous Flume Trail, which skirts the mountain side overlooking Lake Tahoe to the Tahoe Rim Trail. Both the Short and Long course complete the 22 mile bike with approximately 4000 feet of climbing. The trail running course is relatively flat, fast and scenic with tall pines, aspens, and creek crossings. Todd Jackson, 877-751-8880, 530-546-1019, info@bigblueadventure.com, bigblueadventure.com/pub/main2.asp?dEvent=60&daPageName=INTRO, xterra-planet.com

August 16, 2014 — Palisade Pedal, Paddle, Pedal. Palisade, CO, 24 mile mtb, 5 mile paddle on Colorado River, 27 mile road leg, Rondo Buecheler, 970-464-9266, rapidcreek-cycles@aol.com, rapidcreekcycles.com

August 16, 2014 — Polson Triathlon. Polson, MT, Third Annual Olympic Distance Triathlon. 1.5 km, two-lap triangular swim in Flathead Lake. 40km bike, loop course through the valley southwest of Polson. 10km run single loop course through scenic Polson. Be a part of the most fun and exciting event in the Mission Valley this summer. Matt Seeley, 406-883-9264, matl.seeley@skc.edu, polson-triathlon.com

August 22-23, 2014 — Doxa Threelay. Duchesne, UT, 12-person team relay triathlon. It is a 2 day 270 mile event that takes participants through beautiful scenery of Utah. Doxa Threelay, info@doxaraces.com, doxaraces.com

August 23, 2014 — Vikingman. Heyburn, ID, Downstream Snake River Swim, Loop Bike Course, flat and fast run - lots of opportunities for your fans to cheer you on! 1/2, Olympic, and Sprint distance triathlons, Duathlon, Aquabike and a Half Marathon. Alan Fluckiger, 208-431-2232, info@vikingman.org, vikingman.org

August 23, 2014 — Utah Half Triathlon. RACE TRI, Provo, UT, Longest multisport race on the Wasatch Front 70.3 miles: 1.2 mile swim, 56 mile bike, and 13.1 mile run triathlon. Aaron Shamy, 801-518-4541, 801-358-1411, info@racetri.com, racetri.com

August 23, 2014 — Saratoga Springs Tri. Saratoga Springs, UT, USA Tri sanctioned Sprint Tri. 600 meter swim, 12 mile bike, 3.1 mile run, held at the Saratoga Springs Marina at Pelican Bay, 200 E Harbor Parkway, Jared Mason, 801-471-0464, splash@saratogaspings.com, saratogaspings.com, Jared Mason, 801-310-0609, splash@masonfam.net, saratogaspings.com

August 24, 2014 — XTERRA Wild Ride Mountain Triathlon (American Tour Points). XTERRA America / Wild Rockies Series, McCall, ID, Ponderosa State Park at Payette Lake, 3/4-mile swim, a 19-mile mountain bike and a 6.2-mile trail run, mass start at 9 am in the Park and the finish line festivities begin at

noon with the racer feed and music. Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com, xterra-planet.com

August 24, 2014 — XTERRA Buffalo Creek. XTERRA America Tour, Bailey, CO, The XTERRA Buffalo Creek Triathlon features a 1500m Swim, 22 mile mountain bike, and 5m run. Lance Panigutti, lance@withoutlimits.com, withoutlimits.com

September 1, 2014 — Youth and Family Triathlon. Murray, UT, Super Sprint Triathlon for all ages. Distances vary by age. Please go to the event website for more information. Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, greatbasincoaching.com

September 1, 2014 — South Davis Labor Day Triathlon. South Davis Racing Series, Bountiful, UT, Sprint: Swim 350 yds; Bike 12 mi; Run 3.35 mi, relay: Split the Sprint between 2-3 racers, novice: Swim 150 yds; Bike 2.4 mi; Run 1.5 mi, Tri Clinic/ Bike Route Preview: Friday, August 30th 5:30pm (free to registered participants) Race Start: 8:00am Awards: 10:30 am, John Miller, 801-298-6220, john@south-davisrecreation.com, southdavisrecreation.com, labordaytri.com

September 6, 2014 — I Can Triathlon. Sandy, UT, Alta Canyon Sports Center, 9565 S. Highland Drive - 400m swim, 9 mile bike and 5K run. Lois Spillion, 801-568-4602, lspillion@sandy.utah.gov, sandy.utah.gov/government/parks-and-recreation/alta-canyon-sports-center.html

September 6, 2014 — Adventure Xstream Glenwood Springs. AXS Series, Glenwood Springs, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike. Will Newcomer, 970-403-5320, 2014@gravityplay.com, gravityplay.com

September 6, 2014 — Colorado Dirt. Fraser, CO, A 130+ mile cyclocross/gravel grinder endurance bike race. This self supported race will be a one day, 4 leg race that rises above 10,000ft four times. Can ride it solo, duo relay, 4 person relay or a 5-6 person Gentlemen's Race type of event- cyclocross endurance bicycle race. Paul Karlsson, 303-960-8129, info@digdeepsports.com, digdeepsports.com

September 12-13, 2014 — Bear Lake Brawl Triathlon. Gold Medal Racing Championship, Laketown, UT, Event is on two dates. 9/12 is the Half/Long 70+ and 9/13 is the Sprint and Olympic event. Joe Coles, 801-335-4940, joe@onhillevents.com, bearlakebrawl.com, onhillevents.com

September 12-13, 2014 — Ogden Valley Triathlon/Utah State Championships. TriUtah Points Series, Ogden, UT, This is the culmination of all your hard work for the 2014 season! Banquet, serious awards and prizes, festival, and the crowning of Utah State age group champions. Kids, Sprint, Olympic and Half Distances. Dan Aamodt, 801-635-8966, info@triatl.com, triatl.com

September 13, 2014 — Telos Triathlon. tentative, T3TRI EVENTS, Utah Valley, UT, Course to be announced, Shaun Christian, 801-769-3576, 801-678-4032, shaun@t3triathlon.com, Amy Perez, amy@t3triathlon.com, t3triathlon.com

September 13, 2014 — Camp Yuba Triathlon. RACE TRI, Yuba State Park, UT, Camp Yuba sprint and olympic triathlons are all about indian summers, camping, and good ol' fashion swimming, biking, and running. Aaron Shamy, 801-518-4541, 801-358-1411, info@racetri.com, racetri.com

September 13, 2014 — MRAC Attack Mini Triathlon. Moab, UT, This community event is open to all and has Elite, Open, and Youth under 12 levels, Male and Female divisions. Patrick Baril, 435-259-8826, pbaril@moabcity.org, moabcity.org/mrac

September 13, 2014 — Kokopelli Triathlon. BBSC Red Rock Triathlon Series, St. George, UT, Sand Hollow State Park, with Sprint, Olympic, and Kids' distances. Cedric Keppler, 318-518-7303, info@bbsc.com, Michelle Lund, michelle@bbsc.com, bbsc.com

September 20-21, 2014 — XTERRA USA National Championship- XTERRA Utah. XTERRA America Tour, Ogden, UT, XTERRA Utah, two distance options: 750m / 19K mountain bike / 5K trail and 1.5k swim / 30k mountain bike / 10k trail run; XTERRA USA Championships (invite-only): 1.5k swim / 30k mountain bike / 10k trail run. Raena Cassidy, 877-751-8880, info@xterraplanet.com, Jason Dyer, 801-620-1013, jdye@snowbasin.com, xterraplanet.com, xterrautah.com

September 20, 2014 — Leadman Tri - Bend. Bend, OR, Finishers of LeadmanTri Bend - voted Best New Race of 2012; Leadman 250 | .5K swim * 22K bike * 22K run; Leadman 125 | 2.5K swim * 106K bike * 16.5K run. Keith Hughes, 208-340-4837, khughes@lifetimfitness.com, leadmantri.com

October 5, 2014 — Nevada Silverman 70.3 Ironman. Henderson, NV, 70.3 distance, Frank Lowery, 702-914-7852, info@silverman-nv.com, Ironman NV, silverman70.3@ironman.com, silvermannv.com, ironman.com/triathlon/events/americas/ironman-70.3/silverman.aspx

October 11, 2014 — Huntsman World Senior Games Triathlon. St. George, UT, Triathlon. Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K. Kyle Case, 800-562-1268, hwsg@infowest.com, seniorgames.net

October 11, 2014 — Powell3 Triathlon Challenge. Lake Water, UT, USA Tri Sprint and Olympic Distance at Wahweap Marina, Lake Powell. Starts at 9:00am Utah time, or 8:00am Arizona time. Joe Coles, 801-335-4940, joe@onhillevents.com, powell3.com, onhillevents.com

