

CYCLING UTAH

UTAH • IDAHO • WYOMING • NEVADA • COLORADO • NEW MEXICO • ARIZONA • MONTANA • CALIFORNIA

**2017 EVENT
CALENDARS
INSIDE!**

**TOUR OF
UTAH
SPECTATOR
GUIDE
INSIDE!**

IN THIS ISSUE

- 2017 EVENT CALENDARS!!
- TOUR OF UTAH GUIDE
- EVELYN HAMILTON STORY
- COMMUTER COLUMN
- SHIPROCK RIDE
- TAKING THINGS APART

- HIT AND RUN CRASHES
- BIKES FOR TRIATHLON
- SUMMIT CHALLENGE
- WASATCH 50
- FIRE ROAD PREVIEW
- TOUR TIME!
- TRAINING TIPS



WE LIKE OUR PRICING LIKE
WE LIKE OUR RIDERS.

— **AGGRESSIVE** —



PROUDLY SPONSORING
THE TOUR OF UTAH'S
2017 MOST AGGRESSIVE RIDER

Larry H. Miller
Dealerships

Driven By You™

LHMAUTO.COM



1124 4th Ave
Salt Lake City, UT 84103

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

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

Assistant Editor: Lisa Hazel

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

July 2017 Issue;
Volume 25 Number 5

Contributors: Ben Simonson, Michael Gonzales, Wayne Cottrell, Charles Pekow, David Ward, Dave Iltis, Ian Scharine, Russ Hymas, Ken Christensen, Chris Magerl, Phil Sarnoff, Joe Kurmaskie, Tom Jow, Lou Melini, John Higgins, Marcus Kaller, Nate Gibby, Richard Howard, Lukas Brinkerhoff, Kelly McPherson, Phillip Bourdos, Amariah Grajales, Deb Bowling

Distribution: McKibben Lindquist, David Montgomery, Reliable Distribution, and others
(To add your business to our free distribution list, give us a call)
Printing: Transcript Bulletin Publishing

Cycling West / Cycling Utah is published eight times a year beginning in March and continuing monthly through October.

Annual Subscription rate: \$15
(Send in a check to our address above) **No refunds on Subscriptions.**
Postage paid in Tooele, UT

Contributions: Editorial and photographic contributions are welcome. Send via email to dave@cyclingutah.com. Or, send via mail and please include a stamped, self-addressed envelope to return unused material. Submission of articles and accompanying artwork to Cycling Utah is the author's warranty that the material is in no way an infringement upon the rights of others and that the material may be published without additional approval. Permission is required to reprint any of the contents of this publication.

Cycling Utah is printed on 40% post-consumer recycled paper with soy-based ink. We are solar powered too.

Cycling Utah / Cycling West is free, limit one copy per person.
© 2017 Cycling Utah

Pick up a copy of Cycling Utah or Cycling West at your favorite bike shop in 8 states!

Cover Photo: Fears, Tears & Beers enduro race organizer Kelly Ernest, enjoys a post-race ride at Cave Lake State Park, a few miles east of Ely, Nevada. Photo by John Shafer

TOUR OF UTAH

2017 Larry H. Miller Tour of Utah Where to Watch Guide

By Jackie Tyson

The 2017 Larry H. Miller Tour of Utah men's professional cycling stage race returns for a 13th year, July 31-Aug. 6. The 605-mile course will include 36,525 vertical feet of climbing for 16 of the most prominent men's pro cycling teams in the world. These teams will bring more than 120 athletes representing 20 or more countries.

True to the name "America's Toughest Stage Race", the event will feature three mountaintop finishes, one being an uphill individual time trial. It will feature all the twists and turns, climbing and descending, deserts and forests that make this race great to watch and a challenge to race. The race will again be broadcast start to finish each day on Tour Tracker, and the final two hours each day on FOX Sports Networks across the U.S. The Tour of Utah is the only pro stage race in North America that has comprehensive Tour Tracker coverage for every mile. Once you download the app for your iPad, iPhone or Android device, take it with you to a start line, a finish line, or in between, and never miss any of the action.

But the best way to enjoy the Tour of Utah is in person. "I have been in the professional cycling world for years and know the ins and outs to the point that pro cycling is routine to me. It is special to take something that I have done around the world and bring it home to where I grew up and fell in love with cycling," said pro cyclists and Utah native Rob



The 2017 Tour of Utah will see a return of the Utah Capitol Stage. Photo by Dave Iltis

Squire, who will return to the Tour of Utah this year with the Canyon Bicycles-Scott team. Squire has fin-

Continued on page 16

www.4summitchallenge.com

Saturday - July 29th 2017
Bike ride begins at 7:30am
Beautiful Cascade, Idaho
Celebrating its 100th Anniversary

Sponsored By:

This event is under special use permit with the Boise and Payette National Forests.

COLDWELL BANKER PARKWAY PEDAL RIDE FOR AUTISM

SEPTEMBER 9, 2017

Join Coldwell Banker for the 3rd annual Parkway Pedal Ride for Autism, a casual, community ride along the Legacy Parkway trail in Farmington, Utah. All proceeds benefit The Autism Council of Utah. For more information, visit parkwaypedal.com.

Registration fee: \$35

COMMUTER COLUMN

Perseverance Pays off for Commuter and Mechanic Mollie Bourdos

Mollie Bourdos is a mechanic at the Bicycle Collective. Photo by Philip Bourdos

By Lou Melini

I met Mollie shortly after I became a volunteer at the Salt Lake Bicycle Collective. Mollie has helped me out on several occasions when a mechanical problem was in need of professional advice. Always with a smile on her face, Mollie is an essential part of the team at the Collective.

Cycling West: Mollie, tell me a little about yourself

Mollie Bourdos: I am currently one of two female mechanics at the Bicycle Collective, but I didn't start out that way. I was always drawn to people, Psychology in particular, so I completed a Bachelor of Science degree in Psychology, a Bachelor of Science degree in Sociology and a certificate in Criminology from the University of Utah. I quickly went to work with troubled youth, and accepted the high-stress environment that I had chosen. It didn't take me

long to realize that I couldn't handle the pressure of my career long term. Needless to say, I "burned out" as they say in my field of work. I was wandering, and looking for a new career path. I wasn't sure what to do, but I ended up at the Collective. My life has been forever changed for the positive, and I haven't looked back since.

C.U.: I assume that you did quite a bit of cycling to spur your interest to be a bike mechanic?

M.B.: I started biking as a way to relieve stress, get exercise, and spend time with my father. My father and I used to bike together when I was younger. He had recently decided to get back into cycling so I decided to join him on his 7.5-mile ride one morning. One week of riding with him that became three times a week, and I was hooked on cycling again. Soon I had convinced him to up our ride to every day, and then eventually to ten miles every day. I even got

him to commit to a fifty-two mile ride around Bear Lake (something we used to do every year when I was younger). I even convinced my husband to join me riding. Pretty soon I was riding ten miles a day with my father, and then five miles a day with my husband. It didn't take me long to realize it was more convenient for me to ride fifteen miles once a day instead of splitting up my rides. The three of us completed the fifty-two mile Bear Lake ride about the time that my father turned seventy-three.

C.W.: Those rides with dad took you from your previous career to the Collective.

M.B.: I was trying to decide what I wanted to do with the rest of my life. I was sitting in a hotel room while on vacation with my husband, and it hit me. I wanted to be a bicycle mechanic. I have always been very handy. I grew up with a father who taught me to do what I could for myself. We do woodworking together, I work on my own motor vehicles, and I do minor home improvement jobs. It seemed like a natural progression that I would learn how to wrench on bicycles. So the hunt started. I visited my local bike shops in Sandy and Draper. I was laughed at, ignored, and turned away. At one of the last shops I tried, a female employee asked me if I had heard about the Bicycle Collective. She gave me the website, and told me about their apprenticeship program. I applied, and was accepted, within the next week.

C.W.: I have been offered to consider the Apprenticeship program but I decided to wait. Tell me about it.

M.B.: I was an apprentice for about six months. However, I should note that I did my apprenticeship full time. I devoted forty hours a week to learning how to be a bicycle mechanic. It is not realistic to think most people can do it in the short of a time period. The apprenticeship was self-guided, so everyone's pace was different. There are many different levels, and I was fortunate enough to be able to shadow the head mechanic for the conclusion of my apprenticeship. After six months, I was offered a permanent position as a junior mechanic at the Collective. It has been a year and a half since I began my apprenticeship and now my employment. I am now a senior mechanic, and one of only two female mechanics on staff.

C.W.: Did the Collective inspire you to take your riding further by commuting to work?

M.B.: I realized that everyone that worked at the Collective commuted

to work, so I set out to do the same. However, most of those employees lived considerably closer to the Collective than I did. I decided to drive to a location about halfway to the Collective, and cycle from there and back. This was still a fifteen-mile circuit. I did this for about six months, and then I decided that I was ready to try the entire thirty-mile ride. I commute from Sandy to South Salt Lake. To prepare, I packed a multi-tool, a patch kit, a bike pump, and extra tube, and lots of water. I also checked the schedule for the local Trax line, in case I was unable to make the full thirty miles. I got my road bike ready, and gave it a shot. I needed the right tires, and the right riding wear. The first ride home was tough. I didn't want to do it after a full day of work, but I thought I'd try it anyway. I was so proud of myself after I made it, that I tried it again the next day. I haven't looked back since. That doesn't mean I don't have days that I don't ride, or that I'm not tired. It just means that I do my best to ride every day.

As time went on, I realized that I needed to prepare for different conditions. I now have seven bikes that I have built up over the last year and a half, but that does not mean that everyone needs that many bikes to commute. All you really need is one good commuter, and you can get around on a bicycle all year long. I have bikes with and without fenders, racks, studded tires, thin slicks, panniers, disc brakes and rim brakes all on a variety of steal and aluminum frames so I can have many different options.

C.W.: What are some general tips you would give to someone considering commuting to work by bicycle?

M.B.: As I mentioned before, all you need is one good commuter bike, and you're set. Look for something comfortable and fairly upright. You definitely want fenders and a rack.

Most importantly, don't forget a good lock. We at the Collective recommend a U-lock. These seem to be the best locks on the market, and yet they still aren't full proof. I use a U-lock and a cable lock when locking my bike up. As a wonderful, and smart woman once told me: the more locks you have, the harder your bike looks to steal. I want my bike to look like it's not worth the effort to steal, and I recommend the same to all commuters.

I also recommend riding with a friend, if that is an option. If you don't have someone to ride with, ask others who ride to give you pointers on what routes to safely take. People are your best resource. If you don't know anyone who rides, you can come to the Collective, and ask a commuting employee for some tips. You can also Google bike commuting forums, and look up local commuting routes. Look for routes with bicycle lanes and low traffic. If you want to commute, you can make it work.

C.W.: A friend of mine stated she has received statements suggesting bikes break down frequently and need lots of repairs. These remarks intimidate her. How would you reply?

M.B.: There is no need to be intimidated if you would like to try commuting to work. The Bicycle Collective offers basic maintenance classes every Monday night for a suggested \$5 fee. You can learn all about fixing flats, chains, adjusting brakes, and adjusting shifting.

If you ride more than ten miles a day you should lubricate your chain every day. This will extend the life of your chain and your entire chain drive. I prefer using tri-flow lubricant. It is a bike safe, plastic safe lubricant. We keep it on hand at the Collective, or you can purchase

Continued on page 5

Get involved!

WWW.BICYCLE.SLCO.ORG

WK
WARD & KING^{PLLC}
ATTORNEYS & COUNSELORS AT LAW

38 Years of Expert Legal Representation

- Accidental Injury Claims (Bicycle Accident Specialists)
- On the Job Injury and Workers Compensation Claims
- Divorce and Family Law

Ward & King Are Pleased to Announce the Association of Elliot K. Morris
A Leading Utah Attorney and Expert on Workers Compensation Claims and Litigation

801-268-9868
4543 South 700 East, Suite 200, Salt Lake City UT 84107

ELECTRIC BIKE experts

BLUE MONKEY BICYCLES

801-608-5138
bluemonkeybikes.com

4902 S. STATE ST. MURRAY, UTAH

PUMP UP!

Big inflation in a small package. The MicroMite 2.0 is our ultralight, dual stage pump that will never leave you stuck on the open road.

planet **planet** PRODUCTS
BETTER WORLD



Mollie Bourdos often commutes 30 miles a day to her job as a bike mechanic at the Bicycle Collective. Photo by Philip Bourdos

your own to carry with you. I can't say how long a chain will last on a commuter. So many things come into play when figuring out chain wear. How long the commute, how many gears the bike has, and whether the

cyclist shifts under load will affect how the chain wears. I am a masher. This means that I wear out my gear fast. I tend to shift under load, and I ride the majority of my circuit in the highest gear. I tend to need to replace

my chain about every three months on my 8-speed cassette. This may sound like a lot, but when doing the math this adds up to 1800 miles every three months. If you are considering commuting for the first time, you are probably not going to need to change your chain that often. I recommend cleaning and measuring your chain every three months. If you tend to ride in inclement weather, then I recommend that you clean and check your chain more often. Moisture can affect your chain by causing rust. Rusty chains tend to cause shifting problems, and can fail in the long run. You can visit your local Collective to use their products to make sure your chain is in tip top shape.

I have traditionally used an external bearing bottom bracket. This type of bearing needs replacing every season. I try to clean my bicycle every time I've been in severe weather. If I know that I'll be in inclement weather for many days, I'll wait until the end of the week to wash my bike off.

If you notice any sticking or delay in braking or shifting, then it's probably time to service your cables. If your cable housing shows any cracks or breaks, then it's time to replace it. Water is not a friend to metal cable. You are probably going to get rusted cables if you get water that cannot escape. Also, look for splayed cable. Your cables are made up of many small pieces wound together. If your cables start to unwind, they can cause a problem in your system. This is why cable ends are important.

Again, the Bicycle Collective

offers classes every Monday night on basic bicycle parts and maintenance. These classes are very valuable to the new commuter. They also allow networking with others that either commute or that want to commute.

C.W.: Wednesday's are women's night at the Collective. Can you describe the program that the Collective offers?

M.B.: Women's night, or WFT, at the Bicycle Collective has traditionally been on Wednesday nights. This is a fantastic time for our women, trans, and femme patrons to come and work in a safe shop space. The bicycle industry has traditionally been very dominated by men. This has prevented many women from enjoying the cycling world. Our goal is to provide a safe space for women to learn, and share the wonderful world of cycling. This night can be especially empowering. Not only do you gain some knowledge of working on bicycles, but also you become more confident in your skills to fix your own bike.

I was always intimidated when I entered other cycling shops. I was quickly dismissed, and often treated as if I couldn't understand the intricacies of bicycles. Women can come to the collective on WFT night, and experience a space that is open and inviting to them. No one will take tools out of their hands, and they will be empowered to learn by doing themselves. Working on bicycles is a great way to improve one's problem solving skills. Working on a used

bicycle can open up a can of worms that you could have never anticipated. By coming up with solutions, self-esteem is boosted. What a great reminder to our patrons that they are strong, capable, and valuable members of the cycling community. Our staff will help guide and support them, by explaining different techniques, and then telling them that they can do it. Many women have expressed that WFT has made a large impact in their life. It's amazing how much your confidence can improve when someone tells you that you can do it, and you see other women doing it. I worked very hard to break into a traditionally male dominated field, and I feel it's important to remind other women that they can do anything they put their mind to with hard work and determination. WFT night provides an environment full of women that want to support each other. What better place to get involved with cycling.

C.W.: Thank you Mollie for your time to do this article but mostly thank you for being a role model for the cyclists of Salt Lake County and beyond.

If you have a suggestion for a commuter profile, especially from Idaho, Montana, Nevada, Wyoming, W. CO, and N. AZ, have a commuter question, or other comments, please send it to lou@cyclingatutah.com.

29th Annual Bike Ride!

A course for every cyclist!

50 & 100 mile rides feature the Colorado National Monument

Register Today At YourCommunityHospital.com

Great Food! Local Beer! Live Music!

TOUR
OF THE VALLEY
GRAND JUNCTION
COLORADO
2017

Saturday, August 12th
Grand Junction, CO

All proceeds to benefit:

ADAPTIVE CYCLING

Michael Ray Wants to Inspire Others

Michael Ray finishing the 52 mile course at the 2016 Summit Challenge surrounded by his ride companions. Reid Wycoff of the National Ability Center is in the white jersey. Ray hopes to cut his time down to 6 hours for 2017. Photo by Dave Iltis

By Chris Magerl

Michael Ray wants to inspire others. To motivate them to work harder. To set goals and accomplish them. Whether in the gym or out on the road on his bike, he is pleased when people thank him for giving them that motivation.

Ray rides pretty much with one functional leg, and virtually no control of the right side of his body. Ray, 50, had a debilitating stroke in 2013. He started cycling at the National Ability Center in Park City

in 2015, and that year completed the 18 mile route of the Summit Challenge, the Ability Center bicycle tour. Last year, he did the 52 mile route. Ray was out for 9.5 hours, surrounded by family, coaches and supporters. Pedaling solo in a three-wheeled recumbent, Ray completed the journey around Park City, out to Kamas over a 3.1 mile, 625 foot climb past the Jordanelle overlook (“Grueling,” Ray said) and finished with a 2.8 mile, 529 foot climb up Browns Canyon.

Sure it was challenging, but not crushing. “I don’t think I had a

moment that was low,” said Ray.

Ray, who lives in Orem, was an international businessman, doing work in 13 countries, when he had his stroke. He and his wife, Lynette Ray, were aware of the Ability Center after the stroke, but thought it would be too expensive. Ray was unable to work, and everything had changed. Then the mother of another stroke victim told them to ask about financial aid. With that help, the Rays were able to make the Ability Center a part of their life. And the Ability Center changed their life.

The skills and confidence Ray found through the Ability Center has translated into greater independence. The Rays credit motor skills developed through Ability Center programs with helping Ray regain his driver license, an important step toward returning to a life of independence.

Lynette Ray found a special gift in the way the Ability Center incorporated the entire family. She accompanies Ray on almost every Ability Center bike session in the summer. The Rays and their children have spent time all together at the Ability Center. “The winter family camp was a wonderful break for me,” said Lynette Ray, “but as a family, we got to do an activity together. As a family we can participate. I don’t know of any place other than the NAC that does that.”

Ray started at the Ability Center on a tandem recumbent with coach

Alex Mendelson. But quickly Ray was able to transition to a solo recumbent, after Mendelson saw that Ray was able to control shifting and braking functions with his left hand (his non-dominant hand pre-stroke), on a bike that was modified to fit Ray’s needs.

The Summit Challenge was not Ray’s idea. “Alex suggested it,” Ray said. Did Ray think it was a good idea? “Absolutely.”

At that first Summit Challenge, Ray had no doubts. “I knew I was going to get home. I relish doing it because I want to accomplish my goals.”

Mendelson said that completing the first Summit Challenge with Ray was emotional, including the finish where all of the Ray family was waiting to surprise him. “It was monumental,” said Mendelson, who also was quick to add that he was not surprised that Ray completed the ride. “It is just the way he is wired. We set these high goals. He said that he HAS TO do it, not that he wants to do it.”

“None of this is for him,” said Mendelson. “For Michael, his family needs him to get better.”

Ray is not sure who suggested the 52-mile Summit Challenge ride. Perhaps Lynette.

That was a very big jump. The 52-mile route is more than 2.8 times the length, and more than 4 times the vertical, with two very significant climbs.

Mendelson had no doubts about the big step up. “Never. Not even a drop,” said Mendelson. This despite Ray’s longest day on a bike being a 30 mile ride.

“Alex took us out and we rode Browns twice before the event,” said Ray. “They showed us the map and we said OK.”

For this year, Ray is planning to do same 52 mile route for the Summit Challenge, but with the goal of doing it in 6 hours, more than 50 percent faster than last year. In addition to upping his Ability Center cycling training to two days a week in the summer, Ray has been taking part in the Ability Center equestrian program, and has recently been able to stand in the stirrups and control the reigns with his right arm. He is also swimming with the Ability Center.

