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**CYCLING**

**Dr. Massimo Testa Shares His Experience as a Team Doctor in the Tour de France**

By Bill Roland

From July 6–28, Dr. Massimo “Max” Testa, 63, of Park City, Utah will be “riding” along in his 27th or 28th consecutive Tour de France. Your first question might be, “Omigosh, a rider of that age in the Tour! What team is he on and how can he keep up with those superb athletes?”

Perhaps I should clarify his role in the Tour de France. Dr. Max Testa lives in Park City but every year he serves as the team doctor for a major cycling team that competes in the Tour de France. For the past 12 years he has been with the powerful BMC team. Prior to that he was affiliated with the Motorola and 7-Eleven teams. His responsibilities include everything physical and medical that will keep the riders in top condition to survive riding 2,150 miles in 21 stages over the most beautiful and challenging terrain in France. Dr. Testa is a native of Italy and received his medical degree from the Università degli Studi di Pavia in 1982. He has been practicing Physical Medicine, Rehabilitation, and Neuromuscular Medicine for more than two decades. Dr. Testa is a physiatrist, a physician who focuses on rehabilitation, restoration of function, and a return to a high quality of life. Dr. Testa’s practice centers on sport and exercise medicine.

At his Cycling Services at the LiVe Well Centers in Park City and Salt Lake City, Dr. Max Testa has worked with professional and recreational cyclists for over 25 years. He not only works with the best professional cyclists in the world but he can show the recreational cyclist how to get faster, ride com-

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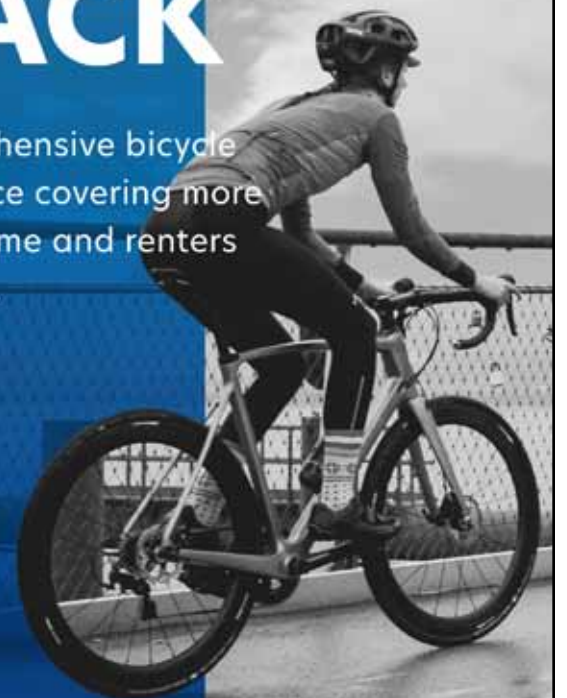


Dr. Max Testa in 2017 with his award for 25 years of participation in the Tour de France as a team doctor. Photo courtesy Max Testa

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## COMMUTER COLUMN

## Adventure Cycling's Alex Strickland: Helping You Commute Across Town and Travel Around the World



Alex Strickland on his winter Missoula, Montana commuter bike. Photo by Dan Meyer

By Lou Melini

Alex Strickland is editor-in-chief of Adventure Cyclist, published by the Adventure Cycling Association (ACA). Adventure Cyclist is the best bicycle travel magazine that is published in a print edition in my humble opinion. ACA, based in Missoula, Montana, the leading bicycle travel organization in the U.S., began by starting the Bikecentennial cross country tour (the organization also had the same name then) in 1976 and by creating maps and tours.

Cycling West: Alex, it was great to meet you in person last summer after years of exchanging emails. Tell my readers a little about you.

Alex Strickland: I grew up in Memphis, Tennessee — not exactly a cycling hotbed (well, not in the nineties, anyway) — and when I was in middle school a friend's neighbor was a sponsored mountain bike racer for KHS and this just seemed ...

amazing. A few of us bought hand-me-downs from him and started riding and racing a little. There was a great local race called the Tour de Wolf and Gary Fisher and Tinker Juarez would always compete and sign autographs and all. It was just the perfect time to bridge being a kid who rode bikes around town to being a "cyclist." That played a role in moving west to Missoula, Montana for college with its solid journalism school and abundant singletrack. Eventually, after working for competing newspapers in Montana, my wife got into grad school in Salt Lake and we made the move to Utah where I worked for a small PR agency (SOAR Communications) that represented the Sea Otter Classic and Interbike, among other cycling industry clients. It was amazing to land in the cycling industry and combine recreation with occupation. We helped out with the launch of NICA in Utah and it was amazing to think of how different those kids' experience was vs. the dumb luck that pointed me toward mountain biking. Like



Alex Strickland and his wife on tour in Spain. Photo by Alex Strickland

the T-shirts say, "I wish they'd had this when I was a kid." Though we loved Utah, an opportunity came up with Adventure Cycling Association in Missoula to work on their member magazine Adventure Cyclist, which pulled us back to Montana.

CW: Can you review a little about your position with Adventure Cycling Association? The ACA is about bike travel but what can someone riding to work learn from your magazine and the ACA?

A.S.: I'm the editor-in-chief of Adventure Cycling's member magazine, Adventure Cyclist. We publish nine times per year for our 52,000 members, which makes us one of the largest cycling mags in the country. We're definitely focused on bike travel, whether that's an overnight in Connecticut or a months-long epic in Kazakhstan. Of course, not everyone can take months off (including magazine editors...), and we know that other types of riding like commuting are a natural gateway to bike

travel. Plus, the venn diagram of what makes a good touring bike and a good commuting bike is nearly a circle. Rack mounts, bigger tires, fenders, comfortable riding position, an eye toward safety? These are all features that appeal to everyone from half-mile commuters to million-mile travelers.

CW: Tell me a little about why you commute?

A.S.: Full disclosure: when people are impressed by the fact that I commute year-round in Western Montana, I have to admit that I live less than a mile from the office. So while -10° is cold, it's not cold for long! Plus, I can ride home for lunch. Just having an excuse to be outside a few times a day regardless of weather is a pretty great mood-booster, and since we're often reviewing bikes for Adventure Cyclist, it's a chance to spend a little extra seat time on different rigs and a reason to take a circuitous route to the office.

CW: I know you mostly worked from home during your time in Salt Lake City, but you did get a chance to ride to various establishments to shop, eat, etc. How does riding in Missoula compare to Salt Lake City?

A.S.: Downtown Salt Lake is way better. No offense to Missoula, but we've got a mash-up of crumbling infrastructure and retrofits that aren't quite right. Missoula has an amazing (and growing!) river-front trail system that now links us to Hamilton, Montana, 50 miles to the south. That's an incredible asset, but chances are your commute in Missoula relies on some surface streets, which aren't great. Salt Lake has such a benefit in the super-wide streets that allow for things like the separated lanes on 300 South or just a little more elbow room in the lanes on streets like 800 S (I was lucky to live near Liberty Park).

CW: Would you say that in gen-

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**Bringing Back Motivation to Your Cycling**



How do recapture motivation? Rider: Ben Hess Photo by Matt McKinney  
By Sarah Kaufmann

If you ride consistently, chances are, eventually you will suffer some kind of setback. Maybe an injury forces you off the bike for an extended period, maybe outside life/ family/ work stress gets out of control and riding takes a backseat for a time. Whatever it is, you are forced off the bike, fitness has dwindled and now the thought of starting over is overwhelming. You worked so hard to build fitness previously and it feels insurmountable to get back there. How do you find the motivation to start where you are and get back to where you were - and beyond?

First and foremost, let go of previous measurements of success. Be where you are now. The goal is to get stronger and faster and to do that you need to be honest with yourself about where you are right now. Instead of stressing about where you were or where you want to get back to, focus your energy on how make progress.

Once you are being honest about your current fitness and have a desire

[ness/coaching/six-tips-to-get-started-with-intervals/](#) ).

If you are training with a power meter, this means no training with a vanity FTP (functional threshold power) or using a previous FTP for your training zones. Do a power test and be honest with the results. If you find accountability difficult in testing yourself, find a coach who can administer a test.

As you start to get back into regular training, remember to celebrate the victories as they come. Maybe you take your second power test and the number has gone up. Celebrate! Maybe the number still isn't where you want it to be or where it was previously. You put in work and saw improvement, enjoy the moment!

Maybe you were only riding once every week or two but you strung a few weeks together with four days of riding. Again, celebrate! Don't dwell on the disappoints. Cycling training is hard work! So enjoy the successes.

Celebrating the victories along the way will help you shift your focus from the outcome to the process. Try to see the goal not just as an end to reach but the whole journey as part of the goal. We hear it so much it is a cliché, but 'be present.' Be in the moment and enjoy the work you put in toward the goal. Let go of the anxiety around where you currently are or are not. View your goals with excitement so you can soak in and enjoy the process of getting there. If you put in smart, consistent work,



Just put on the chammy.

and make the process effective, the goals will come.

Sarah Kaufmann is the owner of K Cycling Coaching. She is an elite level XC and CX racer based in Salt Lake City, Utah. She can be reached at [sarah@kcycling-coaching.com](mailto:sarah@kcycling-coaching.com) or 413.522.3180.

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THE BRIGHTER SIDE

### Dr. Max Testa- Continued from page 3

fortably, improve power, prevent injuries, train more efficiently, and be properly fitted to their bike. In this article, Max will share with you the inside decisions made by the team managers. He will explain and define what it takes to make the jump from a serious recreational cyclist to one of the top professionals in the world. Basically, you will learn the physical attributes these riders possess and how they are able to withstand such a grueling event. He will provide you with an insight to the strategy of breakaways, the value of domestique riders and what it takes to sprint like Mark Cavendish or fly down the mountain roads in the Alps at more than 60 miles per hour.