October 12, 2014 — TUNA Mountain Challenge Duathlon. Midway, UT, off-road duathlon, a 1k trail run followed by 10k on the bike, then a 5 k run; kids: 1k run start lap, 5k bike, and a 2k run. You can race as a two-person team or do the race solo. Benefits TUNA youth ski programs, 10 am. Registration on-site @ 9am Check web for details in the fall. Richard Hodges, rmhodges@rmhodges.com, utahnordic.com

October 25, 2014 — Pumpkinman Triathlon. BBSC Double Down Series, Boulder City, NV, Point-to-point race begins in Lake Mead National Recreation Area and ends in Boulder City, with Sprint, Olympic, and Half Courses; costumes welcome! Cedric Keppler, 318-518-7303, info@bbsc.com

Michelle Lund, michelle@bbsc.com, bbsc.com/pumpkinman

November 8, 2014 — Telos Turkey Triathlon. T3TRI EVENTS, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-769-3576, 801-678-4032, shaun@t3triathlon.com, Amy Perez, amy@t3triathlon.com, t3triathlon.com

Cyclocross

Utah Cyclocross Series Race — Utah Cyclocross Series, TBD, UT, Races are September to December. First Race is 9-27-2014, Marek Shon, 801-209-2479, utccr@series@gmail.com, Utah Cyclocross Series, utccr.net@gmail.com, utccr.net

Southern Utah Cyclocross Series — St. George, UT, Races on Saturdays, November to January, Cimarron Chacon, 970-759-3048, info@agropromotions.com, southernutahcyclocross.com

September 10, 2014 — CrossVegas Cyclocross Race. Las Vegas, NV, The biggest cross race in the USA featuring UCI Pro Cyclocross Race Elite Men and Women, Wheelers and Dealers Industry Race and USA Cycling Categories at Desert Breeze Soccer Complex during Interbike. Held in the evening under the lights! Brook Watts, 303-684-9170, contact@crossvegas.com, crossvegas.com

September 13-14, 2014 — Boulder Cup UCI C1 Cyclocross Weekend. Boulder, CO, The largest spectator and participatory cyclocross weekend in the Rockies. 900 racers, 3500 fans, expo, kids adventure zone, beer garden, Chris Greulich, 303-619-9419, chris@dbcevents.com, dbcevents.com

September 20, 2014 — LTR CX Series 1. LTR CX Series, Grand Mesa, CO, Powder Cross at Powderhorn Resort, A, B, C, Masters and Junior Categories, Mike Driver, 970-904-5708, 970-257-7678, mdriver@lrsports.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrsports.com

September 21, 2014 — Harvest Moon Cyclocross. Ogden, UT, USAC Sanctioned, State Cyclo-Cross Championships, Ben Towery, 801-389-7247, teamaccelerator@gmail.com, teamaccelerator.com

September 27, 2014 — Eagle Island Cyclocross Series. Eagle Island State Park, ID, Come out and enjoy the area's best cross venue! Eagle Island State Park. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs. Brad Streeter, 208-866-3384, brad.streeter@gmail.com, idahocyclocross.com/eagleisland.html

October 4, 2014 — SICX #1 Sandy Point. Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

October 5, 2014 — SICX #2 Sandy Point. Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

October 11-12, 2014 — Moose Cross. Victor, ID, Two-day cross festival, post race gathering, host housing available. Fundraiser for Victor Velo., David Bergart, 307-690-4373, dave@moosecross.com, moosecross.com, cxidaho.com

October 17-18, 2014 — Crosstoberfest. Hailey, ID, Free Friday Time trial with prizes to seed for Saturday race; family friendly event in city park; Beer Festival, at Old Cutter's Park in Hailey. Billy Olson, 208-788-9184, billy@powerhouseidaho.com, crosstoberfestidaho.com, powerhouseidaho.com

October 18-19, 2014 — Waffle Cross. Waffle Cross Series (IWCX), Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill. Brian Price, 208-908-5421, brlanp@catapult3.com, idahowafflecross.com, eaglebikepark.org

October 25, 2014 — LTR CX Series 2. LTR CX Series, Grand Junction, CO, Creepy Canyon Cross at Canyon View Park, A, B, C, Masters and Junior Categories, Mike Driver, 970-904-5708, 970-257-7678, mdriver@lrsports.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrsports.com

November 8, 2014 — LTR CX Series 3. LTR CX Series, Fruita, CO, Rip the Wash Cyclocross at Little Salt Wash Park, A, B, C, Masters and Junior Categories, Mike Driver, 970-904-5708, 970-257-7678, mdriver@lrsports.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrsports.com

November 8, 2014 — SICX #3 Mallard Park. Southern Idaho Cyclocross Series, Mallard Park, ID, 100 E Morris Ct, Mallard Park, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

November 9, 2014 — SICX #4 Mallard Park. Southern Idaho Cyclocross Series, Mallard Park, ID, 1501 7th Street North, Nampa, Idaho, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

November 15-16, 2014 — Idaho Waffle Cross Cyclocross Series. Waffle Cross Series (IWCX), Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill. Brian Price, 208-908-5421, brlanp@catapult3.com, idahowafflecross.com, eaglebikepark.org

November 22, 2014 — LTR CX Series 4. LTR CX Series, Palisade, CO, Cross the Bend at Riverbend Park, A, B, C, Masters and Junior Categories, Mike Driver, 970-904-5708, 970-257-7678, mdriver@lrsports.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrsports.com

November 22, 2014 — SICX #5 Lake View Park. Southern Idaho Cyclocross Series, Boise, ID, Lake View Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, brokenspokecycling.org, Jared Rammell



DRIVE WITH RESPECT

- ◆ Give cyclists at least 3 feet of space
- ◆ Always watch for cyclists
- ◆ Don't underestimate cyclists' speed
- ◆ When driving near a child on a bike, be prepared for the unexpected
- ◆ When turning left, yield to cyclists approaching from the opposite direction



Learn the Rules at:
RoadRespect.Utah.gov

ZERO Fatalities™ [Facebook](https://www.facebook.com/RoadRespect) [Tumblr](https://www.tumblr.com/RoadRespect) [YouTube](https://www.youtube.com/RoadRespect) [Instagram](https://www.instagram.com/RoadRespect) [Pinterest](https://www.pinterest.com/RoadRespect) [LinkedIn](https://www.linkedin.com/RoadRespect) [Pinterest](https://www.pinterest.com/RoadRespect) [YouTube](https://www.youtube.com/RoadRespect) [Instagram](https://www.instagram.com/RoadRespect) [Pinterest](https://www.pinterest.com/RoadRespect) [LinkedIn](https://www.linkedin.com/RoadRespect)

RIDE WITH RESPECT

- ◆ Ride single file when impeding traffic
- ◆ Ride the same direction as traffic
- ◆ Always use hand signals
- ◆ Be visible
- ◆ Remember, the same laws that apply to motorists apply to cyclists

RELAY RACING

A Report on the 2014 Rockwell Relay – A Bucket Worthy Event

Allen Parcell of the 4Life/Mad Dog Cycles/Trek racing team in the Rockwell Relay. Photo by Ty Hopkins

By Keith Payne

The 4Life/Mad Dog Cycles/Trek racing team usually just focuses on mountain bike events. Typically those that are well organized, on great courses, and of a longer distance to make them challenging yet rewarding. Quite often we get invited by race promoters to participate in road events. While these typically aren't very appealing to a group of single track enthusiasts we decided the format and location of the Rockwell Relay would be interesting to try so we put together a team to give it a go.

Whenever you do a race for the first time it is a learning experience. No matter what beta you get from friends and strangers who've participated in the event before, no matter how many race reports you read and how studiously you review

the race profile and weather reports, you still run into the unexpected. Nevertheless we prepared as best we could for this 525 mile race from Moab, UT to Saint George, Utah on June 13th and 14th. Here's how it went.

Day 1

Eager to begin this riding/racing experience we loaded up the minivan, our only option after exhausting all attempts to secure a large van, sprinter van or RV to use, and headed to Moab at 5 a.m. on Friday morning. Mistake #1 and #2. First, we already were somewhat sleep deprived having arisen much too early for a Friday and then driving 3 hrs to Moab. Mistake #2 was that we missed the Fat Cyclist Bratwurst Fest on Thursday night, which certainly would have given us more energy and the opportunity to rub shoulders with experienced Rockwell Racers

and learn a thing or two. But these are the type of sacrifices you make when you have a full schedule of work and family and an early departure is the only solution afforded you. So we went into it a bit blind to the realities of 24 Hour mobile road racing, but hey, we are mountain bikers, we don't get scared easy.

Arriving in Moab we got registered, listened to the pre-race briefing and watched as our speediest teammate, Ty Hopkins, set out on Leg 1 of the twelve segment race. The headwinds were severe and by the time we got ice/water and some snacks and headed out to overtake and support our first rider the field had exploded into fragments of solos and duos struggling against a stiff and steady south wind. We found Ty in the lead group which he vigorously held onto up and down the climbs toward Monticello. This segment is mostly climbing and the headwind certainly made it tougher than it would normally be but Ty came into the transition first with one other rider, an impressive start to a long day. 54 miles done.

