

CYCLING WEST

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LETTER FROM THE EDITOR

New Columns, Expanded Distribution, Even More Inspiration

By Mark Deterline

Publisher/editor Dave Iltis has asked me write this issue's Letter from the Editor, which I'm excited and pleased to do.

I've been writing for Dave and his 24 year-old child, Cycling Utah (now known as both Cycling Utah and Cycling West due to the magazine's expanding distribution), for many years. I've also been his informal consigliere for almost as long, which mainly consists of me complaining that in addition to his full-time dedication to the magazine and his at times challenging efforts to make the western states more bicycle friendly to all, he needs to nail the branding

and marketing of the magazine as if he had the budget of Apple or Nike.

He has finally acquiesced to many of my well intentioned demands, understanding that it's still his baby, but that it takes a village to raise one of the most enduring and informative regional cycling magazines in the country. We have enlisted the help of some of the best people in endurance sports, and we need your continued support.

Our goal: Dave won't let me write here the terms I normally like to use to convey urgency and radness, so I will simply say that there is too much passion, dedication and talent in our region not to generate a publication of commensurate awesomeness.

Part of the changes we've been

making are intended to elevate our athletic communities and sports to another level; we have athletes with the smarts and sophistication to help us take things to the next level, so why would we content ourselves with anything less?

Part of our renewed efforts involves tapping into our region's natural resources and treasures, including Tom Noaker heading our new Ask Noak column, and world-class junior female Haley Batten writing her own monthly column. If you want to learn how to be a better athlete and ambassador of awesomeness, spend time learning from a master mentor and reading about what motivates a smart, driven young woman. We've also enlisted the help

of one of Haley's Junior Women Team USA squadmates, Rachel Anders, to provide MTB World Championships coverage from her dad's homeland, the Czech Republic, so that you can follow that annual sports celebration and madness from her bicycle cockpit.

Finally, I wanted to mention what a treat and privilege it is in this issue to have interviewed one of the most impressive and well rounded female athletes Utah has produced, Mindy McCutcheon, as well as included a brilliant article about recovering from injury by local pro and hero, Alex Grant.

Friends, let's do this!



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July 2016 Issue;
Volume 24 Number 5

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Assistant Editors: Lisa Hazel, Mark Deterline

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

Cycling Utah and Cycling West 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

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. © 2016 Cycling Utah
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Cover Photo: Utah's Haley Batten (Luna Chix and USA Cycling National Team) on the fun and fast descent in the UCI Junior Series XCO in Albstadt, Germany on May 21, 2016.
Photo by Annette Friebe

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MOUNTAIN BIKING

Epic Riding Possibilities in Teton Counties, Wyoming and Idaho – Wydaho! – Even When Your Cycling Shoes are at Home



Nancy Rutherford and Celeste Young on the Rush Hour trail in the WYDAHO Region. Photo by Joanne Labelle

By Celeste Young

The area along the state lines of Wyoming and Idaho is affectionately referred to as “Wydaho.” The area is quickly becoming known as a mountain biking mecca, with trails for everyone from beginners to experts, thanks to the many people and groups who have worked hard over the past decade or two to make this area a singletrack destination.

On this particular day, three of us headed to Jackson, Wyoming, from our home in Victor, Idaho, for a 20ish mile after work ride. We went through the mandatory checklist at the house, “Does everyone have their helmet, glasses, gloves, shoes, and bike?” Yet at the trailhead someone said, “Where are my shoes??” I always keep a pedal wrench, spare pedals (flat and clipless), spare tube,

and other various emergency supplies in the car, but not shoes. Since we had already unloaded all the bikes and were almost ready to ride, the three of us jumped on our bikes and rode to the nearest Local Bike Shop, (riding in sandals and clipless pedals is not recommended, but you do what you have to do) and bought a new pair of shoes and cleats. A new pair was needed, as the old pair was pretty beat up. With sandals stuffed into the hydration pack, we headed out on my favorite mountain biking loop in Jackson: Game Creek Loop.

Game Creek Loop

Game Creek Loop: 20ish miles, intermediate/advanced. Park anywhere in town near Snow King, or at the Josie’s Ridge trailhead, at the Putt Putt trailhead, or at the Cache Creek Trailhead. Ride to the Josie’s Ridge parking area, and head up the

hill. When Sink or Swim branches off, take it to traverse Snow King’s winter alpine ski trails and the summer hiking trail to Ferrins, a climb with many switchbacks. Remember that uphill traffic has the right of way; everyone we came across that day yielded to us. At the top, you’ll be in the Snow King Saddle, with the new Skyline trail to the left (construction in progress; when it’s completed, it will be a 6-mile connector that runs along the ridge. Warning: it will be closed for winter range from May 1 – July 1.) Head straight to descend the West Game trail. Be sure to stop a few times to enjoy the breathtaking surroundings. Check out the wildflowers that are blooming around mid-June: the pink sticky geraniums, deep purple larkspurs, and yellow arrow leaf balsam root flowers. You’ll pass through a couple of the burn areas from a fire a few years ago: blackened tree trunk remnants are offset by the emerald green of the spring grasses. Pass by the turn to Wilson Canyon to stay on West Game trail. Once you reach the T on the trail, head left and return to Cache Creek. Enjoy the reroute winding through the aspens; you’ll see the old trail that once was a grunt up the middle of the gully. At the summit, imagine you see where the Skyline trail will empty out once it’s completed. Descend down the rocky and precipitously steep (in one section) trail to where it meets up with the two-track. While you scream down the two track, be on the lookout for Putt Putt trail on the right. Follow Putt Putt back to town. Don’t be fooled! The climbing isn’t over yet, but the winding fun descents make the climbs in between worth it. Once we completed the loop



Joanne Labelle and Nancy Rutherford on the Rush Hour Trail. The WYDAHO area is a Silver level IMBA Ride Center because of trails like this. Photo by Celeste Young

several hours later, only having to recover a lost sandal from the hydration pack once, we headed toward home. At the base of Teton Pass we were lured into Streetfood at the Stagecoach in Wilson, Wyoming, for dinner and a post-ride beverage. This is a popular hangout for both winter and summer adventure enthusiasts. It was packed with fel-

low riders who enjoyed the afternoon shuttling the DH trails on Teton Pass, cross country riders who had epic fun on the Phillips Ridge Trail, families relaxing on the deck, and even a couple of Wyoming cowboys who rode their horses.

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COMMUTER COLUMN

Dr. Peter Clemens - A Long-Time Bike Commuter is Running for Congress

Dr. Peter Clemens is a long time bike commuter who is running for Congress in Utah's First Congressional District.
Photo by Courtesy Dr. Peter Clemens

By Turner C. Bitton

Dr. Peter Clemens is a board-certified physician serving patients and the community in Ogden, Utah. He is also a retired Captain of the United States Army Reserves. Peter earned his B.A. degree from Brigham Young University in 1980, after serving a two-year religious service mission in West Germany. In 1986, he graduated from the Kansas City University of Medicine and Biosciences and completed his residency in 1989 at the Truman Medical Center at the University of Missouri - Kansas City. Peter and his wife Tammy are avid hikers and cyclists who cherish their time enjoying the beauty of Northern Utah's outdoors.

Peter has been a near-daily bicycle commuter for over a decade and his commute has been widely documented by the Standard Examiner. Peter is running for Congress in Utah's first congressional district. We caught up with Peter to talk about his experience as a commuter and his run for Congress.

You have a reputation for commuting to work by bicycle each day across Weber County. How long is your commute, what route do you take, and what is your motivation for commuting by bicycle?

I feel very strongly about encouraging the public to participate in the creation of alternative means of transportation for them in their daily commute. I've been riding my bike, even during the campaign when my schedule will allow it, from my home in North Ogden to my workplace on the campus of Ogden Regional Medical Center where I have worked for the past decade. Surprisingly even though my commute is roughly 30 miles round-trip the time I spend in my commute across town is only 20-30 minutes longer than when I drive my car. In the morning I travel Washington Boulevard south in part because people are frankly more courteous in the early morning than in the evening and I feel safer. In the evening my route is a bit less direct so that I can cycle through more neighborhoods. I have been hit twice in the last 10+ years, which may or may not be the universal experi-

ence of most cycling commuters, and therefore I welcome the Mayor Mike Caldwell and Ogden City's Bicycle Master Plan which will make cycling safer by increasing the number of bike lanes and corridors for commuters and recreational cyclists alike.

You're running for Congress in Utah's First District. What is your motivation and how do bicycle issues factor into your agenda and campaign?

I would say that my motivation to ride to work rather than drive comes from three factors, likely the same ones that would be mentioned by most cycling commuters as their reasons as well. I commute for several reasons, the first is the exercise I get while commuting means that I don't have to take leave of my family in order to build exercise into my schedule. I also commute to reduce congestion on our roads. Each time I commute by bike I'm eliminating a vehicle from the road and reducing air pollution, which is vital to reduce air pollution along the Wasatch Front. Finally, there is the issue of reducing my personal carbon footprint which is a core value for me personally. It also helps that I'm lucky enough to have a shower at work!

As it relates to the campaign I believe that leaders have the responsibility and opportunity to demonstrate leadership in their personal lives. I believe that commuting by bicycle is beneficial to our air quality and as a physician I understand the importance of clean air to our citizenry. Cycling is my way of proving that I'm willing to do my part, not just talk about it.

I've wanted to cycle to work with my colleagues for years because it is more fun riding with someone than alone so I'm really looking forward to being in Washington, DC and being able to ride to work with people like Rep. Earl Blumenauer from Oregon who chairs the Congressional Bike Caucus.

Do you plan on joining the Congressional Bike Caucus? Do you plan on sponsoring any legislation specifically related to bicycles if you are elected?

When I am elected I plan on joining the Bike Caucus. Just as importantly I'm trying to support Ogden's leaders, in particular Mayor Mike Caldwell in all of his cycling initiatives. In addition to joining the Bike Caucus I will push for repairing our country's aging infrastructure which will certainly help those who commute by cycle immensely. The

American Society of Civil Engineers estimates that in 2016 we as a country are \$1.44T behind in investing in our country's infrastructure. Roads, bridges, airports, power grid, and other critical infrastructure are in need of repair and if we don't act now the gap will grow to a near insurmountable \$3.5T or more by 2050. This is of course not a partisan issue and Democrats and Republicans need to act to resolve the issue as quickly as possible. The same infrastructure improvements that motorists depend on is vital to cyclists as well. I look forward to working with anyone in Congress, regardless of party affiliation to resolve this issue, once I'm elected.

One other thing, I doubt that we're going to be able to afford what we need to do to repair our infrastructure without cutting our healthcare spending. Other industrialized countries in the world spend significantly less than we do but get much better healthcare outcomes. As a physician I am ready to contribute to resolving healthcare and other spending issues.

One of the key areas of interest to cyclists are the so-called "Bicycle Networks" that are included in the 2015-2040 Regional Transportation Plan (RTP). Do you believe that as a Congressional representative you can aid the Wasatch Front Regional Council and local governments in implementing the goals of the RTP? How so?

While much in the RTP is local and state driven, I will absolutely fight for the federal funds necessary to help communities across Utah implement smart transportation initiatives and plans. I'm really excited about what Utah is planning and the tremendous positive impact these plans will have on our air and our economy. As our Mayor Caldwell is

fond of saying, "when people get out of their cars they spend more money in our community and have a greater sense of belonging and well-being."

Do you feel that your background as a commuter cyclist provides a unique perspective and benefit to voters in your district? Speaking specifically of voters concerned about cycling issues, what do you feel distinguishes you as a candidate?

For those reading this, I think it's quite unique for them to have a candidate that they can support that lives and breathes what they are experiencing in their daily commute, in my case it's on a bike! I'd love to get the vote of each and every cyclist in the district. I hope that those who can't cast a vote for me will help in other ways to get me elected to Congress this November and assure you'll have a strong ally in Washington, DC. For those mountain bikers out there, I am a big supporter of our trails and open spaces in our communities. As they say in cycling, I'm bilingual, that means I ride a mountain bike also. In fact, I'd better wrap this up as I need to hit the trail. See you out there on your bike!

Those interested in learning about Dr. Clemens can visit clemensforcongress.com. For more information about the Congressional Bike Caucus readers should blumenauer.house.gov

Turner C. Bitton is an avid cyclist and serves on the Board of Directors of several organizations and in many volunteer leadership capacities. He lives in Ogden with his husband Chase and their two dogs Charley and Moose.

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SPEAKING OF SPOKES

A Loss of Trust



Lance Armstrong in the 2004 Tour de France time trial up Alpe d'Huez. Armstrong was stripped of this and the rest of his Tour de France wins for doping. Photo by David Ward

By David Ward

I am a huge fan of top professional bike racing, an addict. I love watching the races on TV. My wife has also become an avid fan, and we enjoy watching the racing together. I will record a race, then after work and dinner, we will sit down, usually around 9-10 p.m., and stay up till midnight or 1 a.m. watching. So you know we are serious fans.

So it was that in May we found ourselves sitting down each night to catch that day's stage of the Giro d'Italia. It was a very exciting race, with all eyes focused on the main

protagonists, Vincenzo Nibali and Alejandro Valverde. But as the mountain stages unfolded, it was Steven Kruijswijk who at first seeped, and when he gained the pink jersey burst into our consciousness. He likely had the overall victory wrapped up, till his tragic loss of control and spectacular crash onto the snow bank on Stage 19. We felt his agony, or at least our agony for him, as victory rode away, and he eventually slipped off the podium to finish in 4th place.

Meanwhile, this Giro also gave us a thrilling victory by Nibali who had been falling behind on the early mountain stages, only to rally and stage a spectacular comeback to grab

the pink jersey on the penultimate stage. And while we agonized for Kruijswijk, we reveled in Nibali's victory. Well, sort of.

Let me explain. In 2006, Operación Puerto scandalized professional cycling, leading to several top riders, including favorites Jan Ulrich and Ivan Basso, being withdrawn from the Tour de France just prior to its start. Then, Floyd Landis, America's newest star and heir apparent to Lance Armstrong, was doing well and took the yellow jersey. However, on Stage 16, a mountainous ride to La Toussuire, he was dropped, losing serious time and dropping out of the top 10.

The next day, however, he stormed back with a 120 kilometer solo attack to win Stage 17, a very mountainous race finishing in Morzine. He finished 5'42" ahead of the rider coming in second, jumping back to third place overall and positioning himself to retake the yellow jersey in the final time trial, which he did. It seemed an unbelievable comeback. Indeed, in the end it was unbelievable, as Landis tested positive for, and has since admitted, taking a synthetic steroid that fueled his remarkable victories.

Since then, of course, there was the United States Anti-Doping Agency investigation which eventually nailed or had confessions from nearly every top American rider, including Lance Armstrong. And of course, there have been contin-

ued instances of professional riders across the board being caught doping.

The sad effect of all this is simple: When my wife and I observe a remarkable turnaround such as that of Nibali in this year's Giro, we cannot help but harbor suspicions. I mean seriously. Nibali was getting dropped on several mountain stages, till he has a sudden turnaround and starts lowering the hammer on everyone. I want to believe he is racing clean, and really do hope so. But doubt has raised its ugly head.

Following the Giro, there was the Tour de Suisse. America's current darling, Tejay Van Garderen, was hanging tough, with a good shot at the overall victory. Until Stage 6, that is, when he came unhitched and lost enough time to pretty much put him out of contention for overall victory. Still, the very next day, he powers away from the field to win the stage. Unlike Landis, his margin was not nearly enough to put him squarely in contention for the overall. But the single day turnaround was somewhat stunning. Again those nasty suspicions arise.

Well, that is the nature of trust. We generally like to trust each other, and will usually do so, at least to a certain extent. But burn that trust, and it is not easily given a second time. As the saying goes: Fool me once, shame on you; fool me twice, shame on me.

And that is what I hate most about all those doping years, their nasty

scandals and Landis's "unbelievable" Stage 19 win. It makes it just that much harder to really enjoy shining moments of magnificent athletic effort. That dark side of our nature asks, "I wonder if . . ."

I like Tejay Van Garderen. He does seem to struggle to really stay at the top, and except for the Tour de Suisse, there is really nothing to raise my suspicions. Same with Nibali. He had a fantastic Tour de France in 2014, with an especially great performance and great bike handling skills on the cobbles in Stage 5 which, in my opinion, is where he really won the Tour. He has been a consistent winner, though his star has seemed to wain since that 2014 Tour victory. And I have not observed anything (barring a little car-towing incident that got him tossed from last year's Vuelta a España) to make me believe he is a cheater.

So, I choose to believe they and most others are clean. I want to believe. I want to watch the racing and enjoy the fine and, yes, even somewhat unbelievable performances, and believe them. I love cycling and the excitement of professional bike racing. I am extending my trust a second time now, and hope I am not burned.

But still, when I see a great performance, there will be that nagging suspicion. And I really dislike that, especially in this sport that I love.



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MOUNTAIN BIKE RACING

Haley's World

By Haley Batten with Mark Deterline

After taking first at the Swiss Bike Cup in Gränichen, Switzerland, I was purely stoked. It felt good to know that I could be competing at the top, adding extra motivation and excitement for the hard week of training ahead, and I knew there was still lots of fine tuning to do.

My family and I left Switzerland behind and made our way to the Alps. Pure awe filled the car as we drew near Kappl, Austria. The mountain peaks shot far into the sky, supplying the perfect terrain for challenging workouts, thrilling descents, and jaw dropping views. We settled in for an incredible stay.

Although pure beauty surrounded me and I had epic rides to be planned, I knew I had a demanding week ahead and school work added an extra ball to juggle. Friday marked the last day of my online classes and although I had completed most of my work, lots of tests lay ahead.

Throughout the week I spent my mornings with the perfect training

ride, right out our backdoor, adventuring way up the mountains to outstanding views and then descending on technical descents through the trees. On arriving back at our new home, I found myself picking up on school work from the night before and watching my computer screen until dark.

Although it wasn't nearly as fun as my hours out on the bike, I found that my time outside had a serious positive impact on me mentally. After taxing nights back at home taking test after test, adventuring on two wheels on some of the most incredible terrain I have ever witnessed had a way of centering me once again. Another reason why I love my bike. I executed a lot of structured training on the bike, as well, though it too provided me with an escape into the unbelievable world we live in; riding is a way to reset, so I can sit down once again and give my best effort to schoolwork. Giving my best effort always rewards me with a greater feeling of satisfaction than I ever could have imagined.