Ray also rides with the Wasatch Adaptive Sports program one day a week in the summer. He would love to ride on his own on the excellent non-motorized, paved trail system in Utah County, but he does not have his own bike. Recumbents are expensive specialty items that usually cost more than \$2,000. For now, Ray has to limit his rides to the Ability Center or Wasatch Adaptive.

Reid Wycoff, another Ability Center coach who trained with Ray last year and rode the final third of

Continued on page 8



DRIVE WITH RESPECT

- ◆ Bicyclists have a right to a lane
- ◆ Allow a minimum of 3 feet when passing a bicycle
- ◆ Be alert and always watch for bicycles
- ◆ Do not exceed speed limits when passing bicycles
- ◆ Always yield to bicycles



Learn the Rules at:

RoadRespect.Utah.gov

ZERO Fatalities



Follow us on Twitter

Join us on Facebook

RIDE WITH RESPECT

- ◆ Wear bright, reflective clothing and use lights
- ◆ Ride in the direction of traffic
- ◆ Be alert and avoid distractions
- ◆ Ride predictably and obey traffic laws
- ◆ Make eye contact with motorists before crossing their path

TRAINING TIPS

Balancing the Insanity: Finding Time for Training



Kelly McPherson (center) balances training and family life. She is shown here with Duncan (21) and Michael (24) in the back, and next to her from the left is Nathan (12), Sarah (16), Alicia (18), and husband James. Photo by Amariah Grajales

By Kelly McPherson

First and foremost, I am a mom and a wife with all of the responsibilities, joys and struggles those titles encompass. I have five kids with ages ranging from 12 to 24, three cats, a dog, a lizard and 3 fish. My husband and I are currently rehabilitating a large and very distressed home. I am also working full-time with a 45 minute commute each way. On top of all of that, I have decided that this year is the year that I will complete 3 of my bucket list events, Crusher in the Tushar, Seattle to Portland and Lotoja. Those who are familiar with these events will know that my training load is currently between 10-15 hours per week.

I may be insane! True! Still, below are some of the things I have learned that might help those of us trying to keep sanity around this crazy sport.

1. Identify the why. This may seem obvious, but if you don't know why you are training then you aren't very likely to make and stick with a plan to complete it. Training is hard! For me, the why is to keep Type II diabetes under control and to model healthy behaviors for my children so they will not be as likely to battle the obesity related problems that I have had.

2. Develop your support crew. Enlist the help of those around you.

This could be in the form of a husband, BFF, neighbor, extended family member or, in my case, a crew of kids and a husband who are taking on more responsibilities around the house so that I have more time to make training a priority. Make sure to ask them for what you need and express gratitude when they give it to you. Make sure to communicate with them what your plans are and when those plans change. Make sure to return the favor occasionally by sacrificing training time to help them reach a goal of their own. Your support crew is your single most valuable asset. Make sure that they know it and can truly feel your appreciation. Get completely off your bike physically and emotionally, and be totally present with them when you are not training.

3. Have a plan. If you don't have a written plan, you will spend too much valuable time trying to decide what to do and then second-guessing yourself as to whether or not you are doing the right kind of work to reach your goal. This can be a plan you write yourself, have a coach help you with or something you find pre-canned on the internet. Do what is best for you. The point here is that you don't have time to be messing around with workouts that are not in line with your goals. Get a good plan together and then stick with it.

4. Time your training. This will

take a little experimentation to get right and even then, you will sometimes need to be flexible and have a plan B or C. For me, I am really blessed to work for an employer who lets me train at lunchtime. If I need a little longer session than what would fit in my lunch hour, I just stay a little later to make up the time. This is my favorite time to train. I eat at my desk when I get back and then, when I get home, I don't need to leave my family again. Plan B, for me, is the evening, after work sessions, but I try to avoid them as much as I can so I can be there for my family to make dinner, help with homework, etc. My plan C is the early morning session on my trainer. This is just a personal preference, but I am just as likely to lie on the floor next to my trainer and sleep as I am to actually get onto it.

I usually try to get my Saturday workouts in early in the morning as I have teenagers and some of them don't get up before noon anyway. If I had little ones who went to bed early, I might try training in the evenings so they would be asleep for part of the time. The bottom line is to try to get your training completed when it has the least amount of impact on those around you. Help those you love understand the priority you need to place on training, but be flexible enough to get it done, when possible, at times when they aren't needing you as much.

5. Be prepared for anything. Sometimes the opportunity to train comes at unexpected times. Be sure you are ready to take advantage of those moments. For me, this means that the trunk of my car is where I store a large portion of my bike gear, including my bike. That way if we get unexpectedly good weather, I can ride.

6. Find the shortcuts. There are lots of these, but here are a few to get your creative juices flowing.

a. Make a menu and post it, with the recipes, somewhere everyone in the household can see it so that dinner can be made even when you aren't home.

b. Order your groceries online

and then just pick them up, or better yet, have a member of your support crew do it for you. I love coming home from work to find that my kids went and picked up the groceries I had ordered and have put them away. Nice!

c. Set up automatic watering of your flowerpots and garden boxes. I realize that not everyone loves to grow things, but I do and it takes me more than an hour each day to water everything so that I don't have to buy zucchini at the grocery store in August. I do not have that hour each day.

d. Hire out what you need to. Is mowing the lawn something you really have time to do? Or can you pay your son or the neighbor kid to do it for you?

7. Change your perspective. Many people, especially women, feel guilty training because it is taking time away from their families. This is hard. While I would never recommend abandoning your family excessively so that you can ride forever, I would suggest that you take a good look at how much your family does actually need you. Parenthood is an exercise in planned obsolescence. We want our kids to learn how to do things on their own and to be able to live without you. If you are never gone, that won't happen. You do not need to do everything for them. Because of this perspective, my kids know how to cook, clean, do laundry, get themselves to their own lessons, medical appointments and to manage their own homework schedules. I will have three leaving home to go to college this fall and I

am totally confident that they each will be completely capable of successfully managing their lives. I am highly involved in their lives in the important areas such as quality time spent together playing games, going on trips and chatting about anything and everything in lawn chairs on the deck. Why would I waste time doing for them the things that they need to learn to do for themselves?

Another perspective which I have found helpful is that I want to be an example of the kind of person that I want my kids to grow up to be and I want to teach them they need to work hard to get there. I have seen so many people put their lives on hold for their families. Their children never get to see them with the passion and drive that they had in their youth. They never get to see them have a goal or a dream, make a plan, have struggles, overcome adversity and work hard to reach their goal. They never get to see their parents fail, pick themselves up and try again. This is an extremely valuable process for kids to observe and strive to imitate. If I want my children to continue, through adulthood, to set goals and then work hard to achieve them, then that is what I need to show them.

Between work, family and community responsibilities, finding time to consistently train and to reach for goals that scare you is tough. Through attitude checks and careful planning, it can be done if you are fully committed to your goals. Plans are messy and constantly changing, but well worth it, in my opinion. Go for it! You got this!

Race the Rails!
Sept. 9, 2017

Go to elynevada.net for more information and registration.

White Pine County
Tourism & Recreation Board
150 Sixth Street, Ely, Nevada
800-496-9350
elynevada.net • travelnevada.com

Road Bikes vs Coal Fired Steam Engine vs Mountain Bikes

Fully Supported 50/100 Miles of Road Biking Through the Idaho Mountains

SAWTOOTH CENTURY

Wood River Bicycle Coalition
SAWTOOTH CENTURY
Bike Tour

Saturday, August 5, 2017
Behind Every Great Biker Is Another One

SAWTOOTH BREWERY Galena Lodge VAMPs The Elephant's P HAMMER INSURANCE

Details & Registration @ woodriverbike.org
Questions? 208-720-3579 muffyrizt@cox.net

ROAD RIDING

Summit Challenge Set for August 26, 2017

By Chris Magerl

The National Ability Center's Summit Challenge, Utah's largest ride for cyclists of all abilities, is marking its tenth year with some familiar elements and some new additions. There is a new distance option of 80 miles to go along with the traditional Summit Challenge routes of 100 miles, 52 miles and 16 miles. There is also a new fundraising emphasis.

The Summit Challenge is Saturday, August 26, 2017. All rides start and finish at the National Ability Center Ranch in Quinn's Junction in Park City. The first riders go off at 7 A.M., and all rides finish with a celebration back at the Ranch, complete with food, beverages and music.

The new 80 mile route will largely

mirror the 52 mile route, including a loop around Park City and the Snyderville Basin, out to Kamas along the east side of Jordanelle and back to Park City after climbing out of Browns Canyon. The 80 mile adds an out-and-back in Weber Canyon, to the end of the pavement that heads toward the Smith and Morehouse Reservoir.

The 100 mile route will again include the short but oh-so-steep climb along the private roads of Wolf Creek Ranch. The KOM segment there, on a climb that has significantly slowed the pros in the Tour of Utah, has 1,000 feet of vertical. Last year's fastest time over this 2.2 mile segment was 17:16 for men (Mark Erickson) and 22:40 for women (Dagmar Jewkes).

After descending out the back side of Wolf Creek Ranch, the 100 mile

route rolls through Heber City and on to Soldier Hollow, before returning to the Kamas area via the long climb on the south side of Jordanelle. This makes for an excellent final hard training day for those planning to ride LotoJa, which is two weeks after the Summit Challenge.

The 100 mile route has a total vertical gain of 6,800 feet, the 80 mile climbs 4,300 feet, the 52 mile climbs 3,100 feet and the 16 mile gains 700 feet. The 16 mile is a family-friendly route, frequently on non-motorized paved paths. But the hills in the 16 mile are clustered in the final one third of the route, and make for a challenging finish.

Riders of all abilities are welcomed at the Summit Challenge and disabled riders participate for free. This is a unique aspect of the Summit Challenge, an event that includes

**Michael Ray -
Continued from page 6**

the Summit Challenge with him, sees the 6-hour goal as doable. "He is a rider a lot of people here are really impressed with," said Wycoff. "He puts in the work. And he is already way ahead of where he was last year."

Before sporting accomplishments, Ray first mentions an essential gain that came from his time at the Ability Center. Talking. The stroke affected Ray's ability to speak. "They are not in a hurry. They are patient while I find my

words," Ray said of the Ability Center staff. "The Ability Center provided social interaction in a way that is a positive experience."

Cycling, swimming, horse back riding, completing the Summit Challenge, this gives Ray something to talk about with former business colleagues. It helps them stay engaged in his life.

But riding a bike is not the end goal. "I need the challenges of the course because I want all of the people to know that I am determined to get back to myself," said Ray. "I want to go back to work again. Cycling is a step toward getting back to work."

able-bodied and adaptive athletes on the same course at the same time.

"No matter your cycling experience, age or background, everyone riding shares one common goal; to overcome any obstacles that may come their way by pedaling forward with motivation and determination," said Gail Barille, CEO of the National Ability Center. "The fundraiser creates a powerful intersection point for all participants to collectively share the road and allows us to educate kids, families and veterans on the beneficial programs offered at the National Ability Center."

To mark the tenth year of the Summit Challenge, there is an increased emphasis on the fundraising aspect of the ride. The new fee structure, in keeping with comparable rides in Utah, places a \$150 fundraising requirement on every rider. One hundred percent of the fundraising effort goes directly to support the National Ability Center mission. More details can be found at SummitChallenge100.org

The Summit Challenge has reached its participant cap the past few years. Registration closes on Thursday, August 24, or when the cap is reached. Registration info is at SummitChallenge100.org

The National Ability Center, founded in 1985, provides year-round recreational opportunities for people of all abilities and ages. In

2015, the NAC provided more than 28,000 participant days, in activities ranging from snow skiing to water skiing, swimming to boating, horse back riding to rock climbing. And, of course, cycling. Learn more about the National Ability Center at DiscoverNAC.org.

Event Details:

August 26 — Summit Challenge, Park City, UT, Riders of all ages and abilities will hit the pavement for a 100, 52, or 16-mile road ride event in support of the National Ability Center's mission. All three fully-supported routes of this event follow paved roads in and around the beautiful Park City mountainside. This exciting event promises to serve up a challenge for a wide range of cycling levels and abilities. And don't forget — all Summit Challenge riders who have a disability can register and ride for free! The 102 ride goes through the prestigious Wolf Creek Ranch property which is usually closed off to road bikers. Enjoy a ride length of your choice and end up back at the National Ability Center for food, drinks and music. Also, watch for new distance options in 2017 - to be announced this summer!, Julia Rametta, 435-649-3991, 435-200-0990, events@discovernac.org, Whitney Thompson, 435-649-3991, whitneyt@discovernac.org, summitchallenge100.org.

THE PUNISHER RIDE**August 19**

Powder Mountain, Utah

116 Miles. 10,000 Feet of Climbing.

Utah's most punishing day on a bike

ThePunisherRide.com

TOUR DE TAHOE
Bike Big Blue

Sunday, September 10, 2017

15th Annual Tour de Tahoe
Bike Big Blue Lake Tahoe, Nevada.
Another opportunity to enjoy the end of
the Summer and ride around
Tahoe's 72 mile shoreline.
2000 participants.

BIKETHEWEST.COM
BIKE THE WEST
NORTHWEST'S BEST BICYCLING EVENTS

Register today at: BiketheWest.com

SPEAKING OF SPOKES

Tour Time!



The peloton at the top of the Champs-Élysées in the final stage of the 2004 Tour de France. Photo by David Ward

By David Ward

I caught my wife, Karma, tracing out on a map the first few stages of this year's Tour de France. Not that she was trying to hide what she was doing. Truth is, she is a huge fan of the Tour, with a love of France, and she likes to know when the Tour is visiting places she has been.

I, too, love France, having worked there as a missionary for my church way back when Eddie Merckx was dominating professional cycling. I even have an old Merckx cycling cap I purchased as a young missionary. But I became enamored with the Tour when I took up bike racing myself and Greg LeMond was just starting to bust the legs of the European peloton.

Since then, Karma and I have dutifully followed the Tour every year. We have even made two trips together, and I have made one on my own, to personally watch a few stages of the Tour. With the available TV coverage these days, Karma and I spend nearly every evening, often late into the night, watching that day's action. People who know me know they are not to discuss that day's action or results with me or in my presence. Indeed, Karma sometimes can't handle the anxiety, so she goes on-line to check the results. But for my sake, she keeps mum till I have finished watching that day's action.

Well, that is a long way of saying that I am excited that this year's Tour de France will be starting up in a few days. To be honest, the Tour may be the main reason we don't cancel our expensive cable TV service. And this year's Tour promises to be a good one.

For the first time in several years, the yellow jersey looks to be hotly contested. Chris Froome remains the favorite, of course, but only because he is Chris Froome. He appears more vulnerable than ever before, and he sees this year's Tour as his greatest challenge yet. Richie Porte would be the favorite (for some he is), except for the presence of Froome. Nairo Quintana's team, Movistar, claims that Quintana comes to the race in great form. And this is a course, with little time-trialing and a lot of climbing, that favors him.

is the hands down favorite here.

The white jersey doesn't get the publicity that the others do, but it is a place to watch for future contenders. This jersey has been won in the past by Greg LeMond, Laurent Fignon, Alberto Contador, Andy Schleck (all future Tour winners), Andy Hampsten, Nairo Quintana (twice, in 2013 and 2015), and Thibaut Pinot, to name a few. That is a distinguished list. And the teams do take this competition seriously. So, watch for Simon Yates, whose brother, Adam, won this competition last year. Also keep an eye out for Louis Meintjes who took 8th overall in last year's Tour, and Emanuel Buchmann who just finished the Criterium du Dauphiné in 7th place overall.

All this is just the overall stuff. The Tour consists of 21 stages, and each stage is hotly contested. A stage win in the Tour can be the key to a good contract for the next few years, so riders and keen to win one. There will certainly be many different stage winners, and a host of different riders contesting the finishes on those stages. Some will be won in a mass sprint, while others will be won by a solo breakaway. And several will see

a contested sprint between 2-5 riders. The dynamics will be different for most stages. That is why Karma and I plop ourselves down in front of our TV each evening of the Tour to watch the action play out. We get caught up in the competition and intrigue of each stage.

Then there are the sideshows. I just saw a headline that Jan Ullrich, a German and one of cycling's black sheep from the EPO era, will not be invited to the Tour's start in Dusseldorf, Germany, a circumstance that has many current German riders somewhat upset. Oh, and Lance Armstrong's name keeps popping up every time the Tour rolls around. He is, of course, persona non grata at the Tour, and for several years, Tour announcers Phil Liggett and Paul Sherwen were apparently not allowed to even mention his name. Nevertheless, each year Armstrong's name gets brought up.

And speaking of Phil and Paul, when will Phil finally retire? He makes enough gaffes to get most announcers fired, but he has been the heart and soul of Tour broadcasts as long as most of us can remember, and we do love him. Thankfully, Paul

is a perfect color man to work with Phil. They complement each other, and listening to them call each race is a pleasure by itself.

Well, those are my thoughts along with a few ramblings about the Tour. So, let me wrap up with thoughts on who will win this year's yellow jersey. First, I am torn as to who to pull for. I like grand champions, and Chris Froome is one. It would be great if he could equal the five Tour victories of Eddie Merckx, Jacques Anquetil, Bernard Hinault and Miguel Indurain. On the other hand, how great would it be to see Nairo Quintana be the first Columbian to win the Tour? The country would go crazy for an entire year. Finally, Richie Porte epitomizes for me the true heart and soul of professional bike racing. He would be a great and deserving winner.

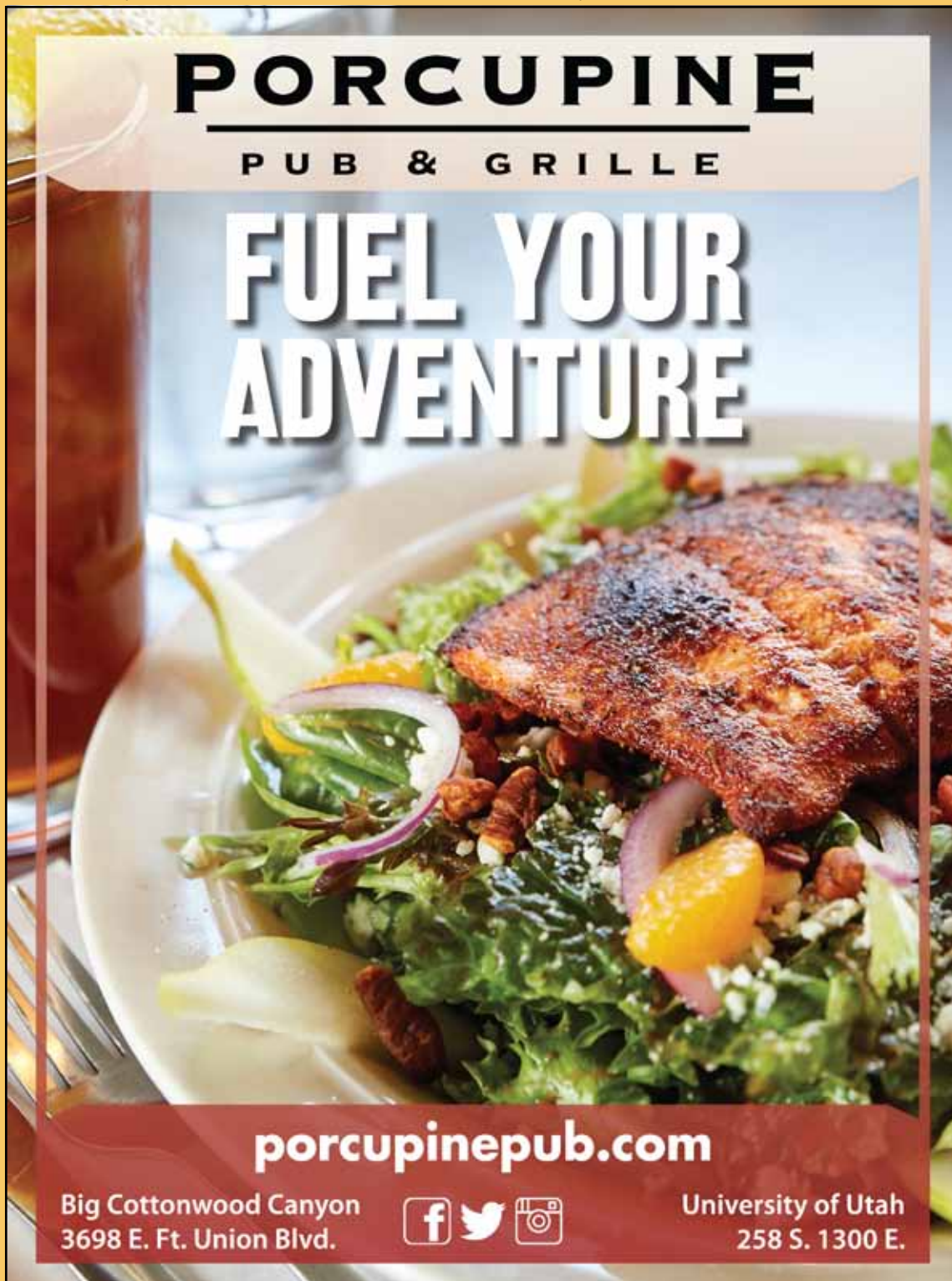
In the end, I am rooting for Froome, and I think he will win. He has the drive, the tactical sense and the team to put him at the top of the podium. But mostly, it will be an exciting race to watch, in all its aspects, and the excitement will last for nearly a month. What sporting event can do that for you?