Allen Parcell took the next segment from Monticello to Mule Canyon. He had 45 miles of riding alone in the lead of the 9 a.m. riders. He dropped the partner of the team that came in with Ty and just rode his pace. He started picking off riders from the 6 a.m. group as well. While the segment had 3,400 ft of decent it also had plenty of climbing but Allen wasn't caught.

Danny Larisch took over at Mule Canyon and rode hard against the wind. Some other teams caught up and he was able to work with other riders for awhile. It was hot but he managed to hold a good position as we stopped to transition at the Dirty Devil River. 56 miles was a long ride for late afternoon in these conditions.

Keith Payne took over and rode from Dirty Devil Bridge to Hanksville. 45 miles of steady climbing and about equal descending on gradual grades. The crosswinds on this section were pushing bikes 3-5 inches to the right which forced you to ride with a list to port and really give a healthy space on your drafting



Cameron Hoffman of Pedal Palatinose out front with Ty Hopkins of 4Life/Mad Dog Cycles getting the hand up with Alister Ratcliff of LiveWell Bountiful Bicycle #4 team on the right. Photo by Danny Larisch

so you didn't clip the riders around you by accident. He was able to catch on with an Intermountain Live rider and work together trading pulls to get to the end of the segment. 4 segments down, 200 miles done.

Evening Day 1

With a full moon on tap everyone was eager to continue the race into the night. We knew we were running in the top 2-3 spots for the 9 a.m. start group and battling with teams 55 - Red Rockets and 40 - Logan Bike Club for the lead in the men's competitive division. We had no idea how



Keith Payne crossing the finish line for the 4Life/Mad Dog Cycles team. Photo by Danny Larisch

Continued on page 33



Women's winners Kari Slade, Jennifer Reynolds, Moka Best, Jennifer Gray Nelson of Power to the She roll across the finish line. Photo courtesy Rockwell Relay.

Intermountain Live Well and Power to the She Win Rockwell Relay

The 2014 Rockwell Relay marked the 5th running and included the largest field yet with just shy of 600 riders. This year's edition featured a staggered start and both competitive and non-competitive categories. The event is healthy mix of those who want to complete the course and push themselves and those who are going for a category win or team best time.

The competitive men's race was won by repeat champion Team LiVe Well p/b Bountiful Bicycle setting a new course record of 24 hours and 35 minutes. The strategy included team time trialing with the second place team, also LiVe Well p/b Bountiful Bicycle and then rolling across the line together with the defending champion team being awarded the win. Teams Brute Force and Fast Friday tied for 3rd place.

The competitive womens's race was tough and only saw 3 teams finish with Team Power to the She winning in 34 hours and 43 minutes. They were followed by Team Teton Luna Chicks and Team Crazyies!

The Coed was won by Health Catalyst/3B Yoga 28 hours and 6 minutes to end the 3 year reign of Team Fatty who finished in 3rd place. LiVe Well p/b Bountiful Bicycle #4 took second place.

-Tyler Servoss

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ADVOCACY

Southern Utah Bicycle Alliance News – Road Respect Comes to Ivins



Mayor Hart leading the Ivins community bike ride. Photo: Kai Reed

By Thomas Dansie

With the assistance of the

Southern Utah Bicycle Alliance (SUBA) and under the leadership and vision of Mayor Chris Hart, the City of Ivins is taking proactive steps

to becoming a more bicycle-friendly community.

The City was recently recognized as a “Road Respect” community, joining St. George and Springdale as the third Road Respect designated community in Washington County. SUBA Board Member John Reed has been instrumental in this effort. In becoming a Road Respect community, Ivins has taken steps to encourage more bicycling in the community and identified ways to make bicycling more safe. New ‘Share the Road’ signage has recently been installed and the city is beginning work on a comprehensive bicycle plan.

As part of the effort to make Ivins a more bikeable community and in conjunction with the Road Respect designation, the City and SUBA sponsored a number of Road Respect events in May. On May

21 the City organized a community forum centered on bicycling and active transportation. At the forum, Mayor Hart and representatives from law enforcement, the health department, and SUBA led a community discussion on bicycling and how to make bicycling better in Ivins. Mayor Hart shared his vision for taking advantage of the health and community building benefits of increased cycling in the city.

The following day, May 22, SUBA sponsored a Road Respect Rally and Ride at the Ivins Town Park. Nearly 100 community members and Road Respect riders rode the Veyo Loop. Families and kids enjoyed a bike festival and bike rodeo where 98 new helmets were given away and kids were taught how to ride safely on the roads. At the conclusion of the event Mayor Hart led a community bike

ride on Ivins’ bicycle friendly streets.

SUBA Board Member Kai Reed organized the Road Respect Rally and Ride. She said one of the reasons she wanted to organize the event was to help build the community through physical activity. According to Reed, “Community physical activity has long had the ability to bring a community together—from barn dances to barn raising. That has been lost in our modern society. Most physical activity is individual or via competitive sports. Cycling is something that the whole community can do as one.”

SUBA is continuing to work with Ivins and other communities in Southern Utah to help promote healthy communities through increased cycling. For the latest news on SUBA projects follow our Facebook page: www.facebook.com/SouthernUtahBicycleAlliance.

Rockwell Relay - Continued from page 32
the really fast riders from the 12 p.m. start would do so we couldn’t worry about them.

Our cohorts from Utah County (Steve Mower, Amy Williams, Mark Nelson and Jeff Jarvie – SBR/3B Yoga Coed Team) were leap frogging with us throughout the race as well and it was great racing with them. They were battling for the top Coed team spot and couldn’t let up either.

Night riding has its own challenges and we had only ever experienced it while doing 24 Hour mountain bike races. But with good lights and cooler temps everyone felt more comfortable than expected and did well throughout the night.

Ty blasted through segment 5 and retook the lead.

Allen made an impressive climb over Boulder Mountain in the middle of the night, dodging deer and elk on a fast descent to hold a 3 minute lead on our closest rival.

Danny hammered to Henrieville and descended the scary Hells Backbone area like a Pro and we were still leading by a slight margin.

Keith climbed past Bryce Canyon NP in 30 degree temps and was caught by our SBR/3BYoga coed friends and team 40 – Logan Bike Club. So much for our slight lead. Work still to do. 4 segments still to go.

Day 2

The gap wasn’t big enough as the leaders were all caught again by Ty on the climb up to Duck Creek.

Allen climbed 1,000 ft then descended almost 5000 feet to Cedar City on Segment 10 and kept a slight 3 minute lead.

Danny battled to hold the lead

out to Enterprise but the Logan Bike Club rider caught on and they worked together to the end of segment 11.

The last transition had Keith ride out with the Logan rider and it wasn’t long until he got dropped on the first climb. He hammered as best he could with the wind and finished the 37 mile segment in 1:28.

In the 9 a.m. start group, we finished 3rd with Logan Bike Club arriving first and our friends from SBR/3B Yoga in second as a coed team. In the final standings, we finished 7th in the Men’s Competitive division and 8th overall. Not a bad showing for our first go at this race. 28 hours and 5 minutes of pedaling, suffering, hydrating, eating and laughing in our delirium. We had a great time! But wow were we tired. No sleep and hard efforts really take its toll in a race like this and we opted to drive home that afternoon rather than crash in St. George and recover.

Overview

It’s fairly obvious that a race like this will be challenging - lots of riding, little sleep (if any) and constant travel. Operating out of a vehicle is also not without issues. Our Utah County friends had an RV with a driver and a masseuse, hardly an even playing field. What made this race even more difficult was first the headwind/crosswind which we really never fully escaped. The temperature swing from 90 degrees F to the mid 30s also make it unique. And elevation is always a factor when climbing over 9000 ft.

From an organization perspective we were a little disappointed. The transition zones had individuals with iPads tracking the transition time, but it wasn’t always clear who these people were or where they were standing/sitting.

That made it difficult to ensure you weren’t missed. The transitions were chaotic due to all the vehicles and riders and occasional tourist traffic traveling past. They also had to deal with the wind blowing away everything they had unless it was bolted down. But somehow it all worked out. The biggest challenge is that the timing system wasn’t very functional so you didn’t really know how you were faring compared to other teams from the 6 a.m. or 12 p.m. start times. We had some sense of where we were with our own group but it was not an accurate guess and was based on our own split time estimates as we sat on the side of the road clocking riders as they passed.