And I can tell the hard work is

paying off! Next up, I will be traveling back to Germany, where I will prepare for another weekend race in Heubach. Every day is providing me with amazing advents and time is just flying by!

Haley Batten of Park City competes internationally as a member of both the Luna Chix Pro Team and the US National squad, and is an accomplished XC ski racer. She automatically qualified for a berth on USA Cycling's World Championships Team; UCI "Worlds" will be held June 28-July 3 in Nove Mesto Na Morave, Czech Republic. Other Utah racers who have qualified for the 2016 World Championships are Rachel Anders (Sandy, also competing in the Junior Women category Team Summit-Competitive Cyclist), who is serving as our Worlds correspondent, and Keegan Swenson (Park City, U23 category, Team Cannondale-360fly p/b Sugoi).

Haley's palmarès

- 2016 Jr 17-18 winner at Swiss Cup in Gränichen, Switzerland
- 2016 Jr 17-18 winner at US XC Pro Tour in Bonelli, CA
- 2016 Jr 17-18 winner at US XC Pro Tour in Fontana, CA
- 2015 US Junior National Cat 1 Champion
- 2015 US World Championship Team Member



Haley Batten (left) and Georgia Gould. Photo by Waldek Stepniowski

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TOUR OF UTAH

2016 Tour of Utah Where to Watch Guide



Empire Pass is at the top of a brutally steep climb just a few miles before the stage 7 finish of the Tour of Utah in Park City, Utah. Come early and spend the day here, or on Bonanza Flats. Photo by Dave Iltis

By Jackie Tyson

The 2016 Larry H. Miller Tour of Utah men's professional cycling

stage race returns for a 12th year, August 1-7. The 704-mile course will include 52,951 vertical feet of climbing for 16 of the best men's cycling teams in the world, solidifying the

event as "America's Toughest Stage Race". In fact, the professional riders find this moniker of the Tour of Utah to be quite accurate:

•"It's a pretty difficult race, really hard climbs." Joe Dombrowski (USA) of Team Cannondale-Garmin, winner of 2015 Stage 6 and reigning Tour of Utah champion.

•"It's brutal." Brent Bookwalter (USA) of BMC Racing Team, who finished second on Stage 7 and won the overall Utah Sports Commission Sprint Leader jersey.

•"It's one of the hardest races I've ever done." Greg Daniel (USA) of Axeon Cycling Team, 2016 USA cycling Professional Road Race national champion.

But it is also some of the most spectacular scenery of any professional sporting event on the globe. This year's race will pass adjacent to or through two national parks, two national monuments, four national forests and two state parks. The overall start will be held at Zion Canyon Village, a visit to southern Utah for a third time, and the overall finish will return to Park City for an eighth time, this year with a new start/finish on upper Main Street. And there are incredible twists, turns and high altitude excitement in between!

This guide provides some helpful tips (we hope) on making a memorable visit to a stage start, a stage finish, or the entire week of racing. If you can't make it to every stage, we have you covered! You can follow every pedal stroke in the peloton for free from your mobile device each and every day on the Tour Tracker powered by Adobe app. The Tour is the only pro stage race in North America that is covered from start to finish using Tour Tracker powered

by Adobe. Once you download the app for your iPad, iPhone or Android device, take it with you to a start line, or a finish line, and never miss any of the action.

Pre-Race Festivities

Team Presentation

Saturday, July 30 from 5 to 7 p.m.
Beverly Taylor Sorenson Center for the Arts
at the Ashton Family Greenshow Stage
150 W. University Boulevard,
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Everyone is invited to attend the 2016 Tour of Utah Team Presentation at the brand new Beverly Taylor Sorenson Center for the Arts. This free, community event will give cycling fans an up close and personal introduction to meet all the 16 professional men's teams competing in the 12th edition of the Larry H. Miller Tour of Utah. Come listen as the Tour's race announcer Dave Towle will interview riders on the stage. Bring a camera for lots of photos of your favorite athletes. Tour of Utah festivities will begin at 5 p.m. but stay and enjoy the Utah Shakespeare Festival's Greenshow at 7 p.m.

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.

University of Utah Health Care Sprint to the Finish Kids' Bike Races

Children ages five to 12 have the opportunity to race their bicycles on part of the course used by the pros. To participate, kids and parents must register at the University of Utah Health Care tent in the Harmons Healthy Living Expo (see addresses for Expo below). It's free and fun! 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 the race:

- Monday, Stage 1 - Cedar City - 10 a.m.
- Tuesday, Stage 2 - Torrey - 1 p.m.
- Wednesday, Stage 3 - Payson - 1

p.m.

•Thursday, Stage 4 - Kearns - 1 p.m.

•Friday, Stage 5 - Bountiful - 1 p.m.

•Saturday, Stage 6 - Snowbird Ski and Summer Resort - no kids' race scheduled

•Sunday, Stage 7 - Park City - 1 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 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. Admission is free.

•Monday, Stage 1 - Cedar City, 300 W. University Boulevard 8 a.m. to 12 Noon

•Tuesday, Stage 2 - Torrey, 10 E. Main Street 12 Noon to 4 p.m.

•Wednesday, Stage 3 - Payson, 275 S. Main Street 12 Noon to 4 p.m.

•Thursday, Stage 4 - Kearns, 5670 Cougar Lane 12 Noon to 4 p.m.

•Friday, Stage 5 - Bountiful, 20 S. Main Street 12 Noon to 4 p.m.

•Saturday, Stage 6 - Snowbird Ski and Summer Resort, 100 Little Cottonwood Canyon 12 Noon to 4 p.m.

•Sunday, Stage 7 - Park City, 250 Main Street 10 a.m. to 4 p.m.

Larry H. Miller Tour of Utah, August 1-7, 2016

Monday, August 1 Stage 1 presented by Workers Compensation Fund Zion Canyon Village to Cedar City

84 miles - 6,679 feet of climbing
Start Time: 8 a.m.

Finish Time: 11:45 a.m.

Start Location: 147 Zion Park Blvd., Springdale, 84767

Finish Location: 300 W. University Boulevard, Cedar City, 84720

Stage 1 presented by Workers Compensation Fund begins at Zion Canyon Village, the southernmost point in Utah of the event's 12-year history. The opening 84-mile leg begins in the shadows of the jagged spires of The Watchman, one of the most prominent peaks in Zion National Park. The Tour will proceed



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with a neutral start for the first 12 miles, and racing will begin once the teams are through the East boundary of Zion National Park. This neutralized section is being promoted as a cycling demonstration to highlight alternative, non-motorized ways to enjoy the park and to promote exercise and outdoor recreation.

It is an early start, but well worth the effort. Come at 7 a.m. for the overall start ceremonies, grab some autographs, take some photos, and stay to watch the Tour Tracker coverage on the Zion Canyon Village Theatre screen! Then enjoy lunch at Zion Canyon Village and an afternoon to explore the beauty of the park.

Traffic tips for the overall start at Zion Canyon Village:

- Motorists should be through the South Gate of Zion National Park before 7:45 a.m. A section of State Route 9 from Zion Canyon Village to the intersection of Floor of the Valley Road will be closed to all traffic from 7:50 to 8:15 a.m.

- The East Gate of Zion National Park will be closed to all traffic from 7 a.m. to approximately 9:15 a.m., as the race will utilize State Route 9 / Zion-Mount Carmel Highway from Zion Canyon Village to U.S. Highway 89.

- U.S. Highway 89 will be impacted by the race from 9 to 10 a.m. from Mount Carmel Junction to State Highway 14 in Alton. Expect delays with a rolling road closure for these 22 miles.

•It is requested that Race

Spectators do not enter the park to watch the race.

Just past the Mount Carmel Junction, the first Utah Sports Commission Sprint line will be staged in Orderville. Fans can watch the riders surge for King of the Mountain points at Duck Creek Village and Bristlecone along State Road 14. Be aware that once the racers pass, they will make a blazingly-fast 20-mile descent to Cedar City. Spectators will not be able to see a KOM climb and also make it down Cedar Canyon for the finish.

The most exciting moments should be in Cedar City as the riders will rocket through three downtown circuits, 2.5 miles each lap, using Center Street, 1150 West, Thunderbird Way, and 200 East. The finish line of the race will be located on the campus of Southern Utah University, at the intersection of University Boulevard and N 300 West. Nearby a community pancake breakfast will be held from 8 to 10 a.m., so you can follow the race on the Big Screen television as it makes its way north. Other activities in the morning will include specialty contests with giveaways, a climbing wall for teens/adults and inflatables for the children.

Tuesday, August 2

Stage 2

Escalante to Torrey

99 miles – 9,435 feet of climbing
 Start Time: 11:45 a.m.
 Finish Time: 3:45 p.m.
 Start Location: 59 W Main St.,



Escalante, 84726
 Finish Location: 10 E. Main St., Torrey, 84775

Stage 2 on Tuesday, Aug. 2, returns to Scenic Byway 12, an All-American Road that weaves its way through picturesque Garfield and Wayne counties. There is a new start for this 99-mile day of racing that will see 9,435 feet of elevation gain from Escalante, famous for its slot canyons and close proximity to Grand Staircase-Escalante National Monument.

The night before the race start in Escalante, fans will enjoy a live band, Dutch oven cooking, a variety of games for children and a free movie. On race day, Escalante will provide music played by DJ, a kids race with the mayor and a neighborhood cookout. The 18 miles between Escalante and Boulder are some of the most beautiful in the state. Come early to ride your bicycle along this

stretch and watch the Utah Sports Commission Sprint in Boulder. Make sure you carve out a little time to stop at Kiva Koffeehouse, and keep riding to the narrow spine of red rock known as Hogsback, which is the first Utah Office of Tourism King of the Mountain climb. You'll find good eateries along Hwy 12, including Circle D, Escalante Outfitters, Café Diablo, Burr Trail Café and Hell's Backbone Grill, to name a few.

The second KOM climb will take place at Boulder Mountain, followed by a sweeping descent into Torrey. New this year will be the addition of two 17-mile circuits after the race reaches Torrey. The circuits undulate around Wayne County and the town of Teasdale, under the shadow of the red spires of Capitol Reef National Park. If you want to see a race "doubleheader", drive your car or ride your bicycle from Torrey up to Boulder Mountain before 12:30 p.m. You'll see the race pass between 1:20

to 1:45 p.m. Once all the cyclists and race caravan clear this area, vehicles and spectators on bicycles will be permitted to travel on Highway 12 back to Torrey, at the appropriate speed designated by law. You can make it back to Torrey Town to see one of the circuits and the exciting finish! From 1:30 to 3:30 p.m. in Torrey there is a full schedule of activities at the Torrey Big Apple Stage, with bicycle safety checks, a fitness station to check your heart rate, free snacks to promote healthy eating, sidewalk chalk and crafts for the kids and lots of giveaways!

Wednesday, August 3

Stage 3

Richfield to Payson

119 miles - 6,337 feet of climbing
 Start Time: 11:10 a.m.
 Finish Time: 3:45 p.m.
 Start Location: 300 N. 100 East, Richfield, 84701
 Finish Location: 275 S. Main St., Payson, 84651

Stage 3 on Wednesday is the longest stage of the week, 119 miles from Richfield to Payson. The last time the Tour used this route was in 2013, when Australian Lachlan Morton screamed down the 22-mile descent of Mt. Nebo to win his first U.S. race. To see the start of the race in Richfield, look for all the festivities at Memorial Park and 100 East. The road closure in downtown Richfield at Memorial Park will

Continued on page 10

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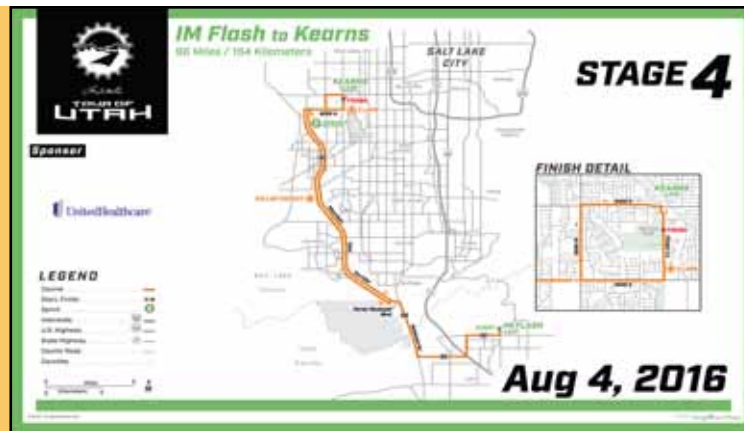
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Tour of Utah Spectator Guide - Continued from page 9

begin 9:45 a.m. Once the race departs, motorists will be able to travel along State Highway 50 and Interstate 15 to see the finish in Richfield. The first two-thirds of the race route goes through the rural communities of Sevier, Sanpete and Juab counties, with Utah Sports Commission Sprint lines in Manti and Fountain Green.

It is the seventh time the Tour has included Mt. Nebo in the race, going through Uinta National Forest. The riders will crest Mount Nebo, the southernmost and highest mountain in the Wasatch Range, at 9,300 feet for the one KOM on the day. If you want to ride your bicycle to the KOM climb, give yourself plenty of time to make the 22-mile climb from Payson. The race is expected to turn north on Nebo Loop Road between 2-2:40 p.m. Plan to arrive at a location for lunch by 1pm, and then use Tour Tracker on your mobile device to follow the race for the climb and finish. Bicycle and motorist traffic will not be allowed to follow and pass the race caravan to see the race finish in Payson.

To watch the race in Payson, head too Main Street and Memorial Park.



Thursday, August 4 Stage 4 presented by UnitedHealthcare

IM Flash to Kearns

96 miles – 4,504 feet of climbing
Start Time: 12:10 p.m.
Finish Time: 3:45 p.m.

Start Location: 4000 N. Flash Dr.,
Lehi, 84043

Finish Location: 5670 Cougar
Lane, Kearns, 84118

Stage 4 presented by UnitedHealthcare will find the race returning to Salt Lake County for a 10th time in 12 years. On Thursday, Aug. 4, the race will start on the corporate campus of IM Flash in Lehi, located at 4000 N. Flash Drive. A

for spectators.

The 96-mile route will end at Kearns for the first time. A 28-mile stretch of the Mountain View Corridor will be used by the race for two and a half laps, with two Sprint line prizes. Then the race will drop into the township of Kearns for three challenging laps of a four-mile section of roadways - 6200 South, Cougar Lane, 5400 South and 5600 West. The finish line will be adjacent to the Utah Olympic Oval. This five-acre facility is known as the "Fastest Ice on Earth" and could very well showcase the fastest men on two wheels for an exciting finish. Make plans to visit the Oval, spend time at the Harmons Healthy Living Expo for lunch and watch the race as it heads to Kearns on the big screen TV.

Friday, August 5

Stage 5 presented by Zions Bank

Antelope Island State Park to Bountiful

114 miles - 6,948 feet of climbing
Start Time: 11:15 a.m.
Finish Time: 3:45 p.m.

Start Location: Antelope Island
Road (Causeway/Island Junction)

Finish Location: 20 S. Main St.,
Bountiful, 84010

Last year the Tour featured a stage in Davis County for the first time, and by popular demand it is returning! Stage 5 presented by Zions Bank will feature 114 miles from Antelope Island State Park to Bountiful. There are four KOMs on this day of 6,948 feet of climbing - the North Ogden Divide, Trappers Loop and the two ascents of the Bountiful Bench.

Antelope Island State Park will celebrate the return of the Tour the night before with live music, food



and children's activities. On race day the park will open at 6 a.m., and the \$10 admission fee will be waived for Tour of Utah fans. Come early with the entire family as free t-shirts will be given to the first 200 children, which can be signed by the athletes. The causeway will remain open until just before 11 a.m., however, access to the island will close at 10 a.m. Spectators will be allowed to park at the Marina (near the start line) or along the causeway to watch the event. The start at Antelope Island State Park will begin with two circuits of three miles each on the island, passing the Visitors Center twice. The race expected to cross the causeway to the mainland between 11:30-11:40 a.m.

The racers will enjoy relatively flat roads after crossing the seven-mile causeway. The first Utah Sports Commission Sprint line is located in Hooper, passing between 11:55 a.m. to 12:15 p.m. The first Utah Office of Tourism KOM climb will be at the North Ogden Divide, passing between 12:30 to 1 p.m. The second Sprint will be contested in Eden, passing between 1 to 1:30 p.m. Then the race travel on the east side of Pineview Reservoir, going through Huntsville, to climb Trapper's Loop between 1:30 to 2:15 p.m. There are lots of great places to ride a bicycle in the Eden Valley, or spend some time on the water at the Pineview Reservoir.

Using U.S. Highway 89 in the southbound direction, the race will continue through South Weber, Layton, Fruit Heights and Farmington. After zipping through Centerville on Main Street, it is full speed ahead into the city limits of Bountiful, where last year thousands of spectators, and American flags, lined the course. Again in 2016, there will be two nine-mile circuits across the Bountiful Bench, making this a great opportunity for race fans to witness the suffering in the peloton up close. Festivities in downtown Bountiful will be on Main Street at Center Street for the finish, with the peloton rolling in a northbound direction. You can spend all day in

Bountiful with live music, great food and entertainment:

- Live music on First South Street stage - Flat Canyon Band (Classic Rock) will play from 11 a.m. to 12:30 p.m. and the Wildfire band (Country/Classic Rock) will play from 1 to 2:30 p.m.

- Obstacle course for children and adults on 2nd South soccer field

- Arts Dance Festival at 4th North park

- Pictures with Jane Joy and her large bicycle

- Bicycle Rodeo for children ages 8-12, and drawing contest with Mayor Lewis

- Food Court selections from Texas Roadhouse, Vito's, Pizza Pie Cafe, Tacos El Morro, Donut Kabobs, Cold Stone Creamery, and FiiZ Drinks

Suggested parking in Bountiful includes Bountiful Junior High School at 30 W 400 N, South Davis Recreation Center at 550 N 200 W, City Hall at 790 South 100 East and Bountiful High School at 695 Orchard Drive.

Saturday, August 6

Stage 6 presented by University of Utah Health Care

Snowbasin Resort to Snowbird Ski and Summer Resort

114 miles – 11,165 feet of climbing

Start Time: 10:50 a.m.