I can't wait.

PORCUPINE




PUB & GRILLE

FUEL YOUR ADVENTURE



porcupinepub.com

Big Cottonwood Canyon
3698 E. Ft. Union Blvd.

University of Utah
258 S. 1300 E.

CYCLING AND THE LAW

What Should I Do If I've Been Involved in a Hit-and-Run Crash?



By Russ Hymas and Ken Christensen

A car veers into the bike lane in front of you, forcing you to lay down your bicycle. And in a very literal sense, the driver adds insult to injury by speeding away. In any case, this would lead to extreme frustration for any cyclist. But what if you are seriously hurt and forced to seek medical aid, and then end up with overwhelming bills and long-term injuries? What if the culprit is never found? Who pays for your medical bills, lost wages, damaged bike, and other out-of-pocket expenses? The surprising answers often lie within your own car insurance policy.

For purposes of this article, we'll discuss the two most common scenarios: first, a collision caused by someone who makes contact with the cyclist and then hurries away (hit-and-run collision); and second, a collision that is caused without any contact between the at-fault vehicle and the cyclist (phantom vehicle).

Hit-and-Run

Hit-and-run crashes occur when a party responsible for a collision leaves the scene of the crash. These crashes can involve motorists, bicycles, motorcycles and pedestrians. Though blatantly criminal in nature, hit-and-run crashes have been steadily increasing since 2003. According to the National Highway Traffic Safety Administration, one in five pedestrians killed are victims of hit-and-run crashes.

The increasing numbers can be attributed to many factors. A recent study suggests that the surge of hit-and-run crashes is likely due to an increased number of unlicensed drivers on the road, as well as drivers who are under the influence – many of these drivers seem more concerned about the possibility of charges for their actions than the well-being of any individuals that may have suffered injuries as a result of their carelessness.

Some motorists drive away, never to be found, but sometimes the driver stops for a moment to see if the cyclist is alright. If this happens to you, you should call the police and file a report, but at a minimum do not let the motorist leave without taking a picture of their license plate, insurance card, and driver's license. If

you don't, and later discover injuries or damage to your bike, you will have to make an uninsured claim under your personal car insurance.

Phantom Vehicles

Phantom vehicles are unidentified vehicles that leave the scene of an crash in which they were involved. A phantom vehicle does not need to make contact with another vehicle for the driver to be held responsible for careless actions. However, the phantom vehicle driver's actions must be corroborated by something other than the victim's account. Evidence left at the scene by the phantom vehicle or eyewitness testimony can be used to support the cyclist's claims.

These crashes fall under the same coverage as hit-and-run crashes and are treated as such. Phantom vehicle drivers may not be as nefarious as hit-and-run drivers; in fact, they may simply not notice what their actions have caused. This, however, does not excuse their carelessness. If the driver of a phantom vehicle is identified and found, he/she may still be charged with negligent driving and will be held responsible for his/her actions.

In the case of either a hit-and-run or a phantom vehicle crash, the police and insurance company representatives will try to identify the responsible parties. However, if the at-fault driver is never discovered, the driver will be treated as an "uninsured motorist" and you will be able to make a claim for damages under the UM coverage of your own automobile policy – even though you were on your bike when the crash took place. With hit-and-run collisions and phantom vehicle incidents on the rise, it is more important than ever that cyclists carry maximum levels of UM coverage (We recommend \$250,000 coverage).

Case Study: A poignant example of a hit-and-run bicycle crash happened in Salt Lake City a few years ago. While riding a bicycle on a busy road, a female cyclist was cut off by a car that made a quick right turn in front of her, leaving the cyclist no warning and the victim of a collision. After the motorist realized what had happened, he/she fled the scene, leaving the injured woman on the road. The injuries suffered by the cyclist included broken vertebrae in the neck, a broken clavicle, and

a concussion. Due to the extensive injuries, the cyclist lost eight weeks of wages from work. The driver of the car was never identified or brought to justice. Luckily, the cyclist had UM coverage, which paid her medical bills, lost wages, and compensation for pain and suffering. Had she waived this coverage, the bills would have been placed squarely on her shoulders and her time lost from work would not have been recoverable.

5 Things You Should Do After a Hit & Run Crash:

1. Immediately file a police report – the insurance company requires proof beyond your own statement that the crash occurred due to no fault of your own.
2. Identify all witnesses – do everything you can to get the name and phone number of anyone who may have witnessed the crash or its aftermath. Request copies of the 911 calls. Often witnesses call 911, but do not stop and wait at the scene.
3. Take photographs / video – take photos of the crash scene, your injuries and your bike. The more proof of the crash the better. Video of the collision (or near-collision) taken from a camera on your person or bicycle can be extremely beneficial, for obvious reasons.
4. Get medical treatment – even though you weren't in a car, your own car insurance policy has \$3,000 no-fault personal injury protection coverage available for medical care, so do not hesitate to see a doctor and document your injuries.
5. Make an insurance claim – you should contact your auto insurance company as soon as possible. This will allow you to use the \$3,000 for medical treatment and it will help protect your case if the hit-and-run driver is never found.

So if you've been involved in a crash due to a phantom vehicle or hit-and-run driver, all is not lost as long as you have the right car insurance coverage. That being said, we want to keep these dangerous drivers off our roads. With moral integrity seemingly on the decline, bystanders and passers-by are increasingly important in ensuring that guilty parties do not go unpunished. In order to encourage eye witnesses to report these wrongful actions, our law firm offers up to \$1,000 for any information leading to the arrest and felony convictions of hit-and-run drivers.

Ken Christensen and Russ Hymas are avid cyclists and Utah attorneys at UtahBicycleLawyers.com. Their legal practice is devoted to helping cyclists injured in collisions with motor vehicles. They are authors of the Utah Bicycle Accident Handbook and are nationally recognized legal experts on cycling laws and safety.

ADVOCACY

Salt Lake County Bicycle Advisory Committee News for July 2017: New Bike Map, Kids Safety, Participate

By Marcus Kaller

Salt Lake County Bike Map

If you have frequented your favorite local bike shop, coffee shop, recreation center or even a city or county office, you may have noticed a great new resource. After several years of hard work surveying, GIS mapping, vetting input from city and county sources, and of course public input, Salt Lake County finally has an updated bikeways map! This resource was designed in collaboration with Salt Lake City, Salt Lake County, UTA and UDOT and is the first comprehensive map for the residents of Salt Lake County in almost 10 years. The map not only provides routes along with route ratings for "comfort" levels, but a wealth of helpful and practical information for riders of all ages and experience levels. Public transit connections are listed as well as rules and regulations for cyclists and methods of using public transit in connection with Active Transportation. The Jordan Parkway has simultaneously released its own map to assist those who wish to navigate sections of this splendid resource as it connects neighborhoods and communities. Like the County map, this map includes details concerning transportation connections as well as information on several native plant and animal species and ongoing community development projects. Online copies of these maps exist in PDF format with app development for smartphones expected in the future. See <http://bikeslc.com/Wheretoride/SLCBikeMap.html> for pdf downloads.

Kids Bike Safety

A key element to being comfortable commuting by bike in an urban environment is safety. Ask any parent who wants to encourage their kids to ride early and ride often and they will tell you that helmets, lights and bells are vital resources they want their kids to use. However we all know that the most important resource is what that helmet protects and a responsible rider should know the rules and regulations for safe and legal conduct while sharing the road with motor vehicles. This goes for drivers as well, who should acknowledge that the roads must be shared with others in order for a safer commute for all of those involved. Salt Lake County has created a brief guide that contains tips, regulations and information that encourages road respect and how to safely commute while riding a bicycle and interacting with bicycles on the road. These brochures can be picked up at most county offices or you can visit www.bicycle.slco.org for more information.

Participate in the Salt Lake County Bicycle Advisory Committee

As the summer gets into full swing and concerts, festivals and the nightlife calls, SLCBAC urges safety and responsibility no matter how you decide to commute. Many downtown festivals offer bike parking and lights are an easy thing to buy or even score free as swag to help your commute home. We realize that not everyone always has the resources to attain training or hardware to keep safe while commuting. If you would like the committee or the Salt Lake County Bicycle Ambassadors to attend your local event or even sponsor a training session, please don't hesitate to contact us via the County website <http://slco.org/bicycle/>. We're committed to improving both the physical and mental quality of cycling for our entire community. And please don't forget that our meetings are open to the public and held on the second Wednesday of each month at the Salt Lake County Government Center at 2001 S. State Street, Salt Lake City in room N4-850 at 5:30pm.

Support Your Local Bike Shop!

MULTISPORT

Do I need a Special Bike for a Triathlon?

By John Higgins

Of the 3 sports that comprise a triathlon, the cycling leg requires the most technical equipment, and is arguably the more intimidating sport because of this, particularly for competitors who come to triathlon from a running or swimming background. But cyclists are also faced with equipment questions and conundrums when considering participating in a triathlon. Do you need a special triathlon bike, or will any bike serve the purpose? And what's with the low and stretched out position anyway?

The bike leg is in essence an individual time trial, followed by a run! Because competitors are not allowed to draft behind other riders and save energy, the way to go faster and have energy for the run is to reduce your wind resistance by riding in an "aero position". This requires a different riding position, which means either a triathlon-specific bike, or modifications to an existing road bike. The longer the event, and/or the more competitive you want to be against yourself or others, the more significant this aerodynamic advantage becomes.

If you don't have a tri bike, but are wanting to participate in a triathlon,

here are some things to consider before investing in a tri bike.

Event Distance. Triathlons are generally classified by the total distance as either Sprint (12.4 mile bike), Olympic (24.8 mile bike), Half / 70.3 (56 mile bike) or Ironman (112 mile bike). Short distance events like the recently held Daybreak Tri and Dino Tri are popular for experiencing a triathlon and testing fitness, equipment and strategies. Unless you have your sights set on the podium, any bike you can put your hands on will be fine for these shorter events, even a mountain bike!

Your Motivation and Goals. If your aim is to do one triathlon and check it off your list, then there is no need to invest in special equipment. But if this is a sport you plan to repeatedly go in, and you want to be competitive, then having the right tool for the job is going to help.

Current Bike. If you have a road bike, you can use that for any triathlon (add aero bars if you like, and see below), but you won't be as fast as someone with the same cycling fitness who is on a tri bike, especially in longer events. But many people do their first long event on a road bike just to make sure they are "hooked" before getting a tri bike.

Other Cycling Pursuits. A tri bike is usually a poor choice for group rides, club rides, non tri



A tri bike (shown here) will be faster in a triathlon, but the rider will need to decide whether the expense is worth the time savings. A road bike with aero bars can be a good alternative. Photo by Dave Ittis

cycling events, and riding up and down canyons, due to the gearing, riding position and steering. If most of your cycling will not be training for or participating in a triathlon, then you probably don't need a tri bike.

Time and Money. Triathlon is not a cheap sport. Entry fees, travel, training, and equipment all consume time and money. If you've got the time and money to go for it, then you probably want to maximize your enjoyment by having the right gear, and that would include a tri bike.

Converting a Road Bike to a Tri Bike. It's not just a matter of

slapping on aero bars. The frame geometry and riding position for a tri bike is quite different to a road bike. It's difficult to have one bike optimized for both styles of riding. There are horses for courses, so don't expect any old mustang to carry you to a triple crown. Which is not to say you can't enter the race. Give tri a try.

John Higgins wants to elevate your cycling experience. He operates BikeFitr - an independent bike fitting studio, and Fit Kit Systems - supplying equipment and education to bike retailers and fitters. Contact: john@bikefitr.com

The Dirty Trails Fondo
 AUG 19 2017 Helper UT
 BICYCLEWERKS
 www.carbonrec.com
 www.active.com
 UTAH'S CASTLE COUNTRY

BICYCLE COLLECTIVE
 HELP US GET EVERYONE RIDING
 Donate, repair, or pick up a used bike. Volunteer with us to learn mechanics.
 OGDEN - SALT LAKE CITY - PROVO - WESTMINSTER
 bicyclecollective.org

Reach Cyclists in 7 Western States! Advertise in Cycling Utah and Cycling West!

Email: dave@cyclingutah.com
 Web: www.cyclingutah.com/advertising-info/

Idaho RENDEZVOUS
 TETON MOUNTAIN BIKE FESTIVAL
 SEPTEMBER 1 - 4, 2017
 EXPERIENCE THE BEST BIKE FEST IN THE WEST

2018 BIKE DEMOS
 GRAND TARGHEE BIKE PARK
 PIVOT CYCLES, FEZZARI, CANNONDALE, GORELLA GAVIOLI, DT SWISS, SANTA CRUZ, INDUSTRY NINE, YETI, EVIL, J, G-FORM, BICO MOUNTAINS, A BENEFIT FOR TETON VALLEY TRAILS AND PATHWAYS, IDAHO VISITIDAHO.ORG

• Skills Clinics
 • Group Rides - beginner to expert, short to epic
 • Children's Activities
 • Music, Libations, and Camaraderie

TETONBIKEFEST.ORG | GRANDTARGHEE.COM 800.TARGHEE

Sedona

Absolute Bikes
6101 Highway 179 Suite D
Village of Oak Creek
Sedona, AZ 86351
928-284-1242
absolutebikes.net

Hoff's Bike Smith

265 W. Broadway
Jackson, WY 83001
307-203-0444
hoffsbikesmith.com

George's Cycles

312 S. 3rd Street
Boise, ID 83702
208-343-3782
georgescycles.com

Dave's Bike Shop

367 W Broadway St
Idaho Falls, ID 83402
208-529-6886
facebook.com/DavesBikeShopIdahoFalls

Cycle Therapy

1542 Fillmore St
Twin Falls, ID 83301
208-733-1319
cycletherapy-rx.com/

CALIFORNIA

Tour of Nevada City Bicycle Shop

457 Sacramento St.
Nevada City, CA 95959
530-265-2187
tourofnevadacity.com

Dr. J's Bicycle Shop

1693 mission Dr.
Solvang, CA 93463
805-688-6263
www.djsbikeshop.com

The Hub

1160 Alpine Ln,
Jackson, WY 83001
307-200-6144
thehubbikes.com

George's Cycles

515 West State Street
Boise, ID 83702
208-853-1964
georgescycles.com

Idaho Mountain Trading

474 Shoup Ave
Idaho Falls, ID 83402
208-523-6679
idahomountaintrading.com

Sun Valley/Hailey/Ketchum

Durance

131 2nd Ave S
Ketchum, ID 83340
208-726-7693
durance.com

Power House

502 N. Main St.
Hailey, ID 83333
208-788-9184
powerhouseidaho.com

Summit Ski & Cycle

791 Warm Springs Rd.
Ketchum, ID 83340
208-726-0707
sunsummitskiandcycle.com

Sturtevents

340 N. Main
Ketchum, ID 83340
208-726-4512
sturtevents-sv.com

The Elephant Perch

280 East Ave
Ketchum, ID 83340
208-726-3497
elephantsperch.com

Las Vegas

Broken Spoke Bikes
11700 W. Charleston Blvd., Ste. B190
Las Vegas, NV 89135
702-823-1680
brokenspokebikeslv.com

Giant Las Vegas

9345 S. Cimarron
Las Vegas, NV 89178
702-844-2453
giantlasvegas.com

Las Vegas Cyclery

10575 Discovery Dr
Las Vegas, NV 89147
(702) 596-2953
lasvegascyclery.com

CLASSIFIED AD:

Cody, Wyoming Bike Shop For Sale

Owner Retiring. 15 Years In Business, Profitable From Day One One Of The Best Outdoor Towns In The West Trek, Giant and Many More Brands A True Frontier in Cycling With Unlimited Possibilities! Brand new state of the art mountain bike park right out the back door! Business plus Inventory Tools and Fixtures Call Rick After 6:00 MST 307-899-7425

Support Your Local Bike Shop!

COLORADO

Fruita

Colorado Backcountry Biker
150 S Park Square
Fruita, CO 81521
970-858-3917
backcountrybiker.com

Over the Edge Sports

202 E Aspen Ave
Fruita, CO 81521
970-858-7220
otesports.com

WYOMING

Jackson Area

Fitzgeralds Bicycles
500 S. Hwy 89
Jackson, WY
fitzgeraldsbicycles.com
307-201-5453

Hoback Sports

520 W Broadway Ave # 3
Jackson, Wyoming 83001
307-733-5335
hobacksports.com

IDAHO

Boise

Performance Bicycle
8587 W. Franklin Road
Franklin Towne Plaza
Boise, ID 83709
208-375-2415
performancebike.com

Bob's Bicycles

6681 West Fairview Avenue
Boise, ID. 83704
208-322-8042
www.bobs-bicycles.com

Boise Bicycle Project

1027 S Lusk St.
Boise, ID 83796
208-429-6520
www.boisebicycleproject.org

Eastside Cycles

3123 South Brown Way
Boise, ID 83706
208.344.3005
www.rideeastside.com

Idaho Mountain Touring

1310 West Main Street
Boise, ID 83702
208-336-3854
www.idahomountaintouring.com

Joyride Cycles

1306 Alturas Street
Boise, ID 83702
208-947-0017
www.joyride-cycles.com

TriTown

1517 North 13th Street
Boise, ID 83702
208-297-7943
www.tritownboise.com

Rolling H Cycles

115 13th Ave South
Nampa, ID 83651
208-466-7655
www.rollinghcycles.com

Victor/Driggs

Fitzgeralds Bicycles
20 Cedron Rd
Victor, ID 83455
208-787-2453
fitzgeraldsbicycles.com

Habitat

18 N Main St,
Driggs, ID 83422
208-354-7669
ridethetotons.com

Peaked Sports

70 E Little Ave,
Driggs, ID 83422
208-354-2354
peakedsports.com

Idaho Falls

Bill's Bike and Run
930 Pier View Dr
Idaho Falls, ID
208-522-3341
billsbikeandrun.com

Pocatello

Barries Ski and Sport
624 Yellowstone Ave
Pocatello, ID
208-232-8996
barriessports.com

Element Outfitters

222 S 5th AVE
Pocatello, ID
208-232-8722
elementoutfitters.com

Element Outfitters

1570 N Yellowstone Ave
Pocatello, ID
208-232-8722
elementoutfitters.com

Rexburg

Bill's Bike and Run
113 S 2nd W
Rexburg, ID
208-932-2719
billsbikeandrun.com

Twin Falls

Epic Elevation Sports
2064 Kimberly Rd.
Twin Falls, ID 83301
208-733-7433
epicelevationssports.com

Spoke and Wheel

148 Addison Ave
Twin Falls, ID83301
(208) 734-6033
spokeandwheelbike.com



INJURED IN A BICYCLE ACCIDENT?