What’s the take away? The Rockwell Relay is a unique race: great route, good roads, challenging segments. Whether you are a Pro or amateur it can be a great challenge for you and your team to complete. Logistics and equipment are essential as well as confidence riding 40-50 mile segments on the desert and mountain back roads of Southern Utah. Some areas had heavy traffic with semis and busses, while others were very lightly travelled with only the occasional tourist vehicle. The scenery is, as you would expect, spectacular, and it’s unfortunate that you miss some of it while riding through the night. But the full moon did make for some memorable night riding vistas. This race will likely have to stay at the size it is due to the logistics of moving so many riders and vehicles through these sections of road on the same day. But it’s a great experience and definitely a bucket list worthy event if you have a road bike and 3 semi-sane friends willing to load up the mini van and give it a go. But if I were you I’d find an RV and a driver and a masseuse and ride it like rock stars!

Drinking Beet Juice? Maybe You Should Start

Beet juice is all the rage lately, and there might be good reason for it. The biggest questions I had are what does it do, how much should you take and when should you take it. Beets are a great source of inorganic nitrate, which have an effect on blood flow, muscle contraction and neurotransmission. In cycling this means that it takes less energy to perform at your normal pace. So how much should you take? I would suggest using a concentrated “shot”. Beet-It sport is a shot form of beet juice that is easier to get down. It is best to take a shot 2-3 hours before training. Many ath-

letes I have talked to find that taking two shots, 2-3 hours before a race is effective. One caveat: Drinking beet juice may turn your urine pink; it is normal.

Reference: Med Sci Sports Exerc. 2011 Jun;43(6):1125-31. doi: [10.1249/MSS.0b013e31821597b4](https://doi.org/10.1249/MSS.0b013e31821597b4).

Acute dietary nitrate supplementation improves cycling time trial performance.

Lansley KE1, Winyard PG, Bailey SJ, Vanhatalo A, Wilkerson DP, Blackwell JR, Gilchrist M, Benjamin N, Jones AM.

<http://www.ncbi.nlm.nih.gov/pubmed/21471821>

-Wayne Hansen, D.C.

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Youth Triathlons: What to Look for in a Well-run Event and How to Prep & Encourage Young Athletes

By Jo Garuccio

What Should a “Kids” Race Look Like?

Over the last several years, there has been a huge upsurge in triathlons billed as a “Kids Tri.” They are everywhere, but the big question is how do parents choose a race that fits the skills and needs of their child? How do they know if the race is safe and easy to follow?

The first thing that race directors and parents alike need to realize is that in the world of youth triathlons, one size does not fit all! USA Triathlon (USAT), the governing body of the sport of triathlon, has put forth age-specific distance guidelines. When choosing a race, look for age appropriate distances commensurate with the chart below. Six-year olds should not be running a mile with an 8% grade in the middle of it and twelve year olds are capable of riding farther than a mile on their bike or running just mile.

Accepted distances for youth and adult triathlons generally have a distinct ratio of swim, bike and run. Run legs are roughly the length of the bike. Swim legs are about 3-5% of the race although it's not always possible to operate exactly within the ranges suggested below. Some races, especially on the bike leg, will vary slightly from recommendations in the interest of safety and course layout. However, the race should be staged in the best interests of the child, not simply for the ease of the race director. Having just one distance for all youth ages 7-12 or expecting all youth over 12 to do an adult sprint distance race is unacceptable. Experienced thirteen year olds who have participated in the sport for several years could consider doing a sprint, but otherwise, athletes should

be encouraged to race recommended distances for their age. a cone at the turn-around and hope that young athletes will get there.

RACING AGE	CATEGORY	DISTANCES		
		SWIM	BIKE	RUN
7 - 8	Youth	50m to 100m	2k	1k
9 - 10	Youth	100m	3k	1k
11 - 12	Youth	200m	5k to 7k	2k
13 - 15	Youth	200m to 400m	8k to 10k	2k to 3k
16 - 19	Junior	400m to 750m	15k to 20k	5k
13 - 15	Youth Elite	400m	10k	2.5k
16 - 19	Junior Elite	750m	20k	5k

Recommended Competition Distances for Youths and Juniors

Source: USA Triathlon (USAT)

Organization of Youth Events

It's not that easy to put on a youth triathlon event or any triathlon for that matter. Remember, the race director is essentially organizing three races, a swim, bike and run. That's a lot harder than staging an out and back 5K with a mass start. In a pure running race, it's pretty easy to figure out where the race is going. Follow the crowd. Triathlons are different. A short pool swim isn't hard to understand, but bike courses often follow a winding path. Adults are responsible for “knowing the course” (USAT rule). Not so with kids.

If young triathletes can't see something that defines the course within a reasonable space, they will inevitably keep asking, “Is this the way to go?” Hence, youth races are labor intensive. It takes more time to mark the course and many volunteers on race day. You can't just throw out

Courses should be marked so that it's next to impossible for an athlete to get lost. There should be a volunteer at every single place where someone could make a wrong turn. A well-run youth event will have many cones that are within line of sight or close to it. Both the bike and the run should have enough volunteers, including impartial roaming cyclists on the bike course that a child never feels like they are alone. There should always be a volunteer on sweep. Plus, only athletes should be allowed in transitions. It's chaotic enough without adding extra bodies. Rather, there should be “neutral” support in transition to help kids who may be struggling more than necessary.

Parents on the Course

Race directors who choose to put on youth events should be knowledgeable in best practices for those events. If courses are laid out with the guidelines suggested above, parents don't need to be on the course with their kids. Plus, it's a safety issue (and against USAT rules). One

hundred kids on a race course, all accompanied by a parent only spells danger. Besides, self-esteem upon completion of the race is much greater when the athlete has accomplished the feat on their own as opposed to having Mom or Dad at their side, often barking directions throughout the race. It's also distracting for other competitors who are racing on their own.

Race Prep Teach Skills!

Put kids in swim lessons. Teach them how to ride a straight line, brake safely, shift gears. Run short distances similar to the race distance and coach pacing. Practice transitions, one of the most fun aspects of learning to be a triathlete.

Most kids are capable of completing a youth distance race if they are active and swim, ride and run at least once per week. Certainly more can be helpful, but too much makes racing look like work. Kids will gain enough fitness to complete the race by simply practicing skills. As they mature and gain experience in the sport, they can begin to learn to train and can increase the time spent in each discipline over the course of a week. Eventually, they can begin to train to compete but that is a multi-year goal. First, keep it fun!

Equipment

Triathlon is a somewhat equipment oriented sport. You need swim, bike and run gear. Goggles should fit without major leaking problems. Helmets should meet safety guidelines and sit properly on the forehead. Bikes should be sized appropriately for the child's height and skill level. Athletes should be running in a run-specific shoe, not a skate shoe or a pair of Vans. Equip shoes with stretch laces so that athletes can put them on quickly and they will not come untied half way through the race. If they ride clipless pedals, it will be a much easier transition if the shoes have Velcro straps versus laces. Aero bars and aero helmets are not allowed (USAT rule) in youth races.

Young triathletes should learn to ride a road bike before progressing to a tri bike.

To ensure a successful day, have bikes serviced by a reputable bike shop several days prior to the race. Flat tires, chains that fall off, and brakes or shifters that don't work are issues that do not spontaneously resolve themselves and most certainly should not be a factor in someone's inability to complete the race. Put bikes in good working order well ahead of time.

Preview the Course

Even though youth courses should be well-marked and easy to follow, it's still important to preview the course with your child. Practice a serpentine swim (swimming down one lane, under the rope line and back down the next) or circle swimming depending on how that discipline will be organized. Ride the bike course and run (or bike ride it if time is short) the run course. Having some knowledge of the course and knowing that they can complete the distance is a great confidence booster.

How to Cheer Your Athlete On!

When cheering for young and old athletes alike, it is best to keep your encouragement as just that – inspiration, praise, or reinforcement for doing well. The minute cheering changes to instruction, spectators put athletes on a slippery slope. It's not uncommon for parents to be shouting directions to their child, only to have that child turn around to listen while still riding or running and promptly crash into something like a barrier, cone or another athlete. Instruct and coach before the race. Cheer during the race! It's a safety issue!

Now, let the racing begin!

Jo Garuccio is race director for the Murray Youth and Family Triathlon held every Labor Day & always looking for more volunteers. You can reach Jo at www.greatbasincoaching.com, jo@agegroupsports.com, or 801 557-6844.

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SLCBAC News for July 2014

After a busy May/June which saw John Herbert assume the Chair position vacated by AJ Martine, the Salt Lake County Bicycle Advisory Committee is heading into summer with renewed focus and several goals to fill out the summer. First and foremost, we are hoping to fill the vacant seats on the committee; three open seats and two alternate positions remain of the 15 available. We also seek help serving on our subcommittees as we work towards the projects designated by our Strategic Plan. For more information on these subcommittees and our organization, please check out our website at <http://slco.org/bicycle/>. If you are interested in applying for a seat on SLCBAC, follow this link, fill out the form completely and follow the directions for application: <http://admin.slco.org/volunteer/forms.aspx>. We are always interested in engaging the community in our efforts to advise County Mayor Ben McAdams in all bicycle related matters. If you have a concern, request or would like to bring an event or community project to our attention, please contact us directly by attending one of our meetings held on the first Wednesday of each month at 5:30 p.m. (Salt Lake City Government Center, 2001 South State Street Room S-1010). Or send us an email at: bicycle@slco.org.