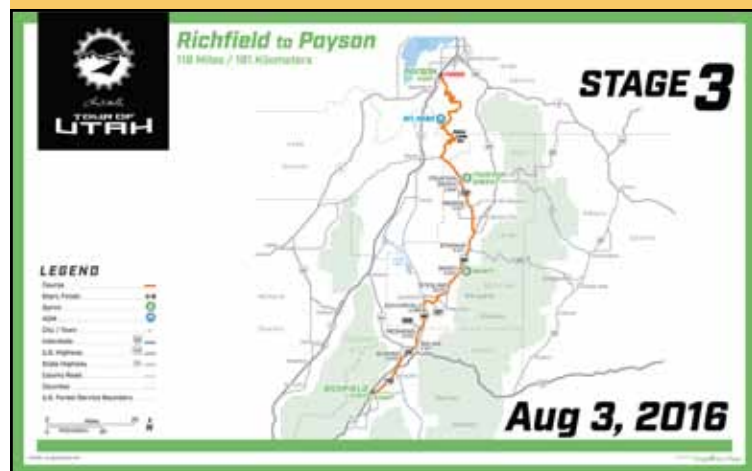
Finish Time: 3:45 p.m.

Start Location: 3925 Snow Basin Rd., Huntsville, 84317

Finish Location: 100 Little Cottonwood Canyon, Snowbird, 84092

Saturday is the "Queen Stage" of the Tour of Utah, Stage 6 presented by University of Utah Health Care. This year's route harkens back to 2013, with the race beginning at Snowbasin Resort. After covering 114 miles and 11,165 feet of climbing, the race will finish at Snowbird Ski and Summer Resort for a record ninth consecutive year.

For the start at Snowbasin Resort, there is plenty of spectator parking, but expect a few hundred cars before



There will be a bike valet at the park. It's a packed schedule of activities for the entire family, including a Slackline Show, dance teams, face painters, chalk-art garden, ballon artist, music provided by a DJ and other performers and lots of food!

big party is planned for the race start festivities, which will include BMX demonstrations, live music by Alex Boye, a DJ, climbing wall, dunk tank, midway games for the entire family and several food trucks! A skydiving exhibition will be part of the festivities. Access to the business property will be closed from approximately 9:30 a.m. to 12:30 p.m., so follow signage for public parking to be used



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dawn. Saturday is also the start of The Ultimate Challenge presented by University of Utah Health Care, which begins at 6:30 a.m. The pro peloton will head south on State Road 167/Trappers Loop Road for a second day in a row, entering Morgan County just 10 minutes after the opening ceremonies. This is a great vantage point to see an early break. Then head back to Snowbasin for an afternoon of mountain biking or hiking!

The race rolls through scenic ranch land in the Morgan Valley, passing through downtown Morgan between 11:40 a.m. to 12 Noon and then East Canyon State Park. State Road 65 will be used to pass through Henefer, and Old Highway 30 to pass through Coalville. From there, the race heads to Wanship for the first Utah Sports Commission Sprint line of the day, between 1:10 to 1:40 p.m.). Then its full speed ahead up Browns Canyon Road and into Park City for a second Sprint line just before Park City High School on State Road 248.

The showdown for the true climbers begins on the 11-percent gradient, Category 1 climb across Guardsman Pass. The racers will use Marsac Ave/SR 224 to cross Guardsman Pass between 1:45 to 3 p.m. Then it's the 14-mile descent through Big Cottonwood Canyon and on to the legendary six-mile HC climb of Little Cottonwood Canyon. This is one of the best places to enjoy the Tour of Utah, especially at Tanners Flat, where fans set up tents early in the day and hand out tasty treats to cyclists, as well as caravan drivers in the race. Fans come Saturday morning to Snowbird Ski and Summer Resort to enjoy the Mountain Coaster, Alpine Slide, Mountain Flyer, Vertical Drop, Bungee Trampoline, Climbing Wall, Kid's Inflatables and more.

It is important to note that ALL spectator traffic and amateur cyclists must reach the bottom of Little Cottonwood Canyon before 1 p.m. MT on Saturday. After that time, ALL motorists/riders will be stopped and directed to the Swamp Lot. This is for safety related to the Tour of Utah race caravan and professional cyclists.

In fact, the base of Little Cottonwood Canyon is a hot spot for spectators. The Swamp Lot on Wasatch Boulevard, a Utah Transit Authority Park & Ride area, is a great place to cheer on The Ultimate Challenge riders and the Tour of Utah racers. There will be a big MediaOne Viewing Party at the Swamp Lot, which is free for all spectators on Saturday. It will include a big screen television to follow live race coverage. Expect to see some local food trucks for pay-as-you-go hospitality. This will also serve as a hydration stop with complimentary supplies for riders of The Ultimate Challenge.

Sunday, August 7
Stage 7 presented by Utah Sports Commission
Park City to Park City
 78 miles, 7,883 feet of climbing
 Start Time: 12:15 p.m.
 Finish Time: 3:30 p.m.
 Start/Finish Location: 250 Main St., Park City, 84060

Stage 7 presented by Utah Sports Commission uses the same course that became a classic in 2013, with Park City hosting the Tour for an eighth time. The Sunday finale on Aug. 7 covers 78 miles with a new start and finish on Upper Main Street in Park City. Spectators can see a flash of the peloton in Kamas and Midway

for Utah Sports Commission Sprint lines. If you would like to see the race twice in one day, then start your day in Kamas for a valley bike ride, or a morning hike in the Uintah Mountains. It is close enough to see the Sprint at State Road 32 and 100 North about 1:30 p.m. then drive the 28 miles to Park City to get a good position for the rocket finish up Main Street.

Stage 7 has 7,883 feet of climbing, including legendary Empire Pass, considered one of the toughest climbs in the world. It is a matter of survival on the rough road and severe pitches on this Hors Catégorie climb through the Aspen trees, with the gradient averaging 10 percent and reaching greater than 20 percent. Then its on to the technical descent of the Mine Road into Park City, where the speed of the racers can exceed 60 miles per hour, the route provides a new finish. A quick lap using Main Street, 9th Street, Park Avenue and Heber Avenue in downtown Park City will provide a final grinding climb to the top of upper Main Street.

It's tough to say which spot is better, the top of Empire Pass or the top of Main Street. As a spectator, you



Tanner's Flat is the place to be for stage 6. The festive atmosphere and large crowds make it a ton of fun. Photo by Dave Iltis

a winner in either location. In town, you'll find a new configuration for the Harmons Healthy Living Expo, lining the east side of Main Street, and the entire west side of the street

open for race viewing. There will be a fashion show by Kühl and chalk provided for the entire family to decorate the street!
 Allez, allez - enjoy the Tour!

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EVENT PREVIEW

4 Peaks Gran Fondo to be held in Pocatello, Idaho on August 20, 2016



The 4 Peaks Gran Fondo features 4 great climbs in Pocatello, Idaho. It will be held on August 20, 2016. Photo by Nick Call

By Dave Iltis

June 30, 2016 – The 4 Peaks Gran Fondo is in its second year. The ride will be held in Pocatello, Idaho on August 20, 2016. The ride gets its name from the 4 summits it traverses over the 80 mile long course. The shorter courses cover some of the climbs too.

We asked organizer David George of 4 Peaks Gran Fondo about the ride.

Cycling West: Tell us about the courses. What are the different course options? What are the highlights of each?

4 Peaks Gran Fondo: The course

covers the 4 main peaks in and around Pocatello, Idaho. It is a beautiful course with rollers, great climbs, and nice scenery. As far as options go, we have added teams (2-4 people) and also what we call a valley ride for those who want to participate, but are newer to cycling. The valley ride takes you from base to base without any of the peaks. The highlights of each are that you can challenge yourself. You can ride it all yourself, or enjoy it with friends. It is hard to choose a favorite peak: Crystal is a good warm up, Scout is beautiful, there is a sense of accomplishment with Pebble, and you may see wild turkeys and some deer on Buckskin.

Cycling West: Part of the ride is timed. Can you tell us how that works?

4PGF: The ascents are the timed portion. The KOM and QOM are strictly for the uphill portions. We want people to be careful and safe on the downhills, which by the way are fantastic!

Cycling West: Tell us more about the climbs. How hard are they? What gearing might riders need?

4PGF: The climbs vary. Crystal, Scout, and Buckskin are nice climbs with their own challenges (Category 3-4), but you will just find that gear that works for you and crank away.

Pebble, well she's special. I think Pebble would be a Category 1 climb. I have a love/hate relationship with her. She will test you, but the sense of accomplishment when you hit the top is awesome. As far as gearing goes, you won't need anything special for the climbs, just some determination. I climb them on my mid-compact (52-36) 11-28 cassette and some of my friends do it with their 53-39 and 11-28 cassette. You should be fine with what you have.

Cycling West: The event is a fundraiser. Can you tell us more about the beneficiary?

4PGF: Last year Idaho followed suit with Utah and started their own Idaho High School Cycling League. It was a great success and we want to help it grow. We have already given over \$2000 towards growing the sport and hope to increase our sponsorship every year, whether it is to the league itself or help kids get bikes who otherwise couldn't afford it.

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

4PGF: Many don't know this, but the Pocatello area is really second to none as far as quality of cycling (road and mountain). We have beautiful scenery, great climbs, and typically, very little traffic. For us that get to enjoy it every day, we feel lucky, but now it is time to share. If you come and ride, you will not be disappointed.

Event Details: August 20 — Four Peaks Gran Fondo, Pocatello, ID, One Day: 82 miles, Four Peaks: 7800ft total elevation gain. Climb the 4 peaks of the Portneuf Valley; Crystal, Scout Mountain, Pebble Creek, Buckskin. The hill climb portions are timed with timing chips. Downhill portions are not timed. Cumulative climb times will be combined to determine rank., Katie Loveday, 208-232-8996, katie@barriessports.com, 4PGF.com

ROAD RIDING

The Tragedy in Kalamazoo: What Can We Do?

By Bill Roland

It's been nearly a month since all of us heard the catastrophic news that five people who loved to ride the bicycle on Tuesday evenings in Kalamazoo, Michigan lost their lives because one deranged and careless driver plowed right into them. Four other riders were injured but none of these nine veteran riders had a chance to avoid the collision. There was absolutely nothing they could do to since this 50-year-old local native was driving recklessly, far over the 35 mph speed limit on the tree-lined, two-lane road in Cooper Township, a few miles north of Kalamazoo.

Millions of riders around the country, and probably around the world, have felt powerless, angry and extremely sad that an atrocious act of this nature took place. The Kalamazoo reporters wrote that there were at least three telephone calls to the local police from citizens who saw someone in a blue truck driving recklessly. The pickup driver, Charlie Pickett, of Battle Creek, MI had been driving erratically for 30 minutes before running into the bicyclists, witnesses told the police.

Eyewitness Markus Eberhard told local station WWMT, "I saw a Dodge Ram fly past me coming past my house and I saw a blue truck spin around and land in someone's yard. They caught him from running and I hope all the other ones live."

According to an article in The Daily Beast, Kalamazoo County Prosecutor Jeffrey Getting said, "As members of the Kalamazoo community, we have all been dealt a devastating blow by the deaths and injuries of so many people. Our hearts are saddened for the victims, their families and friends who are trying to cope with this tragedy. As a community, we must reach out to them and give them our support as we all struggle to deal with what has happened."

Among the people killed were a former nurse, a research manager and two retirees. One of the retirees, Tony Nelson, has a sister and a son who both live here in Salt Lake City, UT.

On Wednesday June 22, Pickett was accused of five additional charges of operating while intoxicated causing death, on top of five charges of second degree murder. Pickett also faces four charges of operating while intoxicated causing bodily injury. Those charges replace the reckless driving charges he had faced. The operating while intoxicated charges allege Pickett had controlled substances in his system at the time of the crash, said Kalamazoo County Prosecutor Jeff Getting.

The Daily Beast also reported that Pickett often showed off an angry side on Facebook. "I'm not an asshole. I'm actually one of the nicest people you will ever meet," read one memo he posted. "I may look calm, but in my head I've punched you in the face 5 times," read another.

The evening after the tragedy, hundreds of local bicycle riders gathered for a silent tribute, with cyclists wearing black and red armbands in memory of the victims. Paul Seldon of Bike Friendly Kalamazoo told a newspaper, "Last night our community experienced a senseless bicycling tragedy the likes of which I cannot recall. This is worth repeating: motorists and bicyclists need to share the road safely throughout the year, but be especially alert during peak bicycling season. I believe that as more facts come out, the kind of awareness-building messages and education we should be sharing with each other, will become clearer."

Throughout the country, many bicycle riders are asking, "What can be done to avoid such an atrocious tragedy like this one?" The group of nine riders was in a peloton that could obviously be seen by automobile and truck drivers in both directions. The riders were no doubt wearing bright jerseys so their visibility was also apparent. There has not been a report concerning whether the riders had turned on their front and/or rear flashing lights. Perhaps that is something all riders should consider doing even if you are riding in broad daylight. There are also flashing lights that are easily attached to the back of your helmet. Under the circumstances of what happened in Kalamazoo on June 7 at 6:35 p.m., there was absolutely nothing they could have done to avoid being struck by this careless idiot. But as all of us continue to ride and enjoy this wonderful sport, remember to do everything possible to maximize your safety on the road.

Bill Roland is an avid bicycle rider who recently transferred from Columbus, Ohio to Salt Lake City. In the 1980's he was the editor of The Golf Traveler Magazine published here in Salt Lake City. Two years ago he published a biography entitled, "Champion Tony Lema: Triumph to Tragedy."

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COACHING

Bike Fitting for Mountain Bikes, Part 2 – Do-It-Yourself



Bar width can affect hand, neck, back, and shoulder comfort.
Photo by Angie Harker



Cleat adjustment can affect knee comfort and power.
Photo by Angie Harker

By John Higgins

This month I am going to delve into the primary bike fit adjustments on a mountain bike and offer up some do-it-yourself guidance for checking and adjusting your setup. Most of this is geared toward your cross country, endurance (not enduro), and trail rider, but much is applicable for any bike.

you are slender you may want your feet closer together, so move the cleats to the outside, which moves your feet in. Rotational Alignment is the most subtle adjustment. If you are riding Crank Bros then there is so much float it's rarely an issue, but SPD's can be sticky and self-centering. If the cleat rotation is not ideal you could transfer stress up the leg into the knee. When riding you should have enough play to move

butt should automatically snuggle into a "home" position on the saddle that feels supportive, and not be squirming around trying to find the sweet spot. If you are squirming around, you may have the wrong saddle shape. If you have a flat saddle, try a semi-round. Saddle tilt will also affect comfort on the saddle, and to the bars. The general guideline is for a saddle to be level from nose to tail. On a hardtail a level saddle becomes nose down due to front suspension sag, so you might want to angle it up a degree or two. On a full suspension bike a level saddle often becomes nose up if the rear suspension sags more than the front. XC riders may want to then tilt their saddle down a touch, as there may be too much soft tissue pressure when climbing, but riders focused on the down usually prefer a nose up saddle to reduce the propensity to slide forward when descending.

trail ride. Hand discomfort can also be from bars that are too wide, bars too high and close to you, or bars too far out or down, and this will be usually indicated by the addition of arm, neck, shoulder or back tension and fatigue.

Saddle Position: Setting saddle height can be a compromise between optimizing uphill climbing power, and bike control and handling in technical terrain and when descending. If you have a dropper post, you can have it all. Set the saddle height for climbing, because you can easily drop the saddle to lower your body mass, increase control and reduce the chance of being catapulted off the bike. Without the benefit of a goniometer or 3D motion capture system to assess leg angles, a DIY guideline is to be able to have your heel touch the center of the pedal with your leg straight and knee locked out, without having your pelvis either drop down (saddle to high) or tilt up (saddle too low) from that position. This should result in a modest knee bend when clipped in. Riding on flat pedals? This method may leave you a bit too high, because with a mid foot pedal position you are operating a shorter lever from pedal to saddle.

No dropper post? If you are a non-competitive rider, the \$20 alternative is the quick release seat post, which will enable you to enjoy good leg extension for ups, flats and rolling terrain, but lower your saddle for greater control and safety on technical descents. You are probably not sitting on the saddle during these sec-

tions, but this quickly gets it out of the way, with a bonus rest stop. Once your ideal climbing saddle height has been determined, mark the post at the top of the clamp for reference. Lightly score an alloy post, or use a colored nail varnish or grey sharpie marker on a carbon post.

Saddle forward/back should never be adjusted because of an issue with reach to the handlebars, although it directly affects that. This adjustment is about finessing your knee joint angles for wellbeing, being balanced on the bike (while seated), and attaining biomechanical efficiency for pedaling. The simplest DIY approach (which requires a second person) is the well known "knee over pedal spindle" method. It's not an end in itself but is an indicator about these other factors, and a good starting point.

Bar Position: This is really about upper body comfort. Firstly, bar width. Just because they come wide, doesn't mean you need to keep the width. If you experience shoulder or arm tension and feel "stuck" on the bike, try moving the controls and grips inboard a little bit and seeing how that feels and rides. Test ride different simulated widths before cutting the bars shorter. Bar height and reach can be adjusted by changing stems and the headset spacers. There is not a simple diagnostic DIY guide for this, but neck, shoulder and upper or lower back tension and aches often originate with a handlebar position that is not ideal for you. More commonly this is from a front end that is too low and long, but it can also result from the opposite. You don't want to be supporting your upper body with your hands (that's what the core is for), nor stiff-arming off the bars and holding your upper body too erect for comfort. The aim is a light touch on the bars with versatility to move around over the bike and keep your weight centered when riding on or off the saddle.

John Higgins operates the BikeFitr fitting studio, and Fit Kit Systems which provides education and equipment to bicycle retailer and fitters. Contact: john@bikefitr.com



Saddle tilt can affect perineal soft tissue comfort as well as comfort and control on the bike.
Photo by Angie Harker

Foot to Pedal: If you are riding on flat pedals, then your foot is going to find its own position on the pedal, and mostly likely your foot will be further forward on the pedal than if you were clipped in.

If you are using cleats, then there are three positional adjustments: forward/back, in/out (side to side) and rotational alignment. A general guideline for forward/back position is to locate the first and fifth metatarsal heads (ball of foot for the big toe on the inside and the little toe on the outside), and to align the cleat bolt-holes between these, or biased towards the 5th met-head. This gets you off your toes and moves the cleat contact pressure back under your foot for extra stability. For in/out, most riders will center their cleat between the lugs. That's sound, but if you are large framed you might prefer a wider pedal stance, so move your cleats toward the inside in order to move your feet outward. You may feel more stable and balanced over the bike. Vice versa also applies. If

your heels both inward and outward (to the point of release) equally. i.e. when the cleats are centered in the pedals, the shoe angle should match your natural cycling foot angle, with no crank-arm interference. Check that the sole lugs are not impeding pedal entry and exit. You might have to shave off a bit of lug rubber to improve pedal engagement and release. When the cleats are set properly, clicking in feels natural and automatic, and you don't have to hunt around to engage in the pedals.