UTAH BICYCLE LAWYERS

Protecting the Rights of Injured Cyclists

FREE CONSULTATION: 801-214-0954

UTAHBICYCLELAWYERS.COM



Utah's Professional Cycling Team



CANYON BICYCLES IS NOW HANGAR 15 BICYCLES!



Janet Miller
TOUR OF UTAH

COME OUT AND CHEER FOR UTAH'S TEAM! JUL 31-AUG 6 2017

HANGAR
15
BICYCLES

SCOTT

PROFESSIONAL CYCLING TEAM



THANK YOU TO OUR SPONSORS!

SMITH **THULE** swiftwick SUPACAZ **STINGER**

SPONSORSHIP OPPORTUNITIES ARE AVAILABLE
-CONTACT MIKE PRATT AT mike@canyonbicycles.com

Instagram: Canyon Pro Cycling | Twitter: @canyonprocycle | Facebook: Canyon Bicycles Pro Cycling | www.canyonprocycling.com

CYCLINGWEST.COM
WESTERN STATES CYCLING MAGAZINE

Tour of Utah Spectator Guide - Continued from page 3

ished in the Top 10 of the General Classification the past two years.

“My favorite part of the Tour of Utah is getting to race in front of my friends and family. Watching on TV is one thing, which is cool in its own right, but witnessing the race in person is totally different. Mountains look big on TV, but when my friends drive up Little Cottonwood (to Snowbird Resort), they can really appreciate the feat of racing up it. In addition to the physical accomplishment, no one is quite ready to see how fast we go on our bikes. The last few years I have hit speeds of 60-plus mph, that’s no joke in spandex and on skinny tires, and always impresses.”

Here’s how to watch Rob, his teammates and all the pros up close at the Tour this year.

PRE-RACE FESTIVITIES

Team Presentation

Saturday, July 29 from 6 to 7:30 p.m.

Logan Golf and Country Club
710 North 1500 East, Logan, Utah

Race week begins with the Tour of Utah Team Presentation, a free event for spectators in a relaxed environment on Saturday, July 29 in Logan. Cycling fans are invited to meet and greet all the cyclists who will be competing in this year’s Tour of Utah. Each team will be introduced on an event stage and top riders interviewed by one of the race announcers. Spectators are encouraged to bring a camera to capture photos of favorite athletes. The Logan Golf and Country Club will host the event for a second time. Reserved seating with complimentary beverages and food are part of the Team Presentation Experience Package, so check for details at TourofUtah.com.

EVERY DAY DURING RACE WEEK

Papa John’s Rider Sign-In and Autograph Alley

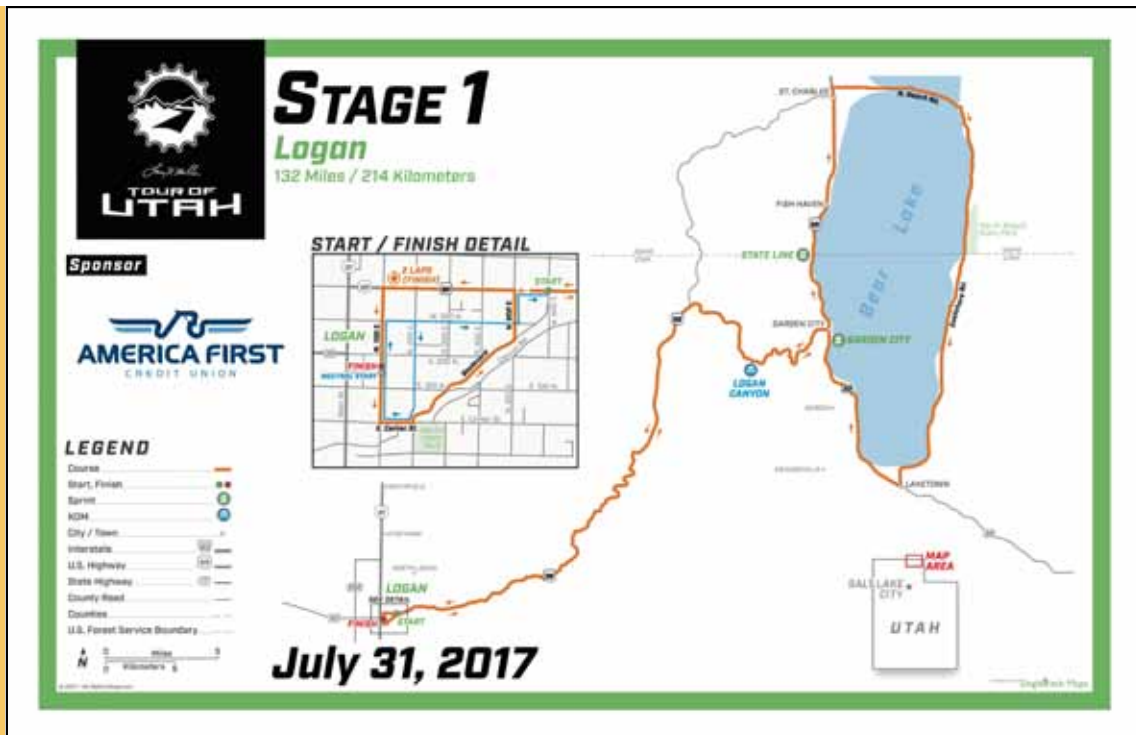
One hour before each stage begins, fans are given access to all the riders for autographs and photographs. It is free for all spectators, and takes place adjacent to the announcer’s stage at the start line. Thanks to Papa John’s, the entire family can get close enough to see and hear the top stars of the peloton.

Kids Sprint to the Finish presented by University of Utah Health

Children ages five to 12 have the opportunity to race their bicycles on part of the course used by the pros. Two great reasons to participate - it’s free and it’s fun! To participate, parents or guard-ians must register their children at the University of Utah Health exhibit in the Harmons Healthy Living Expo (see addresses for Expo below). Make sure each child has a helmet and closed-toe shoes for a safe experience on his/her bicycle! Registration ends 15 minutes prior to each race (times listed are start times):

- Monday, July 31 - Logan - Noon
- Tuesday, Aug. 1 - Snowbasin - Noon
- Wednesday, Aug. 2 - Big Cottonwood Canyon - 11 a.m.
- Thursday, Aug. 3 - South Jordan City - Noon
- Friday, Aug. 4 - Bountiful - Noon
- Saturday, Aug. 5 - no races
- Sunday, Aug. 6 - Salt Lake City - 1:30 p.m.

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



Monday, July 31 Logan, 138 N. 100 East,
8 a.m. to 2:30 p.m.
Tuesday, Aug. 1 Snowbasin, 3925 Snow Basin Road (Huntsville),
11 a.m. to 2:30 p.m.
Wednesday, Aug. 2 Big Cottonwood Canyon, 8183 S Brighton Loop Rd. (Brighton),
9 a.m. to 2:30 p.m.

Thursday, Aug. 3 South Jordan City, 10996 S. Redwood Rd.,
9 a.m. to 2:30 p.m.
Friday, Aug. 4 Bountiful, 20 S. Main St.,
11 a.m. to 2:30 p.m.
Saturday, Aug. 5 Snowbird Resort, 100 Little Cottonwood Canyon (Snowbird),
Noon to 4:30 p.m.
Sunday, Aug. 6 Salt Lake City, 315 E. Capitol St.,
Noon to 4:30 p.m.

of elevation gain. The race will begin with one lap of a downtown circuit, proceeding northbound (clockwise) on 100 East and proceeding in a clockwise direction along 300 North, 200 East, Center Street and back to 100 East. Then the peloton of 120-plus riders will head north through Logan Canyon, a rugged area that offers a Utah Office of Tourism King of the Mountain climb (in both directions). From Garden City, the first Utah Sports Commission Sprint line

RACE WEEK

Monday, July 31
Stage 1 presented by America First Credit Union
Logan to Logan
132 miles – 6,550 feet of climbing
Start Time 8:35 a.m.
Finish Time 1:45 p.m.
Start/Finish Location - 138 N. 100 East, Logan, UT 84321

The Tour of Utah will start in northern Utah with a return visit to Logan and Cache County. Stage 1 presented by America First Credit Union is the longest day of the Tour of Utah at 132 miles. Home to Utah State University, Logan previously served as the overall start community for the 2015 Tour of Utah. This is the same route used two years ago, rolling across scenic roads in two states and testing the legs with 6,550 feet



STAGE 3
Big Cottonwood Canyon
5.8 Miles / 9 Kilometers

Aug 2, 2017

STAGE 4
South Jordan City
125 Miles / 203 Kilometers

Aug 3, 2017

Sponsor: workfront

ENJOY THE RIDE

HANGAR 15 BICYCLES

CANYON IS BECOMING HANGAR 15 BICYCLES!

Millcreek 3969 Wasatch Blvd 801-278-1500	Draper 762 E. 12300 S. 801-576-8844	South Jordan 11445 S. Redwood Rd 801-790-9999	Provo 187 W. Center St. 801-374-9890
--	---	---	--

canyonbicycles.com

will await on the Idaho state border.

The route will navigate clockwise for 48 miles around Bear Lake, known as the “Caribbean of the Rockies” for its turquoise-colored water. Riders hope to leave strong crosswinds behind as they return through Garden City for the short, but difficult, climb back up Logan Canyon. After a long descent on Highway 89 that passes Utah State University, riders will complete two downtown laps in Logan for an exciting finish on 100 East. The finishing circuits will favor a rider with strong technical skills and spectators will most likely enjoy a large field sprint.

Tour Tips Stage 1:

•The Tour will use sections of U.S. 89 in Utah and Idaho, State Road 30 in Utah and East Shore Drive in Idaho during Stage 1. Expect traffic delays and temporary road closures at:

Utah State University on Hwy 89 between 8:30 to 8:45 a.m. for the start, and again between 1 to 2 p.m. for the finish. Once the race passes, intersections will reopen.

Beaver Mountain Access Road (State Road 243) in northbound direction for the Utah Office of Tourism King of the Mountain climb between 9:45 to 10:10 a.m. and in the southbound direction between Noon and 1 p.m.

Garden City along Hwy 89 in a northbound direction for a Utah

Sports Commission Sprint line between 11:50 a.m. to 12:40 p.m., and along State Route 30 in a northbound direction from 11:50 a.m. to 12:35 p.m.

Fish Haven, Idaho between 10:15 a.m. to 10:50 a.m. and St. Charles, Idaho between 10:25 a.m. to 11:15 a.m.

Bear Lake State Park Beach on North Beach Road between 10:35 a.m. to 11:30 a.m.

For 20 miles along Eastshore Road in southbound direction between 10:45 a.m. to 12:30 p.m.

•The race will feature two circuits in downtown Logan for the finish. Streets closed for these loops include sections of 100 East, Center Street, 200 East, Boulevard Drive, 500 East, 400 North, and back to 100 East. Roads will be closed along this route between 1:10 to 2:10 p.m.

Tuesday, Aug. 1

Stage 2

Brigham City to Snowbasin Resort

94 miles – 6,900 feet of climbing

Start Time 9:45 a.m.

Finish Time 1:45 p.m.

Start Location - 1 S Main St, Brigham City, UT 84302

Finish Location - 3925 Snow

Continued on page 18

South Jordan City Tour of Utah Stage 4

Heritage Park
10800 S. Redwood Road

Kickoff Party
AUG 2 • 4:00pm - 9:00pm
Taste of South Jordan • Kids Zone
Photo Ops • Concert 7pm - 9pm

Race Day
AUG 3 • 7:00am - 3:00pm
Autograph Alley • Aerialist Performances
Kids Zone • Food Trucks • Community Stage Performances • Street Carnival
Kids Bike Race • Photo Ops • Chalk Art
Vendors • Music • Live Race Viewing

*First 200 individuals on AUG 3 will receive a Stage 4 Autograph Alley T-shirt.

Road Delays

Redwood Road Detour August 2-3
Starting at 7:00pm on August 2 Redwood Road will be closed from 10888 South to 11010 South with a detour in place East of Redwood Road on Beckstead Lane.

Morning Delays August 3
Delays will take place on Redwood Road and 11400 South from 8:45am - 9:20am

Afternoon Delays August 3
Delays will take place on 10400 South, Redwood Road, 11400 South and 2200 West from 1:00pm - 2:00pm

For a complete list of road closures visit our website
www.sjc.utah.gov

Tour of Utah Spectator Guide - Continued from page 17

Basin Rd, Huntsville, UT 84317

The town of Brigham City has seen the Tour of Utah pass through its pristine community in prior years, but this “Gateway to the World’s Greatest Bird Refuge” will host a stage start for the first time. The 94-mile climbing affair on Tuesday begins with two neutral laps in downtown Brigham City, starting on Main Street near 100 South. It only takes 11 miles into the stage before the racers encounter the first of three Utah Office of Tourism KOMs at Sardine Canyon. This is a narrow road that hugs the side of Mt. Sterling. The route will circumnavigate the Wellsville Mountains.

The route will take State Highways 30 and 38 to circle the Wellsville Mountains in a counter-clockwise direction for 51 miles. Riders should be glad to go around these peaks, a part of the Wasatch Mountains that is said to be the “steepest” mountain range in North America. Spectators will see the race return through Brigham City for a second Sprint line on Historic Main Street. Then the route will turn south and follow State Highway 89, also known as the Fruit Highway, to reach the often-used North Ogden Divide, a five-kilometer climb averaging a 10-percent gradient.

The racers can catch their breath as the road flattens out around Pineview Reservoir. But they won’t have much time to relax before the first mountaintop finish of this year’s

Tour at Snow-basin Resort. Host of the men’s and women’s downhill, super-G and combined competitions at the 2002 Olympic Winter Games, Snowbasin is perched on top of Old Snowbasin Road. Snow-basin Resort is one of the oldest continuously-operating ski areas in the nation, having opened in 1940. The final climb has never been used as a finish of the Tour of Utah, and was last used in 2010 as a stage start. The double-pitched incline to the resort, covering six miles with an average gradient of six percent, should make the first selection for the overall race General Classification.

Tour Tips Stage 2:

- The race will pass through Brigham City a second time on Main Street (Highway 13) for a Utah Sports Commission Sprint line between 11:35 a.m. to 12:15 p.m.

- The race will use 600 West and Weber High Drive to cross the North Ogden Divide for the second Utah Office of Tourism KOM climb. Expect delays along N. Ogden Canyon Road between Noon to 1 p.m.

- The race will use N. 5500 East and E 1900 North to pass through Eden between 12:30 to 1:15 p.m.

- The race will use 7800 East to pass on the east side of Pineview Reservoir and Huntsville between 12:45 to 1:30 p.m.

- The finish line is located at 3925 Snow Basin Road. Spectator traffic should use State Route 167 to access

STAGE 5
Layton to Bountiful
112 Miles / 181 Kilometers

Sponsor
ZIONS BANK

LEGEND
 Course
 Start/Finish
 Sprint
 KOM
 City / Town
 Interstate
 U.S. Highway
 State Highway
 County Road
 Counties
 U.S. Forest Service Boundary

Aug 4, 2017

Harmons Healthy Living Expo, VIP Hospitality and other finish line activities at Snowbasin Resort.

Wednesday, Aug. 2

Stage 3

Big Cottonwood Canyon

5.6 miles - 1,725 feet of climbing

Start Time 11 a.m.

Finish Time 1:45 p.m.

Start Location - Donut Falls Trailhead on Big Cottonwood Canyon Rd

Finish Location - 8183 S. Brighton Loop Rd, Brighton, UT 84121

Making a return to the Tour of Utah from a six-year absence is the popular individual time trial, known as the race against the clock. In 2011, American Tejay Van Garderen (riding for HTC-Highroad) won the Stage 3 ITT on his 23rd birthday at Miller Motorsports Park. The 2017 ITT will look nothing like the flat parcours of the race track. Starting at an elevation of 7,300 feet, the course climbs 1,725 vertical feet and provides a tough 5.6-mile ascent of Big Cottonwood Canyon Road, from the Donut Falls Trailhead parking at Reynolds Gulch to the front door of Bright-on Ski Resort. The route passes Solitude Ski Resort and the turnoff to Guardsman

Pass, flanked along the road by towering spruce trees and rock vistas that are part of the Uinta-Wasatch-Cache National Forest. With an average gradient of 5.5%, the course should favor a strong rider who excels at high altitude.

“ITT’s are unique races, but they are fun to watch and you really get to see every rider,” said the former collegiate road champion and Utah native Cortlan Brown, a teammate with Squire on Canyon Bicycles-Scott. “It’s a beautiful canyon, it’s a great place to come spend the day and watch a bike race. Watch some of the best cyclists going full gas up some of the steepest parts of the

FIND YOUR TRAIL

From dirt to asphalt, get outside and find your trail. With over 500 miles to explore in Davis County, there’s no time to wait.

Find your next adventure by picking up a FREE Trails & Bikeways Map at any city office or bike shop in Davis County.

DAVIS COUNTY
TOURISM & EVENTS

PlayInDavis.com



canyon.”

Tour Tips Stage 3:

•The six-mile section of Big Cottonwood Canyon Road used for the ITT will CLOSE TO ALL VEHICULAR TRAFFIC beginning at 9 a.m.

•There is no public parking at Brighton Resort, or along S. Guardsman Pass Road.

•There will be limited parking at Solitude Mountain Resort, which will be available until 9 a.m.

•Utah Transit Authority will operate its ski bus service route along Big Cottonwood Canyon on the day of the ITT. Buses will operate

beginning at 7 a.m. from the Big Cottonwood Canyon Park & Ride lot only.

•Limited shuttle service will circulate between the ITT start and finish lines before the race begins.

•Check the Tour website for all parking and shuttle updates - www.tourofUtah.com/stages/3

**Thursday, Aug. 3
Stage 4 presented by Workfront South Jordan to South Jordan**

125 miles – 4,000 feet of climbing
Start Time 8:55 a.m.
Finish Time 1:45 p.m.
Start/Finish Location - 10996

S. Redwood Rd, South Jordan, UT 84095

This wild west stage covers 129 miles with a new start/finish in South Jordan, and could be the sleeping monster of the 2017 Tour of Utah. The inaugural start/finish in South Jordan, located on Redwood Road next to South Jordan City Park. The race will use 14000 South to reach the Mountain View Corridor and head to the west desert and Rush Valley on State Roads 73 and 36. The out-and-back section of SR 73 will offer a Utah Sports Commission Sprint line in Cedar Fort in both directions. The race uses a 36-mile

section of SR 73, and a 15-mile section of SR 36.

The peloton will connect to the old Pony Express Trail in Tooele County and cross Five Mile Pass. This is not significant for the elevation gain, but rather for its history as a main thorough-fare in the 1800s for the stagecoach and pioneer families heading west. Here in the shadows of the Oquirrh Mountains, riders will find little protection from the elements, especially the wind. Another surprise for the riders will be Faust Road, a previously paved surface that is now 10 miles of maintained dirt and gravel. There will be two finishing circuits of three miles each around South Jordan City Park.

Tour Tips Stage 4:

•The first pass through Cedar Fort for a Utah Sports Commission Sprint line is between 9:55 to 10:20 a.m.

•The second pass through Cedar Fort for the second Utah Sports Commission Sprint line will be contested in Cedar Fort between 12:15 to 1 p.m.

•After passing Saratoga Springs and Bluffdale along Redwood Road on the return back to South Jordan, the race will move northbound on Mountain View Corridor, then using W. 11400 South and 4000 West to turn east on South Jordan Parkway. Expect the race to pass in these areas between 12:50 to 1:30 p.m.

•The race will turn south on Redwood Road for two finish circuits around South Jordan City Park - South on Redwood Road, right on W. 11400 South, right on 2200 West, right on South Jordan Parkway, and right on Redwood Road.