#### A Cycling Team's Doctor is One Busy Man

A few weeks ago, prior to flying to this year's Tour de France, Max sat down and explained some intricacies concerning the Tour and exactly what his role will be for the team CCC. "This will be my 27th or 28th Tour de France, I stopped counting a while ago," he quipped, "I talk to people who watch the Tour de France on television, they focus on the race, but everybody thinks it's a vacation. Many times, I come back and friends ask, 'Hey Doc, how was your vacation at the Tour de France?' It's not quite a vacation, especially for the staff. You have long days that start very early in the morning and you go all day, sometimes past midnight. You have to transfer every day, from finishing point to the next hotel. On occasion it's a two or three hour drive. You may have dinner at 9:00-10:00, then you have to go see the riders and change the dressing and



**Dr. Max Testa in one of his first tours in 1986 or 1987 with my friend Bob Roll (now a television commentator at the Tour). Photo courtesy Max Testa**

take care of any injuries. Sometimes they wake you up in the middle of the night for doping control tests. They may select one or two riders, then you have to go wake the riders, go down to the first floor to the doping control room. Then they might say, we need two more riders, and we go through the whole process all over again. They don't tell you how many riders are going to be tested or when. Sometimes, you are awake all night assisting the doping control

committee. Before you know it, it's six in the morning, time to wake up the riders, go to breakfast, prepare, transfer the riders two-three hours to the starting point for that day's stage. There are days, I don't have time to open the suitcase in my room. I go to bed, wake up, take a shower, boom, out of there."

At that point, I was exhausted listening to Max's agenda, but he continued with more interesting detail. "Actually, the doctors have one of the easiest jobs," he explained. "Especially if there has not been a recent crash. Think about the massage therapists; they have to move all the luggage from one hotel to the next, then give four or five massages at the end of the day. Sometimes starting after dinner. Then they have to prepare two hundred bottles of water for the next day. They work through the night. They make bottles of electrolyte, water, carbohydrate mix, and it depends on the temperature of the next day, the length of the ride and the amount of vertical involved. They modify the water depending on the environmental changes. On average, each rider needs about three gallons of water during each stage. Plus you have to have enough water for each car. Sometimes cars are stuck behind the breakaway and you must have a sufficient number of bottles in the second car."

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#### Team Managers, What Do They Do?

That was a perfect segue for my next question. I asked Max to explain how many cars are used for each team and what were the responsibilities of those in the cars. "There are three cars per team," he described. "In the first car, you have two sports directors. One is driving, the other is communicating with the riders. He has the map in front of him, tells the riders if the wind is going to change, you'll be on a narrow road for five kilometers, then big turn to the right, then you're going to have a cross wind, and so forth. We have a car ahead on the course and he tells the sports director what the conditions will be in an hour. For example, if there's a rainstorm ahead and the road will be slippery, he tells the sports director so he can have one or two riders drop back and get rain jackets even though they are miles from the storms. The third car is the service car and I am there with another sports director and the mechanic. If there is a breakaway, we pass the peloton and go behind the breakaway. If there is a bad crash, they drop me out and then they jump in the ambulance with the rider. That's what happened last year with Richie Porte when I was with the BMC team."

Dr. Max Testa was with BMC for 12 years. Before that he was the team doctor for Motorola, and prior to that he was with the 7-Eleven team. The CCC is comprised of about 30% of last year's BMC team. Needless to say, over the last 28 years he has provided quite a bit of medical attention to many riders in the Tour de France. The CCC team existed on the continental level and BMC had the UCI World Tour license and joined forces with them this season. CCC is a Polish phrase that means "The price

makes miracles." It was a logo used by a company that manufactured leather products, primarily purses and shoes. The team is co-owned by American Jim Ochowicz, who founded the 7-Eleven Cycling Team and is presently the team manager. Although the first stage of this year's Tour de France is on Saturday, July 6, Max will fly over on Tuesday July 2. He must be there three-four days ahead for the anti-doping tests for the team. Normally the doctor is there witnessing the doping control of his team. There are reports and paper work to get in order.

#### Tour Riders versus You: What's the Difference?

Max was asked what the main difference was between recreational riders and those professionals competing in the Tour de France. "Power is the main difference between those who ride the Tour and everyday riders," he explained, "or even serious competitive cyclists who are not on the same level. We look at strength and talent as the number of watts you can push for a given amount of time, and the ratio between weight and power. For example, you take the amount of watts you push for a climb that takes 30-40 minutes, then you divide by body weight and you have watts per kilo. That's what makes your speed going uphill.

"So you take the winners of the Tour de France, and they win mostly on the climbs. In comparison, take a Cat 1 cyclist, who trains 15-20 hours a week and imagine he is on a major climb after four or five hours on the bike. He can average 4.5 to 5.5 watts per kilo while a fit recreational rider will average 2 to 3 watts per kilo. So if a Cat 1 rider, the fittest guy locally, averages 4.5 to 5.5 watts per kilo, the Tour de France top riders are between

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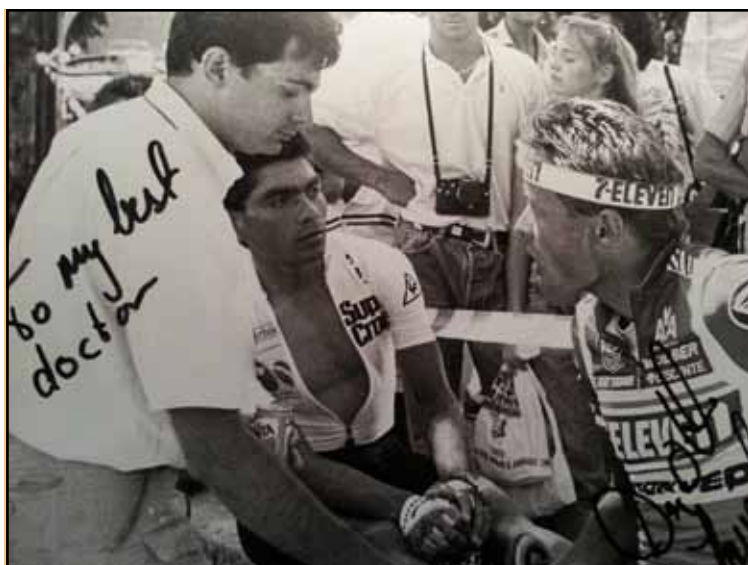
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Dr. Max Testa in one of his first tours in 1986 or 1987 with Raul Alcalá (winner of best young rider), and Dag Otto Lauritzen (winner of the stage of Luz Ardiden). Photo courtesy Max Testa

6.3 and 6.8. So they can go up about 10 per cent faster than a good local regional level cyclist. Pretty much a Tour de France rider climbs double the speed of a good, well fit recreational serious rider. They can go up a steep grade at 15-18 miles an hour."

When asked, what is the ratio of watts to kilos, he responded, "Say a rider is pushing 420-440 watts for 45 minutes, then you divide by body weight, which is about 65 kilos, and that number determines how fast they can climb. The higher the number, the faster you go up. So you take a good cyclist that pushes 250-300 watts, say you divide by 75 kilos, or 165 pounds, the ratio is much lower. It's like a big engine mounted on a light frame." In simpler terms, watts

measure how hard you work. For example, six-time Tour de France stage winner Andre Greipel, can generate a charge of 1,900 watts of power in a single sprint. Mark Cavendish says he sprints at 1,500 watts. Most pro cyclists produce close to 300 watts on average during a four-hour tour stage.

I was anxious to hear about how these Tour de France riders became so strong, fit, and skilled. "The condition of these riders is genetically determined," Max explained. "They are born with this gift. On top of that, they have training and a career and have been racing since they were 8-9 years-old. So they have the skills, they know how to envision the race and everything that comes

with learning the techniques. They understand the race; one day you have to chase and attack and the next day you don't. For example the gift that a 7-footer has on the basketball court is visible. But the gift these guys have, that they have been born with, it's in the quality of their lungs, the quality of their heart, the quality of their muscle, their ability to generate power in the mitochondria, an organelle in the cytoplasm of cells that functions in energy production. In a good way, they are a freak of nature. Some of these people deliver 70-80 milliliter of oxygen every minute per kilo of body weight. The normal person has 25-40. These young people can process oxygen at double the normal speed. Training can contribute 10-15 per cent of VO2 Max (milliliters of oxygen per kilo of body weight) the amount of oxygen they can deliver to the muscles. It's just that they have a different engine. It's like having a furnace that runs at double the normal speed. When I was in Milan, we tested 800 juniors every year when they were 12. And when they were 14-15 you could see the ones that were 70 plus VO2. You could see who would become good professionals. In the ten years we brought a lot of juniors to become pro because we have monitored them since age 12. It was a pipeline."

**Tips on Staying Healthy**

As far as recreational riders are concerned, I asked Max if he had some advice so riders could avoid time off the bike during the season and stay healthy. "If the pain is a



Dr. Max Testa with Greg Avermaet's yellow bike after wearing the yellow jersey. Photo courtesy Max Testa

series of aches," he surmised, "moderate your training so that you have enough recovery days especially if you are older than 40 or 50. Because as you grow older, recovery takes longer. You can still train hard but you might need two or three light days before you train hard again. Stretching can help but one of the first pieces of advice is to make sure your position on the bike is correct. Because if you are sitting in the wrong position, too low or too far forward, you may have more knee or quad pain. If you are sitting too far back, you may have more hamstring or glute pain. It's important to start with a good bike fitting. If the position is correct, work on your training organization so you have days that you train hard but days when you can

recover. Another thing is to do everything you can do to optimize your recovery. Stretching is one, sometimes a cold bath after a long ride could help. Also, make sure you have good nutrition for recovery, so after you are done you have your shake with protein and carbohydrates, in order to speed up recovery. These are good recommendations but everything starts with a good bike fitting and a good training program.