Other possible adjustments can include canting or shimming to correct alignment issues or leg length issues.

Butt to Saddle: Always a potential sore point! Firstly your saddle should be wide enough to support your sit bones. Sit on your saddle and prod a finger up into your glutes to find your sit bones. They should be just inside the edges of the saddle, not on the edge or hanging off so that you are supported by perineal soft tissue. After width is profile. Your



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CYCLING AND THE LAW**Making Utah Laws Better For Cyclists**

By Russ Hymas and Ken Christensen

Did you know that until recently, it was illegal under Utah law for a cyclist to ride on the shoulder past stopped cars in order to wait at the front of an intersection for a red traffic signal to turn green?

That's right, for many years, Utah Code 41-6a-705(3) simply stated that "the operator of a vehicle may not overtake and pass another vehicle if the movement is made by driving off the roadway." As most cyclists know, bikes are considered "vehicles" under the law. But few were aware that Utah's definition of a "roadway" does not include the shoulder. So, cyclists were breaking the law every time they passed a car while riding on the right side of a solid white line.

At first glance, this may not seem like an important change to the law. After all, for many years it had been a common practice among cyclists, and police officers were unlikely to ever issue a citation for "passing on the right." However, as bicycle accident attorneys, we noticed a trend with several auto insurance companies in these circumstances. The insurance companies refused to accept liability when, for example, a motorist turned left into a parking lot through a gap of stopped cars and hit a cyclist who was riding down the shoulder. They would quote the law above and deny payment for any of the cyclist's medical expenses or bike damages, arguing that both the driver and the cyclist were in violation of Utah laws and were equally at fault.

Obviously, this led to unfair results, and the law needed to be changed. Before the 2013 legislative session, we drafted a bill and presented it to some of our local legislators, asking them to sponsor the bill and modify the law. They agreed to run the legislation. The bill passed unanimously through both the House and the Senate, and was signed into law by Governor Herbert. The Utah Code now allows persons operating bicycles to utilize the shoulder to pass on the right, assuming it can be done "with safety."

This experience was a good reminder that there are several necessary exceptions to the general rule that bicycles are subject to the same rights and responsibilities as any other "vehicle" on the road. Some of these exceptions have been incorporated into law; others have not. Each year, our firm – along with the editors at Cycling Utah and several other cycling advocacy groups – works with the legislature to make needed changes to the Utah Code.

Bills for the upcoming legislative session are already being drafted. If you are aware of any law that needs to be changed to help protect cyclists on Utah's roadways, please reach out to us on our Facebook page or at UtahBicycleLawyers.com.

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.

BIKE PARK NEWS**Woodward Park City to Open Winter 2017 – Facility to Include Bike Park**

A rendering of the indoor facility at the planned Woodward park. The new location will include lots of action sports oriented bike features including BMX, downhill, slopestyle, and more. Photo by

By Dave Iltis

The Powdr Corporation, a Park City based corporation, and former owners of the Park City Mountain Resort, will be opening a state of the art action sports complex at the Gorgoza Tubing Park (on I-80, just east of Kimball Junction). The new facility will include both indoor and outdoor bike features, as well as a skatepark digital media studio, lounge, and coffee house.

Bike features will include ramps, foam pits, and pump tracks inside, as well as mountain bike, slopestyle, BMX, downhill trails, and a pump track outside. Lift access will be available.

The facility will have as a focus development of action sports athletes, and provide summer camp opportunities for youth.

Woodward is an amazing compilation of state-of-the-art facilities, talented staff of instructors and counselor's and professional athletes that are as much about skill development as mentorship," said Jody Churich, executive vice president and chief operating officer, Woodward. "We couldn't be more excited to bring the Woodward experience to Park City."

For more information, see <http://www.powdr.com/woodward/>

Study Says: More Cyclists = Safer Cycling

The more cyclists on the road, the safer for all of them. A new study from the Norwegian Centre for Transport Research found that "(w)hen more cyclists turn to the roads in Oslo each spring, the risk for each cyclist of being involved in a conflict or near miss is reduced." The report, Safety in Numbers: Uncovering the Mechanisms of Interplay in Urban transport, says "(t)here has been a concern that an increase in walking and cycling will create more accidents." But the fear is as misguided as going the wrong way down a one-way street.

Researchers looked at a variety of studies in Scandinavia. They were able to gauge traffic volume and crash data well because in the northern environment, cycling traffic varies tremendously by season. The greater the cycling traffic, the lesser the chance not only of collisions, but the lesser the number of near-misses. A main reason: with more cyclists on the roads, the more likely motorists were to see them and look out for them. Find the report at <https://goo.gl/spmM3X>.

-Charles Pekow

Connector Trail in Kootenai National Forest to get restored

A small investment of funds and time may make the difference between a usable and unusable trail. Kootenai National Forest just got the go-ahead to spend \$750 on repairing the Arbo Creek Trail near Libby, Montana. The work should take only two or three days, though it's not clear when it will begin.

The Lincoln County Resource Advisory Committee approved the staff-proposed project June 28. The trail accesses Wee Lake and the Skyline Trail via Arbo Creek along a former United States Forest Service (USFS) road. When the road was converted into a multi-purpose trail, USFS replaced the drainage system an effort to improve water flow, which created the unfortunate consequence of creating mounds that "make the trail unnecessarily difficult for bicycles," according to the project proposal.

USFS plans to use an excavator to make the drainage system "more user-friendly" and improve trail access. Proposed completion date: June 2018.

-Charles Pekow

Gallagator Trail in Bozeman to Get an Upgrade

A short but important trail in downtown Bozeman, Montana will be getting some needed attention and upgrading. The Gallatin Valley Land Trust is embarking on a project to fix and study the use of the 1.5-mile mainly-crushed stone Gallagator Linear Trail, which despite its short length connects museums, schools, the public library and other recreational and popular destinations.

The trust won a \$15,000 grant from the Rails-to-Trails Conservancy (of which I am a member) for the project, beating out heavy competition for the grants this year. The trust plans to match that with about \$45,000 from other private sources, says Associate Director Kelly Pohl. The project will repair and upgrade three bridges and create railings.

It will also use grant money to buy equipment to do trail counts. "We don't have any good trail count data. We don't understand the flow of bicycle and pedestrian traffic," Pohl says. "It ends near (Montana State University) campus and we'd really like to extend it. We hope the trail counts will help us make the case for connectivity."

The trust plans to start the counts in July and the work on the bridges this fall but may not complete the job till next spring.

-Charles Pekow

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Approval in Works for Provo River Parkway Connector

Access to the Provo River Parkway Trail would get improved under a plan awaiting final approval. The Unita-Wasatch-Cache National Forest Resource Advisory Committee unanimously approved and sent to the forest supervisor a plan to build a steel bike/ped Upper Falls Bridge and Connector Trail to the parkway. The bridge would connect the parkway with the Upper Falls Picnic Site. The project also involves building an asphalt trail through the picnic area to connect the parkway with Old Provo Canyon Road.

The project prospectus says that the new trail would reduce congestion “by diverting some of the through users of the parkway trail around the often-congested Bridal Veil Falls area and would also ensure access to the upper sections of the Provo River Parkway during times of seasonal closures of the Bridal Veil Falls area due to avalanche, rock fall, and/or high water danger.” In addition to becoming a new trail access point, the connector would provide emergency access. And it would allow many cyclists to avoid the often-crowded area where people stop to view the falls and cyclists are asked to walk their bikes.

The United States Forest Service (USFS) estimates the project costs to total \$231,700. USFS says 311,565 people used the 15-mile trail in 2014, making it one of the most popular places to bike in Utah County.

-Charles Pekow

3 17 Casey ADAMS 2:48:40

Overall Olympic Male

- 1 1 Julian PELLMANN 2:20:20
- 2 2 Mark RYAN 2:21:57
- 3 3 Todd PELLMANN 2:27:15

Overall Sprint Female

- 1 12 Tiffany HARRISON 1:25:37
- 2 15 Erica RYAN 1:27:04
- 3 16 Beth PEDERSEN 1:28:03

Overall Sprint Male

- 1 1 David WARDEN 1:07:59
- 2 2 Curt JENSEN 1:10:32
- 3 3 Jason HOLT 1:11:28

Sprint Athena

- 1 47 Galima BRADBURY 1:54:56
- 2 52 Susan DARLINGTON 1:58:55
- 3 64 Cami RIMMASCH 2:33:54

Sprint Clydesdale

- 1 39 Joseph MCKEA 1:44:55
- 2 43 Brettton WHEELER 1:51:53
- 3 61 Joe EMMETT 2:19:29

Sprint F 19 and under

- 1 59 Elizabeth BARKER 2:13:05

Sprint F 25-29

- 1 29 Michelle MULHOLLAND 1:41:21
- 2 54 Jessica SEITZ 2:01:53

Sprint F 30-34

- 1 27 Whitney PHILLIPS 1:38:46
- 2 31 Fayme PETTIT 1:41:38
- 3 41 Sarah MUNOZ 1:46:35
- 4 48 Natalie THORPE 1:55:52
- 5 49 Barbalee ACKERMAN 1:56:41
- 6 50 Chelsea EGBERT 1:58:02
- 7 58 Somer PECOLAR 2:09:29

Sprint F 35-39

- 1 17 Katie LIMB 1:28:26
- 2 36 Starla LATHAM 1:43:51
- 3 40 Bonnie FERNELIUS 1:45:09
- 4 53 Becky BIRCH 2:00:56
- 5 62 Valerie BOGGS 2:25:27
- 6 65 Kristie NANCE 2:34:34

Sprint F 40-44

- 1 21 Mindy BROOKSBY 1:31:46
- 2 28 Rebekah JONES 1:40:34
- 3 30 Andrea BIRCH 1:41:21
- 4 32 Andrea MCKEA 1:42:09
- 5 38 CJ BERG 1:44:32
- 6 42 Kathy WICHELHAUS 1:49:27

Sprint F 45-49

- 1 33 Misty SUAREZ 1:42:19

Sprint F 50-54

- 1 51 Sharon DENISON 1:58:10

Sprint F 60-64

- 1 55 Susie SUNDERLAND 2:03:45
- 2 56 Christine MCELHANEY 2:04:33

Sprint M 19 and under

- 1 8 Samuel GALATI 1:21:15
- 2 18 Kamryn MANSFIELD 1:28:59

Sprint M 25-29

- 1 23 Cade KOWALLIS 1:33:17

Sprint M 30-34

- 1 4 Brian BOTS 1:14:03
- 2 11 Joe PORTER 1:24:53
- 3 13 Matt STENSLAND 1:25:54
- 4 25 Andrew TONGE 1:33:53
- 5 34 Shawn BARRINGTON 1:42:35
- 6 44 Jonathan ALLRED 1:53:52
- 7 46 Kyle CARPENTER 1:54:49
- 8 57 Nathan PARRY 2:05:38

Sprint M 35-39

- 1 6 Christopher WHITE 1:15:44
- 2 19 Adam ENDSLEY 1:29:10
- 3 24 Jared MASSEY 1:33:47
- 4 37 Paul GARDNER 1:44:01
- 5 45 Brian ROSS 1:54:29

Sprint M 40-44

- 1 10 Steve GOULD 1:24:11
- 2 14 Mark ERICKSON 1:26:25
- 3 20 Rob HARRISON 1:31:40
- 4 26 Chris FELKINS 1:36:51

Sprint M 45-49

- 1 63 Todd CARTON 2:30:00

Sprint M 50-54

- 1 5 Shane POWELL 1:15:18
- 2 7 Jeff RECKER 1:20:11
- 3 9 Gordon WRIGHT 1:21:24

Sprint M 55-59

- 1 35 Joe VEATER 1:43:36

Sprint M 60-64

- 1 22 Michael SCOTT 1:32:44
- 2 60 George SUNDERLAND 2:16:48

Sprint Relay

- 1 1 THE MANIACS 1:28:13
- 2 2 3RD PLACE 1:36:31

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ENDURO RACING

Teubner and Newman Pick Up Wins in Nevada's Tears, Fears, and Beers Enduro

By Kent Robertson

After a one-day rain delay, the 11th annual Fears, Tears, and Beers Enduro got underway under threatening skies in Ely, Nevada on June 12th. With the base start/finish headquarters in Broadbent Park in Ely sitting just under 6500' above sea level any and all kinds of weather can be expected in early June. And 2016 did not disappoint.

The Great Basin Trails Alliance has been pulling this race off with a small, but dedicated, group of passionate members since 2006. Originally conceived by Kalem Lenard, an enthusiastic land manager and Mark Weaver, an old cross country mtb racer-turned motorcycle enduro rider, they developed a unique (at the time) race format patterned after ISDE motorcycle enduro qualifiers where riders climb on beautiful single track at their own pace, then raced for time on multiple, mostly downhill sections of fast, twisty, narrow and occasionally hairy, untrammled Eastern Nevada trails.

Since that time, enduro mountain bike racing has swept the country, but the Fears Tears and Beers was likely the first of its kind in North America and continues to be one of the hardest, and most fun, races around. Pick a loop based on your skill level and how far you want to ride and you'll ride from 10 miles with under 1000 feet of climbing for the Fun Loop and two timed stages to over 40 miles and 6000 feet of climbing and seven timed stages for the pros. Beginner class riders do 17 miles and 2000' of climbing with three timed sections, Sport class adds another seven miles, 1000', and an additional stage on to that, while the Experts do that whole loop on Ward Mountain plus an additional loop to the top of Squaw peak adding another 1,800' of

climbing and two more timed sections, including the infamous Whore and the White Pine County Tour and



Katie Teubner won the women's pro at the Tears, Fears, and Beers Enduro in Ely, Nevada on June 12, 2016. Photo by John Shafer



Jeremiah Newman won the men's pro at the Tears, Fears, and Beers Enduro in Ely, Nevada on June 12, 2016. Photo by John Shafer

House Hill final descent. About 115 racers turned out for this annual beat down, with nearly 90 riders braving the rain delay and competing on in the postponed event. Despite a challenging mix of rain, mud, wind, lightning hail, and sun the race went off without any major hitches and all had a good time and were treated to some good old fashioned Ely hospitality. The after race dinner and awards ceremony and raffle were sponsored by the Jail House Hotel and Casino. Other major sponsors include Hubessed Cycle Works out of Ogden Utah, Robinson Nevada Mines Corp, Mt. Wheeler Power,

Recreation Board. After a full day of intense racing (and casual chilling.... This is enduro afterall) Jeremiah Newman took home the top pro men's trophy and cash prize, with Eon Jarvis placing 2nd, and William Marks finishing third. In the pro women, Katherine Teubner took home first, with Ana Rodriguez, and Ahmi Bryant finishing 2nd and 3rd respectively. For full results, see the results page in this issue. Check out all the talk, pictures and results on the Fears Tears and Beers Facebook page.

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WYDAHO Trails - Continued from page 3

The Game Creek Loop isn't the only epic ride in the greater WYdaho area. The International Mountain Biking Association (IMBA) bestowed the award of Silver Ride Center status to the "WYdaho" area in 2014 and named it the Teton Region Ride Center. An IMBA Ride Center is known for having trails for



Nancy Rutherford on the Rush Hour Trail in the WYDAHO Region.
Photo by Celeste Young

all abilities and riding styles. There are endless possibilities of riding in the Teton Region from the Big Hole Mountains that border Teton Valley, Idaho on the west to east of the West Game loop ride described above.

Grand Targhee

Grand Targhee Resort (GTR), just 20 minutes from Driggs, Idaho, is home to an IMBA Epic Trail and a top five best bike park as ranked by MTBParks.com. Andy Williams, Harlan Hottenstein, and their trail crew are continuously working on building new trails and maintaining the current trails so they are in tip top shape. According to IMBA.com, the criteria to be rated an IMBA Epic trail are: technically and physically challenging, more than 80% singletrack and at least 20 miles in length. There are about 35 miles of singletrack that you can do, if you choose, at Grand

Targhee Resort. That doesn't include the 11 miles of lift-access downhill trails. I recommend the singletrack in this order: Andy's, Buffalo Soldier (counter clockwise for a view of Grand Teton), Colter's Escape, go past the yellow tent to continue down on the Mill Creek reroute. Be sure to stay right to ascend Rocky Mountain Way. Return to the resort via Action Jackson. Stop long enough to get more water and some more food and head out Pika Traverse to ride the

mountain biking scene in WYdaho, and is a fundraiser that supports trails. Join group rides, explore part or all of the trails at Grand Targhee Resort's Bike Park, ride Teton Pass or the Big Holes, and be sure to take a 2017 demo bike out for a test ride. For more information, check out teton-bikefest.org.

Backcountry Tips

Before heading out on any ride, but especially an epic ride in the WYdaho area, there are a few things to know. First, you are in big animal country. There are bears, moose, mountain lions – be sure to have bear spray and know how to use it. It's best to ride in groups and make your presence known by chatting, laughing, and even singing. Beware of the elevation. In both Wyoming and Idaho, you are at a minimum at 6,100 feet of elevation. Some trails go as high as 9,862 feet. Give yourself extra time in case you need to slow a bit from your normal speed. The sun is strong and mountain weather can change in an instant. Even if your favorite weather app predicts a sunny 72-degree day, it behooves you to be prepared with sunscreen, a rain coat, an extra layer, and a basic first aid kit that includes an emergency space blanket. Of course, bike breakdowns can happen anytime. Toolkits with a flat repair kit are a must. In terms of trip timing, keep in mind that opening weekend at Grand Targhee was June 17, 2016, and they still had to shovel the snow in spots to clear the trails. The lower valley trails, such as the Horseshoe loops and Aspen Trail typically open after the winter closure ends in mid-April with an occasional patch of snow and a few mud holes. Your best bet is to wait until mid-June when the wildflowers start to pop and the weather is typically better. Typically, the riding is good through mid-September and can sometimes extend into October; other times it snows in October and doesn't melt out until June the following year. If you're looking to camp, there are several options for RV, tent, or dispersed camping. See Camping resources section.