Friday, Aug. 4

Stage 5 presented by Zions Bank

Layton to Bountiful

115 miles - 4,200 feet of climbing
Start Time 9:10 a.m.

Finish Time 1:45 p.m.

Start Location - 465 N. Wasatch

Dr, Layton, UT 84041

Finish Location - 20 S. Main St., Bountiful, UT 84010

The Tour is back in Davis County for a third consecutive year, which is quickly becoming a fan favorite for the Tour of Utah with big crowds and dynamic racing. New for 2017 will be an inaugural stage start in Layton, which will provide spectators with two opportunities to view the race. The 115-mile course rolls toward Hooper and the Great Salt Lake for 53 miles of rural roads in Davis and Weber counties. Passing through downtown Layton for a second time, the Utah Sports Commission Sprint line will be staged at Wasatch Drive.

A new section of the course will take State Road 93 to access Hill Air Force Base for the first time, using the South Gate Entrance. The military base is the home of the F-16 and F-35 fighter jets, and provides worldwide engineering and logistics management for the F-16 Fighting Falcon, A-10 Thunderbolt II, and Minuteman III intercontinental ballistic missile. The route will follow Foulis Road to Wardleigh Road, exiting near the Hill Aerospace Museum, the largest museum west of the Mississippi River.

Continued on page 20



Tour of Utah Spectator Guide

- Continued from page 19

The route will follow sections of U.S. Highway 89 and Mountain Road to reach the nine-mile circuits in Bountiful, with the crushing climbs up the Bountiful Bench used each of the past two years. Each pass over the Bountiful Bench is designated as a Utah Office of Tourism KOM climb. There is always a close finish on Main Street at Center Street, with the peloton racing in the northbound direction. The winner is going to be a strong rouleur who can get over the climbs and outkick those few remaining in the peloton.

"400 North is a classic Bountiful climb to test out your legs," said Brown, who is from Bountiful and still trains in the area. "I think that there are some great places along 400 North to watch the race, right above Davis Blvd. will show you the steepest part of the climb, or a little higher the views are great and the climb doesn't let up. The great thing is if you hurry, you can make it downtown to the finish before the race to watch the final."

Tour Tips Stage 5:

•In Layton, the race will roll from N. Wasatch Drive at Constitution Circle, and turn right on Layton Parkway. The race will use 2200 West to turn left on Gentile Street and continue in westbound direction for 7.5 miles.

•The race will return to Main Street and Wasatch Drive a second time for a Utah Sports Commission Sprint line between 11:15 to 11:35 a.m.

•Using Antelope Drive, the race will travel northbound on Hobs Creek Drive for one mile, and turn west on State Route 93 to access the South Gate of Hill Air Force Base. Only authorized vehicles in the race caravan will be permitted on HAFB.

•The race will follow Balmer Avenue, Foulis Road and Wardley roads on the property of HAFB. The race will exit via the Roy Gate, near the Hill Aerospace Museum, between 11:50 a.m. to 12:30 p.m.

•The race is expected to reach Bountiful, using Pages Lane and 400 East to then turn left on 400 North for the first to two laps on the Bountiful Bench climb. The race should make the turn on 400 North between 12:50 to 1:30 p.m.

•After turning left on 400 North, the race will make two complete laps on a circuit that includes Bountiful Boulevard, Indian Springs Rd., 400 East, Davis Boulevard, 400 East, 1800 South, Orchard Dr., 500 South, and on to Main Street. The race will then turn right onto 200 North to 400 East, turn left at 400 East and return to 400 North.

Saturday, Aug. 5 Stage 6 presented by University of Utah Health

Heber Valley to Snowbird Resort

61 miles - 7,700 feet of climbing

Start Time 1:10 p.m.

Finish Time 3:45 p.m.

Start Location - 2002 Soldier Hollow Dr., Midway, UT 84049

Finish Location - 100 Little Cottonwood Canyon, Snowbird, UT 84092

The Queen Stage with the epic finish at Snowbird Resort has traditionally had a big impact on who wins the G.C. of the Tour of Utah. Don't let the mileage fool you. At 62 miles, the course is much shorter than previous editions, but that just means the race will be that much harder and more dynamic. This year's course harkens back to the original route over Alpine Loop that was introduced in 2006. It is the second time a stage has started in the southeast corner of the Heber Valley in the shadow of Mount Timpanogos at Soldier Hollow, where nordic competitions were held for the 2002 Olympic Winter Games. The entire area sits in Wasatch Mountain State Park. After rolling out from the stadium at Soldier Hollow, the racers will only have a few miles around



Deer Creek Reservoir before tackling the Alpine Loop, a Category 1 climb that runs be-side Sundance Resort. Passing through American Fork Canyon and Timpanogos Cave National Monument, this route was first used on the Queen Stage in 2008. The route travels through the cities of Draper and Sandy before passing throngs of fans at Tanners Flat for the final fireworks on the Hors Category climb to Snowbird Resort. This is the 10th consecutive year that Snowbird Resort has hosted a stage finish, with the signature climb featuring 8-12 percent gradients on the final six miles through Little Cottonwood Canyon.

"Snowbird is a legendary stage and as long as the climb up to there is included it will be decisive. I marked it on the calendar last year the day after I was 6th on that stage," said Squire.

And pro cyclists are not the only ones on the route Saturday. Amateur riders in The Ultimate Challenge presented by University of Utah Health will ride the same roads on Saturday between 9:30 a.m. to 2 p.m. If you are traveling on the roads, use caution and watch for cyclists! This

marks the eighth year for this non-competitive, gran fondo-style bicycle ride. Registration for The Ultimate Challenge is available online for \$140, with a team discount offered for groups of eight or more.

Tour Tips Stage 6:

•The race will turn west on Highway 92/Alpine Scenic Loop and is expected to pass Sundance Resort between 1:40 to 1:50 p.m.

•The race will continue west-bound on Hwy 92 for 27 miles. A Utah Office of Tourism King of the Mountain is located at the summit of American Fork Canyon, with racers expected to crest this area between 2 to 2:15 p.m.

•Along Hwy 92 the race will pass Timpanogos Cave National Monument, expected between 2:15 to 2:25 p.m.

•The race will pass north through Draper on 1300 East for a Utah Sports Commission Sprint line between 2:50 to 3:25 p.m.

•Little Cottonwood Canyon Road will be closed to all vehicular and bicycle traffic between 1 to 5 p.m. Plan your arrival to the finish line accordingly. Follow signs at

Snowbird to free spectator parking.

Sunday, Aug. 6 Stage 7 presented by Utah Sports Commission

Salt Lake City to Salt Lake City

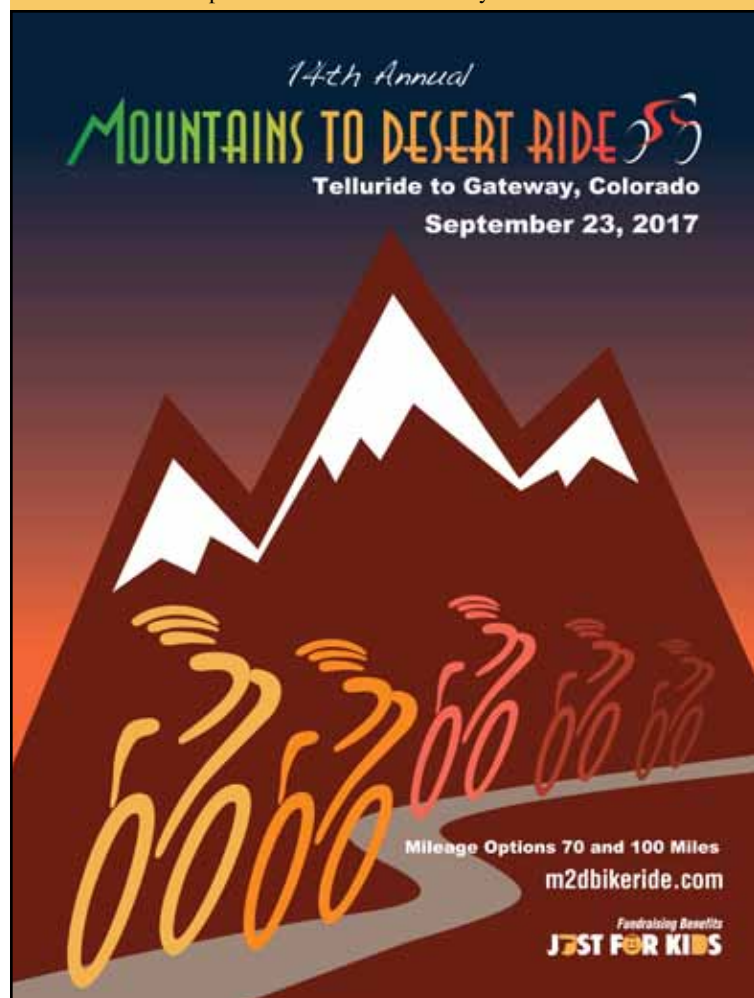
73 miles - 5,450 feet of climbing

Start Time 1:10 p.m.

Finish Time 3:45 p.m.

Start/Finish Location - 315 E. Capitol St., Salt Lake City, UT 84103

The original Salt Lake City circuit is back. With the start/finish line on the east side of the Utah State Capital, this circuit is the one used in 2013 and is a favorite of the racers and spectators alike. There will be 11 laps of the 6.8-mile circuit, including two intermediate sprints and a time bonus at the finish for the top three. The overall race champion may not be decided until the very end. The major climb of the circuit is along State Street, and provides a great opportunity to see the racers up close as they suffer on this steep section. Other viewing areas include Bonneville Blvd. around City Creek Canyon, a fast turn from 11th Ave. to N. Virginia St. at Pop-perton



Stages	Start - Finish Locations	Times*	Utah Office of Tourism King of the Mountain Climbs	Utah Sports Commission Sprint Lines	Mileage and Elevation Gain
Monday, July 31 Stage 1 presented by America First Credit Union	Logan	8:35 am to 1:45 pm	-Logan Canyon (twice)	-Idaho State Line -Garden City	132 miles/ 212.3 km 6,550 feet/ 1,996.4 m
Tuesday, Aug. 1 Stage 2	Brigham City to Snowbasin Resort	9:45 am to 1:45 pm	-Sardine Canyon -North Ogden Divide -Snowbasin	-Wellsville -Brigham City	94 miles/ 151.1 km 6,900 feet/ 2,103.1 m
Wednesday, Aug. 2 Stage 3	Big Cottonwood Canyon	11 am to 1:45 pm	NA	NA	5.6 miles/ 9 km 1,725 feet / 525.8 m
Thursday, Aug. 3 Stage 4 presented by Workfront	South Jordan	8:55 am to 1:45 pm	NA	-Cedar Fort (twice)	125 miles/ 201.1 km 4,000 feet/ 1,219.2 m
Friday, Aug. 4 Stage 5 presented by Zions Bank	Layton to Bountiful	9:10 am to 1:45 pm	-Bountiful Bench (twice)	-Layton -Bountiful	115 miles/ 185 4,200 feet/ 1,280.1 m
Saturday, Aug. 5 Stage 6 presented by University of Utah Health	Heber Valley to Snowbird Resort	1:10 pm to 3:45 pm	-American Fork Canyon -Little Cottonwood Canyon (finish line)	-Draper	61 miles/ 99 km 7,700 feet/ 2,347 m
Sunday, Aug. 6 Stage 7 presented by Utah Sports Commission	Salt Lake City	1:10 pm to 3:45 pm	NA	-East Capitol Blvd. (laps 3 & 7)	73 miles/ 117.5 km 5,450 feet/ 1,661.2 m
note: all times subject to change and are Mountain Time	note: neutral miles not calculated as part of race mileage		8 KOMs	11 Sprints	605 miles/ 973.6 kilometers 36,525 feet/ 11,132.8 meters

Utah Riders and Teams to Watch

This year's Tour of Utah will feature a number of Utah riders and a locally based team. Hangar 15 Bicycles Pro Racing (was Canyon Bicycles Pro Racing) is Utah's pro team. They received their first invite to the Tour of Utah in six years. Look for Paco Mancebo, Rob Squire, Cortlan Brown, Erik Slack, Kaler Marshall, Steve Fisher, Chris Winn, and Chad Beyer and others out on course. The new Hangar 15 jerseys will be similar to the iconic Canyon jerseys that have been part of Utah's race scene for the last 10 plus years.

Another Utah rider to watch will be fan favorite TJ Eisenhart of the Holowesko Citadel squad. TJ finished 7th last year overall and will be in the mix as a favorite for the overall in 2017.

Park City's Tanner Putt will likely return this year for UnitedHealthCare Pro Cycling. He's a rouleur with a great sprint, and likely leadout man for teammate Travis McCabe. Putt has potential to win a stage in the right conditions.

[Note that team rosters won't be final until just before the race.]
-Dave Iltis

Park, and the serpentine turns around Reservoir Park.

"As a fan, this has been one of my favorite stages to watch," added Brown. "Camping out on State Street is a great idea, or around the Capitol. But if you want to see the real speed that the racers will reach, N. Virginia St. would be another awesome place to view the race."

Squire added, "State Street is an excellent viewing spot, because it is right next to the finish and is likely where most of the racing action will be. That being said, the speeds at which we will come out of The Avenues and approach the finish is always impressive and worth checking out."

Tour Tips Stage 7:

•Police will begin closing the roads to traffic on the circuit at approximately 12:45 p.m.

•Each lap is expected to take approximately 20 minutes to complete.

•The race will pass Reservoir Park three times on each circuit, allowing for multiple opportunities to see professional cyclists up close and at high speed.

•The State Street climb, between North Temple and the Capitol, is a great place to see the best pro cyclists tackle the steepest section of the course.

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

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

•Use Utah Transit Authority's TRAX Blue Line or Green Line for easy access to course from the City Center stop (100 S. Main Street). One-way ticket is \$2.50; Day Pass is \$6.25.

For more information on the Tour of Utah, see <http://www.cyclingutah.com/category/tour-of-utah/> and also tourofUtah.com

Special thanks to Todd Hageman for route planning and content.

MOUNTAIN BIKE RACING

Holley and Stuart Win Intermountain Cup's Wasatch 50



Junior Boys winner Henry Larson in the Wasatch 50 on June 3, 2017. Photo by Nate Gibby

By Nate Gibby

Heber City, Utah—Clif Pro Team rider Hannah Finchamp won the Elite Women's division while Felt Assos' Robbie Squire took top spot on the podium of the Elite Women's category at the Intermountain Cup's Wasatch 50 endurance MTB race on June 3, 2017.

With the course starting just east of Utah Valley University's Wasatch campus, the 21-mile loop featured approximately 1,700 of climbing per lap. With the majestic Mount Timpanogos looming to the west and the Jordanelle Reservoir to the north, the spectacular scenery was matched only by the stiff competition.

In the Elite Women's division, Finchamp, edged out Meghan Sheridan (Bingham Cyclery, Peak Fasteners, W Law) and KC Holley (Kuhl, Racers Cycle Service) by just over one minute after two laps and approximately 42 miles. "Hannah and I hung together over the first climb," said Sheridan. "She kept almost 1 minute ahead of me the whole time, gaining little by little on

the second climb. We were putting in a really good pace and then just hung on coming down this raging downhill—rocky, rubbly, cornering like crazy for miles. It was a great race."

On men's side, Squire seized the victory by almost pulling away from Justin Lindine (Targettraining, BikeReg.com/Cannondale, Joe's Garage, Redline Factory, and most recently Apex/NBX/Trek) and Alex Grant (Cannondale/Gear Rush) by nearly 1:30 after approximately 42 miles.

"Drew Free hit it out of the gun, which was a kind of rude wake-up call," said Squire. "I was suffering pretty good for the first 20 minutes following Drew Free (KUHL/PIVOT/

Go Ride), but fortunately, we settled into a little pace, and the first lap was pretty fun. Coming into the second lap, I was like all right, this is the only hill on the course—time to go as hard as I can, lay it out there. Fortunately, it was enough because there were a few times where my legs started to seize up."

See results on page 14.

About I-Cup

Founded in 1991, the Intermountain Cup consists of X-country and endurance MTB races throughout Utah. With seven X-country races of approximately 25 miles and one endurance races of approximately 50 miles, the series covers some of the most pristine and difficult rides in the state.

The next races in the Intermountain Cup series will be the Chris Allaire Solitude Cup on July 29 at Solitude Resort in Big Cottonwood Canyon, Utah and Snowbasin in Eden, Utah on August 12. For more information, see intermountaincup.com

RMR Race To Angel
The Hillclimb, Triathlon & Half Marathon

Mountain Bikes * Road Bikes * Walkers * Runners

Saturday, September 9, 2017
rubymountainrelay.com

Course climbs 3,000 feet from Wells, Nevada to Angel Lake
Held in the Humboldt-Toiyabe National Forest, Ruby Mountain Ranger District

Distance from:
Salt Lake = 2.5 hrs
Twin Falls = 3 hrs
Boise = 5 hrs
Reno = 4.5 hrs
Sacramento = 8.5 hrs

Elko County, NV

Ruby Mountain Bike Relay
August 4-5, 2017

DON'T FENCE ME IN 184-miles * 1-6 person team
*Terrian: pavement, dirt, oil pack, trail

rubymountainrelay.com

GET A FREE SPORT SUNGLASS

WHAT'S THE CATCH?
Simple. Just fill out a short 2 minute survey about helmets and sunglasses & pay \$16.99 P&H!

FOLLOW THE LINK FOR COMPLETE DETAILS:
» bit.ly/free-sunglass-cyclingwest «

WESTERN STATES

CALENDAR OF EVENTS

Utah BMX

RAD Canyon BMX — South Jordan, UT, Indoor and outdoor BMX racing...

Legacy BMX — Farmington, UT, Indoor bmx racing at the Legacy Events center...

Advocacy

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

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are the 3rd Monday of the month...

Salt Lake County Bicycle Advisory Committee — Salt Lake County, UT, The SLCBAC committee works to improve cycling conditions...

Weber Pathways — Ogden, UT, Weber County's trails group. We are committed to the idea that a non-motorized network of public pathways...

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...

Mountain Trails Foundation — Park City, UT, Park City's Trails Group, Charlie Sturgis, 435-649-6839...

Bonneville Shoreline Trail Committee — Salt Lake City, UT, Volunteer to help build the Bonneville Shoreline Trail...

Parley's Rails, Trails and Tunnels (PRATT) — Salt Lake City, UT, PRATT is a 501(c)(3) nonprofit organization, run by volunteers...

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

Provo Bike Committee — Provo, UT, Please join us every first Thursday of the month at 5 pm at 48 N. 300 W. to help make Provo a more bicycle-friendly community...

Dixie Trails and Mountain Bike Advocacy — St. George, UT, Cimarron Chacon, 970-759-3048, info@goraces.com, dmbta.org

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

WOBAC - Weber Ogden Bicycle Advisory Committee — Ogden, UT, Josh Jones, 801-629-8757, joshjones@ogdenclty.com

Idaho Bike Walk Alliance — Boise, ID, Idaho's Statewide bicycle advocacy organization, Cynthia Gibson, 208-345-1105, cynthia@idahowalkbike.org, idahowalkbike.org

Greater Arizona Cycling Association — Tucson, AZ, Arizona's Statewide bicycle advocacy organization, Eric Post, president@bikegaba.org, bikegaba.org

Coalition of Arizona Bicyclists — Phoenix, AZ, Statewide bicycle advocacy organization, Bob Beane, 623-252-0931, cazbike@cazbike.org, cazbike.org

Wyoming Pathways — Wilson, WY, Statewide bicycle advocacy organization, Tim Young, 307-413-8464, wywopath.org

Bicycle Colorado — Denver, CO, Statewide bicycle advocacy organization, Dan Grunig, 303-417-1544, info@bicyclecolorado.org, bicyclecolorado.org

Bike Walk Montana — Helena, MT, Statewide bicycle advocacy organization, Taylor Lonsdale, 406-449-2787, bznbybike@gmail.com, bikewalkmontana.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@cycliningutah.com, facebook.com/groups/SLLCCM/

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, heatpoliccompany@gmail.com, facebook.com/groups/189631497724953/, beehivebikepolo.wordpress.com

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

Moab Bike Party — Moab, UT, 4th Wednesday of every month, 6:30 or 7:30 pm., Jeff Gutierrez, facebook.com/moabbikeparty

Kidical Mass — Salt Lake City, UT, Group ride for families. This will be a monthly ride, the 1st Sunday of every month, at Liberty Park (south entrance) from 3pm- 5pm. All ages are welcome., Lee Chung, 865-850-3589, lee_chung@gmail.com, facebook.com/groups/109360246125277

Slow Roll SLC — Salt Lake City, UT, Fun, Bikes, and Party Rides on Tuesday Nights at 7 behind Crank SLC 749 S. State Street., Christian Clemens, 385-528-1158, 801-440-0546, christian@crankslc.com

July 8, 2017 — Goathead Weevil Release, Salt Lake City, UT, 4th Annual. Volunteers are invited to join the Jordan River Commission as we release puncturevine weevils along the Jordan River Trail...