"Then there are complicated cases where you have the person that does everything right but he or she has a bad knee that happened playing

Continued on page 10



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## Dr. Max Testa- Continued from page 9

football, tennis, or an assortment of sports injuries and they have chronic knee pain. Sometimes, we do what we call 'medical bike fitting.' We do anywhere between 300-500 a year right here. Some people come in with their bike, not because they have a wrong position in terms of fitting but because they have knee or neck pain. So we adjust the position to reduce the load on the knee or the achilles or the neck or whatever. So we put together the medical condition of the patient, their flexibility, with the position. That may prevent them from being a super fast rider but allow them to ride without a lot of pain."

### Intervals

Regarding training, I looked forward to hear Max's opinion on the role intervals play for professional cyclists and recreational riders. "I think intervals are more important for recreational riders than pros," he explained, "because the pros race or train 20-25 hours a week. They ride over all kinds of terrain, so naturally intervals are included. The intervals tend to give the rider more in return for the time invested in training than steady training. Steady training is good for recovery days or training for a long event. Intervals are good but as you get older, you tend to lose the top end. You can still go long but people my age prefer riding long and steady because it feels natural. It's easier than riding hard. But I do recommend that seniors in good condition, should introduce intervals in their training at least one or twice a week."

### Peter Sagan, Paul Sherwin, and Bob Roll

Max mentioned that Peter Sagan had been up here training for two



**Dr. Max Testa on the day of the 20 year anniversary of the death of Olympic gold medalist Fabio Casartelli. He died during the 1995 Tour, on the col de Portet d'Aspet. I was there when it happened. I was his team doctor, and his coach. He was from my hometown of Como, Italy. The monument is there where he crashed, in Memory. In the picture I am with his son Marco (born 1 month before his father died), Fabio's Mom, and widow, Annalisa. The Tour had a stage on the same mountain in 2015, in memory. Photo courtesy Max Testa**

weeks in Park City. Pete just left in early June, 3-4 days before the Tour of Switzerland, and by the time we did this interview he had already won a stage. "He comes here a couple times a year," Max recalled, "Peter rides all around the Park City area, six hours a day and that includes many canyons here on the Wasatch Front. He spends a lot of time on a mountain bike, that's his background and a major part of his training."

While talking about his time with the Motorola Team from 1991-1996, Max mentioned that for five seasons he was a roommate with Paul Sherwin, who at that time was the PR-Media Representative for Motorola. As many readers know, Paul Sherwin died suddenly at age 62

of a heart attack in early December at his home in South Africa. Following his time with Motorola, Sherwin became affiliated with Phil Liggett and the duo became professional cycling's best television broadcasters by a long shot. I asked Max about his friendship with Paul Sherwin. "I got to know Paul very well and like everyone I appreciated his friendship," Max recalled, "but he was much more than a nice guy. He was super smart, a very good rider in the 80's but extremely passionate about the sport. He knew so much about the culture of cycling, riders from the past and the present and his memory was unbelievable. He could have been a great Sport Director or Coach because he really understood the sport."

During the same time in the 90's, Bob Roll was a rider for Motorola and Max was the Doctor for the 7-Eleven team. Once a year Bob comes to Park City to get his physical for insurance purposes. Max recalled that a few years ago after Bob turned 50, Max asked him when he had his last physical. Bob's reply was, "When was the last time we were together during the Tour de France?" That was some 20 years ago but now he gets his physical annually. Max reassured me that the humor Bob Roll shares on television is not designed solely for the camera. "That's Bob," Max reiterated, "he's very genuine, has a sense of humor, sometimes hard to understand or pick up but he's a fun guy to be around. We ride together every November; a weekend with a group from Colorado in the Moab area. He's still a very strong rider, he can keep together with the young guys."

### The Peloton: "Domestique Riders" are Invaluable

Despite an avid viewer of pro tour racing, this writer never thoroughly understood the role "domestique" riders provide to each team and how they are selected. The dictionary defines a domestique as a member of a bicycle-racing team who assists the leader by setting a pace, preventing breakaways by other teams, or supplying food and water to team members. It took Max no more than a split second to define the importance of the domestique rider. "Cycling is a team sport," he described, "even though there is a perception there is a winner, but most of the time, the winner could not reach that plateau without the support of the other riders. What happens in the pro peloton, is that by a certain phase of your pro career, you realize that you are good enough to be a leader, so that you can deliver on the day of the big races. You can be an overall prospect for stage races, or a one day specialist. If you're not quite there, maybe shy by only two-three percent, you realize you can be a domestique. They play an amazing role. Some keep their teams leaders out of the wind, they go back to the car and get bottles (sometimes more than eight or ten) of water or electrolyte drinks, jackets if a rainstorm is coming, and of course they make sure their teammates have food and fluid throughout the race. One time we had a rider who was a

domestique but because other teammates were injured, he rode out front and finished second in the Tour of Switzerland and tenth in the Tour de France. If you are a team manager and build a team, you identify your team leaders but you also find those strong riders who can play the role of being a helpful and successful domestique. Each team looks for the best domestique rider and it's no surprise, they are in high demand. For example, you take last year's SKY team. Of the eight riders on the tour team, you have six that could be leaders on any other team. Those six riders, cost more than the budget of most of the other teams. The budgets are really different between the intermediate level teams compared to those at the top."

### How Does the Peloton Catch up with the Breakaway Riders?

I posed that question to Max and it took him less time to reply than it takes many of us to change gears. "Maybe they don't have a precise mathematical formula," he explained, "but by rule of thumb, you know how much you can gain every 10 kilometers if you have two riders pulling, or three, or even four riders. Normally, the strategy is to let the breakaway go, knowing there may be more than one team motivated to chase. Maybe the riders in the breakaway can bother more than one team for overall, for intermediate sprints or whatever the situation. If there are three or four teams in the peloton that want to bring the breakaway riders back, most of these teams have sprinters and they want the race to finish with a sprint. Another situation is that a rider in the breakaway might be in position to pass the overall leader. A rule of thumb, as I said, is that the peloton can gain one minute every ten kilometers (that's 6.2 miles). Despite the number of riders in the breakaway, say there are 12, not every rider is necessarily working, doing his part, taking pulls. Sometimes only five riders are working because a rider might know that if this breakaway works, my teammate, who is currently in sixth position, may fall back to eighth. So they stay passive in the breakaway. If they pull, they do the minimum so not to be kicked out of the breakaway."

If the breakaway fails, let's use the term dissolves, with just a few kilometers remaining, sometimes the body language of a rider who has been in this breakaway, speaks volumes. Needless to say, Max had the perfect response. "In the Tour de France, you are happy to be in the breakaway for 100 miles, even if they catch you," Max replied. "First of all, the rider will be on television for two-three hours, the sponsor is happy because the camera keeps showing the jersey, the rider's name has been mentioned over and over, so it's nice to have your name mentioned many times on the international stage."

### The Tour Riders Descend So Fast? Yikes!

After watching the Tour de France riders climb a most challenging mountain in the Alps or the Pyrenees that lasted quite some time, our first reaction is to breath a sigh of relief



**Dr. Max Testa in 2017 receiving his award from Tour director Christian Prudhomme for 25 years of participation in the Tour de France as a team doctor. Photo courtesy Max Testa**

even though most of us have no idea how difficult that ascent really was nor do we feel the pain that every rider is going through at that very moment. But we have some idea what lies ahead because the commentators have briefed us that the descent may be in the 5-7 mile category and these riders will be approaching 60 mph or more. How do they do it?

"First of all," Max remarked with a smile, "this is second nature to many of these riders. They have been descending mountains like this since they were 8-10 years old. Sometimes, you see a big difference in skill going downhill. Some are not very good and make square turns rather than making the turns as straight as they can. This comes with practice. Also, using the brakes properly is very important. A tip is not to hold too long on the brakes because you can heat up the wheels, especially the carbon fiber wheels that heat up quickly. Let the bike go; you can sit up or even stand to allow your body mass to slow you down. Make sure you use the brakes progressively and not lock things up. And when you are getting out of a turn, let the brakes cool down a little so you'll be ready for the next turn. For the recreational cyclist, I recommend not to increase your speed even more when you know you have a steep pitch right ahead and you're going to need your brakes again. Disc brakes are a good option if you are coming down a lot of steep canyons. These pros on the tour try to limit the overuse of their brakes and they go with the flow of the riders in front of them. My recommendation is to be aware of your skill level and not try to go too fast for your ability and avoid over using the brakes. Be cautious, practice in training, maybe on the low grade hills first, that are not so steep. Learn to shift your weight a little more on the inside like the motorcycle riders do."

As the interview came to a close, we shook hands, thanked each other for the time, but I felt it necessary to share one message with Dr. Max Testa. "Max, have a great experience during this year's Tour de France, but I hope you never have to get out of the car and help a rider who had an accident." His response was short and right to the point. "Bill, that's our goal, every year!"

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BIKE COMMUNITY

# Utah Mountain Bike Legend Cyndi Schwandt Passes Away



Cyndi Schwandt at the Joyride Mountain Bike Race in May 2004. Photo by Sherise Crosby

Park City's Cyndi Schwandt, a pioneering and premier mountain bike racer, passed away following a mountain bike crash on June 10, 2019.

Schwandt won the Utah mountain bike series in 1987, 1989, 1990, 1991, and 1992, among many other victories. She also competed in several mountain bike world championships and numerous national championships, as well as in the pro-elite class in the NORBA National Series.