WYdaho Biking Guides

The riding time for the West Game loop was about 3 hours. That didn't include view breaks, pee breaks, or food breaks. A good estimate per hour of riding is roughly a liter of water and about 100 calories of food. A way to navigate is always helpful; there is the trusty map and/or guidebook such as Teton Valley Trails and Pathways 3rd edition of the WYdaho Mountain Biking Guide. You can swing by bike shops in Jackson, Teton Valley Idaho, or purchase online at tvtap.org. If you haven't downloaded the MTB project app on your phone, do so. It is a wealth of information, and the best feature is the GPS lets you know "You are here" with a blue dot on the digital trail map. The beauty in the Teton region is unparalleled; one way to take a piece of it home with you is with a camera. The most important thing to pack is a smile. Oh! And your shoes.

Other trails worth checking out:

Rush Hour – Beginner; Victor, Idaho to the Wyoming border.

Teton Canyon – Sheep's Bridge Beginner, Mill Creek intermediate/advanced; Alta, Wyoming.

Horseshoe Canyon Loops – intermediate; west of Driggs, Idaho.

Aspen Trail – Intermediate; east



The Rush Hour Trail takes you to Idaho...
Photo by Celeste Young



And to Wyoming...
Photo by Celeste Young

of highway 33 between Victor and Driggs, Idaho.

Munger Mountain loops – intermediate. Follow Fall Creek Road south of Wilson, Wyoming to trailhead.

Big Holes – Grove Creek to Red Creek-Corral Creek loop – Expert. West side of Victor, Idaho.

- Spooky to Red Creek-Corral Creek loop – Intermediate. Pine Creek Pass, Idaho.

Teton Pass – DH shuttle with a friend or two – Intermediate Expert.

- Teton Pass – cross-country Arrow to Phillips ridge – Intermediate.

- Teton Pass – enduro Arrow or Phillips ridge to Phillips Canyon – Expert.

Wilson, Wyoming side of Teton Pass.

For more trail information, Mountain Bike the Tetons' website has several descriptions

Camping information –

Grand Targhee Resort – RV camping (and trailside lodging) Tent camping for special events only.

grandtarghee.com

Caribou-Targhee National Forest – fs.usda.gov/activity/ctnf/recreation/camping-cabins

Campgrounds closest to Mountain biking trails: Teton Basin RD (Mike Harris Campground, Pine Creek Campground, Teton Canyon Campground, Trail Creek Campground)

Teton Canyon, Wyoming (between Alta, WY and Grand Targhee Resort) – open mid-May – early September.

More info at: recreation.gov

Mike Harris Campground – Tent or RV, open May 15 – September 15

Driggs Forest Service office – 515 S Main St., Driggs, Idaho 208-354-2312

Jackson Ranger District – fs.usda.gov/activity/btnf/recreation/camping-cabins

Campgrounds closest to Mountain biking trails: Cache Creek & Greater

Snow King Area, Fall Creek/Munger Mountain Area, Teton Pass Area

Jackson Hole Campground

Fireside Resort – RV camping jacksonholecampground.com

MOUNTAIN BIKE RACING

Cory Wallace and Sarah Kaufmann Defend Vietnam Victory Challenge Titles



Race winner and Utah resident Sarah Kauffman on course in the Vietnam Victory Challenge. Photo by Igor Schifris

By Jon Aspin, Ho Chi Minh City

Da Lat, Vietnam: Earlier this year, a field of 148 local and international mountain bike riders lined up in the central highlands' capital for the start of the second ever DDK Vietnam Victory Challenge. Cory Wallace, from the Rocky Mountain town of Jasper, and Sarah Kaufmann from Salt Lake City, both showed their class to defend their titles in the Pro-Men's and Pro-Women's categories.

New Event

Building on the success of 2015's inaugural race, a wide range of ability's were again drawn to the enduro event. This year's field included several pro and semi-pro riders, with the Open Women's category led by Utah's own Sarah Kaufmann.

Coming into the final stage, Sarah, riding for Stan's No Tubes

said, "so you know, I felt like I was in control. I did what I needed to do." On the course itself, Sarah said her expectations had been blown away again. "When I came last year, I was expecting a lot less, and this year was even better. The single track out there is as good as any, and honestly the double track was fun because it's so rough." In terms of the climbs she said she was used to longer ones, but given the lack of switchbacks, they were steeper than usual. "This is as good as any event in the States" she said afterwards, "and you know it's scary to come to such a foreign country, you kinda put your trust in a race promoter, but I would recommend this to anyone. I felt totally safe and everything's been top-notch."

This year's Vietnam Victory Challenge was again run over three stages, the first two being 48km A to B rides, including 1,300m of elevation gain, (the second stage a



The Vietnam Victory Challenge is gaining momentum in its second year and has great reviews from the riders. Photo by Courtesy Vietnam Victory Challenge and Velo Vietnam



Jett, Celie and Jack Allsop from Trenton Utah helping the locals at the final feedzone on Stage 2 of the 2016 Vietnam Victory Challenge. Photo by Robert Lofgran

Elite team had six and a half minutes up her sleeve on nearest rival Erin Greene from New Zealand. "I felt confident going into today," she said, "because I had that time, so I knew I didn't have to win (the stage). My plan was to ride hard on the first lap, see where I was at, where she was at, and because it was a short enough day, I didn't think she'd put that much (time) on me." Despite that, Sarah still had enough in the tank to compete for the final stage win. "I still wanted to win the stage," she

reverse of the first) followed by four laps of an 11km loop on the final day through the aptly titled "Valley of Love", a hub for international and domestic visitors.

In the Pro-Men's category, Canadian national champion Cory Wallace, riding for the Kona factory team, virtually had it to himself again. In a repeat of last year's result, Cory put light between himself and the competition, finishing the General Classification a clear 54 minutes in front of his nearest rival Sang Seyha

from Cambodia. Beating everyone up the first climb on day one, he was barely sighted, demonstrating the gulf in class between the pro's in nations where this is an established sport, and places like Vietnam, where it remains in its' infancy.

Downplaying his win, Cory said he was excited to be part of the development of mountain biking here, and had noticed a big improvement in the times of the local riders. "It's such a good race that Bob's put on here, (Bob Lofgran - Race Director) I'm

excited just to be part of it." he said. Treating it as a training camp for the North American season come June, July and August, he also praised the course, even though it's short by his marathon standards. "When it's shorter you just go harder" he said, "I find these courses hard because there's a lot of steep, punchy climbs, and it's rough, so you always gotta be on it. There's not many places you can really just recover, so I've found the racing really entertaining here."

Battling it out

In the other categories, there were some great battles throughout the weekend, with yellow GC jerseys changing hands over the three stages. This happened most notably in the Men's 30-39 category which was eventually taken out by Simon Gadiant (Flying Bikes), who just pipped last years overall category

Federation of Vietnam, the Vietnam Victory Challenge could take a foothold in DaLat, and become a permanent, even longer event to attract more international standard riders. "I want to make this a totally international standard (longer) ride and have a lot more internationals like Cory and Sarah come out for it" Bob said. "But if we do that straight away, the local riders won't keep up. So I think if we grow the event gradually, within the next on one or two years, we can have some real competition from them."

Community

Having attracted sponsors like DDK, Asama, Jett and Cube to support the event, along with so many people from so many different places (there were racers who flew in from China, Singapore, Hong Kong and Cambodia, not to mention the USA

winner Matthew Wright (Team 3V Racing) by a margin of 56.9 seconds, the closest of the weekend.

In the race inside the race inside the race, the Red jerseys for the best local riders were also hotly contested. Loc Phun Van (Quan Khu 7) took out the Open Vietnamese men's category, with only a few minutes separating the minor placings and everything up for grabs until the last lap on day 3. The Open Vietnamese womens' overall went to Huong Khong Thi (Vinh Phuc), who showed improvement throughout the weekend. Special mention must go to another rider from Utah, Katie Teubner (TRP Racing) who came over for holiday in support of her friend Sarah, who'd told her about the event, and took out third overall in the Pro-Women's category. "It's been an awesome week in Vietnam. Thanks a lot to everyone who supported this event. It's really cool to see this level of racing happening here."

Cycling in Vietnam

Happy with how the event had grown from last year, the husband and wife team of Bob and Tanya Lofgran from SEA Sports Marketing, were buoyant albeit tired at its conclusion. Stopping short of committing to next year, race director Bob was pleased with the traction the sport had gained over the last two years, and hoped that with the right kind of help from local authorities and the Cycling

and Canada), ex-professional team rider Bob has every right to feel proud, but stressed the need to build community. "Cycling and bikes are my life," he began, (he has a day job as Country Manager for the Specialized brand) and I feel like if you have a good racing and cycling community like this in Vietnam, it creates so many opportunities for riders. A lot of people might think it's just a dumb race, but being a good racer or handy with bikes can open up so many more opportunities down the line. Look at me, I never thought I'd even visit Vietnam, let alone live here. I'm living proof of what this sport can do for people."

For full results of the race go to webscorer.com and type in 'Vietnam Victory Challenge' and for more photos go to facebook.com/vietnamvictorychallenge

Jon Aspin is an Australian writer and editor working in Ho Chi Minh City, Vietnam. He rode the first stage of the race and loves all things cycling. He works for the biggest English language magazine in Vietnam. You can get in touch with him in at jon@wordvietnam.com and see more of his work for the magazine here: <http://www.wordvietnam.com/food-drink/bar-stool/author/9499-jonaspin>

MOUNTAIN BIKE RACING

Hanks and Lindine Top the Podium at Wasatch Back 50

Perennial speedster Jen Hanks won the women's pro field at the Wasatch Back 50 Intermountain Cup Endurance Cross Country Race held on June 25, 2016 in Heber, Utah.

Photo by Angie L. Harker, Selective-vision.com

By Justin Lindine and Nate Gibbly

The I-Cup Race Series held its second Endurance Series event on June 25, 2016 in Heber City, Utah at the Wasatch Back race. The course of the Wasatch Back race featured a 21-mile loop in the mountains just south of Jordanelle Reservoir. Utilizing what is known as the Coyote Loop Trail, the course ascends rapidly from the parking area of the campus, gaining the majority of its roughly 1,700ft of climbing in the first ten miles of the lap on sinuous, switchbacking singletrack. Racers were assigned either one or two laps of the course, with all elite and expert categories taking on two laps.

After a brief delay due to technical difficulties with the timing system, the elite men's field took the start at approximately 8:30. A hard charging Drew Free (Kuhl/Pivot Cycles/Go-Ride) led the field from the gun, soon joined by Justin Lindine (Apex/Hyperthreads/Vittoria). These two quickly separated themselves from a chase group that at various points consisted of Justin Desilets (Team Revolution Bicycles), Chris Holley

(Kuhl/Racers Cycle Service) and Jason Sager (Hyperthreads). Lindine was able to take the lead after Free had to briefly remove a piece of brush that had become lodged in his drivetrain. From there on out, it became a pursuit match with Free keeping Lindine within 45 seconds for the entire first lap.

"He was keeping me super honest out there", Lindine said of Free. "I thought for sure I would gain more time after we crested the climb, as the part of the course where it's rolling suits me a little better, but he was charging. Luckily I was able to open it up a bit on the second lap."

For Free, after a fast start it was as much about staying error free as it was fast. "There are a few sections towards the top of the climb that are difficult to ride very fast," he said. "Your best bet is to try and ride them smoothly. I don't get to ride this trail as often as I would like, so it is really unique to be able to race here. With two big 21-mile loops it feels really remote out on the backside of the course. It is really a lot of fun to ride these trails fast." Lindine finished in the top spot, four minutes ahead of Free.

Behind the two up front, the bat-



Justin Lindine (Apex/Hyperthreads) on his way to another win at the Wasatch Back 50 Intermountain Cup Endurance Cross Country Race held on June 25, 2016 in Heber, Utah.

Photo by Angie L. Harker, Selective-vision.com

tle for third changed hands first from Desilets to Holley, then Holley to Sager. But during the second lap Holley was able to get a gap over Sager on the climb and hold it to finish three minutes behind Free. "I felt really good overall," said Holly. "But the way Lindine and Free rode away from the group, I knew I'd be racing for third." Sager was able to finish fourth with Desilets hanging on for fifth.

In the elite women's race Jen Hanks (Pivot/DNA Racing) surged to an early lead on the courses opening climb hoping to get ahead of other category race traffic as much as possible. Despite gaining time early in the first lap, she was caught heading onto lap two by a surging KC Holley (Kuhl/Racers Cycle Service). "Towards the end of the first lap I let myself get a little too comfortable in the lead and let off the gas just enough that a hard-charging KC



Matt Brown finished second in the expert 40-49 category at the Wasatch Back 50 Intermountain Cup Endurance Cross Country Race held on June 25, 2016 in Heber, Utah.

Photo by Angie L. Harker, Selective-vision.com

Holley caught me," Hanks said.

Holley had been trading second position with Jennifer Wolf from

much of the first lap. The decent, however, changed things. "I was able to get some space as we finished the lap and caught Jen at the feed zone as she stopped to swap hydration packs," Holley said.

However, with a clear course for the second trip up the climb, Hanks was able to again put in an effort that gained her an advantage. "My second lap was only three minutes slower than my first," she said. "Last year, I completely detonated on the second lap, so I was happy to finish strong." She added, "This is my second time racing the full Wasatch Back course and it is really a great course. Big climbs, big views (if you take a moment to look) fast descents, and a fair amount of chunk with some



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Rick Morris finished 7th in the expert men 60+ category at the Wasatch Back 50 Intermountain Cup Endurance Cross Country Race held on June 25, 2016 in Heber, Utah.

Photo by Angie L. Harker, Selective-vision.com

tricky switchbacks to keep you on your toes!" Putting her prior course experience to good use, she was able to come in 3:55 ahead of Holley in second. Further back, Wolf from rounded out the podium in third.

Altogether 160 racers tackled the challenging backcountry course on Saturday in Heber, a slight increase in the turnout from last year's edition of this race. As all the categories finished their races, and results were finalized, racers were treated to post-race refreshments compliments of Trip C's food truck. Dishing up gourmet grilled cheese sandwich variations and other tasty treats, the truck was a big hit with hungry racers. The temperature, while warm, was distinctly milder than the days leading up to the race, making for pleasant lounging in the shade of the race pop-up tents and a perfect and picturesque backdrop for this stop on the I-Cup event calendar.

See the results section in this issue for more detail. The I-Cup Series offers both a traditional seven-race cross-country (XC) format mountain bike races, as well as a four-race endurance series featuring longer courses of up to 50 miles. Next up in the series is the Rage at Snowbird, on July 2nd for an XC race event. A perennial racer favorite, Snowbird will certainly provide more exciting mountain bike racing action. For more information, visit: www.intermountaincup.com

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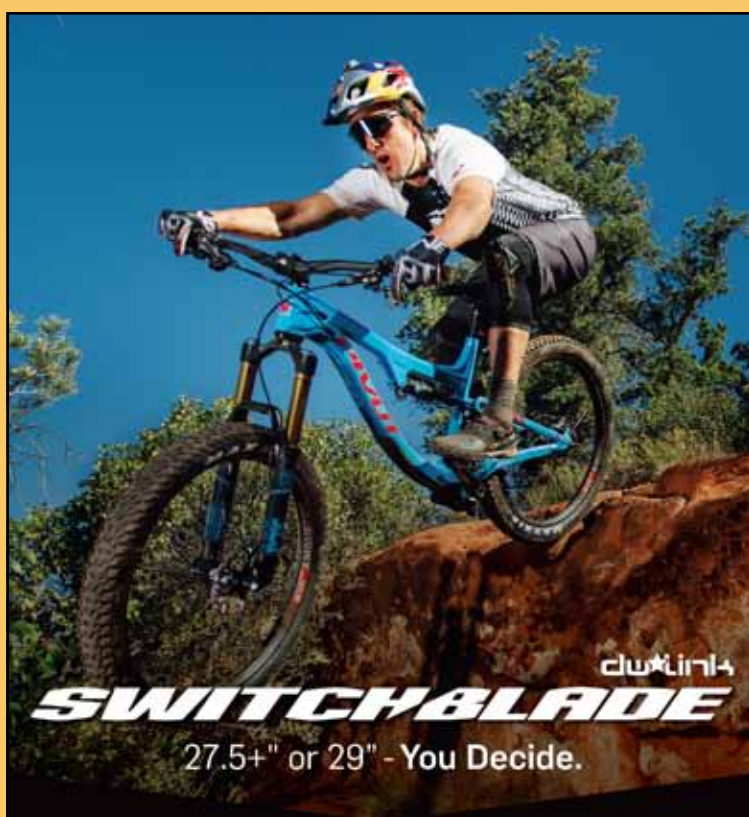
CYCLING

New Content this Month on CyclingUtah.com and CyclingWest.com

Stop by cyclingutah.com and see the latest articles, many of which are web-only and not in the magazine.

A partial list is below with more new content regularly:

- Editorial: It's Time to Repeal the Ban on People Riding Bikes on Sidewalks in Downtown Salt Lake City
- 3 Utah Riders and 2 Southwest Colorado Riders Named to Mountain Bike Worlds Team
- 2016 Fire Road Cedar City Now Rescheduled for August 26, 2017
- Cycling Utah and Cycling West's June 2016 Issue is Now Available (as a pdf)!
- Deer Valley Resort to Host Fourth Stop of the 2016 SCOTT Enduro Cup on August 28th
- Car Insurance for the Cyclist
- Commuting With Dogs – Tips for Riding With A Canine
- Utah's McCutcheon Joins Visit Dallas DNA Cycling Pro Squad
- Czech'in Back – Report from Jun 31 & July 1 at MTB Worlds from Rachel Anders
- 3 Utah Riders and 2 Southwest Colorado Riders Named to Mountain Bike Worlds Team



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ROAD RACING

Catching Up with Neo-pro Mindy McCutcheon



Mindy McCutcheon on her way to winning the women's pro category at the Porcupine Big Cottonwood Hill Climb on June 4, 2016. The long time Canyon Bicycles rider is moving to UCI status with Visit Dallas DNA Pro Cycling. Photo by Dave Iltis

Interview By Mark Deterline

Mindy McCutcheon has been a Western States golden girl for multiple seasons, and takes a well earned spot on Utah's UCI pro women's team – Visit Dallas DNA Pro Cycling. We had the opportunity to pose her questions we figured many of you would have for this likeable athlete and feared competitor.

This year, you have won races in cyclocross, MTB and road. How does the 'cross discipline contribute to your success?