July 10-15, 2017 — Steamboat Bike Week, Steamboat Springs, CO, A variety of events are in Steamboat Springs for you to enjoy! Moots factory tour Monday, Wednesday, Friday; Women's MTB group ride Tuesday afternoon; Mountain Bike Race Wednesday; BMX clinic and point races and T-shirt printing party Thursday; CycleART auction Friday; Music Festival Tour by Bicycle, New Buffalo Pass Trail Opening, and Bike-In Movie Saturday; Steamboat Bike Week , 970-989-2689, info@steamboatbiketown.com

July 11, 2017 — Tour de Fat, New Belgium Brewing's Tour de Fat, Sacramento, CA, Rolling Revival of Sustainable Folly! Various Western Locations. Proceeds from the Sacramento Tour de Fat benefit Sacramento Area Bicycle Advocates, held at Ace of Spades., Paul Gruber, 888-622-4044, nbb@newbelgium.com, newbelgium.com/tour-de-fat

August 12, 2017 — Tour de Fat, New Belgium Brewing's Tour de Fat, Boise, ID, Rolling Revival of Sustainable Folly! Various Western Locations. Proceeds from the Boise Tour de Fat benefit Southwest Idaho Mountain Bike Association, Boise Bicycle Project, and Treasure Valley Cycling Association. Held at Outlaw Field at Idaho Botanical Garden, Paul Gruber, 888-622-4044, nbb@newbelgium.com, newbelgium.com/tour-de-fat

September 22, 2017 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cycliningutah.com, worldcar-free.net

October 7-8, 2017 — Mountain + Gravity Expo, Sandy, Utah, Mountain biking, snowboarding, skiing, rock climbing, skydiving, base jumping, fitness, outdoor gear, and local business will be highlighted in this healthy living expo. Learn how to be a healthier and safer athlete, no matter what your sport preference is., AJ Blackmon, 816-284-2148, .

November 18, 2017 — Henderson Stroll 'n Roll, Henderson , NV, Henderson Stroll 'n Roll is modeled after the Ciclovía founded Bogotá, Colombia. During the event 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 festival is packed with activities for all ages. Along the route, enjoy children's activities, interactive demonstrations, free fitness classes and games., Charlene Ham, 702-267-5707, bikehenderson@cityofhenderson.com, Annette Mullins, 877-775-5252, bikehenderson@cityofhenderson.com, bikehenderson.org

Calendar Guidelines: Listings are free on a space available basis and at our discretion. Submit your event to: calendar@cycliningutah.com with date, name of event, website, phone number and contact person and other appropriate information. Let us know about any corrections to existing listings!

Mountain Bike Tours and Festivals

July 1-2, 2017 — VIDA MTB Series: Winter Park, VIDA MTB Series Flagship Clinics, Winter Park, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@vidamtb.com, vidamtb.com

July 2-August 18, 2017 — Crested Butte Singletrack MTB Tour, Crested Butte, CO, July 2 - 7; July 16 - 21; July 25 - 27; July 30 - Aug 4; Aug 14 - 18. Covers the immensely beautiful, challenging and remote terrain in the Elk Mountains of south-central Colorado...

July 14, 2017 — Wildflower Trailfest, Snowbasin, UT, Utah's only all women mountain bike event. 2 course options (expert:16 miles and sport: 8 miles). For beginner and intermediate cyclists, clinics are also provided. Stay after for yoga and a women in the mountains movie., Stacie Palmer, 801-644-9940, 801-336-6198, wildflowerpedalfest@gmail.com, wildflowertrailfest.com

July 16-August 18, 2017 — Glacier National Park Bike Tour, Whitefish, MT, July 16-21; July 23-28; July 31-05; Aug 06-11; Aug 13-18 Options for cyclists of all abilities. Ride the Going to the Sun Road! There are BIG climbs and bonus mileage options available each day...

July 22-23, 2017 — 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., Penny Deck, 604-484-6238 (Canada), register@dirseries.com, Emily Neuman, 604-484-6238, info@dirseries.com, dirseries.com

July 22, 2017 — South Boundary Big Ride, Angel Fire, NM, 40 mile singletrack race and ride, Seth Bush, 505-554-0059, EICapitan@ZiaRides.com, ziarides.com

August 5, 2017 — Monte Cristo Dirt Randonnée, Salt Lake Randonneurs Brevet Series, Huntsville,

UT, Self-supported loop ride on dirt and paved roads from Huntsville to Bear Lake and back. 64 or 125-mile (100 or 200 km) options. A timed ultra distance event., Richard Sturm, 435-462-2266, richard@eogear.com, saltlake-randos.org

August 5-6, 2017 — VIDA MTB Series: Snowmass Bike Park, VIDA MTB Series Flagship Clinics, Snowmass Village, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@vidamtb.com, vidamtb.com

August 18-20, 2017 — Outerbike Summer in Crested Butte, Crested Butte, CO, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films. at Crested Butte Mountain Resort, Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspiritt.com, outerbike.com

August 19, 2017 — Helper Arts Dirt Fondo, Helper, UT, 55 miles of dirt and road, Cory Jensen, 801-824-8455, cory.jensen@carbon.utah.gov, carbonrec.com

August 25-27, 2017 — Jurassic Classic Mountain Bike Festival, Lander, WY, Mountain bike Festival in Lander, WY. Demos, shuttles, clinics, group rides, parties, live music, film fast, beer, food trucks, and raffles! All skill levels welcome., Nyssa, fart@landercycling.org, Tony Fetisli, landercycling@gmail.com, Mike Dicken, 307-332-2926, jurassicclassicfest@gmail.com, jurassicclassicfest.com, landercycling.org

September 1-4, 2017 — WyoDaho Rendezvous Teton Mountain Bike Festival, Teton Valley, WY, 8th Annual, held at Grand Targhee Resort. Come enjoy endless miles of cross-country, singletrack, dirt road, lift-served downhill, jump park, freeride, and an IMBA Epic Trail. Demo next year's 2018 bikes and gear in an ideal alpine riding climate with unmatched scenery. Clinics, hosted rides, shenanigans. A fundraiser for Teton Valley Trails and Pathways. tvtap.org, TVTAP, info@tetonbikefest.org, Celeste Young, 208-709-8564, celeste@tetonbikefest.org, tetonbikefest.org, grandtarghee.com

September 9-9, 2017 — VIDA MTB Series: Golden Gidayup, VIDA MTB Series , Golden, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@vidamtb.com, vidamtb.com

September 9, 2017 — Ovando Gran Fondo, Ovando, MT, An epic off-road ride for the Missoula Symphony. Bring your 'cross or mountain bike for this fully supported 55-mile ride. Ride through some of Western Montana's most scenic landscapes on dirt roads, including numerous miles through private land not otherwise open to the public., Lucy Beighle, 406-239-3193, lucybeighle@yahoo.com, missoulasympphony.org/ride

September 16-17, 2017 — 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., Penny Deck, 604-484-6238 (Canada), register@dirseries.com, dirseries.com

September 22-24, 2017 — 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 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 Plyler, 435-653-2440, meccabikeclub@etv.net, biketheswell.org

September 22-24, 2017 — Revival at 3 Peaks, Cedar City, UT, Mountain Bike Race and Festival, Friday evening slow races, a fat tire criterium and beer garden. Saturday will be the main event with a 8:17 race, solo or duo.

Advertisement for America's Lonliest Bike Tour. Features US 50 logo and text: 'AMERICA'S LONLIEST BIKE TOUR', 'One Awesome Tour Bike Ride Across Nevada', 'September 24-30, 2017', 'bikethestwest.com', 'For More Info call 1-800-565-2704 or go to bikethestwest.com'

Advertisement for Three Peaks Revival MTB Race and Festival. Features a cyclist on a mountain trail and a logo with a goat and sheep. Text: 'MTB RACE + FESTIVAL', 'THREE PEAKS REVIVAL', 'CEDAR CITY, UT', 'September 22, 23, 24, 2017', 'www.ridesouthernutah.com', '435.229.6251'

MOUNTAIN BIKING

Down and Out (Literally) or "My Latest Bike Wreck"



Rich post-surgery with his head still draining – a rough recovery. Photo by Cozette Howard



The infamous "Pedal Strike Rock" showing numerous hits by riders of the JEM. Photo by Rich Howard

By Richard Howard

The Crash

A flash of white and then...nothing. Later: slowly my eyes open and I hear a loud groaning – was it me? And then – PAIN. Oh so much PAIN. I lay there for I don't know how long trying first to figure out: why was I in so much pain? What happened? What was I? It seemed forever before I came out of the fog and put everything together – all while I was feeling incredible pain throughout my body and mostly concentrated in my left arm and shoulder. Oh how I hurt!

The weekend previous I'd ridden

in the "Six Hours of Frog Hollow" and now planned to practice the trail again for the upcoming "Cactus Hugger." Early that morning I put on all my protective gear – G-form knee, elbow and hip protectors and Bell helmet. I'd soon loaded my prized Trek Fuel Ex in the van, and headed up to the JEM trail just up the hill above the town of Hurricane – a trail I've ridden, literally, hundreds of times over the past many years. A trail I knew very well. The JEM – such a great ripping, flowing ride with an occasional rock garden and near-edge thrills. Just 10 minutes from our home, riding the JEM before the main duties of the day has

been a near-daily biking destination for me – a trail, along with the Dead Ringer and Goose Bumps trails, I never tire of riding.

But not today. Not right now. Right now I hurt like crazy and knew I needed help. Somehow, on this trail I knew so well, I'd found that special rock a-waiting, hidden just behind a bush immediately trail-side. Practicing for the upcoming Cactus Hugger, I was riding hard with my Garmin telling me I was climbing past 20mph, when a hit that rock with a hard pedal strike which had thrown me, head and shoulder first, hard onto the trail and knocked me head over tea kettle. A subsequent visit to the crash site revealed the offending rock – and the near-miss pedal strikes by many-a-rider passing the same spot.

Finally I got enough of my wits about me to rise and find my bike had flown over me and down the trail. I staggered up and to my bike. I was plenty wobbly and fully in pain but getting more and more oriented to where I was and what I needed to do to get help. Heading back up the JEM to the van was a several mile hike – something I was not in any kind of shape to attempt. Sheep Bridge Road, which more or less parallels the JEM for much of its distance, was not too far to my east.

So I headed cross-country and found the road. And most fortunately, found Morgan, a mountain biking friend, who was just passing along in his Suburban. He'd seen me from a distance looking distressed and stopped to help. Thank you Morgan! He loaded my bike in to his vehicle and drove me the 2-3 miles back to my van and loaded it in for me. We both didn't know at the time how badly I was hurt so I gave him my most grateful thanks and climbed in the van to head back to Hurricane – and straight to the Insta-Care center.

There the doctors confirmed: "yes, you've shattered your left clavicle." A pretty straightforward diagnosis. The next day the orthopedic surgeons confirmed the same thing – "yep, broken". My gratitude to them for both their care – and their discretion for not saying "what were you doing



Rich Howard at the "Six Hours of Frog Hollow" days before his crash on the same trail. Photo courtesy Rich Howard



Cozette and Rich Howard at this year's Spring Tour de St. George. Photo courtesy Rich Howard



The incredible views of Zion as seen from the accident site on the JEM. Photo by Rich Howard

riding a mountain bike at your age?"

I knew the answer to that question but was still grateful not to be called out about it. Biking, as any bike-addict knows, runs deep and powerfully through my veins. It's a lifelong habit and I thrill every time I climb on any bike to ride. Even throughout my 35 military years I've ridden whenever I can – and usually daily. Like when I was assigned to the Pentagon and I'd cycle to work everyday. My bike would wait patiently in the rack all day and, after a grueling day of dealing with every kind of issue, I'd climb on my bike at the end of the day and pedal toward home feeling instantly refreshed. It was like a rejuvenation-of-life: all my stresses seemed to just flow away with every pedal stroke and before long I'd be stress-free and feeling great. Biking does that for me – as I'm sure it does for everyone who knows that feeling of bike-freedom and pure exhilaration that comes when on-a-bike.

Not that riding bikes has been accident free for me until this April day. I've had a great share of bicycle accidents, big and small. Other broken bones, scrapes, cuts, bruises, and teeth knocked out. A lifetime of riding and crashing – but at least spread out over decades of riding. And plenty of other accidents wherein bicycles are fully guilt-free. My body represents a war-zone of broken bones, scrapes, bumps and bruises, many of which can be directly attributed to the tens-of-thousands of miles I've ridden throughout the decades of my life – and many not bike-related: Broken nose (baseball), three broken ankles (motorcycle, basketball, softball), and three broken arms (auto shop, motorcycle, bicycle). And now with this last collarbone break my wife said to me "you've literally broken bones from head to toe – you can stop now!" Hope she's right!

Continued on Page 18

CHECK OUT THE TOP 5 THINGS EVERY CYCLIST SHOULD DO IF INVOLVED IN AN ACCIDENT



UTAHBIKINGLAW.COM



Free consultation with top-rated attorneys and cycling enthusiasts

801.599.9058

She understands my passion. She has her own road, gravel and mountain bikes. We ride regularly and love our rides such as Rebecca's Private Idaho, Cache Gran Fondo, Tour de St. George, Cedar's Fire Road, and oh-so-many other rides big and small around the west. We're a biking family and, gratefully, not even with this recent episode, our biking passion only seems to grow and grow.

The Story Continues...

But the story doesn't end with this latest bone-break. Fast-forward eight weeks from my 19 April 2017 crash: we'd sold our home with plans to build new on the old family homestead. Lots to be done. Boxes to lift and store. Couches, chairs, beds and tools to be lifted, moved and stored. An old house to tear down board by board. Tractor work on the farm. Grandkids to spoil. A life to be led and moved forward.

After eight weeks of this lifting, moving, and go, go, going, in southern Utah's heat as well, my recurring headaches now wouldn't abate. I couldn't find anything that would cut the pain. I started feeling "wobbly" and told my wife "it feels like my head is full and sloshing." The crisis came on a recent Saturday when there was no way to deal with the excruciating head pain. My wife raced me to St. George's Dixie Regional Medical Center's emergency room.

There the staff rushed me in for a CT scan and confirmed I'd sustained a subdural hematoma those many weeks ago – blood had been constantly leaking and pressing hard on my brain. The on-call neurosurgeon was immediately contacted and within a short time he and his team performed emergency surgery and, as he related later, hit a "gusher" when relieving the pressure on my brain.

There followed five days in the ICU and other hospital care. The staff at Dixie Regional were exceptional in every way and provided the recovery care I desperately needed. How fortunate we are in southern Utah to have this top-notch neurosurgery unit. Just a few short years ago such an incident would have, as happened to my brother, resulted in a rushed, but delayed, transport to Salt Lake City for such care. Thank

you Dixie Regional staff and doctors! Thank you!

So what does the future hold for me? I'm home recovering, grateful to be healing and for professionals that knew how to provide that healing. I've a garage full of bicycles – touring bike, gravel bike, road bike, mountain bike(s), all anxious, surely as much as me, to be back on the road and trails and riding like a kid and feeling like those Pentagon days when all my stress would leave at the start of the first pedal stroke.

Is there a moral to this story? Possibly – at least for me there is. A few things stand out as I reflect back on the crash and subsequent events: I'm glad I had on my safety gear – especially my helmet. In thousands of miles of riding I'd never really needed it like I did that day. But since one never knows which ride is the one when you'll want it – always wearing my helmet was key in this crash to preventing something possibly much worse. I wish also I'd had a complete physical examination after my crash. It's likely such an exam might have caught my head injury early and might have avoided what happened eight weeks after the crash. And finally, I can't say enough about the incredible skill and attention that was provided by the health care professionals of the Dixie Regional Medical Center. These doctors and staff are amazing – and their skill and dedication were there exactly when I needed them. And finally, my deepest thanks to my wife Cozette. She has been there with me through every step and moment of these post-crash events. Thank you Cozette! We're both looking forward to being back on our bikes in the near future. See you all out there soon!

Editor's Note: Please see our article: Bicyclists and Head Injuries – What You Need to Know in our April 2017 issue online at cyclingutah.com

Rich Howard served 35 years in the military and is a retired Air Force Colonel. He lives, and rides, in LaVerkin, Utah with his wife Cozette.

BIKE BUSINESS

Boise's Police Department is New Bike Friendly Business; Guru's Donut Shop Isn't Far Behind

By Charles Pekow

Cities that have pushed the Bicycle Friendly Business (BFB) program by now have probably picked all the low hanging fruit. Bicycle and other athletic companies, health outfits, breweries and landscape/architecture firms have been climbing on board all along. Yet the two cities with the most BFBs are continuing to push the program in new ways. Fort Collins, CO now leads the nation with 60, including five picked up so far this year in the winter and spring announcements.

Second place belongs to Boise, ID at 46, as the Boise Bicycle Project (BBP) keeps coming up with imaginative ways to expand, including four new ones and one honorable mention this year.

But in addition to picking up a brewery and bike shop, Boise added its police department. And the honorable mention went to a doughnut shop.

"We are starting to see a wide variety of businesses coming from these places," notes Amelia Neptune, Bicycle Friendly America Director for the League of American Bicyclists (LAB).

A Boise Police Department (BPD) substation won silver, a step above bronze but below gold. "Before we got their application, we were aware of BPD because they came up in other applications," Neptune says. "Boise State University (BSU) mentioned partnering with them on education" and other aspects of its successful application.

The winning station employs 17 people but has indoor parking for 20

bicycles. Boise's other police station lies in a remote location, not very accessible for bicycles or fit for a BFB award, explains officer Blake Slater.

The police impressed LAB with its efforts to work with the community. It takes an active role working with BBP, BSU and the Treasure Valley Cycling Alliance on projects and the mayor's bicycle advisory committee, which gives city government a good ear when it comes to making infrastructure changes or adding stop signs.

The police work not only with BBP and BSU but with the Treasure Valley Cycling Alliance. The department helps with the local YMCA's Safe Routes to School, teaching all third graders about riding safely. Two staffers have earned league cycling instructor status from LAB. BPD organizes "Bike with the Cops" and "Pedal with the Police" rides around the popular Greenbelt bikepath along the Boise River, including showing safety techniques. "We always finish with ice cream; the best thing on a hot day," Slater says.

The police are working on a ticket diversion program where cyclists given traffic tickets can attend a safety class in lieu of paying a fine. Slater says, however, that unless cyclists cause an accident, they don't get many tickets, as state law allows them to treat stop signs as yield signs and red lights as stop signs. A few get cited for riding the wrong way or failing to yield, though.

And if BPD wants to earn gold or higher status? It could get more cops to ride to work and gather more data on local ridership, LAB suggests. Slater says the department is hoping

to open a new building next year that will allow people to cycle in and park, which the current structure doesn't allow. He adds that the department is looking at better ways to extrapolate useful bike-related data from its files.