Please note that July's SLCBAC meeting will be held on the second Wednesday, July 9.

As always, have a great summer and ride often and safely!

-Ian Scharine

ESSAY

The Vagabound Life



Kathleen Berglund on her first bicycle tour heading into Red Cliffs Recreation Area. Photo: Lukas Brinkerhoff.

By Lukas Brinkerhoff

My best friend when I was a kid was Mikey Picklesimer. We called him Pickle. His house was a half block south and then a quarter block east from mine. This meant that I had to cross the street to get there. His house was the first place that I was allowed to ride to that was beyond that all mighty border known as a road. Up until that fateful day so

many years ago, all my journeys were restricted to the sidewalk that ran in front of our house. This wasn't too bad, as there were plenty of kids who lived on my street and with whom I could play, but riding to Pickle's house was my first foray into using the bicycle as a way to go farther.

Pickle's house was much like my own. They had a trampoline, a lawn and a mom that made us ants on a log to eat. She would give Pickle's

little brother time frames based on television shows and we spent our afternoons having dirt clod fights with the neighbors. It was the first place I slept without my parents. Of course, his were there, but there is a reason kids want to have sleepovers, freedom. Someone else's mom is obviously not your own.

It was at Pickle's house that we used the matches that I stole to almost burn the neighbor's house down.

Of course, the boundaries of where I could ride my bike weren't real, they were just lines or landmarks that my mom designated. As I got older, those imaginary lines got bigger and we constantly pushed against their restrictions. For some reason, the boundaries were always roads. We were told to stay within the confines of these barriers built for four-wheeled machines.

My first foray into wilderness was with Pickle. We were 13 and our scout group was working on our backpacking merit badge. We did an overnighter on top of Pine Valley Mountain by going up Mill Canyon. The Wilderness Boundary is designated by a wooden sign that happens to be at the edge of the first creek

crossing. I can remember looking at the sign and the imaginary boundary that had been designated by congress and wondering what it meant. I didn't take a picture. That night was spent sleeping in a small pup tent in the grassy flat after "cooking" and eating our MREs. I remember wondering what it would be like to do a full five days like we had planned for our 50 miler.

Once we left the roads and began walking, we walked past boundaries without knowing what they were or why they were there. Most of them we hardly noticed. The only boundary that seemed to influence our experience was time. The amount of time that our scout leaders could get off work had more to do with how far we could go than any other restriction. How far could we hike in three days? Four? Five? Two weeks?

In Spanish the verb to wonder is Vagar. It is the base for the word vagabundo which means vagabond. In my head and my way of thinking it means "vagabonding." Yes, I like to vagar or to live the hobo life. My first foray into unplanned, untime restricted travel was in 2003. I quit both of my jobs, cancelled my semester of school and at the last minute told my parents my plan. For the next six months, I had nothing to do. We went to the beach. We climbed volcanos. I spent days hanging out writing and thinking about life. We even ventured across the border and had a nice week in Argentina.

To get to Mendoza from Santiago, we took an overnight bus trip. The road goes up and over the Andes. There are 20+ S turns on the way up. It's a slow, long journey. Around midnight, we hit the international border. The border sits at over 10,000 feet. To cross into Argentina, we all had to get off the bus so it could be inspected. This meant that there were 100+ of us standing outside, in the dark. It was cold. The border patrol did their inspection and gave us the go ahead to cross the manmade line that divides the two countries.

The hardest manmade boundaries to cross are the internal ones. The

ones that we set for ourselves. How hard can you pedal? How long are you willing to suffer to see what is beyond the next corner or across the next road? Where is that point where your desire to proceed is overcome by the suffering that your body feels? Have you ever found it?

It was over 100 degrees. I couldn't drink enough water to cool my core. I was so water logged that I couldn't eat or drink anymore and yet I was starving and the thirstiest I'd ever been. I had tried to find a room to rent in the last small Mexican village I had gone through but was rudely turned away. At this point, I was laying on top of my sleeping pad sweating. I had put my tent up in the only flat, shady place I could find, a giant culvert. The tent was the only protection I had against the clouds of bugs swarming around me. It was so hot I couldn't sleep so I just laid there in my own sweat.

The next morning I loaded up my gear and continued because there was no other option. I made it to Magdalena del Kino where I was able to find a hotel room to rent. I collapsed onto the bed and immediately fell asleep. I awoke late in the afternoon, took a shower and called my wife. As soon as I heard her voice, I knew it was over. Without warning, my body turned into a heaping blob of sobbing flesh. It was uncontrollable.

The next morning I got on a bus headed to Phoenix.

I type this as my wife packs and unpacks her backpack. We are leaving for Yosemite in a couple of hours. We will be homeless for three weeks crossing the Sierra Nevada in hopes of making it to Mount Whitney via the John Muir Trail. We've never gone backpacking this long or this far. My stomach is all a jitter. I'm not sure if I'm excited or nervous, or both. One thing is for sure, we'll be walking farther than Pickle and I ever rode.

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

Riding the Goose is not a Euphemism.



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BIKE TOURING

Touring Around the Great Salt Lake and Through Utah's West Desert



Looking southeast towards Grantsville, along a section of the old Lincoln Highway.

By John Roberson

The following is a brief description of a trip taken by bicycle into the deserts of Utah and Nevada during the month of April, 2014.

Day 1 – Salt Lake to near Delle, Utah (30 miles)

It was a beautiful morning in mid-April. The sun was working its way

up from the mountains to the east as the remnants of the previous night's storm moved through the valley. The air was fresh and clean, the commuter traffic was light, and I was eager to get away from the hubbub of the city. But for the moment my bicycle and I were holed up under a freeway overpass out past the Salt Lake City Airport waiting for a minor rain squall to pass. I was only an hour from home, and I was prepared for

just about anything Mother Nature might throw my way, but I wasn't especially interested in getting wet so early in my journey. So I watched the rain fall, listened to the hiss of traffic passing above, and considered the tasks ahead.

It was spring break time again for the school district I work for, and I was looking for a chance to relax. I was determined to temporarily move all thoughts of the 26 little darlings with which I spend my days to some less intrusive region of my consciousness. I had six days ahead of me, and I knew that nothing clears the brain and strengthens the body quite so well as a few days traveling on a bicycle.

I was heading west out of Salt Lake City with a general plan to ride clockwise around the Great Salt Lake. I would ride out to Wendover, Nevada first, then continue north, skirting the shores and flats of the lake. I would work my way east through the northern regions of the state, then back south again along the Wasatch Front and home. I would be traveling alone, and I would be self-supported. And like many of my past trips, I would be riding some routes that were familiar to me and others that would be entirely new. I was anxious to get moving!

Once the rain had stopped I carried on out across the valley to the west, using the back roads to avoid the high-traffic routes whenever possible. I took a break in Magna, then picked up the main road that takes traffic west around the north end of the Oquirrh, past the Kennecott smokestack, and then onto Interstate 80.

I always feel a bit nervous on those rare occasions when I'm forced, as I was on this first morning, to interact with the traffic on our interstate highway system. There are usually frontage roads or bypass routes for slow traffic to use, but the stretch of I-80 that carries traffic around the north end of the Oquirrh offers no good options for cyclists, so I was a bit stuck. Admittedly, the piece of freeway in question was a fairly short run of only a couple of miles, and the shoulders are nice and wide, if a bit trashy. And the views of the Great Salt Lake and the Oquirrh can be marvelous, too. So I probably shouldn't complain. But because



First campsite, north end of Skull Valley.

everyone's traveling so fast I tend to put my head down and push myself to get through as quickly as possible.

Unfortunately, as I merged with the interstate traffic on this particular April day I encountered stiff winds and a final pulse of wet weather as the last of the storm moved off the lake. Those conditions added extra layers of stress to the the experience, but within 20 minutes I had exited the freeway and was sipping a hot drink at a fast-food joint on the road to Tooele.

A few miles south of the freeway I left the main road to Tooele and turned west onto the road to Grantsville. The maps describe this road as a piece of the old Lincoln Highway, the first "improved" transcontinental highway in America. In this part of the country, much of the old route has been covered over by I-80, but pieces of the old roadway can still be found. In the days ahead I would find myself riding on sections of the old road as I worked my way west.

By early afternoon the clouds had moved on to reveal a dusting of new snow on the Oquirrh and on the Stansbury Mountains to the west. The scattered winds of the morning had become a steady flow from the northwest that cut into the progress I had hoped to make that first afternoon. Though the sun had come out, it was hardly warm, and I was dressed for cool weather riding. I fixed a flat in Grantsville, then headed out into the wind toward the north end of the Stansbury Mountains where I would meet up with I-80 for the second time that day. Fortunately, at the north end of the Stansburys there are route options for the cyclist. Old paved road surfaces (more remnants of the Lincoln Highway) and dirt roads adjacent to the interstate provided easy passage around the north end of the mountains. As I rounded the mountains and entered the north end of Skull Valley I passed a large pond of water called Big Spring, once a popular watering spot for pioneers and other transcontinental travelers.