I love each discipline for different reasons, and I love the challenge that each discipline presents. They're so totally different from each other, but the crossover between them helps make me stronger across the board.

For instance, I wouldn't be nearly

as comfortable in cyclocross if I didn't practice my handling skills on the mountain bike. Or I wouldn't be nearly as strong of a climber on the trails if I didn't slog for miles up canyons on my road bike. My biggest peeve is not having enough time to ride all my bikes as much as I'd like!

You have been with Canyon Bicycles Racing Team for a long time. What are your feelings on leaving that team and riding for a new one on a larger competitive stage?

I owe a huge amount of my success to Mike Pratt and Sara Baker at Canyon Bicycles. I met Sara when we were both cat 4's and she invited me along on their Sunday group rides. That became my bike family, and she became one of my best friends.

Mike and the crew at the shop

have been amazing to work with, and they've always had my back. I can't thank them enough! Everyone has been super supportive in seeing me take this to the next level and helping me to grow as a racer. I wouldn't be where I am today without their support since day one, period. I'm definitely sad to be leaving Canyon, but they're still my pals and will always have a special place in my heart!

How did you first get involved in bike racing?

My history with bikes goes back a while. I always had bikes as a kid, but it wasn't until I was heading to college in the U.P. (Upper Peninsula... that often forgotten part of Michigan near Canada) that I decided I wanted a REAL bike for all the great mountain bike trails I had heard about (seriously, they're awesome). So, I bought myself a Specialized Rock Hopper with money I had earned working at Dairy Queen throughout high school.

I started mountain bike racing a bit around 2006 and had a blast. I dabbled in it around the Midwest and did okay locally, but didn't take it super seriously.

In late 2008, I moved to Utah. I remember thinking "There are so many amazing athletes in Utah, I'll never be at the top level." I rode a bit, but was still running marathons, so again, I didn't take it seriously. In 2011, I decided to test my skills on the road at the Bear Lake Classic. I had no idea what I was doing! However, it was that fateful day, I met my dear friend Cathy Kim. She was great out there; pointing out who was who, what to do, and whose wheel to avoid. I had a blast, but disappeared until mid-season 2012. That's when I decided, I wanted to upgrade to Cat 3 and learn more. By the end of 2012, I had earned my upgrade and met Sara. That's when I got connected with Canyon and the rest is pretty much history.

Any advice to other women who want to start racing?

I was so fortunate to have met some great ladies early in my cycling adventures. It is so intimidating showing up to a race, not knowing anyone and having no clue what to do. I'm pretty sure when I first started road riding in Utah, I still thought you wore underwear with your chamois [insert pad in cycling shorts]. Luckily I figured stuff like that out pretty quickly. But this sport is crazy.

I think what helped me the most was hitting group rides and being attentive. As a new rider or racer, it's not enough to just hop on your bike and ride. You need to watch what's going on around you, ask questions, and process everything. If you're in a good group, the other folks will give you good tips, like how to draft, what side to be on depending on the wind, how to attack and counter, or how to spit without spitting on everyone behind you. There also are clinics put on by various folks like Plan7, where you can learn all sorts of awesome skills.

Some feel that this recruitment and move to the DNA women's program is long overdue; any thoughts you can share about that?

Oh boy, is it ever! I've long wanted to step up to the next level of racing, but faced obstacles in my personal life that held me back. It got to the point about a year ago where I had to do some serious reflecting and determine what would make me happy and fulfilled. I knew I ultimately had to see how far I could take this or I would have huge regrets down the road. Some people think bike racing (or any professional sport) is selfish. Well it is. You spend hours upon hours training, cross training, eating well, not going out with your friends, trying to sleep as much as possible, and doing a lot of laundry.

For me, making the decision to hit the national circuit this year,

(which lead to getting picked up by Visit Dallas DNA Pro Cycling) was never about choosing bike racing over something or someone. My decision centered around choosing to take care of myself. This led to some tough decision making, but I'm confident in the choices I've made. Sure, now I have the opportunity to be part of an amazing team and fulfill my personal goals, but I also have a new found level of confidence that carries over into racing — and the rest of my daily life. I'm in the best place mentally and physically I've ever been, so there's really no better time to chase my goals.

For athletes who may be reading, who are interested in excelling in multiple sports, not just cycling, what insights have proven most helpful to you in your athletic and crosstraining endeavors?

Before I was ever a cyclist, I was a collegiate runner and alpine ski racer. I ski raced from 5th grade through my undergrad years at Northern Michigan University, and I ran track from 6th grade until 2010, when I suffered stress fractures in L3 and L5. I loved both of these sports, but was always just mediocre. If it weren't for injuries suffered in these sports, I may never have started cycling so much to begin with. Recovering from injury made me focus on cross training like yoga, Pilates, and strength training. This has all played into my becoming a stronger athlete on the bike than I ever was as a runner or ski racer.

Riding a bike is actually only a small portion (ok, that's not true, it's a big portion...) of bike racing. What people don't realize is how much other stuff you have to do to be a strong, injury free athlete. Each week, in addition to my on-the-bike training, I do strength and plyos, yoga, and core. During my cyclocross season I try to run once a week and during the winter I Alpine and Nordic ski.

For me, yoga has been one of the hardest things to dedicate myself to -- mentally and physically. I try to hit several different classes (yin, power, and restorative) each week. Each class offers something totally differ-

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ent, but they all allow you to focus on being present and facing the shit in your life. It's the closest thing to meditation or religion that I practice. The challenge of yoga is so different than being on the bike, but I really think the mental clarity you get from it (or whatever your "yoga" is) is just as powerful as the training you put into your primary sport.

What advice would you give specifically to female endurance athletes, and are there age-specific insights you feel important to share with any particular demographic or age group?

One of the greatest things I've noticed over the past couple of years is the ability to connect to other women through social media. It has allowed groups of women of all ages and ability levels to share in adventures. Having these little meet-ups has helped me grow friendships in my life and has helped provide opportunities to meet other gals I may not have met otherwise.

As for female endurance athletes, no matter the age, I think it's so crucial to have realistic expectations and patience. If you're just starting out, it's easy to be super motivated and want to do it all. However, that can lead to burn-out or injury. Aside from the potential negatives to being an endurance athlete, probably the greatest thing is: age doesn't matter! I ride with friends who are 20 years older and have friends who are 15 years younger. That's the beauty of these sports -- your training partners don't have to fit some cookie-cutter mould. I've learned so much in the hundreds of hours I've spent riding alongside my older, wiser friends. These moments are sometimes more gratifying than any race because you get to really connect with a person

while doing the things you love.

Finally, are there aspects of the cycling and broader endurance sports community in Utah and beyond that you would like to see evolve in any particular way?

I feel there's a bit of ebb and flow with the cycling community in Utah. When I first started racing, the numbers in the women's categories were much larger. For whatever reason (injuries, retirement, life!), they seem to have dipped a bit lately. Sometimes I see long, wordy threads on Facebook with speculation as to why this is happening. It's easy for people to get worked up and have strong opinions about how things should be run. I'm personally grateful for what we do have here in Utah because it is such an incredible community of cyclists, racers, and advocates who make this all happen. On the positive side, we also have some great programs focusing on the younger generation of racers, which will hopefully translate into some bigger numbers down the road.

In addition, we have Marek and Dirk who run nearly every cycling event in Utah, and I'm certain they don't get the recognition they deserve. They work so hard to bring us quality events that are safe, challenging, and fun. I'd love to see more people actually offering viable solutions to issues that might be present, like low turn-outs or fewer events, instead of ranting about it on social media. It's why I still love participating in local events -- I enjoy supporting the guys putting on the events. Sometimes you get the opportunity to teach someone else in the group something new or push them harder, which makes them a better racer, too. I've gotten so much love and support from our community; I hope I'm able to give back in some way.

As in all sports, it's really about being part of your community. Don't just show up to get a race number and get a result. We all should take the opportunity to mentor someone, or have enough curiosity to be mentored. We have to work together to make these things great, because Utah is an amazing place, filled with great people.

MOUNTAIN BIKE RACING

2016 MTB Worlds Coverage: Czech'ing Back With Rachel Anders



Rachel Anders at the starting line in a recent race in her Team USA kit (second from right in front row). Photo by Hardwood Ski & Bike Resort

By Rachel Anders, Team USA Junior Women, with Mark Deterline

Assistant Editor's Note: We are very proud of Utah High School Mountain Biker Rachel Anders, who is excelling in both racing and academics, having been accepted to Stanford University for the coming school year.

June 23, 2016 - My first international race was at Worlds in Andorra last September. The course was short, rooty, steep, and slippery -- a world of difference from most races in the US.

With the huge crowds, a demanding course and fifty other aggressive junior female racers battling for position, the entire race felt like sensory overload. I'm excited to go to Czech with a bit more international experience under my belt, and try to better last year's result -- 23rd place.

The Czech Republic also hits a personal note since my dad's entire family lives there, and I'll have the chance to meet cousins, aunts and uncles for the first time.

For me, mountain biking begins and ends in the close-knit cycling

community we have in Utah; the support from home is unreal.

Besides the countless number of friends and family cheering me on, I'd like to also thank Summit Bike Club, Competitive Cyclist, Pivot Cycles, and TOGS for helping me reach my goals. The Summit Bike Club especially, as well as every other Devo and high school team throughout the state, has been monumental in growing and supporting the sport. Its commitment to juniors has instilled a love for cycling in my teammates and me, and has created friendships that will last a lifetime.

As Worlds draws closer and I will leave for Europe soon, I'm stoked for this opportunity to relay all the action and photos from Czech back to the US -- please watch for my updates via cyclingutah.com and [facebook.com/CyclingUtah!](https://facebook.com/CyclingUtah/)

The 2016 UCI Mountain Bike World Championships take place from June 28-July 3 in Nove Mesto Na Morave, Czech Republic.

Look for full coverage from Rachel Anders on CyclingUtah.com.

Rachel Anders of Sandy, Utah began XC mountain bike racing in the NICA high school league, and currently races with Utah-based Summit Bike Club. She competed at Worlds in Andorra last year, and explains that she is "excited to go fast and get rad in Czech this year." She recently graduated from AMES high school, and as mentioned in the intro, will be attending Stanford this fall.

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TRIATHLON

Pellman and Maaranen Win Vernal's DinoTri

Sage Maaranen won the women's Olympic open category at the 2016 DinoTri in Vernal, Utah. Photo by Dave Iltis



Swimmers on course at Red Fleet Reservoir in the 2016 DinoTri in Vernal, Utah. Photo by Dave Iltis



Julian Pellmann celebrates his win in the Men's Olympic open category at the 2016 DinoTri in Vernal, Utah. Photo by Dave Iltis

By Dave Iltis

On a gorgeous summer morning, 117 triathletes lined up to compete in the 10th Annual DinoTri on June 25, 2016 – one of the region's most beautiful triathlons. The course featured an open water swim in the Red Fleet Reservoir of .9 miles for Sprint competitors and 1.8 for Olympic racers. This was followed by a 13 or 26 mile bike ride that starts with a tough but scenic climb out of the reservoir – if racers weren't in too much oxygen debt, they could enjoy stunning scenery – followed by a fast downhill to the finish. The bike leg finished at the Uintah Basin Applied Technical College campus. The T2 transition led into the 3.1 or 6.2 mile run through the streets of Vernal, finishing back to the school to cheers, a finish line arch and a photographer to document the racers' achievements. Finish line refreshments, donuts, and fruit were there for recovery.

In the Olympic race, youngster Julian Pellmann finished first with a time of 2:20:20. The 17 year old from Sandy, Utah is on his way to nationals in August in Omaha, Nebraska. When asked about the DinoTri, he said, "The bike is awesome, I love the bike. Especially the first downhill and the climb from Red Fleet." About the swim, "all the red rocks and cliffs, there just pretty!" Both Pellmann and his father, Todd Pellmann raced in the event, with the son finishing first and the father third. The two do triathlons together, "Up until a couple of years ago, I was able to beat him consistently, but now he's just way ahead of me." The senior Pellmann loved the race too, "It was pretty awesome, really nice bike ride. The climb out of there is tough, but a really nice climb out of the reservoir. Nice roads, it was just great!"

Julian described his race with second place Mark Ryan, "He was in front of me for the majority of the race. And I caught him at the turn-around. I think he had a mechanical problem, so I did get a little lucky. I don't know how long he was at the side of the road. We played cat and mouse for the rest of the bike ride. I got in front of him and he passed me again. Then I caught him out of transition and led the whole run."

In the women's Olympic, Sage Maaranen took the win in 2:40:41. She was happy to return to Vernal, "which was extra special, my very first triathlon ever was in 2013. I did the sprint here and totally fell in love – changed my life. I'm now a coach. And love this and was super excited to have a homecoming and try the Olympic distance and to do so well." She led the whole race, but felt dizzy in the last mile from lack of electrolytes and lack of training in the heat, "all of my races thus far have been rainy and overcast, a triathlete's dream. It was humbling about the nutrition and the electrolyte

ROAD RACING

McCutcheon and Brown Climb to Top of Porcupine Hill Climb Podium

Cortlan Brown won the 2016 Porcupine Big Cottonwood Hill Climb with a time of 1:02:06. Photo by Dave Iltis

By Dave Iltis

The category 1 climb to from the Porcupine Pub and Grille to the top of Big Cottonwood Canyon was the scene for the annual Porcupine Hill Climb on June 4, 2016.

The 14.7 mile climb features 3800' of climbing with the steepest section around Storm Mountain. Riders roll from the Porcupine Pub on 7200 South and finish at Brighton Resort under the watch of Mount Millicent.

In the men's pro event, Cortlan Brown (Canyon Bicycles Shimano) was triumphant over world cup Nordic combined racer Taylor Fletcher (Cole Sport) and teammate Mitchell Peterson. "Basically, we stayed together until Storm Mountain, pretty classic at this race. Chris Mackay and Taylor Fletcher attacked really hard, and I was able to hop on their wheel. Mitchell Peterson just went to the front and rode a hard tempo at the top of Storm Mountain." Brown rode off the front and was able to hold off the rest until 2 miles to go when Fletcher bridged up to him. They played games until the finish, with Fletcher attacking at about 1.5 miles out. Brown let Fletcher work until near the finish when Fletcher led out the sprint and Brown came around him for the win.

In the women's event, Mindy McCutcheon (Canyon Bicycle Shimano) drilled it from the start, "I found my rhythm and caught on with a group of fast strong guys and shimmied on up the mountain." Teammate Anne Perry finished second in the women's pro field.

For full results, see page 16 in this issue.

needs." When asked about the race as a whole, she said, "I think it's a really well run race. A lot of people in Salt Lake don't know about this race. I'm a big fan. It's really well run, an amazing course. Yeah, nothing negative to say about it."

Christopher White, Sandy, Utah, won the Sprint Men's 35-39. The mountain biker turned triathlete had a little faster race than last year. "I loved it, it was a fun race. I did it last year and came back this year. It was a great course, a fun course. The first two miles are kind of hard, up that steep hill, but the rest of the course is really fun. I was pretty much in my easiest gear going up that hill." He's planning on coming back next year.

Susan Darlington from Vernal took second in the Athena Sprint category. She too lauded the event, "I loved it, it was a beautiful course, I had fun the whole way down."

In the men's Sprint open category, David Warden finished with a time of 1:07:59 and bested Curt Jensen and

Jason Holt.

Tiffany Harrison, Salt Lake City, rode the race with the Salt Lake Tri Club and won the Sprint women's open division with a time of 1:25:37. She topped Erica Ryan and Beth Pederson. Harrison described here race, "I had a fairly slow swim which is pretty average for me, hopped on the bike and knew I had to make up some time on my bike. Knew that there were a couple girls ahead of me after I transitioned to the run and passed the girls that I needed to on the run to come in first." She too loved the race, "I think it's awesome. It's a beautiful course a lot of fun, and they are really well organized. The climb right out of the chute on your bike makes it a little challenging, but other than that it's a really enjoyable course." When asked if she would come back, "Oh yeah!"

Full results on page 16.

Complete photo gallery at gallery.cyclingutah.com

BIKE POLO

Rookies and Bicycle Polo



Becky at the rookie tournament in Davis, California. Photo by Jennifer Kutzleb, Davis Bike Polo

By Rebecca Hedrick

The sport of hardcourt bicycle polo can be a daunting world from an outsider's view. A typical game with seasoned players can be fast paced and intense displaying seemingly impossible bike maneuvers, ball handling, and incredible coordination, all while managing to not end in disastrous wrecks between players though admittedly not always successful at the latter. Trying to enter such a competitive and oftentimes dangerous sport can be very intimidating and routinely scares some of the toughest potential players away, not to mention those who lack bike experience, coordination, or general athleticism. But, if the initial intimidation can be overcome, those interested in trying out the sport will find a welcoming community more than willing to assist new players and just as any technique, the skills required to play bike polo can be learned with practice and encouragement even for the least athletically inclined people.

Beehive Bike Polo has been working hard to expand the club by recruiting and encouraging new members to the club. Each week on Thursday nights, they host "rookie night" a night of polo practice devoted to introducing new players to the ins and outs of bicycle polo in a nonthreatening environment, as well as working on skills and training for returning rookies. Three of their regular rookies, Becky, Oscar, and Andrew have just returned from Davis, California where they took second place in Davis' first all rookie tournament. The tournament, arranged by Jennifer and Able Kutzleb of the Davis Bike Polo club, was a way to introduce new players to the competitive side of the sport in a less intimidating manner, i.e. a tournament exclusive to newer players rather than seasoned pro's.

Oscar Arce and Becky Hedrick of the SLC rookie team speak about their newfound passion for bike polo:

Oscar: "I had a lot of fun at the rookie tournament. It was amazing to meet new players from so many places and to play outside of Salt Lake City for the first time. It was really well organized and I played

against very challenging competitors. I started playing polo in July 2015 while visiting one of the bike polo pick up nights occurring weekly in the Beehive Bike Polo Club. The speed and maneuvers people could do on their bikes was attractive to me and I finally opted to give it a try. After my first game I knew I had tasted the fruits of bike polo and found them sweet. Since then I decided to practice with the club and learn from the more experienced players. I enjoy bike polo because of the competitive spirit it brings out from everyone. I see the more experienced players put time and effort into learning new skills and do well in tournaments."