The following is a portion of her obituary provided by her family. We will have additional remembrances of Cyndi in an upcoming issue.

Cyndi Schwandt was just a few weeks away from turning 69 on July 11th when she died Monday, June 10th doing what she loved best, riding her bike on the trails in Park City. It was especially fitting that these

were the very trails she pioneered to help create over the last 40 years, in the heart of the community she called home.

She was a force to be reckoned with, characterized by a quiet presence and unapologetic approach to life. The impact Cyndi made on the community will be forever remembered. Whether it was through her involvement as a Mountain Trails Ambassador, passion for the Adopt-A-Native Elder Program, or utilizing her masters degree in horticulture at Summit Community Garden, her love for Park City was apparent in her varied activities and avid volunteerism. She created a family that will miss her forever.

For those of you who knew Cyndi, she would hate being recognized as a National Champion Mountain Bike Racer, or for her achievements as one of the first women to compete at the professional level. In the winter, she

traded her bike for Nordic skiing and could be found most days on the ski trails. In all seasons, she ate chocolate and wore purple. If we can't praise Cyndi for her athletic accomplishments, let us remember instead the impact she had on the women she mentored and taught through Team Sugar to mountain bike over the last 15 years, or the help offered to friends in need that was truly remarkable. Through overarching kindness and mentorship of others, she truly transformed lives.

Cyndi is survived by her 91 year old mother, Willi. Her baby brother, Tom and wife Amy, two nieces, Meghan and Sara, and her cat, Jas. All share the same amazing last name, Schwandt. We will miss you Cyndi.

In lieu of flowers, please donate to Mountain Trails Foundation.

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## MECHANIC'S CORNER

**Tubeless Road Bike Tires – Have You Made the Switch?**

The tubeless compatible ENVE SES 3.4 Disc wheel. The setup looks just like any other road wheel from the outside but ride smoother and get fewer flats. Photo by Ian Matteson - ENVE Composites

By Chris Magerl

More comfort, fewer flats, better speed. Road tubeless comes down to that. It is truly a superior ride. Adoption of this technology has been slow, but there are some recent changes that might help riders get up to speed.

In the old days, you could spot the serious racer out training by seeing the spare sew-up, or tubular, tire strapped to the saddle rails with a leather toe strap. In the early '80s, the ride quality of even cheap training sew-ups was so far superior to any clincher. But there were catches. If you flatted, you had to rip the glued-on tire/tube/casing combo off your rim, put on the new tire, and then gently work your way back home. Corners were questionable as you waited to roll that unglued spare off your rim. More than one flat and you were hitchhiking home, as there was no quick way to patch the flat in the field. If you did choose to patch at home, you had to peel the rim strip, cut the stitching that held the tire together, pull out a portion of the inner tube, patch, re-sew and re-glue. Yeah, I did this in college

when I couldn't afford a new sew-up, not even the cheap Cyrillic-stamped sew-ups Steve Tilford would sell us after his race trips to Eastern Europe.

I could buy 20 tubes for the cost of one of those mystery Tilford tubulars, and Steve's were the lowest cost you could find. Eventually the convenience of clinchers won out, and sew-ups were relegated to race-day-only.

Fast-forward three decades, filled with continual riding and thousands of road miles. The first time I pedaled road tubeless, I was instantly drawn back to those hours on farm roads in Kansas in the early '80s. Road tubeless was the best clincher ride I had ever experienced, no matter the tire, tube or wheel configuration. It was like training on sew-ups again.

Road buzz was reduced dramatically. I had to worry far less about flats, either from debris or pinch flats.

We are 20 years into commercially available tubeless road tires. Choices abound from a variety of manufacturers, including the biggest names in road cycling tires, many offering multiple widths. Wheel makers are designing in ways to make the most of these tires, including offering much wider rims and internal grooves that make all the difference in mounting tubeless tires.

A lot of hard-learned lessons have come in those 20 years. With help from Jake Pantone, Vice President of Product and Consumer Experience at Enve Composites of Ogden, Utah, we will help you get up to speed. Enve is an industry leader in the world of carbon bicycle components.

Should you make the switch?

"The technology is real and riders are going faster and in more comfort/confidence with this new technology," according to Pantone. "The ride experience overall is too good to pass up."

You can join the limitless online debate about whether tubeless is fast-

er. There are so many elements that run counter to traditional bicycling thought about what is fast. Wider tires. Wider rims. Lower pressures. Can these really add up to a faster bike? But there is a real difference between testing on a drum in lab and riding on real roads with constant irregularities. Hit a pebble and your tire will either deflect (usually up and back, not the direction we want to go) or deform. Deforming keeps you moving forward. When you are on a chip-sealed road, you are hitting pebbles non-stop.

The pressure you run in a tube is not the right pressure for a tubeless tire. Many tire and wheel manufacturers have online charts that factor in rim internal width, tire width and rider weight, and then suggest the correct pounds per square inch, or psi. For longtime road riders, these are hard to believe.

"Our tire pressure chart is based off an algorithm and comparisons with real world feedback from riders of every size and ability," says Pantone. "I'm all about 28mm tires and on a wide rim like the 3.4 AR, I generally run between 50-60 psi depending on the tire."

"I ride with a lot of different people of every ability and size. I don't know a single person running a tire smaller than 25mm and I don't know anyone running above 90 psi and that includes several guys well north of 200 pounds," says Pantone. "Tire pressure can really affect the overall ride experience so it's important to get it right."

These pressures are based on new, wider internal rim widths. The Enve 3.4AR wheels Pantone mentioned have an internal width of 25mm. Compare that with something like the old Mavic Open Pro, the standard of great alloy wheels for a generation, which has an internal width of 14.5mm. A 700 x 25 tubeless will have differing width and height dimensions and road characteristics on each of those rims.

With lower pressure, you will get less road buzz, less stiffness in your neck, fewer jolts to your wrists and elbows and shoulders, a much kinder saddle experience, and less soreness and vibration in your feet. Yup, it is that nice, assuming you don't air up the tires like you always have.

We associate vibration with the sensation of speed, so it might take a bit to get over the feeling that you must be going slower. Resist the temptation to pump up to 95 psi. Trust your cycling computer to show you that you are covering the same terrain at quicker times. You won't need the computer to tell you that you are doing so with more comfort.

Want to get in on this on the cheap? Your existing wheels are probably up to it. According to Stan's NoTubes, most road wheels can be converted using their road tubeless bundle. There are loads of online



Road tubeless tires need sealant, but are easy to take on and off. Photo by Ian Matteson - ENVE Composites

tubeless tutorials. Remember that NoTubes has been doing this longer and better than anyone. Go to their site, take no shortcuts, and life will be peachy.

And your existing tires? Don't even try! You can make almost any wheel and tire combo tubeless in the mountain bike world if you know a handful of tricks. In the road world, using anything other than a real tubeless tire is asking for a trip to the ER. Or worse.

Tubeless tires have very exacting specifications on tire bead diameter. Non-tubeless might set up, and might ride for a while. But you are going to end in catastrophic failure. Please, do not try this with non-tubeless road tires!

If you do try with your existing rim and real tubeless road tires, know that there will be trade-offs. A commonly heard refrain is that tubeless tires are almost impossible to put on or take off. That is true. And false.

Pantone explains how easy it can be on a modern rim designed for tubeless.

"A tubeless rim has a deep center channel and two shoulders. The shoulders are the surface on which the tire and rim create the air-tight seal. The center channel reduces the rim's diameter, effectively allowing the tire to be installed. It is absolutely imperative that every single millimeter of tire bead be in that center drop channel when installing a tubeless tire. If not, you'll fight it till your fingers are raw."

Most wheel manufacturers offer some variation of this now. Watch the GCN guy mount Mavic tubeless tires on Mavic tubeless wheels with virtually no effort in his video "Have Mavic Nailed Tubeless for Road?" (This video is also fun to watch as he intentionally rides over increasingly large tacks to see what it takes to get the tire to fail.) I have mounted Hutchinson Fusion tubeless tires on NoTubes Alpha rims with no tire lever. Not because I had to, because it was easy to do.

But that very same Hutchinson Fusion tubeless tire on my favorite set of 12-year-old DT Swiss rims? Can be done, but it is a fight to the finish, even with a very strong lever.

No center groove, which makes for a tough fit. But the ride is still sublime once the tire is mounted.

Remember, it is all about the ride quality. But you might also save weight. The new Continental Grand Prix 5000 TL, a highly anticipated tubeless update from the king of German tire makers, weighs 300 grams at 700 x 25. The standard version weighs 220 grams at 700 x 25. Add a high-end Continental tube (143 grams for the Race, 78 grams for the Race Light) and you are not paying a weight penalty for tubeless.

But wait, what about sealant? Sealant adds weight, and it is rotational weight a long way from the hub. Yup. [BicycleRollingResistance.com](http://BicycleRollingResistance.com) tests have shown that 30 ml of sealant requires an additional 1 watt at 23 mph on a 700 x 25. You'll get that watt back in reduced buzz and fatigue.

One other factor that needs to be mentioned is that rims, wheels, tires and frames have all been evolving quickly in reaction to disc brakes. Don't buy a new frame for the disc brakes. Buy a new frame for the benefits that come with disc brakes.

"Disc brakes aren't cool because of the stopping power they provide," says Pantone. "They are cool because of what it allows us as a wheel manufacturer to create. The SES AR Series of wheels would have never been imagined in a rim brake world. There just wasn't clearance available in a rim brake constrained frame. The amazing thing is that with this new wheel technology we get the best of everything: world-class aerodynamics, cross wind stability, lower rolling resistance, better cornering traction, all while riding in more comfort and confidence. Road riding has never been this fun."