The sun was pretty low in the western sky by this time, so I began to think about a camping spot for the night. At the Skull Valley exit on I-80 I crossed to the north of the interstate and pedaled west along a paved road that parallels I-80 for a few miles. Traffic on this road was very light, but I left the road just as it turned to the north toward Rowley and the magnesium operations near the lake. I continued west along a very minor

dirt track that headed off toward the south end of the Lakeside Mountains. At one point I left the track and pushed my load through the scattered brush at the edge of long-dried mud flat to my first campsite of the trip. I laid out my groundsheet and gear, then hunkered down for what turned out to be a delightful evening.

Day 2 – Delle to near Wendover, Nevada (65 miles)

The second day dawned beautifully. The sun rose into a flawless blue sky as the breezes of the previous evening faded away. I took my time on that second morning, enjoying my rituals and thinking about the day just passed as well as the day that lay ahead. The chilly morning temperature rose steadily with the sunshine (from a low of 25 degrees) and by the time I got back on the road I was good to go.

I arrived at the Delle exit on I-80 and was surprised to find a full-service convenience store there. I had a second cup of coffee and filled my water bottles for the day ahead. I hoped to be in and out of Wendover by the end of the day, but I wanted to be ready for another night's camp, just in case I came up short. Leaving Delle I rode northwest on yet another stretch of the old Lincoln Highway that parallels I-80 on the south side. I was aiming for the north end of the Cedar Mountains and wasn't at all certain what road options I might find. My excellent maps showed all kinds of dirt roads, but I knew from experience that maps can fail to tell the full story. I figured that I might have to sniff things out a bit as I rode along. The passage was pretty straightforward, as it turned out, and I found my way through the hills using a number of lightly used railroad service roads.

By late morning I had crossed the interstate once again (Exit 56) in order to access the graded frontage road that runs along the north edge of the interstate. I stopped to check out the water options at the highway rest stop there (I had to jump a fence to do so) then carried on west past the last set of low hills to the edge of the Great Salt Lake Desert.

At the Knolls exit I crossed the interstate again (via Exit 41) and continued west along the remains of the old two-lane highway that once carried motorists straight across the desert to Wendover, Nevada. Though not maintained, old Highway 40 proved to be the perfect thing for a lone cyclist. It ran parallel to the freeway about a half-mile to the south,

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Along a railroad service road, west of the Cedar Mountains.

far enough away so that I didn't hear any of the sounds of moving traffic. The old asphalt was badly buckled in places, and would have been hazardous for motorists, but it was great for riding. I spent the remainder of that second day leisurely and comfortably crossing the Great Salt Lake Desert, enjoying perfect riding conditions and the stark beauty of that very unusual landscape. And I didn't see a single soul during that 40-mile stretch.

All traces of the town had disappeared behind me as the lofty peaks of the Pilot Range came into view up ahead. The highest peaks were snow-capped, but they were well below the base of the persistent cloud layer above. Beyond the Pilot Range I could see hills and flats and what must have been the western edges of the Great Salt Lake. To the far north were the distant peaks of the Raft River Mountains. As I cruised along through the early afternoon hours I



A quiet road, east of the Pilot Range, heading north.

flats and minor ranges of hills to the east, as well as the end-of-day antics of a couple of rabbits in the nearby brush and trees. I could still hear the steady wind in the trees around me, but my camp was calm and soothing. I slept very well.

Day 4 – Pilot Mountains to north of Hogup Range (50 miles)

On this fourth morning I watched the sun rise into a cloudless sky. The wind and clouds had disappeared during the night, and the morning temperature was climbing through the 30s as I finished breakfast and loaded up for the day. I hit the road

ran straight as an arrow for twenty miles, slightly elevated above the surrounding flats and stands of brush. The views were great. I heard an occasional vehicle on Route 30, passing nearby, a mile or so away to the north. Otherwise, all I heard were the sounds of springtime: birds and bugs and the whisp of a breeze. I pedaled steadily through the middle of the day, stopping frequently to enjoy the expansive views and imagine a time when the railroads were active and the surrounding lands were populated by people connected to the rails. It's a very quiet place now.

I spent the rest of my day riding along the northern edges of the Great Salt Lake Desert. With the straight sections of rail grade behind me, I began to follow a more curving line through low hills and around wide flats. As I passed along the northern end of the Hogup Mountains, I found myself in a maze of roads mixed in with the original railroad grade. After a bit of backtracking and head-scratching I got back on route and heading north. However, by this time the afternoon had made the turn into evening and the sun was getting ready to set. It was time to camp again. As luck would have it, I was in wonderfully open country with unobstructed views in every direction. I had an unlimited selection of super campsites to choose from. I left the road and walked a slight rise for a hundred yards or so, found a cozy perch, and settled in for another very restful and comfortable night.

Day 5 – Hogup to south of Tremonton, Utah (65 miles)

Day Five dawned as beautifully as the day before. The early morning air was calm and still quite cool, but everything warmed nicely as the sun rose to the east. Larks flitted and insects hovered here and there, around my camp, as I went through my morning routine. I considered my day. That morning I would continue along the railroad grade to the east, but I was also faced with the certainty of getting back into populated regions before the day was finished. I wondered a bit about that. I hadn't seen a soul since leaving Wendover, and I'd become accustomed to the peace and quiet of these west desert regions. A few days of solitude had been a wonderful thing, but it had to end at some point. So, after loading up, I headed down the road.

The rail grade held up well as I carried on to the east that morning. It skirted the northern edge of the lake and Locomotive Springs Wildlife Management area, then passed south of the Hansel Mountains. The Promontory Mountains came into view to the east as I crossed

Hansel Valley using graded roads that bypassed the old railroad grade. I began to encounter some traffic, and by mid-afternoon I had given up the dirt roads for the paved roads surrounding Golden Spike National Historic Site. I thought about a short detour to the visitor center to fill water bottles, but I still had plenty, and so decided to carry on to the town of Tremonton instead. The day was winding down, and it was a 15 mile ride to Tremonton, but I had the ease of paved roads again. I was pretty sure I'd have enough time to make the run before I ran out of daylight and had to camp. So off I went.

I rode the main road that connects Thiokol with Brigham City (highway 83) for a few miles, then left that road to ride northeast through the tiny farming communities of Penrose and Thatcher. It was a lovely evening for a ride. The roadways were smooth, the weather was perfect, and the colors seemed especially rich and vibrant. As I zigzagged through the countryside, the low-lying sun stretched out my shadows and reminded me of the coming sunset and of the need for me to hustle along.

I made Tremonton in time for a quick water stop then turned south, out of town and into the countryside, searching for a cozy spot for my last night on the road. A few miles south of town, as lights were beginning to come on in the few houses I passed, I left the paved road I'd been on for a marginal, grass-covered service path that ran parallel to a water canal. A few hundred yards down the road I found a nice little spot away from both the main road and the crop fields that bordered the canal, and settled in for the night. The sunset colors were magnificent as I set about fixing up a last evening meal. I had cut it pretty close at the end (hunting around in the dark for a campsite is never much fun), but everything worked out pretty well. I enjoyed my last supper on the road, then fell asleep to the soft gurgle of water falling somewhere nearby.

Day 6 – Tremonton to Ogden Frontrunner station (35 miles)

I was awakened at first light by a raindrop or two falling on my face. I looked around but didn't see anything to worry too much about. The stratus clouds were back again, but they didn't seem to pose much of a threat. There was no wind, and the temps were downright balmy in the low 40s. I was pretty sure I wouldn't be getting wet any time soon, so I started up one last version of my morning routine. I drank my cof-



Riding north of Wendover, with snow-capped Pilot Peak in the distance.

I had hoped to make Wendover with time enough to water-up, then carry on beyond before the end of the day, but that didn't work out. There were just too many interesting things to investigate along the way. All the dawdling I did left me just short of the town when the sun finally set for the day. I found a cozy zone in the foothills on the eastern outskirts of Wendover, away from the sights and sounds of that busy burg. I set out my camp far from any roads on a section of desert "pavement" and settled in for another very restful and relaxing night.

Day 3 – Wendover to north end of Pilot Mountains (45 miles)

I awoke at first light to a sky covered by a distinct layer of stratus clouds. But after a leisurely breakfast and load-up session, the eastern sun broke through, and I headed west on quiet roads into a sleepy Wendover just waking to a new day. It was a lovely way to begin my riding day. I made a quick stop at the Smith's at the top of the hill to fill bottles and have another small breakfast, but by the middle of the morning I had climbed the hill west of town, crossed the interstate once again, and was riding north along a little dirt road that skirted the western edge of the Leppy Hills.

got some great views of the country to the north where I'd hoped to be in a day or so.