Becky: "The Davis rookie tournament was my fourth tournament, though I have only been playing for about eight months or so. It was a great experience playing against other newbies to see where my skills have developed in regards to my status as a rookie. The team that took the title, Los Beaners from Fresno, California, were very skilled and challenging to play against a good example of how far a rookie can go with a lot of practice and dedication. It was really a privilege to play in the finals against such a strong team and it felt good to know how apprehensive they were to play against us as well."

I started playing polo last September after my best childhood friend, Tina Greene (who's been playing for 78 years) moved to SLC and brought me to my first pickup game. At the time we didn't have a rookie night, so I was thrown into the fire right away with the seasoned players like Les Beehive Boys' Gabe, Jimmy, and David. Rather than being intimidated though, I was immediately hooked. I wanted to be able to play like them!

Though competitive by nature, the bike polo community is really an all-inclusive group of friends all over the world. It's like having family in all corners that is always willing to help, encourage, and cheer for you, even when you're playing against them. This is what I really like about bike polo the camaraderie."

Apart from the weekly rookie nights and regular pickup on Sunday's and Tuesday's, Beehive Bike Polo is working with the Bicycle Collective to develop other programs, such as the Youth Polo Program (part



Oscar, Andrew, and Becky (2nd place) with 1st place team, Los Beaners at the Davis All-Rookie Bike Polo Tournament. Photo by Jennifer Kutzleb, Davis Bike Polo

of the Collective's Youth Initiative Programs) aimed at giving youth a safe environment to get involved in the cycling world and providing a healthy outlet for troubled youth. Developing the Youth Polo Program is an ongoing process because the BBP club still lacks an official and sufficiently safe court to play on regularly, an issue which they are working with the City of Salt Lake to rectify.

Utah Bike Polo Information:
Beehive Bike Polo Club — Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons. Check out the Beehive Bike Polo Club on Facebook for location, Chuck Heaton, 801-688-7268, heatpolocompany@gmail.com, [facebook.com/groups/189631497724953/](https://www.facebook.com/groups/189631497724953/), beehivebikepolo.wordpress.com

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BICYCLE TOURING

A Basic List of Things to Take on a Bicycle Tour

On the backroads with Roz, west of Milford, Utah.
Photo by John Roberson



An open camp in the west desert of Utah.
Photo by John Roberson

By John Roberson

Like a lot of folks here in Utah, I should begin by saying that I really

like to ride my bicycle.

I enjoy using my bicycle to get around, and I ride for lots of different reasons. I ride a bike to and from work, and when I'm doing my

around-town chores. I like that it's easy on both the atmosphere and my wallet, and that it helps keep me healthy and fit. It's nearly always a lot of fun, too! Cyclists everywhere realize that a bike allows them to move around at an efficient pace while simultaneously giving all their senses a wonderfully direct connection to the environments they experience as they ride. By riding our bicycles we can literally smell the flowers as we ride.

I enjoy using my bicycle here in the city, but there's really nothing I like better than loading up my bike with camping gear and heading out for a few days of riding and camping. As Utah cyclists, we're lucky because our beautiful state is an especially nice place to explore on a bike. There are thousands of miles of paved and dirt roads to choose from, and terrain that varies from red rock deserts to snow-capped mountains. People are friendly, and the weather's pretty easy to handle for much of the year.

As any savvy traveler knows, it's usually a good idea to be well prepared before heading out on a trip. Bicycle tourists know this, too, and we know that some circumstances require a higher level of preparedness than others. For example, an extended, self-supported mid-winter tour of the Colorado Plateau would seem to call for more thorough planning than a short, credit-card-oriented summer cruise through Utah's northern valleys. There's a lot to think about

when planning a trip, but sensible touring bicyclists always consider the weather and temperature, the season and terrain, the company they will be keeping and the availability of resources along the way. I have found that being well-prepared minimizes unnecessary stresses and allows me greater freedom to relax and enjoy the journey.



Under the tarp tent on a misty, Utah desert morning.
Photo by John Roberson

Many bicycle tourists start the trip planning process with some kind of a list. If they have experience touring they probably have a list of their own. But if not, bike trip equipment lists can be found in abundance on the Internet and in some of the excellent guides to the state that are available. (I strongly recommend Dennis Coello's 1984 classic BICYCLE TOURING IN UTAH.) No two lists are exactly alike, but they all have a great many things in common.

After many, many years of bicycle touring, I've come up with my own basic list of gear that I use when I prepare for a trip. My list has five basic categories: camping gear, clothing, food, tools and personal items. Please know that I've never taken everything on the list, but most of what's there goes with me on every tour. It all depends on the time of year, the length of the tour, the riding conditions or whether I'm riding alone or with friends. Everything I take fits into front and rear panniers or rides on top of the front and rear racks. Other than the clothing I wear, I carry nothing on my person. My total load (bike and gear) generally weighs between 70 and 90 pounds when I first start out.

I print up a fresh copy when I begin planning each trip and add notes to it as I go. It isn't perfect, by any means, and I usually make some slight change to it after every tour, but overall, it really works quite well for me. The list below has a few notes attached for the reader's benefit and is missing a few of the more personal items on my own list. Otherwise, it's good to go. Enjoy!

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A Basic List for Bicycle Touring

Camping Gear

shelter: a tarp tent or small tent with fly
 ground cloth
 sleeping bag and a waterproof bivy sack
 pads: a full-length, closed-cell pad and a tiny, self-inflating Thermarest pad
 water bottles: 3 on the bike frame and 2 to 4, 1-liter bottles in my panniers
 water filter
 small thermos (especially nice in hot weather!)
 stove, fuel canister(s) and lighter
 small kettle
 small, sealable Tupperware bowl and lid
 insulated drinking cup and spoon
 pocket knife
 dish soap and sponge
 dish towel
 lots of spare Ziplock-type bags of varying sizes
 candle or night light (for camp zone ambiance!)
 headlamp (task lighting)
 a simple GPS for marking camp sites (and relocating old ones!)

Clothing

rain cape (or rain jacket)
 cap with a brim
 cool-weather cap and gloves
 comfortable shoes, flip flops
 spare socks and undies
 handkerchiefs/bandanas
 baggy cotton shorts with lots of pockets
 padded riding liners
 shirts: cotton, wool; short and long sleeved
 riding "tights", long Johns
 wool vest and sweater
 neck gaiter
 cycling gloves
 snow gaiters
 down or synthetic-fill jacket
 windbreaker
 high-visibility safety vest

Personal Items

sunscreen & bug dope
 small camera, batteries, tripod, lens paper
 monocular, hand lens
 radio or MP3 player & tiny speaker (for campsite use only!)
 phone
 spare batteries
 medicines/supplements/first aid
 toothpaste & brush; TP; personal hygiene items
 money, credit card, ID
 pencil & notebook
 maps & see-thru case, highlighter, waterproof pen
 addresses, stamps, postcards
 sunglasses, wristwatch
 small book

Food

java, filters, tea bags
 instant oatmeal, dried fruit & nuts
 bulk soups
 freeze-dried meals (I love the MaryJane's brand!)
 energy bars, chocolate, apples
 olive oil, dried salami, hard cheese
 "trail" mixes: fruit, nuts, rice crackers
 spices: salt & pepper, herb mix, Spike
 crackers, bagels
 tinned or packaged fish: sardines, tuna, herring
 whiskey!
 powdered drink mixes
 trash bags

Tools

spare tubes, spare cables, patch kit, tire levers
 reliable air pump and CO2 cartridges
 light-weight cable lock
 chain tool
 basic wrenches & hex keys
 a few cable ties
 small Vicegrips
 chain lube & rags, latex gloves
 duct tape, wire, spare bolts and washers
 bungee cords
 flashers (front & rear)
 short length of line
 seat cover
 panniers (front and rear)
 small stuff sack



A picture of the things my bicycle carries for me.
 Photo by John Roberson



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ROAD RACING

Big Changes at the Amgen Tour of California

Palm trees line the grounds of the California State Capitol as the women race the 20 lap criterium during Stage 4, 2016 Women's Tour of California. Photo by Dave Richards

By Dave Richards

The 11th edition of the Amgen Tour of California Pro Cycling Road Race (AToC) was held from May 15-22, 2016. The race consisted of 8 stages starting in San Diego working its way up the coast to finish in Sacramento. 18 teams of 8 riders each competed for the men's prizes. What was significant is that the roster included 10 World Tour Teams. For those of you who don't follow racing closely, there are currently 18 World Tour Teams and they represent the highest level of road racing. For comparison, in the past I think the most World Tour teams I've seen at a USA event was 6.

The women's race consisted of 4 stages beginning near the men's finish in South Lake Tahoe. Then it followed the men's route for the other stages. Unfortunately, due to the start times and long transfers between events, I wasn't able to

cover the women's race except for the final stage, a criterium around the state Capitol grounds in downtown Sacramento.

AToC has steadily evolved into what many consider to be the premier stage race held in North America. With Colorado's USA Pro Cycling Challenge canceled this year due to lack of funding, and our Tour of Utah more of a climbers race, it's only natural that AToC is drawing the biggest names in European based cycling. Teams such as Tinkoff, Sky, Extixx-Quick Step, BMC, Cannondale, and Trek were there among others. Riders included top sprinters such as Cavendish, Kristoff and Degenkolb not to mention big crowd pleasers Sir Bradley Wiggins and Peter Sagan. All things considered, the level of talent in attendance was unprecedented this year.

For a history on the event, I turned to Sean Weide. Sean has been a press officer at AToC for nine of the eleven years it's been held. He

was with BMC Racing until recently joining the Axelon Hagens Berman team. According to Sean, the significant changes he's seen are due to the time of year the race is held and the course selection. "Up until 2010, the race was in February. This provided the European teams a chance to compete in nice weather conditions when the race calendar was otherwise a bit sparse. The first two years of the race, 2006 and 2007, there was hardly a drop of rain to contend with. But the 2008 and 2009 editions were particularly soggy, which was a contributing factor in the race organizer's decision to move the race to May".

When the race was moved to May, he felt that AToC faced more competition for media coverage from other sports such as baseball and basketball. The race now competed directly with the Giro d'Italia, also held in May.

Course selection has affected media coverage and fan attendance. Sean says "In an attempt to make the race more challenging, the tradition

of having finishing circuits in metropolitan areas was largely abandoned. Instead, the race was moved to more remote areas for mountainous stages and summit finishes. This, in turn, led to fewer spectators and diminished media coverage due to the remoteness of the finish venue."

This year ASO was hired to replace Medalist Sports (who managed AToC in the past) and some glitches were bound to happen. The transfers between stages were long. In fact, the riders gave the race the nickname of "Tour de Transfer". As the owner of the Tour de France, ASO has lots of experience running big cycling races. I don't think organizers of Euro races realize the impact of the bigger distances involved when traveling a large state such as California.

What does the future hold for the Amgen Tour of California? One strong point in its favor is that the race has a stable title sponsor in Amgen. Races and teams continually fold due to lack of money or



Racers are deep into the Corkscrew turn heading towards the finish line on the Laguna Seca racetrack, Stage 4, 2016 Amgen Tour of California. Photo by Dave Richards



The TV moto shadows King of the Mountains leader Evan Huffman (Rally Cycling) during the Folsom Time Trial, Stage 6, 2016 Amgen Tour of California Photo by Dave Richards



Peter Sagan (Tinkoff) drillin' a turn in the Stage 6 Time Trial in Folsom, 2016 Amgen Tour of California. Photo by Dave Richards



The peloton rolls out under Sacramento's historic Tower Bridge for the start of Stage 8, 2016 Amgen Tour of California. Photo by Dave Richards



Mark Cavendish (Team Dimension Data) salutes as he takes the sprint to win Stage 8, 2016 Amgen Tour of California. In the background, Julian Alaphilippe (Etixx-Quick Step) provides the double salute celebrating his overall win of the race. Photo by Dave Richards

sponsors, so this is fortunate. ASO's involvement could bring bigger and better racing. ASO owns the Tour de France as well as other major European races. They are definitely the big dog in road racing. Also, with ATOC in May it allows ASO compete directly with RCS the race organizer of the Giro. Thus we'll probably see ASO push teams and riders to come to ATOC instead of the Giro in preparation for the Tour de France in July. This was evident by the number of prominent riders at ATOC this year, including the current World Champion, Peter Sagan.

This sentiment was repeated when I spoke with Brad Sohner. Brad and his associate Dave Towle are the longtime race announcers for ATOC, Tour of Utah, and pretty much all of the major races here in the U.S.

Brad said that ATOC has gone from a fun race for the Euro riders to come to with nice hotels, pretty scenery and good racing conditions. It's now become serious. Brad predicts that with ASO's involvement we might see ATOC become part of an "ASO Race Calendar" with ATOC possibly moving up to become a World Tour event.

Time will tell, but all indications are that the Amgen Tour of California will continue to rise in stature, firmly establishing itself as North America's premier stage race.

Short Race Recap: SACRAMENTO, CALIF. (May 22, 2016) – After 782 miles and eight days of racing, 23 year-old Julian Alaphilippe (FRA) of Etixx – Quick-Step Pro Cycling Team clinched



The peloton under a green canopy of trees, King Ridge Road, Stage 7, 2016 Amgen Tour of California. Photo by Dave Richards

the 2016 Amgen Tour of California championship, becoming the youngest rider to hold that title in the race's 11 years. U.S. National Road Race Champion Megan Guarnier (Glens Falls, New York) of Boels-Dolmans Cycling Team also celebrated victory in Sacramento as the four-day Amgen Breakaway from Heart Disease Women's Race Empowered with SRAM which concluded along with the men's event.

Dave Richards is a Utah-based photographer. You can find his work at daverphoto.com and in the pages of Cycling Utah.



The champagne is flying as Julian Alaphilippe (Etixx-Quick Step) celebrates his win of the 2016 Amgen Tour of California. Photo by Dave Richards

MOUNTAIN BIKING

The Couple Mile Rule

Directly across from the crowded Chuckwala Trailhead, City Creek is void of people. Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff

The trail was vacant of human beings. When we left the trailhead, there were multiple cars in the park-

ing lot and we could see people riding across the wash on the next mesa over. In fact, the trail looked as if no one had ridden it since the last rain. The last rain was three weeks ago and the tread still held the rain drops that had fallen. We had the trail all to ourselves. Five miles of riding bliss on a trail that felt like it was virgin singletrack and no one around, I guess god does love Mooseknucklers. Where did we find this heaven? You ask. Well, to be honest, it was about of a mile from one of the busiest trailheads in Southern Utah.

It's an interesting phenomenon and one I like to call the Couple Mile Rule. The CMR states that about 85% of people using a trail system will be found within a couple miles of the trailhead. Go a little past that couple of miles, and you lose another 10% of the people. Push it just a little farther, you know, a couple miles more, and there are only about 5% of the users who will ever put rubber on that portion of trail. It's not because the trails are bad, or too hard, it's just because the barrier for entry is slightly higher and the majority of folks find what they are looking for just a couple miles from the car.

If you are a seeker of solitude or just like to ride farther than most, you've probably witnessed the CMR in full effect. You probably also love the CMR and seek out trails and places that are just beyond the masses. Sure, there's a bit more effort required. You need to be more self-contained and be able to deal with things without the help of others, but the payoff for pushing past that point where others turn around and return to their cars is always, yes always, worth it.

There are a few basic barriers that should be pointed out to help you seek and ultimately find your solitude if you wish to be part of the 5%.

Distance

This is the most obvious one. Regardless of who you are, going 10 miles takes longer than going 3. If you are limited on time, which most of us are when riding our bikes in the mountains because we have to get back to our work and lives, then your ride will be determined by the amount of time you have to spend. Assuming most people who ride only have 1-2 hours of free time means you will see them close to the trailhead. Overcoming this barrier is

simple, you ride farther.

Climbs

I've always claimed that I pedal half the time so I can coast the other half. This does imply that at some point I will be going uphill. Most people avoid going uphill. Even if there are some sweet views, solitude, killer trail, all of which gets followed by a thrilling descent, you will find less people at the top of a climb. The harder the climb, the less people at the top. The trail I described above is literally of a mile from a busy trailhead, but that distance goes down into a wash and then back up a steep double track. That short distance isn't what keeps people from riding the trail, it's that short, steep climb. Overcoming this one is a bit harder but comes down to learning to spelunk in the pain cave with a giant smile on your face.

Technical Difficulty

I have never ridden the Flying Monkey and ran into someone that wasn't in my group. Never. Maybe I'm just lucky or maybe the filter is set high. If the trail starts with an inverted roller with a wall on one side and a serious drop on the other,

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Sometimes just finding a place that only big tires can go, will leave you all alone. Photo by Lukas Brinkerhoff

you will most likely find yourself alone on that trail. The harder the trail, the bigger the effect. This is also the hardest of the barriers to overcome. Back in the good ol' days, we kind of just had to figure out how to ride. There weren't classes or defined skills that one would necessarily practice to become a good mountain biker. Now that the sport of mountain biking has evolved and we are more mature, there are plenty of clinics you can take that will teach you the skills to blow past this barrier.

Once-a-year Trails

Trails that combine all three barriers into one ride are what I like to call Once-a-year Trails. These are trails that will challenge you, require you to go farther and give back solitude in spades. They require a time commitment that you probably don't have on a regular basis. Seeing that you only ride them about once a year, the technical sections will always challenge you because each time is like the first time. It's almost a guarantee that you will be required to leave a blood sacrifice and when you get home you will collapse into your favorite lounging spot and hopefully have someone there that can bring

you your favorite recovery drink.