Guru Donuts

Meanwhile, Guru Donuts, a local business and new applicant on Main Street in Boise, applied for the first time and got Honorable Mention, not quite good enough for BFB.

"They impressed us because they have bike events," such as participating in Bike to Work Day, Neptune says. The doughnut hole in the application? "The reason we didn't feel they were (a BFB) yet is is they don't have formal bike parking. Bikes are allowed inside but they don't have secure bike parking. They also don't have any incentives yet" for employees to ride to work." LAB also suggested offering discounts to customers who come in on bike.

Even without employee incentives, "a lot of the staff members ride our bikes to work because it is easier to access downtown by bike rather than try to find parking," explains Guru Retail Manager Robyn Lieggi. "We like trying to be healthy for a doughnut shop. We exercise." The store lies fairly close to the Greenbelt.

It would be nice to offer discounts to cyclists, but "its kind of tricky to carry around a bunch of doughnuts (by bicycle without the right equipment) but if you're on your bike on certain days, you get a free doughnut," Lieggi says. Cyclists tend to like the cake doughnuts, she says.

But "they didn't send any samples along with their application," Neptune notes.

Check out our website at cyclingutah.com!

Subscribe to our email newsletter to stay current on the latest cycling news.

GEAR RUSH
ONLINE GEAR CONSIGNMENT
GEARRUSH.COM



CACHE VALLEY CENTURY
COMMON GROUND OUTDOOR ADVENTURES

A BENEFIT RIDE FOR PEOPLE WITH DISABILITIES

MILE OPTIONS 35 • 60 • 100
Saturday, August 26th, 2017
Richmond, UT
www.cachevalleycentury.com



CYCLING

Why?



Kathleen Berglund catching some singletrack after work. Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff _____ It's a simple question, one that is often asked and more often left unasked and more often than not left



Blake Mitchell caught the bug good, riding for big adventure. Photo by Lukas Brinkerhoff



MACH 5.5
CARBON
The Quintessential Trail Bike

Now Available at These Pivot Dealers

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

Go-Ride Mountain Bikes
12288 S. 900 E.
Draper, UT 84020
(801) 474-0082
go-ride.com

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

Poison Spider Bicycles
497 North Main
Moab, UT 84532
(435) 259-BIKE
poisonspiderbicycles.com

Salt Cycles
2073 E. 9400 S.
Sandy, UT 84093
(801) 943-8502
saltcycles.com

Speed Mountain
437 N 100 West
Logan UT, 84321
(435) 535-1113
speedmountain.com

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

Storm Cycles
1680 W. Ute Blvd. #D3
Park City, UT 84098
(435) 200-9120
stormcycles.net

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



WWW.PIVOTCYCLES.COM



Cory Thompson and Kraig Winterton dedicated enough to ride after work even in the heat. Photo by Lukas Brinkerhoff

unanswered. Particularly when the interrogative is about motivation.

Let's start with a simple one, why are you here? And no, we aren't going to get existential. I don't mean in the big scheme of things, I'm referring to here, Cycling West. You are here, whether you are reading this in the analog or digital version, because, on some level, you identify with cycling, are traveling through or live in the West or are a mom to someone who writes for this publication. Hi, mom!

As far as I'm concerned, if you identify on any spectrum with being a cyclist, you are one. The issue of how serious you are, how often you ride or what bike is your preferred steed have zero impact on that basic fact. You are a cyclist. You ride a bike. And for some, unknown reason, you enjoy it. So, let's talk about that.

Why do you ride a bike?

According to a TED Radio Hour that I was listening to the other day, the most important thing we need to figure out, is what we are passionate about. That is according to the all too famous Tony Robbins who was preachin' to me via NPR. Find your passion and follow it, he said. Ok.

I've been doing this bike thing for a while. I feel passionate about that, but why? To understand a passion, one must ask that question. Once we understand the reason, it may be easier to follow that passion, live that passion, burn that passion all the way to the end of its wick and die with a smile on our faces.

So, what is it? What is it about riding a bike that makes us get up before the sun, put on funny clothes, a foam helmet and crank out a few miles before work? Why would anyone do that? You could be sleeping, cozied up next to your significant other or preferred version of a pet. I can guarantee you beyond a shadow of a doubt that your mattress is significantly more comfortable than your saddle. And yes, I include you Brooks fans. Another guarantee, stay in bed and those post lunch sleepies you get every day that you ride, won't be so bad. You need sleep, so sleep. Why are you riding a bike?

Our lives have been manufactured for us. Anything that an average human being would have done on a daily basis a hundred years ago, now takes us a matter of minutes and

the swipe of a plastic card through a payment console. Don't want to cook? Buy dinner. Sick of walking to the store two blocks away? Drive your car. Feel a deep need for human interaction and companionship? Buy a social media app. When we say that a good business fulfills a need, what we mean is that they take away the need for us to act for ourselves. Those things that were daily chores, are now expenses. We have been inconvenienced almost to death.

And the bicycle is not convenient. You sweat. For those uninitiated in the activity. Sweat is moisture that leaves your body during a hot day or intense exercise. It smells. If you don't stop your activity, you will continue to sweat and it will leave a salty layer on your skin. You can taste it on your upper lip, in fact it can be a great electrolyte replacement in a pinch. The point is, there is nothing necessarily logical about riding a bicycle. We have faster, easier ways to get from point A to point B that don't include being uncomfortable.

Which brings us right back to

Continued on page 31

where we started, why do you ride a bike? I can't answer that question for you, however, I could probably venture a couple of guesses based on my interaction with all forms of cyclists over the past 20+ years.

The number 1 reason I hear is exercise, "I gots to lose some weight cause the doc said I had high blood pressure." It's a good reason, a logical reason. It is not a reason that will keep many people riding. Beginning begrudgingly can make the whole thing unpleasant regardless of how long you try to get past it. Of course, there are plenty of people that broke through this. They begin to pedal, the weight starts to come off and then they can't imagine a day going by without riding.

Reason numero dos I categorize as enthusiasts. They love riding bikes. Their "why" is the escape from the above mentioned convenient life. It's a way to feel alive. They can't get enough riding and that's part of the draw. It's something they love so much, but the daily grind keeps them from doing it as much as they would prefer.

And then you have the lifelingers, those who have been riding since birth or at least since they realized that they love cycling. There's a lot less of a question for these folks. It's just part of who they are. They aren't thinking, "I wish it wasn't raining and blowing so hard," when you see them on the side of the road in a horizontal rain pedaling with all their might to go downhill. No, they are thinking, "There is nothing else I would rather be doing right now."

Of course, one can lead to two and often then to three. Your why will determine how much you love this thing called cycling. Finding your reason will get you pedaling, but the bike has a way of changing that reason from the mundane to a passion that burns for a lifetime.

Lukas Brinkerhoff blogs about mountain biking and life at mooseknuckleralliance.org.

GRAVEL GRINDERS

The Cedar City Fire Road 2017 Preview

By Dave Iltis

The Cedar City Fire Road is a gravel grinder type event held in Cedar City. The event is back this year with new organizers Planet Ultra. The ride has two course options – 100 km and 60 km that travel along the fire roads near Cedar City. We asked event organizer Deb Bowling a few questions about the ride.

Cycling West: Tell us about the Fire Road courses. What should riders expect?

Planet Ultra: Both courses share a neutral start with a rolling closure through Cedar. Once riders turn towards the mountains, it's game on! As soon as the dirt starts, the climbing begins. The first climb is a doozy! About half the total elevation gain is on that first climb; with several miles of double-digit pitches to really put the burn in right from the start! It's important to note that the elevation in Cedar City is about 5800'. That first climb takes you to over 9400'. Those who are altitude sensitive are going to feel it.

The 60K and 100K diverge at the top. The 60K hangs a left and rolls along the plateau until the final descent back to Cedar. The 100K turns right, climbs a bit, then has a long and often steep descent along a mountain edge overlooking Zion in the distance. The route then climbs out of a valley to Kolob Reservoir when there's the one and only truly flat section of the course. It's all up or down.

The route has about 12 miles of pavement and the rest is dirt in various forms. Some is hard-packed brown smooth dirt. Some is gravelly. There are spots with powdery sand. Depending on the pre-race rain, there could be rutted sections. But nothing technical. Just diverse and spectacular.

CW: What type of bike is best for the race?

PU: The most important decision is gearing. This course has a lot of very steep (10-15%) climbing. If you don't have the gears, you're going to seriously suffer. Or walk.

I scouted the route on a gravel bike with 50-34 up front and 11-36 in back. I wish I'd had a 40 in back. Or more. I used 35mm tires. Totally doable (but I wish I'd had at least 38-40mm); but I had to slow A LOT on the descents. That said, there are some bumpy, washboard areas, as well as powdery and/or sandy spots. On this course there's really no disadvantage to bringing a mountain bike; and honestly, that might be an advantage on the descents. At the end of the day, we'll leave that decision to the rider. At some point during the day, everyone will likely wish they were riding something else.

CW: Planet Ultra took over the event in 2017. Tell us more about Planet Ultra? What's new for the event for 2017?

PU: Since 2001, Planet Ultra has been hosting endurance road cycling events including centuries, double centuries, multi-day tours and the Hoodoo 500. We host some super hard-core events with lots of miles and quad-busting climbing.

2017 is our first foray into mixed-surface events. This came about after last year's Fire Road 100 was cancelled pretty much on the eve of the race. A small group of us showed up in Cedar to ride the course as a "show and go." I was blown away by the route: Epic in every way. Supremely challenging, with incredibly beautiful and diverse scenery. It was one of the best days I'd ever had on my gravel bike. I committed that day to making sure the event had a future.

Working with the prior Course



Brian Bowling on the Fire Road course. There is a ton of beautiful scenery during the ride. Photo by Deb Bowling

Directors, Crystal and Roger Graves (who've been with the race since the beginning), for safety reasons we've changed the direction of the middle section so the loop around Kolob Reservoir will be clockwise. We've also changed the final descent back to Cedar City to avoid trails and stay on dirt roads. Same start/finish at Main Street Park.

CW: Is the event a ride or a race, or both?

PU: Both. While the majority of participants will come out for a super challenging and fun day on the bike, stopping to enjoy the scenery and take photos; a handful want to put the hammer down for a chance to stand atop a podium at the finish line. We welcome both types of riders. It's a wonderful route for a race or a ride.

CW: What support is provided to the riders on course?

PU: There will be five fully stocked aid stations along the 100K route; and two on the 60K route. There will be roving ATV SAG support. All aid stations will have water

and a variety of snacks and drinks including Hammer Heed. At least one or two stations will also have soda.

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

PU: Entry includes chip timing with searchable results posted online, a commemorative/collectable Fire Road 100 number plate; tech tee; fully stocked aid stations and roving SAG along the route; finisher award; post-race awards and lunch in the park.

Until midnight July 4th we're offering a super special deal: Buy one get one 50% off. Riders must sign up together and use coupon code B1G1.

Event Details:

August 19 — Cedar City Fire Road 100, Cedar City, UT, The Fire Road 100 is back under new management! 100K or 60K options - 85% (or more) dirt! Chip timed. Prizes for top finishers. , Deborah Bowling, 818-889-2453, embassy@planetultra.com, gravelgrinder.com

CLASSIFIED AD:
Lizard Head Cycling Guides
Ride with the local area experts!
 GLACIER NATIONAL PARK
 YELLOWSTONE
 The Cascades
 Utah's National Parks
 Natchez Trace
 Shenandoah
 Nova Scotia
 California
TRANS-UTAH MTB
 Register using promo code CYCLINGWEST and receive a free bike rental or \$150 off all 6-14 day tours. Not sure which trip to do yet? No worries! You can still get in on this offer. Place your deposit now, and pick your trip later.
info@lizardheadcyclingguides.com
 970-728-5891

**Buy Local,
 Pay Cash,
 Ride Your Bike!**

DEFY CONVENTION
 2017 INTERMOUNTAIN CUP MTB SERIES

JUL 29: SOLITUDE, UT
AUG 12: SNOWBASIN, UT
AUG 26: POWDER MTN., UT

REGISTER AT INTERMOUNTAINCUP.COM

I-CUP RACING SERIES
 PRESENTED BY **MAZDA**

THE METAL COWBOY

Lightning In A Saddle: The Evelyn Hamilton Story



Evelyn Hamilton was one of Great Britain's greatest cyclists. Photo courtesy Joe Kurmaskie

By Joe Kurmaskie

In the same vein as cycling legend Major Taylor, Evelyn Hamilton, British racing phenom, equality pioneer turned war heroine, was overlooked then nearly lost to history.

It wasn't until, as a journalist working on another unrelated bicycling article, I stumbled upon her photo and a global literary treasure hunt was set in motion.

It would take 4 years and a brush with my own mortality before I unearthed the complete story of Evelyn Hamilton... and continue to pace her legacy across the finish line of history.

When, with 50 wins in six countries, the half mile sprint record and the sporting life award under her belt, Evelyn Hamilton was barred from men's racing and the Tour de France, she attempted and completed world record setting rides, fought sexism, Nazis, and risks it all in occupied France. She lived under an assumed name and went about rescuing airmen by bike and couriering coded messages hidden in her handlebars, (she was the inspiration for Gino Bartoli's handlebar message exploits in Italy years later) messages that might well have determined the fate of the world.

Not content to pedal with other women in long dresses and feathered hats, she becomes a sponsored racer and lover to Europe's largest bike manufacturer, a Great Gatsby style promoter, Claud Butler. Together they conspire to make Evelyn the most decorated cyclist in the world.

She shatters the distance record of 1,000 miles in 10 days by completing it in 82 hours in the saddle riding. The Queen of England fires the starting gun. She gets her own line of bicycles, The Miss Modern Model of 1934. She stars in Hollywood features as Gracie Field's cycling stunt double and becomes a darling of Pathe Newsreels. She receives the unlikely support and friendship of 1925 Tour winner, Henri Pellissier, a womanizer and chauvinist who, nonetheless, sees Evelyn's talent for what it is. Henri warns the race world, "It's a good thing you won't let Evelyn compete in your Tour. She's lightning in a saddle, and you would lose."

She climbs from lowest to highest points in the UK, 1,000 miles in 7 days. Then turns around and covers 10,000 miles in 92 days.

But her biggest ambition, the Tour de France, remains out of reach.

England's war footing forces her to leave the bike shop she has purchased and find races in France. When the Germans invade she's performing in the Circle Of Death Circus outside Paris. Rather than flee, Evelyn assumes the identity of

a dead Bistro owner and uses the eatery to spy on Gestapo dining there. Becoming one of the heroines of the resistance by bringing downed airmen to the border on a tandem bicycle and providing so much actionable intelligence that her bike shop back in London becomes a meeting place for Charles de Gaulle and Churchill.

She was fond of saying she would have left, but that was before she learned that Hitler wasn't a cyclist.

An excerpt from my book, (Cadence Press 2019) Lightning In A Saddle, picks up the action when she is stopped at a roadblock on a quiet rural hilltop.

Northern France, August 1944

The lane curves away from farm country, a gentle climb into the forest. Evelyn recognizes this stretch from a race she'd won in 1939. Fifty firsts across six countries by then. Not allowed to compete against men, the only challenge left was the clock and herself. That race, one of the last best times spent on a bicycle before what she'd imagined would remain a regional war burned around the globe with fury and consequence.

The countryside is full and lush; a summer dress of sunflowers and fertile soil. Everything headed for harvest. The farmers know most of it will feed an occupying army, paid for with money picked from the pockets of ghosts. These truths can't touch Evelyn when she's in the saddle; making little circles with the pedals and feeling the breeze on her face quiets the rage. The rest seeps out on sweat and effort. Evelyn looks like any other woman on a bicycle foraging for food during wartime. Her cover story, perfected French accent and forged papers are so flawless that for a few miles she relaxes to the

rhythm of the ride, finding the inside of the road.

Long shadows stretch across the lane. It's the warm, backend of an incendiary August afternoon. At this pace she'll be home to work the dinner service at the bistro. Roadside wildflowers sway as she crests the hill, coming face to face with a military roadblock.

A lone German soldier leans against his vehicle, machine gun slung over one shoulder, at the ready, but not drawn. He crushes out a cigarette with his boot and puts up a hand. She comes to a stop, offers a smile, the one she used as Gracie Field's stunt double for bicycling scenes during the filming of Sing As We Go. No nerves, her papers are in order and her charms never fail.

Slips of vital intel tucked inside the handlebars of her Granby bicycle still to be passed to a resistance contact - locations and schedules of troop trains. Later in the week, under a moonless sky, it might be helping an allied airman or prisoner of war escape the country on the back of her tandem.

"Guten Tag, Gladys," the soldier says. Her surprise, slight and fleeting as it is, betrays her. Though her fate has already been sealed by someone else.

Gladys is her longstanding nickname popularized in British newsreels. Betrayal. Considering the soldier's presence on the road with such specific information, this is the only plausible explanation. A hulking specimen of Hitler's war machine, well over 6 feet, he offers a nod and a satisfied grin.

It strikes her funny, looking back

Continued on page 19

Saturday Cycles
605 N. 300 W. SLC, UT

Get outside and get rolling.
Adventures await.

www.SaturdayCycles.com
801.935.4605

COMMUTE * TOUR * ADVENTURE * TRAILS

Subscribe!

Get your monthly cycling fix -
Subscribe to
Cycling West -
Only \$15/Year
See page 2 for details
or visit:
cyclingutah.com/subscription-info/

RC Willey
RIDE for the KIDS
4TH ANNUAL CHARITY BIKE RIDE

SEPTEMBER 23, 2017

Starting at RC Willey Syracuse. Please pre-register online & for more information visit www.rcwilley.com
25-100 MILE ANTELOPE ISLAND RIDE

100% of all funds raised and collected will go directly to **MAKE-A-WISH** Utah

across the valley, that those were the last few curves of her life before the road has likely come unwound for good.

She stalls by asking for one of the soldier's cigarettes. She doesn't smoke, but if he gives one up it will indicate how little he fears her. Still grinning, he reaches into his trousers and produces the whole pack.

"Danka," she says, coy, steady. She offers him one of his own back. He accepts it, lighting them both in a cruel mystery dance of civility. They stand in the middle of the road, smoking in silence. This can only play out a few ways, none of them good. Either he will shoot her somewhere in the forest behind them and leave her body, or take her in for questioning. There will be torture, perhaps rape, then she'll be shot once they have what they need, or, and this is best the case scenario; questioning, torture, a train ride and slow march to death by way of concentration camp.

Or she could run. "Does it end here, or later?" she asks.

He grins. "Do I call you Gladys or Evelyn?"

"My friends call me Gladys."

He tips some ash. "Then Evelyn it is."

Evelyn debates whether she wants a bit more life as a prisoner or risk dying in the next few seconds... by taking her only real shot at freedom.

She chooses to act. Timing will be everything. She wears her hair in a bun to conceal a small pistol. She'll need to cock it in a single, fluid motion - the reach up masked as casually playing with her hair - then draw and shoot before he finishes his smoke. And hope beyond hope he isn't able to get the nose of the machine gun up and aimed... while her aim has to be true. She's practiced this move countless times, but it's a very different animal in the wild.

How quickly reality can grow teeth.

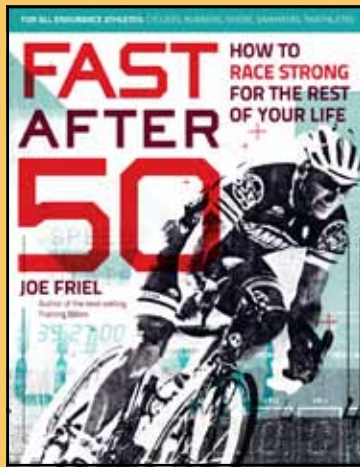
Evelyn crushes out her cigarette, blows a long, smokey sigh and offers her most inviting smile. She puts everything behind it, sex and longing and a touch of sadness, men adore the myth of the sad, vulnerable woman. If she can cloud his judgement, even for a moment, get him out of his head to a place of heat and lust and...