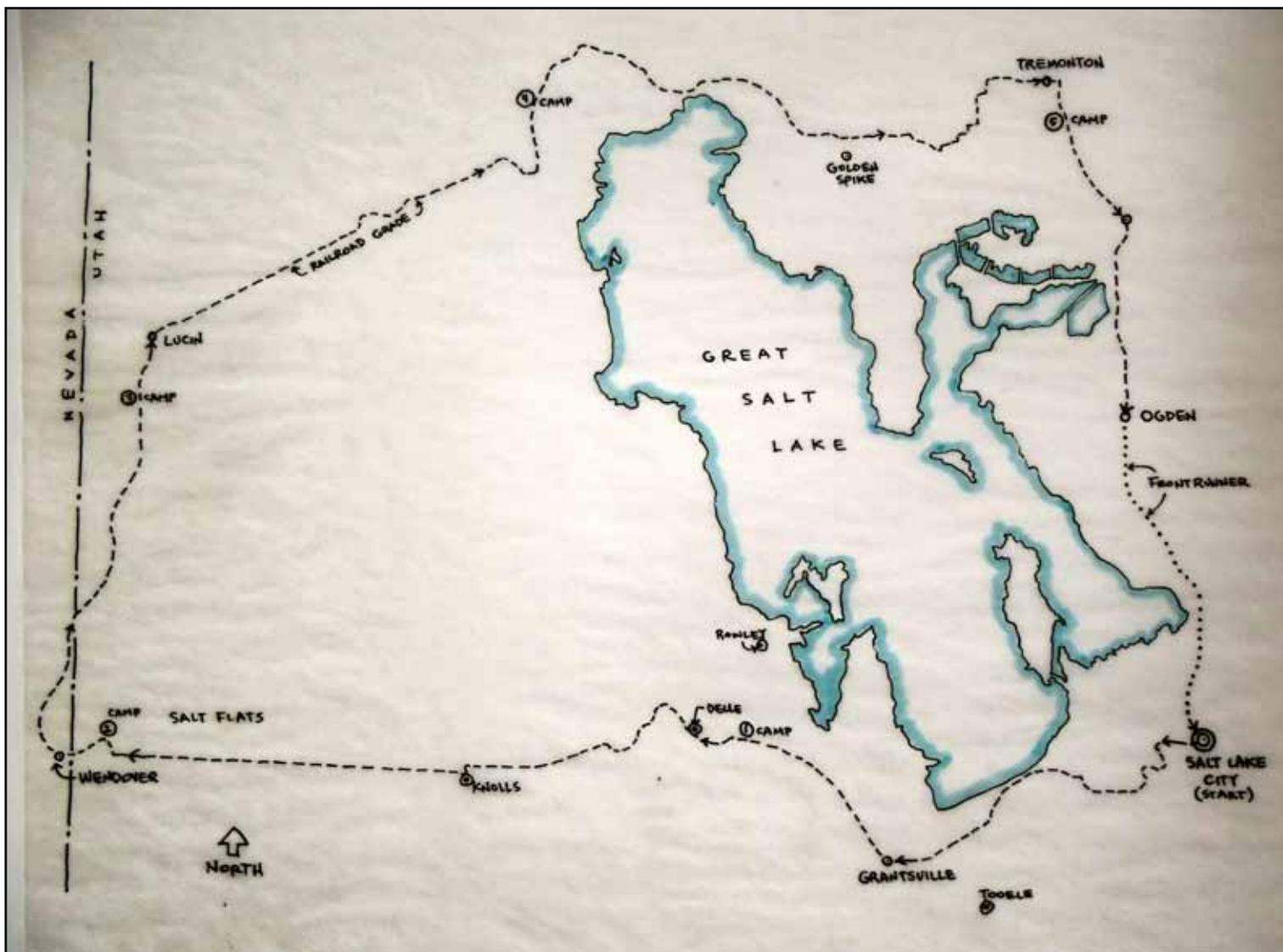
I eventually hooked onto the graded dirt road that would take me north along the east side of the Pilot Range. It was a road I had ridden once before, coming from the north, and I remembered a pretty easy cruise on decently graded surface. This time around, though, the road surfaces weren't so hot, and the stretches of road with washboard were especially bone-shaking and hard to dodge. And by this time of the day a rather stiff north breeze had built up, too, so my progress through the late afternoon really slowed. Headwinds are never much fun, but they are part of nearly every bicycle tour and have to be dealt with one way or another. I wasn't in any hurry, so I dropped into the lower gears, continued to enjoy the views, and took it easy throughout that afternoon.

By the time the sun was ready to set I had had enough of the wind. I left the road near the north end of the Pilot Range and pushed my bike along the edges of an isolated grove of pinion and juniper trees, hoping to find shelter. I found an especially fat juniper and set up my camp in its wind-shadow. It was as if a weight had been lifted. I enjoyed my supper as I took in the great views of the salt

feeling very relaxed and rested. The riding was easier that morning, and with the wind gone, the washboard didn't seem so bad. The time flew by, and by mid-morning I had come upon the former railroad community of Lucin, Utah. I thought I would take a closer look at the traces of the town before continuing on.

I checked out the small, pipe-fed pond that can be found there, where the railroad passes through. It's surrounded by large trees and can be a very welcome place, especially on a hot summer day. It can also be a source of water for a thirsty bicyclist. My own supply of water was still fine, and would easily last another day or so under the cool, early springtime conditions I was experiencing. I left my filter packed away and for a while enjoyed the scene. The normally subtle sounds of desert birdsongs seemed especially rich and melodious there around the pond. It was a real treat.

At Lucin accepted the invitation of an informational sign that encouraged me to ride northeast along what was once the historic Transcontinental Railroad. The tracks are long gone, but the railroad grades remain and are generally passable as very pleasant dirt roads. The section of grade I first encountered



able. I stayed warm and dry, and my equipment worked like a charm. I saw new sights, heard new sounds, and had a brand new set of stories to take back to the kids at school. I was truly re-energized and ready to go.

An hour later I was lounging on a southbound Frontrunner, enjoying the ride and thinking about where and when I might get away again.

Nuts and Bolts:

I covered about 300 miles over the course of six days. I rode a steel-framed bike with 26 inch wheels made by the Rivendell Bicycle Works. I used front and rear panniers, and I carried nearly seven liters of water capacity as well as a filtration device, which I didn't have to use. My bike and baggage weighed about eighty-five pounds, fully-loaded, on the very first day, and about sixty-five pounds when I rolled back up my driveway. Temperatures ranged from the mid 20s at night to the upper 60s during the day. I never needed to pitch my tarp tent. My gear worked beautifully, but one of two fuel canisters I brought with me failed to do its job. The second unit worked perfectly. My maps consisted of pages taken from the Utah and Nevada Road and Recreation Atlases. As usual, they proved to be wonderfully reliable resources.

A West Desert Tour - continued from page 37

fee, made entries in my journal, ate breakfast, cleaned up, checked the maps, then loaded up.

I started out a bit early that morn-

ing, on a series of very quiet roads. I wandered south and east, then south and east again, through the countryside and in the general direction of Brigham City. I'd toured through this part of the world before and knew I'd be funneled south into Brigham City regardless of which side road or

detour I chose to take. And that's the way it worked out this time around.

I made Brigham City by mid-morning and rode quietly south through the neighborhoods west of the main drag. I dawdled awhile. I had a second breakfast, made some notes, and checked in at home. After all of that I hopped onto Route 89 for the mad run down through Perry and Willard and on to Ogden. Despite having ridden the route many times, that stretch of 89 between Brigham City and Pleasant View has never been much fun for me. And there aren't any decent alternate routes. The shoulders are really great in some places, but then don't exist at all in other places. The road surfaces vary, and the traffic can be just awful at times. But on this particular morning the traffic was light and considerate, and I had a nice little tailwind to help me along. I was pleased. It was a much nicer ride than I'd expected.

Once past Pleasant View, the ride south to Ogden was a breeze. The tailwind stayed with me, and the consistent shoulders along the roadways allowed me to easily accommodate the inevitable increase in traffic. I had a second flat a few miles north of town, but found a nice spot nearby to make my repairs. I was homeward bound now, and as I swapped out tubes in the shade, I had a chance to consider the events of the past few days.

It had been a lovely trip. I experienced the beauty of Utah's west deserts at an especially wonderful time of the year. I slept peacefully and restfully under the open sky, and I used my own steam to comfortably move through remote regions of our state; all things I dearly love to do. I had all that I needed to be comfort-



Above: Searching for a way through. Below: Looking for a route through the foothills of the Cedar Mountains.