You could argue that laying out the CMR for you is counterproductive. And you might be right, but having bounced around in the desert and watched the trends come and go, there are places I know will always have an extremely low

population density. The barriers to enjoying them are too high and the reward may seem too low for the 95%. However, for those who push through, they will find that view that you haven't seen on Instagram, they will ride that techy descent that no one talks about and doesn't have a

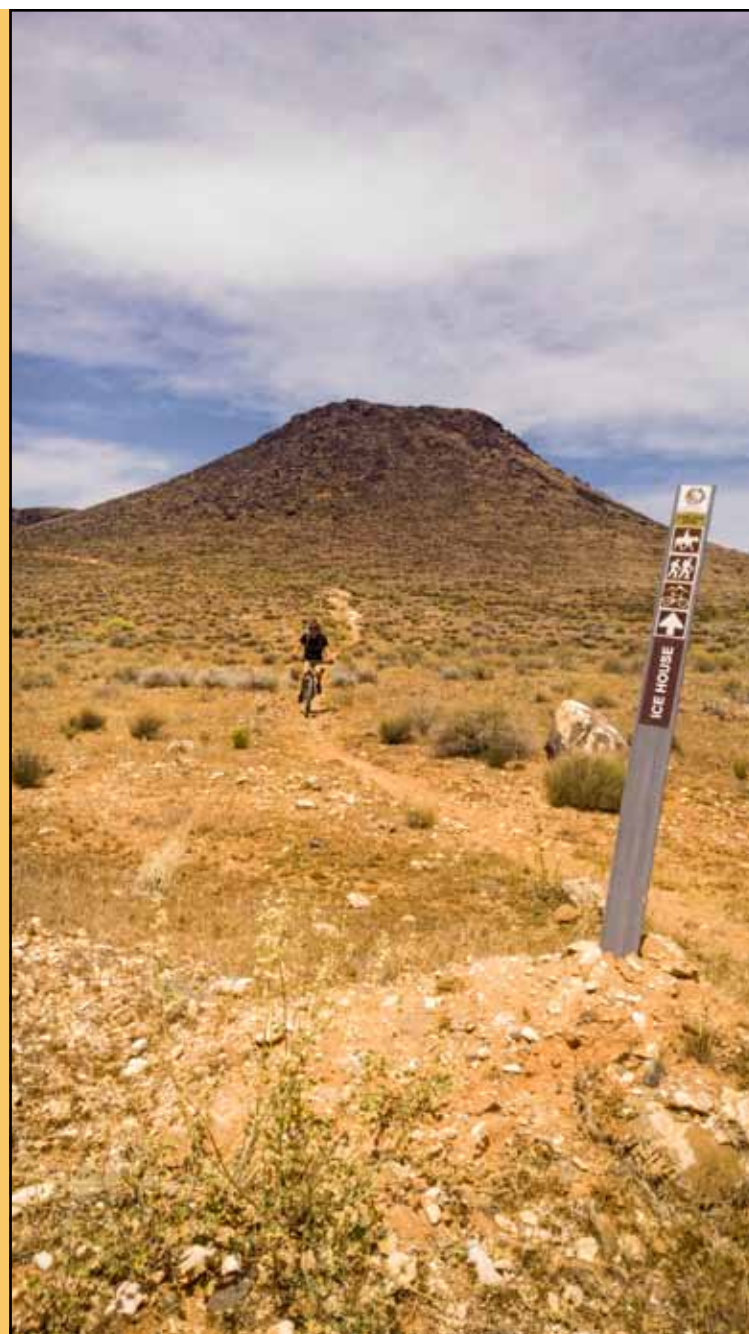
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Broken Mesa is a once-a-year trail combing distance, climbs and technical difficulty. Photo by Lukas Brinkerhoff

segment on Strava. The trail will feel like it was just built for them and maybe they won't go back the next day, but they will certainly commit to the required effort to experience it all again.

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



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HEALTH

Applying Three Training Principles to Injury Recovery

Hardware, looking at the heel from the back.

Photo by Alex Grant/TOSH

By Alex Grant, pro mountain bike racer - Cannondale 360fly. Powered by SUGOI

Injuries are a part of sports, and most athletes will experience them at one time or another. They can be very hard to deal with no matter the degree, and can range from a small nagging issue that develops over time to a major trauma that takes us out entirely. No matter the cause or severity the same basic principles can be applied to ensure the best possible outcome and return to competition.

I am currently dealing with the most serious injury I have experienced to date, and it occurred right in the heart of the season. On April 24, I was racing the Mountain Bike World Cup in Australia and crashed on the first lap. I fractured my cal-



A hand cycle is my only option for aerobic activity, thanks to the U of U TRAILS Program for getting me on one. Photo by Jeff Bender

canus (heel bone) in to more than 30 pieces, and flattened out my heel. I flew back to the states for surgery, without it I would have been a half inch shorted in my right leg and never walked the same. I had surgery on May 3, and started a 12-week non-weight bearing (including ped-

aling) period. Needless to say, this will be an almost complete reset by the time I get back on the bike, and I have been doing everything I can to ensure proper healing.

There are a lot of great training principles to follow, but I have always adhered to a few key points:

- Patience
- Recovery
- Hard work, when the time is right

Patience

Any successful training program takes patience. Fitness gains don't come overnight, and sometimes may take years to be fully realized. It takes a lot of patience to stick with it when we are not making the gains we want, but if we have the grit to stick it out through the good and the bad, long term gains are made. It is a lot more sustainable to build up a few percent per season than go for huge gains one year then burn out.

I have found that injuries also take an enormous amount of patience; improvement can be painstakingly slow, and pushing too hard too early can cause long term consequences. The most important thing is to rest and allow for proper healing, even though we just want to get back out there. It is only appropriate to apply rehab or training stress when the body or injury is recovered enough to handle it.

Recovery and Hard work

Recovery and hard work go hand in hand, and training is a constant balance of stress and rest. To improve we have to train hard and push ourselves, but we need to be well rested physically and mentally, so that we can be ready to get out there and punch the bag when we do.



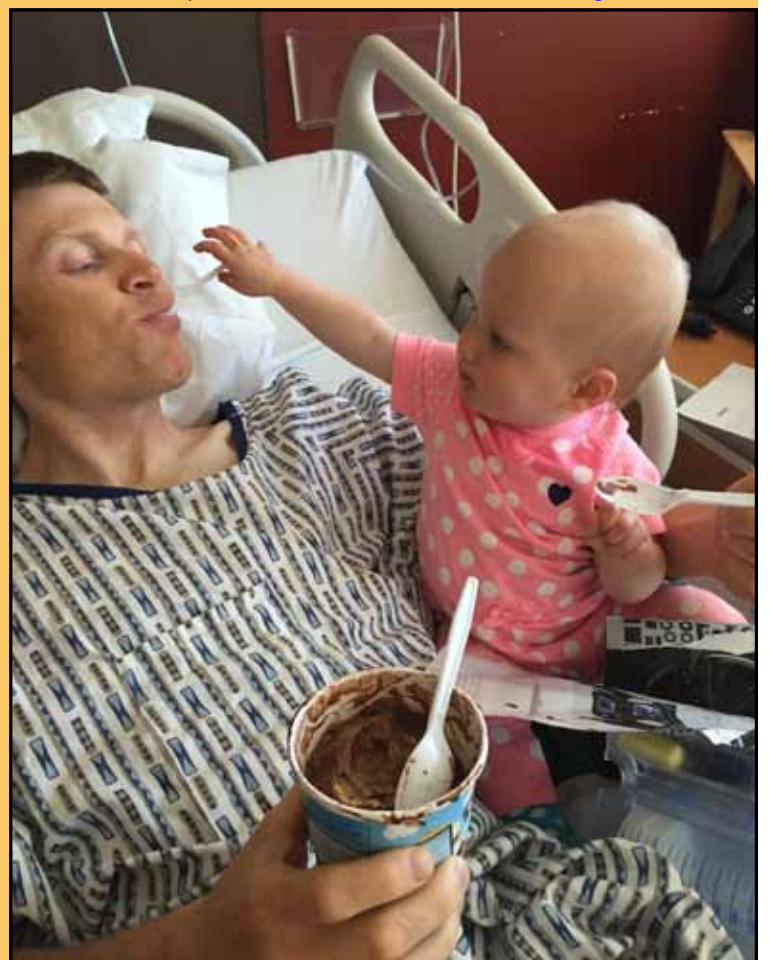
I have been receiving treatment from Dr. Cerami at Utah Sports and Wellness. FSM, HBOT, and AMIT have been extremely helpful. Photo by Mike Cerami

After hard training blocks we need to let the body rest, or fitness gains will never be realized, and we just get more and more tired.

Injury recovery is also a balance of stimulus and recovery. We need to stress the affected area and then let it rebuild and recover sufficiently before doing it again. Pushing too hard or too long too early can lead to major setbacks. Right now, for me, that means doing my theraband exercises and ankle circles, but once I feel it getting stiff or painful I stop and put it up. Once I start riding and walking again the same principles will apply: add stress, then let it rest, over and over again. With patience and perseverance, I hope to see long term gains and improvement, just like endurance training.

Alex Grant is a professional mountain biker who has raced on Cannondale pro teams since

2009, now a member of the Cannondale 360 FLY p/b Sugoi team for 2016 and 2017. Alex grew up in Vermont and his palmares include six consecutive Park City Point 2 Point titles, the 2015 Grand Junction Off Road Pro 40 Grand Championship, 2014 Breck Epic Overall victory, bronze medals at the 2015 Mountain Bike National Championships in both Cross-Country and Short Track where he earned a berth on the Team USA Worlds squad, and four 2nd Place Overall titles at La Ruta de los Conquistadores. In addition to his racing career, Alex is co-owner of Salt Lake City consignment company Gear Rush (gearrush.com) with Bart Gillespie, selling all types of cycling and outdoor sports gear. He and Bart put on mountain bike skills clinics as often as they can. Alex can be reached at alex@gearrush.com.



Ice cream is important for recovery. Photo by Ned Grant



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RIDE OF THE MONTH

Wellsville Mountains Wellness Ride

By Wayne Cottrell

The Wellsville Mountains separate Cache County from Box Elder County in northern Utah. The highest point is Box Elder Peak, at 9,372 feet. The mountains are extremely steep, with an average gradient of 25% -- steeper in places -- and a prominence of nearly 5,000 feet. This 52.5-mile ride follows the perimeter of the mountains, passing up and over crests at the northern and southern ends of the range. No roads penetrate the mountains anyway, given their steepness. The ride starts and finishes in Brigham City, and visits several cities, towns and communities along the way, including Honeyville, Deweyville, Collinston, Beaver Dam, Petersboro, Mendon, Wellsville, and Mantua. Most of the roads are lightly-traveled by motor vehicles. Shoulders are adequate along the busier segments, such as along U.S. Highway 89. Although you may be awed by the Wellsvilles' 5,000-foot prominence, the elevation differential of the ride is "only" 1,640 feet. With a safely-executed ride at a comfortable pace, your wellness should be enhanced by the end. (Although, note that Wellsville has little to do with "being well," as it was named for Mormon pioneer settler Daniel H. Wells).

Brigham City is the seat of Box Elder County, serving as a gateway to far northern Utah, including Cache County. With a growing population of 18,454 in 2015, this is the largest city along the route. The city may be best known as the location of Brigham Young's final sermon, in 1877. The city is a launching point for some points of historical interest, including the Golden Spike National Historic Site, which is to the west northwest. There are also a number of historical sites within the city, such as the Box Elder Stake Tabernacle, and others that are concentrated around Main Street. The ride route avoids Main Street and

the central part of the city, but a side trip is strongly encouraged. Start the ride at John Adams Park in Brigham City, located at 600 East 100 North. Park on 500 East south of 100 North, within the park. Head north on 500 East; the starting elevation is 4,422 feet. The opening part of the ride is gradually downhill, through a residential area. At the end of 500 East, turn left onto Highland Boulevard. At the end of Highland, turn right onto State Route (SR) 38 (mile 1.25), and head north.

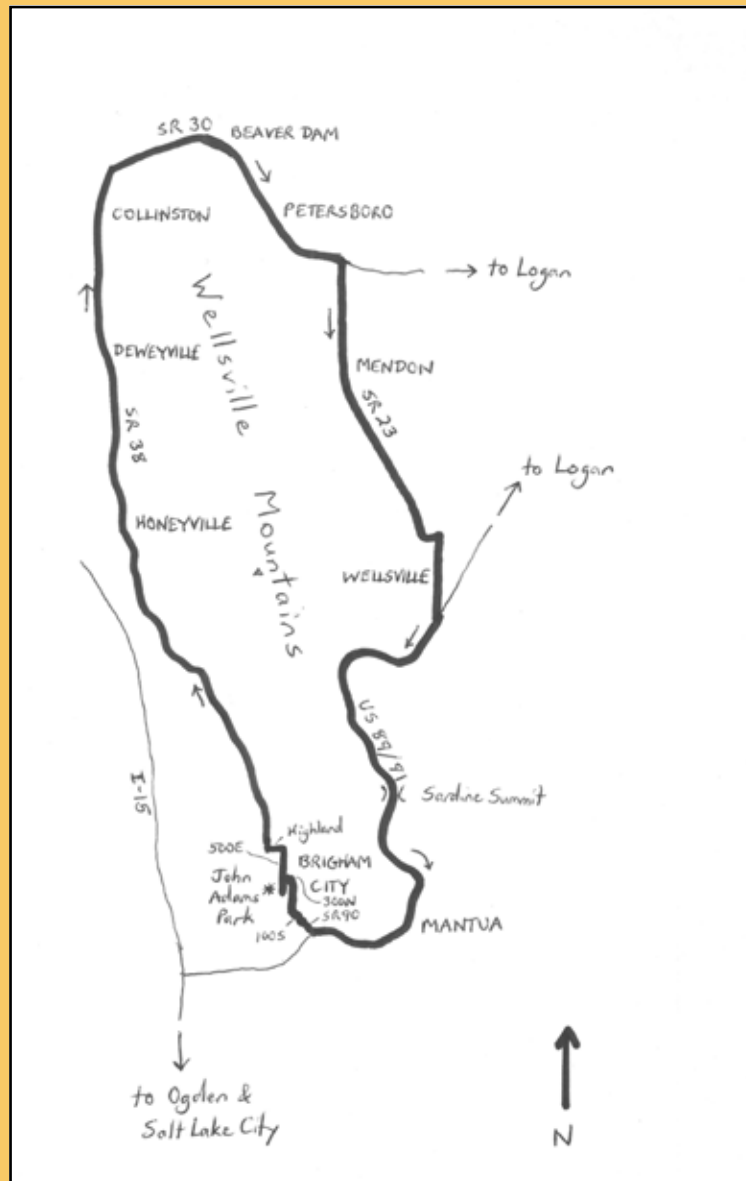
SR 38 leaves Brigham City, entering a long stretch of false flats and almost imperceptible elevation changes. The low elevation of the ride (4,256 feet) is reached at mile 5.3. Enter the city of Honeyville at mile 7.3 (population 1,421 in 2013); Call's Fort Monument on the left is an unofficial gateway. A fort, on this site, was built in 1855 under the direction of Brigham Young, as a defense against Native Americans. Honeyville was originally established as a Bear River ferry crossing point, in the days before bridges. Today, the city may be best known for the Crystal Hot Springs resort, on the left at mile 11.45. Just beyond the resort, which features hot and cold mineral springs, enter the town of Deweyville (population 333 in 2013). The town's namesake, John C. Dewey, directed the construction of a schoolhouse and Sunday school, served as the town's Postmaster, and was the bishop of the local church (LDS) ward!

Enter the community of Collinston around mile 19. Collinston may be best known for being near the point at which John C. Frémont crossed the Bear River during one of his famous 1840s' expeditions. For you the cyclist, though, Collinston may be most memorable as the point at which SR 38 starts to climb gradually. Leave Collinston and turn right onto SR 30 at mile 20.1, beginning a 3% grade climb to a false crest. Next, there is a short descent through the small community of Beaver Dam, and then a 3% climb to the crest of the passage along the northern flanks of the Wellsville Mountains. The crest, at 4,981 feet (mile 24.4), marks the entrance into Cache County. From here, it is a speedy descent into Cache Valley. You may hardly notice coasting through the small community of Petersboro, also known as Peter, on the way down SR 30. The community's population is nearly identical to that of Deweyville.

Turn right onto SR 23 at mile 27.5, and head south. This highway, like SR 38, features long, false

flats and barely-noticeable elevation changes. Enter the city of Mendon at mile 29.6. This city, with a population of 1,315 in 2015, features a number of historical sites. While most of them are in town, to your left, a few are along the main highway (which is 100 West in the city). These include the former Forster Hotel at 176 North, the George Washington Baker House at 115 North, the James G. Willie House at 97 North, and the William & Elizabeth Barrett Farmstead at 20 South. Continuing south on SR 23, enter the city of Wellsville (population 3,578 in 2014) at mile 35. The highway curves to the left, and then to the right (still heading south), becoming Center Street. Points of historical interest include the Wellsville Relief Society Meeting House at 67 South, and George Bradshaw House (and Barn) at 73 South.

Leave Wellsville, and turn right onto U.S. 89 (double-signed as U.S. 91) at mile 37.6. The highway has four lanes, and an adequate shoulder. Leave Cache Valley at mile 38.9, entering Wellsville Canyon. Thus begins the featured climb of the ride, at an average grade of 4.3%, to a false crest. After a short descent, the climb resumes, at a 4.0% grade, to Sardine Summit (elevation 5,896 feet). This is the highest elevation of the ride, and is the main gateway to Cache Valley, which is now behind you. The summit is at mile 44.5, with eight to go; it is all downhill from here to the finish. The picturesque town of Mantua and Mantua Reservoir are on the left from mile 47.25. The town was originally settled by Danish immigrants; listen to how the residents pronounce the name of their town! And, be sure to use caution at the merge from the right, at mile 48.8 -- this is where vehicles from Mantua enter the highway. Leave U.S. 89/91 at mile 50.55, via the exit ramp onto SR 90. Enter Brigham City as the road curves to the left; turn right onto 100 South,



The loop around the Wellsville Mountains makes for a great ride, and is also course for the Ride Around the Wellsvilles (RAW Ride) on August 8, 2016.

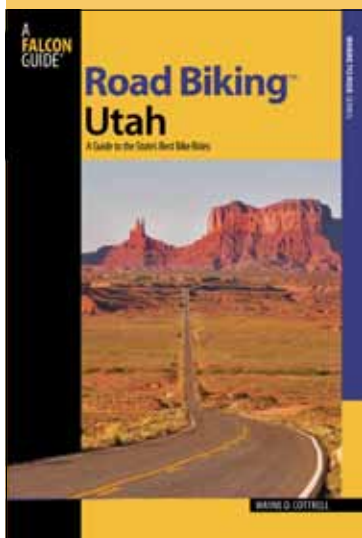
Photo by Wayne Cottrell

followed by a right turn onto 600 East. John Adams Park is on the left from 100 North, although you will return to the start by continuing north to 300 North, and turning left here, followed by a left turn onto 500 East to enter the park.

For more rides, see Road Biking Utah (Falcon Guides), written by avid cyclist Wayne Cottrell. Road Biking Utah features descriptions of 40 road bike rides in Utah. The ride lengths range from 14 to 106 miles, and the book's coverage is statewide:

from Wendover to Vernal, and from Bear Lake to St. George to Bluff. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery.

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



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