**What's on your mind?**  
Send your feedback and letters to the editor to: [dave@cyclingatuh.com](mailto:dave@cyclingatuh.com)



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## ROAD RIDING

## 5 More Great Northern Utah Century Rides



A scene from the Eden to Bear Lake ride. Photo by David Collins

By David Collins

Ride a 100 Miles or More in One Day - Entry Points Within 60 Miles of Salt Lake City

(This article is the second part of a series, to see the first, checkout the 2019 Early Spring / March issue of Cycling West)

Northern Utah is blessed with iconic geography, famous resorts and gentrified mountain towns. Although these rides include stunning scenery, they often feature hidden gems and forgotten highways and byways – a cyclist's dream – filled with unforgettable imagery, points of historical interest and quirky pit-stops.

Extended shoulder seasons are usually the best time of year to ride most of these routes but depending on your skills and equipment, you might be able to ride nearly year round. Be weather aware, riding conditions can swiftly change.

Excursions and explorations are part of the fun of unsupported bicycle touring at your own pace. Mileage estimates are approximate and may

vary depending on your tracking system and whims of the ride. Be sure to tell someone your plans and allow them to track your location using a smartphone or other device.

Solo or unsupported distance cycling often presents potentially dangerous situations related to terrain, weather, equipment, traffic, navigation and mental awareness. Even experienced cyclists must plan carefully and use wise judgment to successfully mitigate inherent risks of the sport or terminate a ride before it turns injurious or deadly. If you are new to the sport, or have never ridden a bicycle 100 miles in a single day, learn the ropes with a seasoned buddy or local riding club before giving one of these routes a go.

Make sure to check maps, plan your route and check local road conditions before you go. As with any ride, be aware of your surroundings and of roadway traffic.

Time to fill water bottles, stuff gear bags, click in and start pedaling more of northern Utah's great century rides.

## 1. Eden to Bear Lake

*Route:* Eden, Huntsville, Monte Cristo, Woodruff, Randolph, Garden City

102 Miles

*Terrain:* Alpine terrain marked by multiple climbs and descents including miles of riding higher than 9,000 ft. above sea level.

*What to See:* Mountains (Wasatch and Monte Cristo ranges); high mountain meadows loaded with wildlife and colorful wildflowers; distant vistas and repeating mountain ranges layered on the horizon; rural farm towns; ranchlands; barns and out buildings; hiking and snowmobiling trailheads; a ride along one of the most beautiful lakes in the western United States; Bear Lake is a blue marble plopped down in the middle of a memorable valley, surrounded by alpine mountains. Nothing quite like it.

*Selfies and Photo Ops:* Eastern rim of Pineview Reservoir with the collection of Snowbasin Ski Resort's peaks in the distance; an archway of deer and elk antlers in the front yard of a local rancher (at the turn-off for Causey Dam, across the street from Sill's Cafe); river side stops with dramatic foothills and cliffs throughout the first canyon entry (about miles 8-12), high mountain vistas on top of Monte Cristo (9,000+ ft.), smiley barn just outside of Randolph on the west side of Hwy 16, the miles along the southern and southwestern shoreline of Bear Lake from Laketown to Garden City.

*Wildlife:* Elk, deer, birds of prey, buzzards, fox, coyotes, beaver, trophy fish, black bears, badgers, jackrabbits, raccoons and little ground scurriers.

*Best Post-Ride Eats:* Cody's Gastro Garage in Garden City. A converted mechanic's garage (complete with a couple of hot rods on lifts inside the restaurant). Open year round and a great place to tuck into two or three pounds of wings (be sure to get the raspberry chipotle sauce for the wings – the area is famous for mountain raspberry farms). If you do this ride in reverse and end up in Eden, grub-up at Carlos and Harley's Fresh-Mex Cantina. It's loaded with mountain vibe, delicious chow and chilled drinks for every fancy.

*Still Have Legs, Lungs and Sunlight?* Turn east on Hwy 30 at Sage Creek Junction and follow the road to Cokeville Wyoming. The road skirts Cokeville Meadows National Wildlife Refuge for miles. It's a 70 mile round trip detour all the way to Cokeville and back, but you can bite off as much as you want to chew.

*Note:* The road through the Monte Cristo Mountains is closed during winter months and although snowmobiles often gather at the entry gate to explore the area, cyclists should not be tempted to cross through the closed gate since the passage is often dangerous and/or impassable for bicycle travel. Also, cell coverage is not available for about 30-35 miles (from about halfway to Causey Dam from Eden, through Monte Cristo, until the final descent into Woodruff).

## 2. Park City and the High Uintas

*Route:* Park City, Deer Mountain, Hideout, Kamas, Mirror Lake Highway past Iron Mine Mountain, Upper Provo Falls, Bald Mountain, Mirror Lake and back. Riders looking for a one-way adventure may continue on past Mirror Lake and



Bald Mountain Summit - a scene from the Park City and the High Uintas ride. Photo by Scott Collins

finish in Evanston, Wyoming. 100 miles

*Terrain:* Alpine terrain marked by multiple climbs and descents. Ride begins at 7,000 ft. above sea level and peaks out at 10,759 ft. above sea level on the highest paved road in Utah. The ride features 7,500 ft. of high altitude ascent.

*Wildlife:* Elk, deer, moose, birds of prey, buzzards, ducks, geese, fox, coyotes, beaver, trophy fish, black bears, mountain lions, badgers, porcupines, snakes, jackrabbits, raccoons, mountain goats, pica, and other little ground grounders.

*Best Post-Ride Eats:* Freshies in Park City. The owners are nationally known for their lobster rolls (yep, award winning lobster in Utah). They are made with lobster tail and knuckle claws flown in from New England. These rolls compare favorably to my favorite lobster pound in Trenton, Maine. Oh, and don't miss the blueberry pie – it's made with those little tiny wild blueberries like they serve in the best bakeries in Bar Harbor.

*Still have Legs, Lungs and Sunlight?* Take a detour through Heber City, home of the Heber Valley Airshow and Heber Valley Railroad (a heritage railroad with two 1907 Baldwin steam locomotives). While you're there, checkout Midway (right next door) and soak your bones in the 90 degree waters of a geo-thermal caldera, but you may not have the will to return to the saddle afterwards. That's okay, get a room at The Homestead Resort and finish your ride the next day. The detour adds approximately 40 miles.

*What to see:* Mountains (Wasatch and Uinta ranges—Uinta range is a subrange of the Rocky Mountains and is unusual for being the highest range in the contiguous United States running east to west); Jordanelle State Park and reservoir; world-class fly fishing Provo River; high mountain meadows loaded with wildlife and colorful wildflowers; distant vistas and repeating mountain ranges layered on the horizon; Upper Provo Falls; Mirror Lake, a high mountain lake stocked with rainbow, brook and tiger trout and named for the near-perfect reflection of surrounding mountains and trees; rural farm towns; ranchlands; barns and out buildings; hiking and snowmobiling trailheads.

*Selfies and Photo Ops:* Tranquil Silver Creek ponds along the Historic Union Pacific Rail Trail (plenty of wildlife activity in the early morn-

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Bald Mountain on the horizon - a scene from the Park City and the High Uintas ride. Photo by Scott Collins



Beaver Creek Nudist Ranch - from the Park City and the High Uintas ride. Photo by Scott Collins

ing hours); Park City Ice Arena and Sports Complex; Northern rim of Jordanelle Reservoir with a collection of Deer Valley Ski Resort's alpine peaks and trails in the distance (be sure to look behind you as you climb past Jordanelle in the early morning hours, especially just before dawn); Beaver Creek Nudist Ranch road sign - about 30 years ago somebody added "Nudist Ranch" on the bottom of the Beaver Creek sign); the Provo River flowing alongside the Mirror Lake Highway climb including Upper Provo Falls; Lilly Lake; the "SUMMIT 10,759 FT" sign; Bald Mountain and Mirror Lake.

Note: Cell coverage is not available past Kamas. Also, Mirror Lake

Highway, is closed during winter months. Check the local weather forecast before you ride and be prepared for quickly changing conditions.

**3. Over the Border**

*Route:* Ogden, Brigham City, Corrine, Tremonton, Riverside, Collinston, Petersburo, Newton, Trenton, with quick detour to Clarkston and back, Cornish, Preston—the first town in Idaho after crossing the border (one way).  
101 miles

*Terrain:* Early route through city suburbs, long streaky roads lined by regal mountains, rural valleys, mountain pass, historic river sites, farmlands.

*What to See:* Historic Bear River City (home to first recorded white man discovery of the Great Salt Lake, although it was thought to be the Pacific Ocean); defunct U and I sugar factory; old stomping grounds of famous mountain men and fur trappers; mountains and valleys typical of the intermountain region; big game; farmers working their craft (or silent fields in the off-season with farm machines parked and waiting—livestock wandering nearby, wondering when the next feed is scheduled). As you pedal by, try your best/loudest



A scene from the Over the Border ride. Photo by David Collins

mooo, whinnie or bray, see if you can get livestock to respond.

*Selfies and Photo Ops:* Martin Harris (early senior Mormon leader) gravesite in Clarkston; Bear River City historical marker featuring mountain man Jim Bridger story; old Bernard Mason and Co. Grocer façade on Main Street in Bear River City; U and I Sugar mural in Garland; the gap in distant mountains as you head east toward the mountain pass a few miles after the turn in Riverside; Welcome to Idaho sign; quaint store fronts and buildings featured in

Napoleon Dynamite (the lead character is depicted in the film as being from Preston and most of the movie was shot in Preston).