Above: Another pause on the road to Wendover. Below: Quiet roads, south of Lucin, looking north. Bottom: Typical remains of the railroad grade, west of Golden Spike.



RIDE OF THE MONTH

Logan Canyon Challenge



With the Logan River rushing to his right, a rider ascends Logan Canyon during the summer.

By Wayne Cottrell

Logan Canyon, served by U.S. Highway 89, is the feature attraction in this ride up and down one of Utah's eight national scenic byways. As described on the U.S. Department of Transportation's byways website, "This byway provides spectacular scenery and access to great recreational areas. It begins at the mouth of the canyon on the east edge of Logan. Deeply cut, nearly vertical limestone walls and rock formations laden with fossils greet travelers entering the canyon. The Logan River, popular for trout fishing, parallels the route, offering yet another reason to stop and spend some time. As autumn approaches, lush greens of this high mountain passage tipped with brilliant gold, red and yellow can be seen throughout the route. The route explores the spectacular Wasatch-Cache National Forest." Mountain wildlife can occasionally be viewed as well, including deer, moose and, on very rare occasion, bear (!).

The Logan Canyon Challenge is, as suggested, a challenging 55.0-mile ride out and back through Logan Canyon, including a climb to the turnaround point at Beaver Mountain. The low elevation is on U.S. 89 at

the mouth of Logan Canyon (4,706 feet), while the turnaround at Beaver Mountain, at the end of State Route 243, is at 7,247 feet (for an elevation differential of 2,541 feet). The climbing is primarily gradual, with the steepest segment coming at Beaver Mountain. As indicated in the byway description, start the ride on the eastern edge of Logan, at Cache Valley's "east-side gateway." Canyon Entrance Park is conveniently located on Canyon Road, just south of U.S. 89, near the mouth of Logan Canyon. Turn right upon leaving the park, and then turn right again onto U.S. 89. The highway is the main route between Cache Valley and Bear Lake, and is an alternative to the Interstate freeway system for travels to Idaho. Traffic volumes ranged from just over 6,000 vehicles per day close to the mouth of the canyon to 3,000 vehicles per day near the Beaver Mountain turnoff in 2012.

The ride begins to climb gently as you enter Logan Canyon. The highway has two lanes, with a variable shoulder width, although reconstruction of various segments (particularly bridges) was occurring as of this writing. The Logan River flows to the right. Enter Wasatch-Cache National Forest just 0.6 miles up the canyon. The canyon walls are steep and dra-

matic; layers, representing different geological eras, are visible in places. There are numerous trailheads and pullouts along the way; always watch for entering and exiting motor vehicles. Campgrounds are plentiful, as well, including Bridger at mile 3, Preston Valley at mile 8, and others. An excellent brochure – "Guide to the Logan Canyon National Scenic Byway" (Cache Valley and Bear Lake Visitors Bureaus) – lists 31 sites and stops to make along the canyon. Stopping every mile may not be practical, and there are too many to describe here, but you are encouraged to slow down, or even take a diversion, to absorb a few of the canyon's wonders.

Access to the Wood Campground – Boy Scouts Camp is on the left at mile 10.2. The elevation here is 5,357 feet, meaning that you have been climbing at a gentle 1 to 1.5% grade. There are a number of river crossings – and bridges (see above) – such that the Logan River shifts between your left and your right. Logan Cave is on the left at mile 11.9; the mouth of the cave is up on the cliffs. The cave extends some 4,000 feet into the mountains. The cave is not accessible, as it serves as the protected home of Townsend's big-eared bat. The canyon "opens," and the highway grade increases,

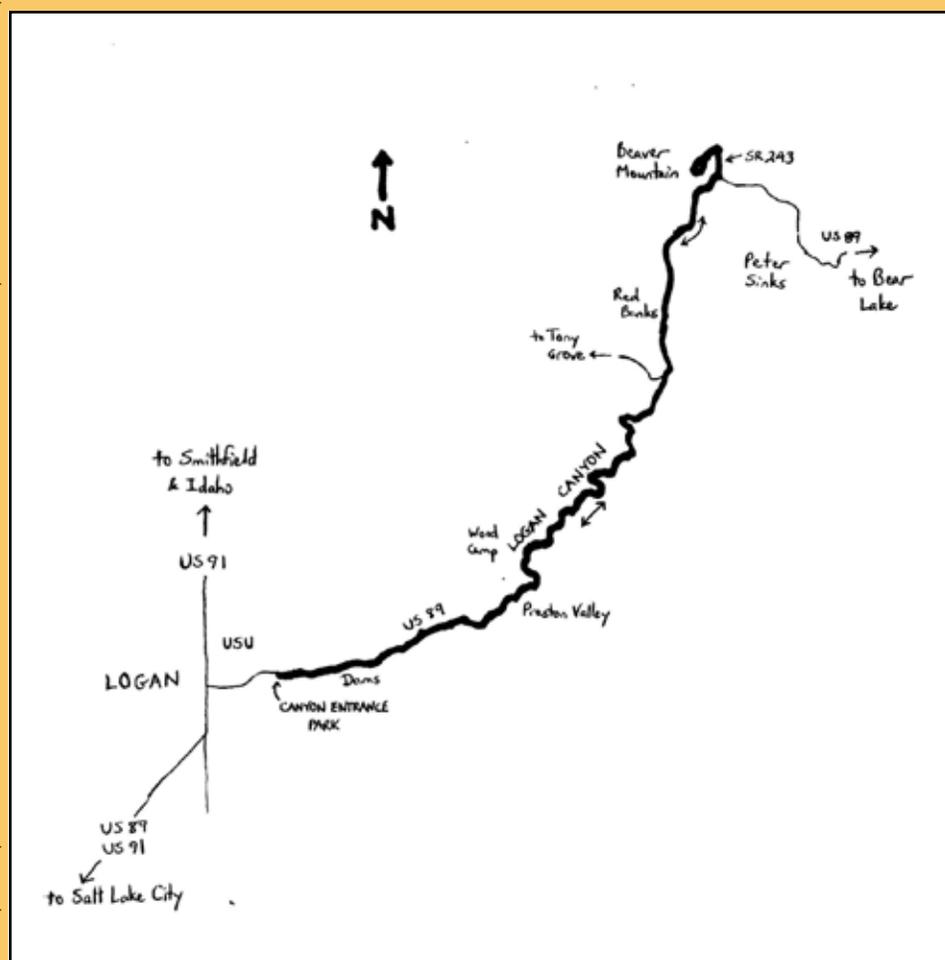
around mile 13.3, enabling vistas beyond the canyon walls. Some of the highest peaks of the Bear River Range loom in the distance at mile 17.4; Swan Peak juts upward to 9,082 feet. The turnoff to Tony Grove is at mile 19.6 – a highly-recommended diversion, in particular for the wildflowers that bloom around the grove's glacial lake. (Note that it is a 7-mile trip to Tony Grove).

At mile 22.2, the highway grade kicks up again. Enter an alpine environment at mile 24.6, notable by the evergreen and pine trees. At mile 25.7, turn left onto State Route 243, to access Beaver Mountain. (Note that U.S. 89 continues to climb from here to a summit at 7,800 feet. From there, it is a dramatic descent to Garden City and Bear Lake). Note that, a few miles east of here, but not along the highway, is Peter Sinks, known for being the coldest spot in Utah, and second-coldest in the contiguous U.S. This is a natural sinkhole that experiences temperature inversions. A record low of -69.3oF was measured there in 1985. Below freezing temperatures are known to

expect to do some pedaling. After leaving the canyon, return to Canyon Entrance Park 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.

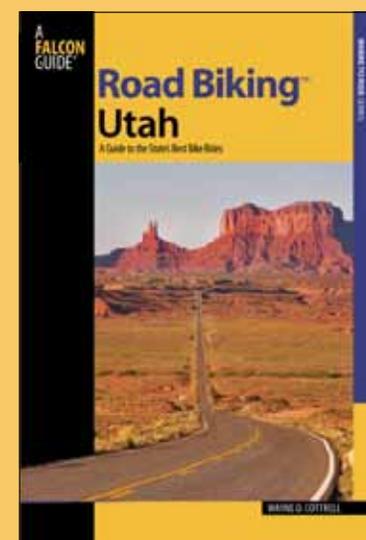
Wayne Cottrell is a former Utah resident who conducted extensive research while living here – and even after moving – to develop the content for the book.



occur even during the summer, and no trees grow in the sinkhole. The mile and a-half jaunt to the "Ski the Beav" resort serves as the turnaround segment. Beaver Mountain is the oldest, family-run ski resort in the U.S. Enter the resort's parking area at mile 27.2, and then follow the loop around and out. Note that the resort is active during the summer, with camping, water sports, and trail-related activities. Upon exiting the resort, descend State Route 243 to U.S. 89. Turn right here to begin the long descent of Logan Canyon. Given the gradual climb outbound, it is not a freewheeling descent; so,

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