As he raises the cigarette to his lips, she glances at her bicycle, presumably for the last time. Feeling the miles still left in her legs, Evelyn Hamilton reaches, cocks, draws and shoots...

Joe Kurmaskie is a journalist, syndicated columnist, and contributor to numerous magazines including Outside, Bicycling Magazine, Men's Journal and Parenting. He's a bike advocate, activist, founder of Cadence Press, and a Random House author of seven books including Metal Cowboy, Mud, Sweat and Gears and A Guide To Falling Down In Public.

BOOK REVIEW

Fast After Fifty is An Informative Read for the Older Athlete



By Lou Melini

Fast after 50: How to Race Strong for the Rest of Your Life

By Joe Friel
2015: VeloPress Books
www.Velopress.com

About every 5-10 years I try to read a book on the topic of sports science to update my current knowledge short of reading an academic textbook. VeloPress Books has given me what I needed. Joe Friel has written a number of "training bibles" for cyclists and triathletes for VeloPress, but Fast after 50 is the first book of his that I have read. The book seems to be primarily targeted to the older athlete that has a history of competition and formal training for a relatively long time period. However, many of the principles for training stated in "Fast after 50" can be well applied to athletic non-racers or those that do not consider themselves athletes.

"Going Fast after 50" is a relative term. At 66, I may be capable of holding onto the wheel of other 66 year-olds, but I am very much slower than I was just 6 years ago when I was a podium finisher in the local

cyclocross series over-55 age group. I have little desire to "race strong for the rest of my life" as my motivation has been a challenge. I have not raced in the cyclocross series for the past 2 seasons though this is partly because I was either training for or recovering from a 6-month hike of the Appalachian Trail.

In the prologue of the book Mr. Friel states; "The first thing athletes typically notice is that they don't recover from a race or a hard training session as quickly as they did a few years earlier. Race times are slowing, there's a loss of power, hills seem steeper, and other performance markers are also looking worse." That paragraph sounded like it was written with me in mind. In addition I have had frequent stiffness, fatigue and a bout of arthritis in my right knee that caused me to limp every morning for nearly 3 months in 2014. I am not alone as evidenced in conversations with other "older" athletes.

With 21 pages of references to back up his book Mr. Friel answers the big question, "What can be done" for the aging body. Chapter one discusses "The Aging Myth" and the "plenty of voices telling you that you shouldn't be exercising so strenuously". Training Basics, Advanced Training, Rest and Recovery, Body Fat and Nutrition are all covered in subsequent chapters in quite a bit of detail. The book is a seminar in aging, training, and a motivational primer to get you moving. There are contributions from a variety of experts such as former elite athletes as John Howard and Ned Overend as well as physicians such as Larry Creswell and John Post, to name a few, that add their expertise to the book. The book is not just for males as Mr. Friel addresses woman athletes plus a piece by Gale Bernhardt on menopause.

Overall the book is an easy and interesting book to read. Chapter two reviews theories of aging followed

by chapter three that discusses the decreased physiological capability. An aging athlete can't control the factors of aging but chapter four points out that "lifestyle a big impact and largely determines your physiological age." "The approach to training is something we can control to counter the aging processes".

Mr. Friel points out that "regardless of your ability or experience, there are only three workout variables that can be the basis of training, intensity, duration and frequency". Understanding the simplicity of that statement is important for any cyclist, swimmer or runner that wants to improve their health and physical capability.

Some of the chapters are more complicated. The chapters on Training Basics and Advanced Training require careful attention. Terminology describing workouts such as Aerobic-capacity, Lactate-Threshold, and Aerobic Threshold can be a tad confusing, along with the variables that make up duration, frequency, intensity, recovery, and training periods. If you have used a coach, have had base-line fitness and power testing, and are familiar with a structured training routine, these chapters will be easier to read. For those without that background the book concludes with Appendix A-C that summarizes these chapters that helps with the understanding of the training terms used. Mr. Friel also discusses the benefits of strength training. I personally did not think weight training helped my racing, but lowering the weights and increasing the reps has helped my arthritis.

Mr. Friel spent a good deal of time on the science of sport and training and for the most part, he did so in a way that most readers will understand the research summaries. Regarding cross training for swimming he states: "intervals done by running or cycling have been shown to be of no benefit to swimming."

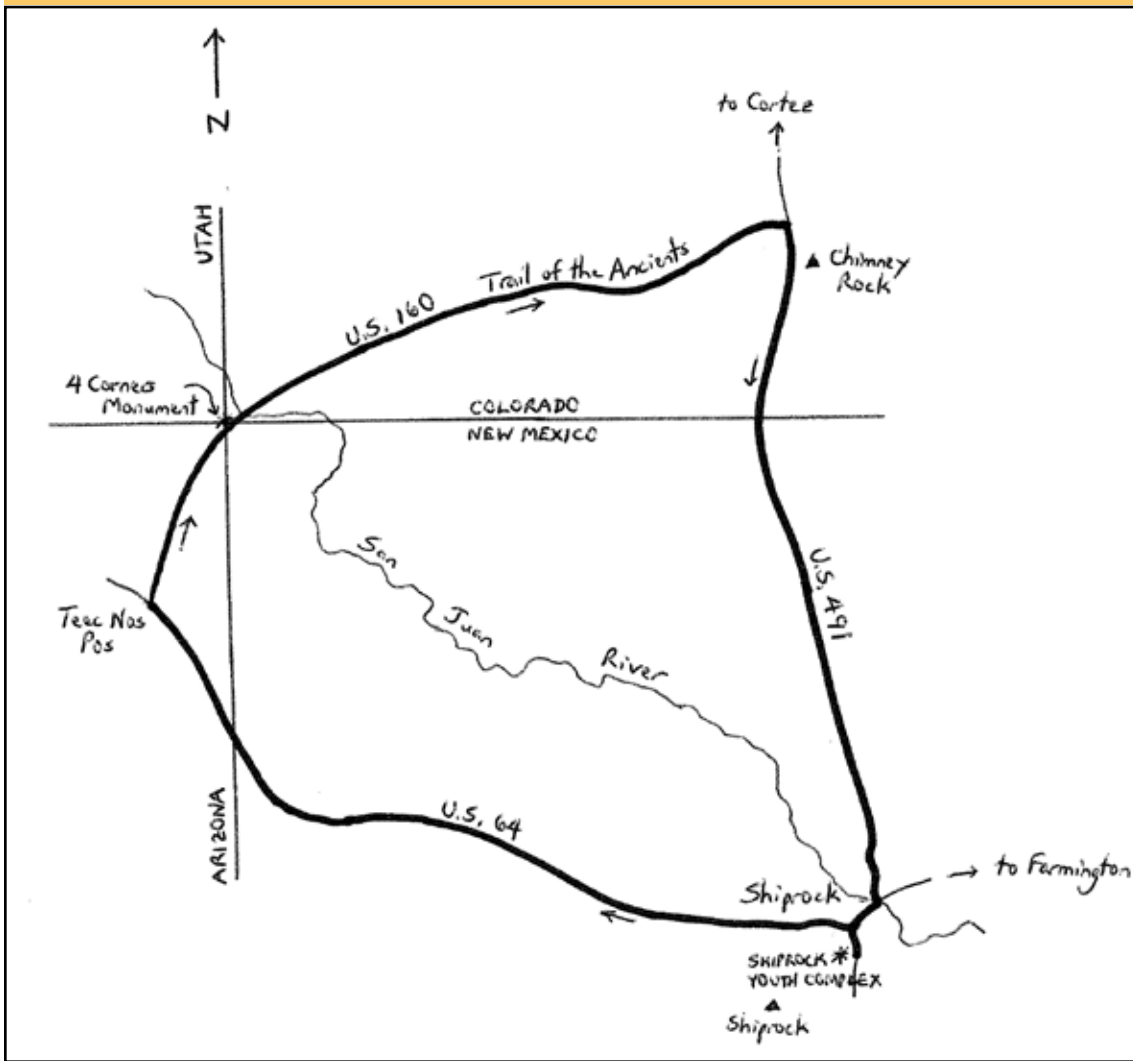
He discussed many of the aides to help measure power and body composition such as power meters, heart rate monitors, and body fat calipers to name a few. However he is not opposed to stating the obvious; "The fit of your pants and belts around the waist are also indicators of the direction your fatness is going".

I came away after reading the book with a better understanding of what is taking happening, to me especially statements when one reaches 65. I also become a bit more energized about changing my attitude for more intensity. According to Mr. Friel's research the anabolic hormones erythropoietin, testosterone, human growth hormone, and insulin-like growth factor will decrease as you age. You can counter that with: "High intensity training stimulates anabolic hormone secretion more than low-intensity, steady-state training. Heavy load strength training has a similar effect". I was motivated to start integrating a few "sprints" in my recreational rides and slightly increased the machine weights at the gym the week I finished reading the book. There were some "folksy" take home messages that I liked such as "you must always respect fatigue" and his analysis of "risks" vs. "rewards" of training intensity have important implications.

The VeloPress price I paid was \$21.95. A good investment for any older competitive athlete, non-competitive athlete or the recreationalist that hopes to continue to be able to ride a charity ride such as the Bike MS 2-day 150 mile event. In addition, none of us are getting younger. If you ask if the book would be worth reading if you were less than 50, I will give you the answer by quoting that ageless baseball pitcher and reputed philosopher, Satchel Paige. His advice on how to keep young included, "Don't look back. Something might be gaining on you."

RIDE OF THE MONTH

Shiprock & Four Corners Roll



By Wayne Cottrell

In a recent article, we rode “Four Corners Circle,” passing through four States (Utah, Colorado, New Mexico and Arizona), and visiting the Four Corners Monument. In “Shiprock & Four Corners Roll,” we return to this area, starting in Shiprock, New Mexico, visiting three States instead of four (New Mexico, Arizona and Colorado), and once again visiting the Monument. This route, like the other, is almost entirely within the boundaries of the Navajo Nation (except for the portion in Colorado). Shiprock, the staging city for the

ride, is 97% Navajo. The route, at 74.6 miles, is slightly shorter than Four Corners Circle’s 77.2 miles. Be prepared for warm temperatures, possibly in the triple digits, during the summer months.

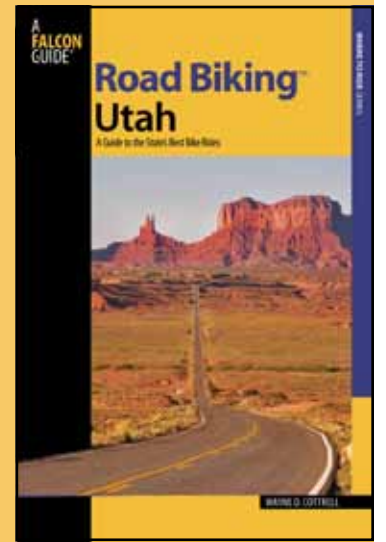
The ride begins in Shiprock, which had a population of 8,295 in 2010, making it the largest settlement within the Navajo Nation. The staging point for the ride is the Shiprock Youth Complex at 4198 U.S. Highway 491, located on the south side of the community. The complex serves as the starting point of the annual Shiprock Marathon, for those of you who also do some running! Exit the complex and turn

left, onto U.S. 491. After just under one-half mile, turn left onto U.S. 64 and head west. Leave the comforts of the community behind as you roll past Shiprock High School, on the left, and head out into the open desert. You will notice the faint, reddish tint of the landscape. It is an almost imperceptible climb from Shiprock’s 4,892 feet to Teec Nos Pas’ 5,210 feet, in Arizona, some 26 miles away. Off to the far left, you should be able to see the Shiprock formation, which is a conglomeration of volcanic rock that rises to an altitude of 7,178 feet. The Navajo have named the rock Tsé Bitai, which means “rock with wings,” and consider it be sacred. (Note that, other than isolated formations such as this one, the Four Corners region is comparatively flat). Just before U.S. 64 crosses the

Arizona state line, enter the community of Beclabito, which had a population of 314 in 2016. The community had been in the news, most recently, for the local school chef who quit, leaving teachers and bus drivers to prepare the school lunches for the children! Parents were, understandably, outraged. The highway turns northwesterly past Beclabito. Enter Arizona at mile 22.5; enter Teec Nos Pos four miles later.

With a 2010 population of 730, Teec Nos Pos is the last major settlement of the entire ride. Thus, this may be a good place to refresh and stock up for the rest of the ride. Turn right onto U.S. 160 and head northeast. Re-enter New Mexico at mile 31.9. Out here, a visit to Four Corners Monument, which is a Navajo Tribal Park, is worthwhile. As noted previously, this is the only spot in the entire U.S. where four States converge. After one-half mile, turn left onto New Mexico Route 597, which heads directly to the monument. Take some time to visit – described in the “Four Corners Circle” article – and then return to U.S. 160. Turn left and continue heading northeast. Enter Colorado at mile 33.7. Cross the San Juan River, a major tributary of the Colorado River, shortly after entering Colorado. U.S. 160 within Colorado is part of the 480-mile long Trail of the Ancients Scenic Byway. Although there are no specific pre-historical sites along this segment, the reddish hue of the landscape gets deeper as you head east. The canyons and mesas, especially on your right, are a dramatic sight that follow the route for miles.

At mile 51.7, turn right onto U.S. 491 and head south. To your left is Ute Mountain Tribal Park; the park’s most prominent feature, very visible from here, is Chimney Rock. The formation, also referred to as Jackson Butte, has a chimney-like shape – it is also a national monument. Cross the Mancos River, a tributary of the San Juan, a few miles south of Chimney Rock. The majestic Tanner Mesa will be on your left after the river crossing. Enter New Mexico at mile 58.1. After a stretch of open, faint-red desert, a couple of dramatic formations appear on your left and right. The mesa on the left is an outstanding expression of nature’s geometry, as it is almost a perfect



trapezoid on top. U.S. 491 reaches the outskirts of Shiprock around mile 72. At mile 73.4, turn right onto U.S. 64, in the heart of town. Highways 64 & 491 actually share this segment. At the next intersection, keep straight to continue heading southward on U.S. 491. From here, it is one-half mile to the Shiprock Youth Complex, which will be on the right. Note that the Shiprock formation is about 13 miles southwest of town.

GPS coordinates of Shiprock Youth Complex: 36.7714oN 108.6991oW

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.

Alabama Shakes • Modest Mouse • Courtney Barnett • R.E.M. • The Beatles • Death Cab For Cutie • Leon Bridges • Neil Young • The Cure • Wilco • The National • Ryan Adams • Van Morrison • Beck • Elvis Costello • Edward Sharpe & The Magnetic Zeros • The Shins • Paul Simon • David Bowie • Wilco • Tom Waits • The Black Keys • The Pretenders • Talking Heads • The Rolling Stones • Iron & Wine • The Kinks • The Clash • Radiohead • Lord Huron • The War on Drugs • Bob Dylan • Nathaniel Rateliff And The Night Sweats • Bob Marley • Led Zeppelin • My Morning Jacket • The Flaming Lips • Kurt Vile • The Decemberists • Arcade Fire • The Grateful Dead • Bon Iver

90.9 FM krcl
COMMUNITY CONNECTION • MUSIC DISCOVERY • KRCL.ORG

MECHANIC'S CORNER

How to Take Things Apart



I've never replaced a flywheel on a trainer before. Photo by Tom Jow



No schematic so I took a picture to remember where this spacer goes. Photo by Tom Jow

By Tom Jow

Build it, or take it apart, which

comes first? As a kid I'm sure I had build it toys such as Lego or Lincoln Logs but what I remember is taking apart an old alarm clock. You know the type; large face and two bells on top with a hammer in between. One day it stopped working, so I took it apart. There were no instructions, no schematics, no YouTube. I just tore into it. I had never taken a clock, much less anything else apart. A few years later I was taking bicycles apart. They didn't have to be broken, sometimes I just wanted to know how it worked. Nowadays, I take apart broken stuff all the time. Back then I didn't know what I was doing, I just grabbed some wrenches and started taking stuff apart. Now I often do research before I take something apart. Over the years I have developed a strategy for taking things apart.

Where to Start, Research

If I have never taken something apart, the first place I look is the manufacturer website. Under the "support" tab, there will usually be a link to instructions and service documents. Instructions are helpful, but often they only show how to put something together, not apart. The next thing I look for is a maintenance document or parts schematic. The maintenance document would have the necessary instructions of how to service the component in question. A detailed parts schematic is useful because it gives an overall picture of where everything is and how it all fits together. It will show if and where there are hidden fasteners, or small parts that may fall out. A great example of service instructions and schematic is the

Yeti Cycles Owners Manuals (http://assets.yeticycles.com/pdfs/manuals/2016_OwnersManual_SB6c.pdf). Their instructions are very detailed and easy to follow with a very detailed parts schematic. Another great resource is YouTube. Many manufacturers publish detailed videos demonstrating the proper service procedure. Whenever possible, always use the manufacturers video. However, if the manufacturer hasn't published one, someone else probably has.

Be organized

Before you really get into it, prepare your work space. Even though it doesn't always happen, I like to start with a clean workbench. Lay out a couple of clean rags. Place the tools needed on one. Reserve the other for parts removed. Also have a couple of rags ready for holding or wiping dirty things.

It is a good idea to read through the instructions or watch the video before starting the disassembly. This reduces the number of surprises you will encounter during the job. Previewing the procedure also helps prevent being confused while holding a dirty, greasy, half-disassembled bike component. Replay and review any part of the procedure that doesn't make sense before you start.

Getting into it

A couple things before getting started. One, threaded fasteners are removed by turning them counter-clockwise. A bicycle has two standard exceptions: the left pedal and the drive side cup of an english bottom bracket. These two components use a left hand thread, meaning they are removed by turning clockwise. Two, if the fasteners have been removed and the component will not come apart, resist using a hammer unless specifically instructed to do so. Review the instructions and schematic. When disassembling something for the first time it is easy to overlook things.



All the parts, pretty much in a row. Photo by Tom Jow

Now go to step one and get started. Follow the instructions step by step. This is my "do as I say, not as I do" moment. A lot of people don't like to use instructions (read: men) but I'll tell you, it makes things a whole lot easier. As things come apart, a good way to remember where parts go is to lay them out in order as they are removed. This strategy also makes it easy to see and remember which parts have been inspected and cleaned.



Can't be organized all the time. Photo by Tom Jow

Putting it back together

Once the component parts have been cleaned, inspected and replaced as necessary, carefully work backwards and/or follow the instructions for reassembly. This includes using Loctite or grease on fastener threads as instructed by the manufacturer. Also use a torque wrench where specified (for more info on torque wrenches see Mechanics Corner, March 2017).

That wasn't so bad, was it? Sure, easy for me to say, I've been work-

ing on bicycles for decades. Keep in mind however, that bicycle manufacturers are introducing new frames and components every year. In addition, I am a do-it-yourselfer. I do handyman jobs around the house such as plumbing, appliance repair, light electrical work. In order to get all these things done, I employ the same strategy as I have for bicycle repair. Research, documentation, instructions, organization, completion. Oh, did I say patience? Lot's of patience.

What's on your mind?
Send your feedback and letters to the editor to: dave@cyclingutah.com

Reach Cyclists in 8 Western States!
Advertise in
Cycling Utah and Cycling West!

Email: dave@cyclingutah.com
Web: www.cyclingutah.com/advertising-info/

Would you like to distribute Cycling Utah or Cycling West at your business?
It's free!
Email dave@cyclingutah.com

HUNTSMAN WORLD SENIOR GAMES
TIME TO SHIFT GEARS
OCTOBER 9 - 21 - ST. GEORGE, UTAH - USA

The Huntsman World Senior Games is the largest annual multi-sport event in the world for Athletes age 50 and better. The Games take place every October in St. George, Utah, and welcome over 11,000 athletes from all around the planet. With 30 different sports to choose from, including **Cycling**, **Mountain Biking** and **Triathlon**, there is something for everyone.

For more information on how to register for this world-class event visit www.seniorgames.net

Gold Medal Sponsor



St. George
THE BRIGHTER SIDE