*Wildlife:* Elk, deer, black bear (although remote chance to see bears close to the road), birds of prey, beaver, muskrat, waterfowl, otters, snakes, fox, coyote.

*Best Post-Ride Eats:* It's an Idaho farm community but you can find

Continued on page 18

**Sevier Valley ROOSTER RIDE**  
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**5 More Utah Century Rides - Continued from page 17**

Brigham City (rather than slipping over through Corrine before heading north again) you'll cover fewer miles and see fabulous mountains



**A scene from the Riding the Shelves ride. Photo by David Collins**

The Wasatch; tiny quaint townships including Mona, Levan and Salina; long stretches of semi-arid rolling plains through huge swaths of BLM lands; valley after valley lined with mountains running north and south all the way to your destination; rural homesteads and old pioneer buildings slowly crumbling under the bright sunlight (seems like this place has 365 days of blue skies each year, surely that's an exaggeration, but it probably won't be difficult to find a day drenched with sunshine); windswept vistas; tempting turns into feeder canyons and periodic arroyos.

the ride can whip up gusts that may prevent safe passage, especially if they are crosswinds.

*Selfies and Photo Ops:* Historical public square tile display in Gunnison; lavender fields near Mona (especially during bloom season); long empty road looking north with Mount Nebo on the horizon and the road disappearing into infinity; dilapidating pioneer era out buildings strewn along the way; Famous Mom's Café mural in Salina; Welcome to Mona sign with elk and tree silhouette (north entry into town).

*Wildlife:* Rabbits, coons, deer and elk, snakes and lizards, birds of prey, waterfowl, and buzzards.

*Best Post-Ride Eats:* Sagebrush Grill on Main Street in Richfield. Get the House Blackened Ribeye with roasted garlic bleu cheese butter and have them top it off with a scoop of blue crab if it's in season. Best proteins in the region.

*Still have Legs, Lungs and Sunlight?* Turn east at Gunnison and ride to Sterling, a fabulous 14 mile detour featuring memorable geology, water pockets, and farmlands.

Note: Pay attention to the local wind forecast. Steady winds may be relatively safe but sometimes parts of

water strips throughout the bird refuge; Rattlesnake Pass; NASA and USAF rockets; roadside cattle who seem to have a knack for photobombing; Welcome to Howell sign on the northern end of town and the Bernard Hansen and Co. Grocery storefront in Bear River City (see Still Have Legs section below).

*Wildlife:* Migratory birds, birds of prey, coyotes, deer, rattlesnakes and various little furry fellows.

*Best Post-Ride Eats:* Maddox in Brigham City. Famous fried chicken (on my top five list for best fried chicken in America) and they serve delicious steaks in a casual ranch style setting. Be sure to get a piece of banana cream pie - a delicious finisher and a house specialty.

*Still Have Legs, Lungs and Sunlight?* Turn north at Corinne and ride to Bear River City (total ten mile detour there and back to route).

**5. Rockets and Cattle**



**A scene from the Rockets and Cattle ride. Photo by David Collins**

*Route:* Brigham City, Corrine, Howell, Snowville (and back). 104 miles

*Terrain:* Mostly flats, some rolling hills, one minor mountain pass

*What to See:* Horizons loaded with mountains and hills including the Wasatch, Promontory, Blue Spring and Hansel Mountains; wetlands and the Bear River Migratory Bird Refuge; long stretches of grazing cattle and farmlands; Howell (tiny cowboy town); Snowville township (named after early Mormon leader Lorenzo Snow); Rocket Garden at Northrop Grumman's base (rocket display is free to the public and includes a space shuttle booster and patriot missile).

*Selfies and Photo Ops:* Roadside

To settle a wager, old west mountain man Jim Bridger floated down the Bear River in a bull boat to discover its outlet. His 1824 journey was the first recorded white man discovery of the Great Salt Lake. His termination point is nearby the small town. While you're there, check out the old storefront of the Bernard Hansen and Co. Grocery stand before it's gone. It still stands proudly in the afternoon sun but appears to be on its last legs - looks like it belongs in a ghost town.

Note: Part of the ride is on Interstate 84, which has generously wide shoulders and is usually clear of debris, stickers etc.

David Collins is a cycling enthusiast and amateur randonneur. Follow him on Instagram @rockypumpkin.

**A Brigham City scene from the Over the Border ride. Photo by David Collins**

a pretty decent pizza at Sporty's on Main Street in Preston. They are cyclist friendly and are anxious to fill your belly with all things pizza. They're generous with toppings--just tell 'em to cover it with meats and stuff. You might be surprised how good a post ride pie can be chased by a cold Mountain Dew or two and accompanied with some greens.

up-close and you'll pass by Call's Fort Monument, an important roadside landmark related to early Utah history.

**4. Riding the Shelves**

*Route:* Payson to Richfield (one way) 101 miles

*Terrain:* Rolling plains from shelf to shelf to shelf to shelf, you get the picture.

*What to See:* Lavender fields (stunning color near Mona if you ride when the lavender is in bloom); Mount Nebo, the highest peak in

*Still Have Legs, Lungs and Sunlight?* Head 60 miles north after a brief stop in Preston and finish your long day at Lava Hot Springs Resort. The healing waters of Lava will be a perfect way to celebrate your brevet. Congratulations, you are now an informal randonneur plus.

Note: If you ride due north from



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## TOUR DE FRANCE

**Milestones: 100 Years of the Maillot Jaune**

Eugène Christophe sporting the first maillot jaune, 1919 Tour de France. Photo by Unknown

By Steven Sheffield

2019 marks a number of milestones for the Tour de France. It is the 30th anniversary of Greg LeMond's 58-second defeat of Laurent Fignon in the final time trial on the Champs-Élysées to win the 1989 Tour by 8 seconds, the slimmest margin in the history of the Tour de France.

It is also the 50th anniversary of Eddy Merckx's first of five Tour de France victories in 1969. In his début appearance, Merckx took the first 6 of his 34 stage wins and wore the *maillot jaune* as leader of the race for 18 stages in the process. By the time the race finished in Paris 3 weeks later, Merckx had also clinched the Points and King of the Mountains competitions on his way to an overwhelming 17'54" victory over second-place finisher Roger Pingeon, with third-place finisher Raymond Poulidor at 22'13".

Most importantly, 2019 also marks the 100th anniversary of the introduction of the *maillot jaune*, the yellow jersey, to signify the leader of the race, and that is a story in itself.

The 1919 Tour de France, which had been suspended from 1915 to 1918 due to The Great War, was announced in *L'Auto* in November 1918, just days after the Armistice bringing a halt to fighting was signed; however the Treaty of Versailles, officially ending the war was not subsequently signed until June 28, 1919, just one day before the start of the Tour.

Many of the pre-war stars of the Tour de France were killed in the fighting. Luxembourger François Faber, the winner of the 1909 Tour, joined the French Foreign Legion and was killed during the Battle of Artois in 1915. Octave Lapize, winner of the 1910 Tour, became a fighter pilot during the war, and was shot down in July 1917, subsequently dying from his injuries in hospital. Lucien Petit-Breton, winner of the 1907 and 1908 editions of the Tour was killed in December 1917 while driving for the French Army. In total, over 60 professional riders, on both sides, were killed during the course of the war.

While the Armistice did bring a cessation to hostilities, since the war

did not officially end until the Treaty of Versailles was signed, the French army only demobilized soldiers over the age of 30 over the winter. Younger soldiers were kept in service in case the armistice fell apart and fighting resumed. While this did not happen, by the time the Tour did start on June 29, 1919, there were only 67 entries; 43 professional riders and 24 *isolés* (unsponsored amateur riders), almost all of whom were over the age of 30.

France was devastated during the war, especially in the North where much of the fighting had been concentrated. The 1919 Tour avoided the worst of the battle-scarred regions, unlike the ill-fated *Circuit des Champs de Bataille* (Tour of the Battlefields) whose solitary edition happened just a few months earlier in April 1919. However, by the summer of 1919 road conditions were still not ideal for a bicycle race. When the race reached Paris on July 27, only 11 riders remained, 10 of whom were professionals. Of these, Frenchman Paul Duboc was later disqualified

well known for his tragicomic experiences in the pre-war Tours de France of 1912 and 1913, but 1919 sealed his place in Tour de France history.

A scandal-ridden race in 1904 had threatened to derail the legitimacy of the Tour de France, so from 1905 through 1912 in an effort to reduce cheating by the riders, the Tour was scored on points instead of time.

In 1912, Christophe won three consecutive stages in the mountains, opening up quite a large time gap to his rivals, most notably the Belgian Odile Defraye. Defraye was primarily known for his sprint, but he was able to limit his time losses in the mountains. Christophe, on the other hand, did not have a strong sprint and would generally finish further down the order on the flat stages when several riders came in at the same time.

By the end of the 1912 Tour Christophe had the lowest overall time, but because the Tour was scored on points, the overall victory went to his Belgian rival. This was the last year overall victory in the

Eugene Christophe, July 1, 1925 on the montée d'Aubisque in the Tour de France. This was his last Tour at age 40. He finished 18th. Photo by Agence Rol, Source [gallica.bnf.fr](http://gallica.bnf.fr) - National Library of France.

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for accepting a ride in a car early in the race.

Many stars of the peloton who had survived the war were not able to survive the brutal conditions of the race, abandoning along the way. Riders dropping out included the French Pélissier brothers, Henri and Francis; the Belgian Buysse brothers, Lucien and Marcel; and the Belgian winner of the 1913 and 1914 editions of the Tour, Philippe Thys. All of the amateur riders, save one, also dropped out of the event along the way.

Jules Nempon, the last remaining *isolé*, thus earned the honor of a 10th place finish as well as taking the prize for being the *lanterne rouge*, the last rider in the process. Henri Pélissier would eventually go on to win the Tour de France in 1923, while Lucien Buysse would do the same in 1926.

Amongst the 10 official finishers was the Frenchman Eugène Christophe. Christophe was already

Tour was decided on points, although the competition was reintroduced in 1953 as a secondary classification.

In the 1913 Tour de France, Christophe's fork broke while descending the Col du Tourmalet as the leader on the road, after he was hit by a race vehicle. In those early races, riders were responsible for carrying out all repairs on their own, except at a few officially designated checkpoints. Since Christophe was not near one of these checkpoints, he was forced to hike 10km down the mountain to the village of Ste-Marie-de-Campan followed by one of the race commissaires.

He then had to find a blacksmith with a working forge, and repair his own fork, then climb back up the mountain to the site of his mishap to resume his race nearly 4 hours later. Adding insult to injury, he was fined an additional 10 minutes by the commissaire for allowing a village boy to operate the bellows on the forge while he conducted his repairs.

Christophe ultimately finished the 1913 Tour in 7th place, a little over 14 hours behind the winner, Philippe Thys.

By Stage 10 of the 1919 Tour, Christophe was once again the general classification leader of the Tour de France. However, spectators and the press had problems distinguishing one rider from another on the road, as most were wearing the grey woolen jerseys of La Sportive, a conglomeration of bicycle manufacturers whose businesses survived the war. Until this point, the leader of the race was designated by wearing a small green armband, which could easily be missed in a fast-moving peloton, especially in wet and muddy conditions.

Members of the press suggested to Henri Desgrange, *L'Auto's* publisher and organizer of the Tour, that the general classification leader be given a special jersey to wear so that he could be easily picked out of a group of riders. Desgrange approved of the idea, and a yellow jersey was found and given to Christophe to wear starting with Stage 11 on July 19; whether the color of the jersey was inspired by the yellow paper on which *L'Auto* was printed, or was simply the only color available due to postwar shortages is up for debate.

Eugène Christophe, for his part, was initially none too pleased about being asked to wear the yellow jersey, claiming that he was mocked by the other riders for looking like a canary.

Unfortunately for Christophe, he would not be able to wear the yellow jersey into Paris. On the penultimate Stage 14, on July 25 on cobbled roads near Valenciennes, he once again broke his fork. This time, he only had to travel one kilometer to find a bike shop with a forge, but as in 1913 he had to conduct his own repairs, losing about 2.5 hours in the process to stage and eventual overall winner Firmin Lambot. Christophe ultimately finished the 1919 Tour de France in third place.

Christophe's story captured the imaginations of *L'Auto's* readership, and Henri Desgrange launched a subscription to raise money to award him for his perseverance; ultimately Christophe's prize of 13,310 francs was nearly triple the 5,000 francs awarded to Firmin Lambot for winning the overall race.

Sadly, Christophe's bad luck would con-

tinue, and in 1922, once again he was forced to hike out of the mountains, this time off the Col du Galibier, with a broken fork. In 11 total participations in the Tour, Eugène Christophe would finish a total of 8 times including his final attempt in 1925 at the age of 40, spending a total of 13 days in yellow in 1919 and 1922. He would finish twice on the final podium, in 1912 and 1919, but never as the overall winner.

Nonetheless, the rider who was mocked for looking like a canary had the honor of wearing the first official *maillot jaune* in the history of the Tour de France, which is still one of the sport's most coveted prizes 100 years later.

For more on the 1919 Tour, *We Rode All Day: The Story of the 1919 Tour de France*, by Gareth Cartman is a great book. Imagined and told from the perspectives of the riders and organizers, this is not a typical historical recap of the race, but rather attempts to take the reader into the minds of those who made the event special. 236 pages.

Another great read on the impact the Great War had on pro cycling, is *The Shattered Peloton: The Devastating Impact of World War I on the Tour de France*, by Graham Healy. 240 pages.

**Celebrating the Maillot Jaune at the 2019 Tour de France**

The 2019 Tour de France starts on Saturday, July 6, 2019 in Brussels, Belgium to commemorate the 50th anniversary of Eddy Merckx's first participation and victory. The anniversary of the *maillot jaune* will be celebrated in Pau on July 19, 100 years to the day after the first *maillot jaune* was awarded to Eugène Christophe.

Throughout this year's race, an individual jersey design will be awarded to the general classification leader featuring an appropriate image for that day's stage. The jersey issued after Stage 1 (to be worn on Stage 2) will feature the Atomium, to commemorate the race start in Brussels. Stage 2's jersey will feature Eddy Merckx, in honor of the 50th anniversary of his victory in 1969. The jersey to be worn during the Stage 13 time trial memorializes Eugène Christophe, the first wearer of the *maillot jaune* in 1919. The final jersey issued after Stage 20 will feature Paris's iconic Arc de Triomphe on the Champs-Élysées, which has hosted the grand finale of the Tour de France every year since 1975.

**TOUR DE FRANCE**

**Tour**

By Steven Sheffield

Tour de France.

Prologue.  
The clock ticks.

Visions of heroes. Le favori porte le numéro cinquante-et-un, comme Merckx en 1969.

Speedsters hiding behind a train,  
waiting, waiting, waiting.  
Sprint!

Post up, arms aloft.

Maillot vert.

Breakaway glory,  
or hopes dashed until the next stage?

Dossard treize à l'envers pour la bonne chance.

Mountains loom,  
peloton climbs, eagles fly.

Tourmalet.

Sweat drips,  
sun beats down,  
lungs burst,  
heart pumps,  
legs spin.

Ventoux, tragic memories of Simpson.

Seconds gained.  
Minutes lost.

Screaming descents,  
Alps and Pyrenees.

Chute au peloton!

L'Autobus,  
struggling to finish,  
only to fight another day.

Les grimpeurs attaquent avec leurs rêves de pois rouges.

Galibier. Souvenir Desgrange,  
Dutch Corner, l'Alpe d'Huez.

Contre-le-montre.  
Cinq, quatre, trois, deux, et aller.  
Tic-tac, tic-tac.

Paris, aux Champs-Élysées,  
enfin, le maillot jaune.



L'Auto map cover from the 2014 Tour de France. Image in Public Domain, from David Ramsey Map Collection, reprinted under Creative Commons License.

**1919 Tour de France Final General Classification**

Rank	Rider	Category	Time
1	Firmin Lambot (BEL)	A	231h 07' 15"
2	Jean Alavoine (FRA)	A	+ 1h 42' 54"
3	Eugène Christophe (FRA)	A	+ 2h 26' 31"
4	Léon Scieur (BEL)	A	+ 2h 52' 15"
5	Honoré Barthélemy (FRA)	A	+ 4h 14' 22"
6	Jacques Coomans (BEL)	A	+ 15h 21' 34"
7	Luigi Lucotti (ITA)	A	+ 16h 01' 12"
8	Joseph Van Daele (BEL)	A	+ 18h 23' 02"
9	Alfred Steux (BEL)	A	+ 20h 29' 01"
10	Jules Nempion (FRA)	B	+ 21h 44' 12"

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## Commuter Column - Continued from page 4

eral Missoula is a bike crazy town, thus explaining the large number of bike commuters in town?

A.S.: There were some great T-shirts printed by the long-gone (but justly famous) Braxton Bike Shop that said, "Missoula, Montana: The Bicycle Town," and that's about right. There's a real culture of cycling and bike commuting here, even if the infrastructure hasn't quite kept up. No one bats an eye at people with ski goggles, puffy coats, and studded tires leaning into the wind during a January blizzard on the way to work.

CW: I used to have one of those t-shirts. I purchased it from (sadly gone) Sam Braxton. He was tremendously helpful during my first cross-country ride in 1975.

CW: Missoula has a decent climate, but on average it is colder than Salt Lake City. What are some of your cold weather gear that you recommend? Are the roads fairly well maintained for commuting? Do you have winter specific and summer specific tires?

A.S.: I finally broke down and bought studded tires this winter, but I was a little more skittish than usual coming off a broken collarbone last fall. You can usually slip and slide on regular rubber, but I can't deny that the studs are nice. I swear by Bar Mitts for warm hands (and the ability to wear thin gloves for better feel at the controls) and a merino Buff for a little face protection when the windchill really plummets. Missoula is not known for its incredible road maintenance, so having good lights and riding with some authority is helpful when you're forced farther into the travel lanes than you might prefer.

CW: I have read all of your bike reviews in Adventure Cyclist magazine. What is your current commuting bike? What would you like to have as your current commuting bike?

A.S.: My do-it-all bike is a Soma Wolverine, which I've had for a few years. I did some commuting this winter on a Salsa Mukluk fat bike too, which is not fast, but was pretty fun. I really like the Wolverine for commuting and general "all-road" riding, plus a bit of touring. I run



Alex Strickland's Soma Wolverine commuter bike. Photo by Alex Strickland

40-47mm tires depending on the season and leave fenders on most of the year. It's set up as a 1x10, though I keep a double crankset and front derailleur in the parts bin for steeper touring trips. The de-icer in Missoula absolutely eats drivetrain components, so the most important piece of winter commuting gear I have is probably one of those little pump garden sprayers that I fill with hot water and rinse the bike once or twice a week to prolong the inevitable.

Of course, one way to solve that is with a belt drive. I did spend a little time this winter on a belt-driven, Pinion gearbox bike from Priority Cycles. My wife's commuter has a belt and an 8-speed Shimano Alfine hub. I've long seen the advantages of a more sealed system for commuting (or more). The Alfine line is pretty affordable and great for commuting, but not up to loaded touring. A Rohloff hub has more range and is incredibly robust, but costs more than many bikes. The Pinion has some advantages, such as moving the weight of an internally geared system to the bottom bracket area instead of the rear axle, but because of its shape can't be retrofitted on an existing bike. Still, that Priority left an impression and could easily pull double duty as a commuter and touring bike. As gearboxes become more common, it's an intriguing option for a lot of different riding styles.

CW: I am always amazed by the number of commuter bikes I have seen during the several visits to the ACA headquarters. What amenities does the ACA provide for employees?

A.S.: There is some peer pressure to commute by bike! I would say in spring, summer, and fall, it's 85 or 90 percent and in winter it drops down to 25 percent or so. Though many people just swap their bikes

for snow boots and walk. We've got a great secure courtyard here at the office for bike parking and enough covered spots for most people to get under a roof in the rain. We've got work stands and tools for quick fixes and showers for those who are working harder or getting in bigger rides on the way in or during lunch.

CW: The Adventure Cycling Association has a number of mapped routes that run through Missoula or are close to Missoula. (TransAmerica, Great Divide, Northern Tier, Great Parks North) Is there a fairly active touring group in Missoula that goes out on overnights or short tours?

A.S.: Weeknight overnights are definitely an occupational hazard. There's a great local group called Pedal Missoula (URL) that gets out a lot, as well as a less formal group led by our magazine staff writer that practices "burritopacking," which is exactly what you think it is! Plus, we see about 1,200 cyclists at Adventure Cycling headquarters every summer who stop in during their ride on one of our routes.

CW: Alex, I wish to thank you for taking time off from your May issue to do the commuter column. I think the readers of Cycling West learned quite a bit from the column. If you are in Salt Lake City, I would be happy to go for a ride on our bike friendly streets that you seem to miss, though you have the bike trail to Hamilton that is awesome to ride.

For more information on Adventure Cycling, visit [adventure-cycling.org](http://adventure-cycling.org).

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

## Study: Sharrows Don't Appear to Increase Bike Safety

Will sharrows reduce the chances of getting doored? The best place to look, one study found, is in Chicago, where the city actually examined the extent of dooring in 2010. The study was just accepted for publication this year, though.

One reason for sharrows is to encourage cyclists to move out of dooring range. The researchers compared crash data on Chicago streets with sharrows to those on streets with marked bike lanes and those with nothing special for bikes.

Sharrows didn't seem to help much. The authors realize they couldn't determine why, but found areas "that had sharrows installed experienced less than desirable safety outcomes...." They couldn't say why for sure but suggest that sharrows may "provide a false sense of security to bicyclists" since bike lanes provide dedicated space and cyclists know to look out if there's no marking. Sharrows may also attract inexperienced cyclists.

See N.N. Ferenchak, W.E. Marshall, Advancing Healthy Cities Through Safer Cycling: An Examination of Shared Lane Markings, International Journal of Transportation Science and Technology (2019), doi: <https://doi.org/10.1016/j.ijtst.2018.12.003>

-Charles Pekow

## Bikes Are Faster for Most Short City Trips

Urban transit frameworks need to include bicycling, the Paris-based International Transport Forum warns planners. "For trips of 15 minutes... the bicycle performs better in most cities" than autos or public transit in most instances, based on research in Europe. The study includes time spent getting to your vehicle and finding a parking space as part of transit time.

Bikesharing, e-bikes, and scooters also be figured into the equations, says Benchmarking Accessibility in Cities: Measuring the Impact of Proximity and Transport, the forum's recent guide for urban planners.

In the typical European city, you could take your choice of visiting any of 400,000 people with a bike ride of half an hour or less, says the guide (<https://www.itf-oecd.org/sites/default/files/docs/accessibility-proximity-transport-performance.pdf>).

The study didn't include walking. But it found that 97 percent of people in European cities live within a 15-minute bike ride of a park. The study assumed a steady ride of 16 km/hr (about 10 mph).

-Charles Pekow

## SAFE Streets Act May Improve Bike Safety Funding

Ideas are beginning to come in for reauthorization of federal surface transportation law. The current statute, the Fixing America's Surface Transportation (FAST) Act technically expires at the end of Fiscal Year 2020. But if history is a guide, current law may wind up getting temporarily extended a year or two.

But sometimes small pieces of legislation get put in the hopper to give Congress something to think about and perhaps fold into the major reauthorization. The latest idea that could affect bicycle safety is called the Safe And Friendly for the Environment Streets Act or the SAFE Streets Act (H.R. 3040) introduced by Rep. Julia Brownley (D-CA) with two cosponsors (<https://www.congress.gov/bill/116th-congress/house-bill/3040/text>).

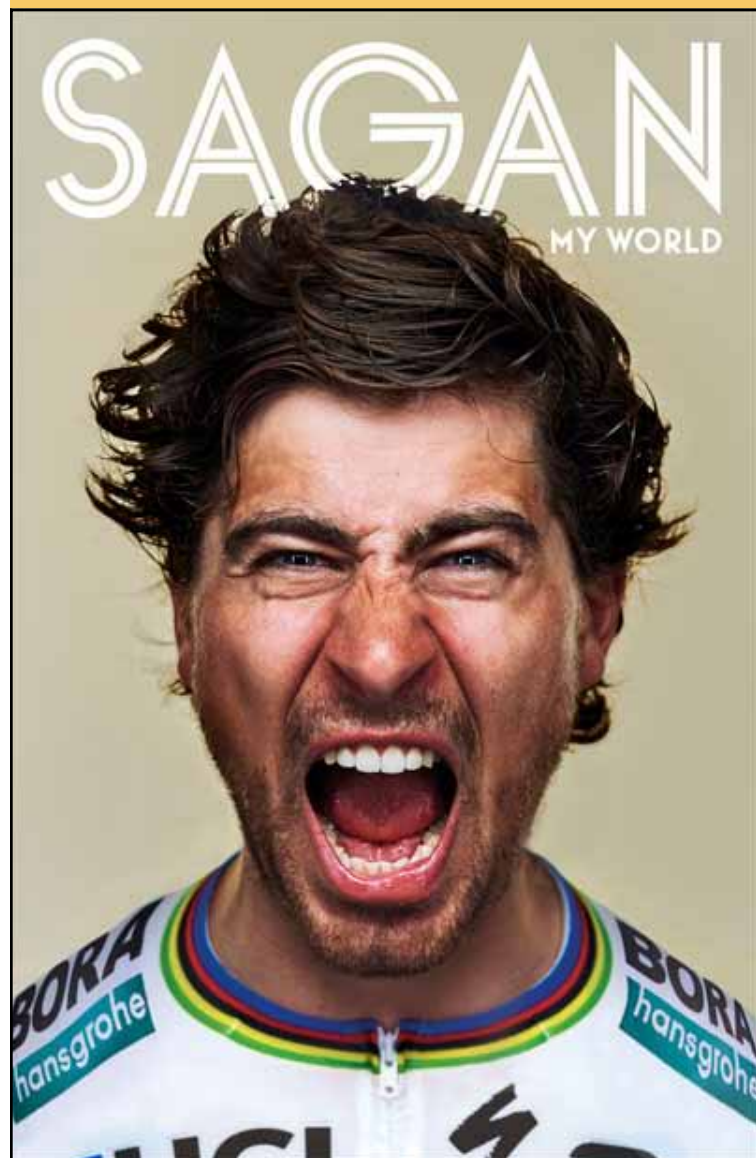
The bill would not add any safety money but would alter the formula to direct more federal funding to areas with high levels of bicycle and pedestrian fatalities. (The legislation uses the term "vulnerable users;" which also includes those riding scooters, e-bikes, wheelchairs, etc. For every planning area with a bike and pedestrian fatality rate of at least 1.5 per 100,000 residents, states and metropolitan planning organizations receiving Highway Safety Improvement Grants would get a guaranteed share of the money.

The bill doesn't specify that the grantees would have to use the money for cycling safety, though. It was referred to the Transportation and Infrastructure Subcommittee on Highways and Transit.

-Charles Pekow

BOOK REVIEW

Peter Sagan's My World is a Great Read for Bike Racing Fans!



Peter Sagan's My World is a great book for bike racing fans.

By David Ward

Peter Sagan's book, My World, is a great read for a bicycle racing fan. It is interesting because of the insight into and story of Sagan's life, but was really enjoyable for the professional bike racing context in which it is set

and on which it focuses.

I expect there will be a lot of different takes on this book. It effectively covers a lot of themes and territory in a relatively short number of pages. Well, 293 pages, but large print and wide line spacing. But my take is this: It is a great book because of the excitement it generates and



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**MOUNT EVANS, COLORADO**

Sagan's thoughtfulness and intelligence exhibited as he relates his story of the racing his book describes.

It is divided into three parts, each one titled for one of his three consecutive world championship road race victories (Richmond, Doha, and Bergin), the only man to have accomplished that feat. It ends with an epilogue describing his victory in the 2018 Paris-Roubaix classic. Written with co-author John Deering, who of course did most of the actual writing, the book reads quickly and smoothly, and in an entertaining manner that makes it hard to put down. Or, as in my case, hit the pause button, since I actually listened to most of the book (thanks to my subscription to [Audible.com](http://Audible.com)) while riding my own bike, no less.

In reading this book, you get the sense at how well grounded Sagan is. Two themes running through the book bring this out. He emphasizes the idea that for each race there are "a hundred different stories", and his is only one of them. He is often asked about planning and strategy for a race, and he is quite open about the fact that, while a plan is made, it rarely plays out that way. Rather, a race is a fluid, living thing in which you have to be alert and able to react. He is honest that winning often comes down to good luck. He is keen to point out that each rider has his own story about how each race played out.

Early in his career, Sagan adopted (from his perception of Australians) the mantra, "Why so serious?", the second theme illustrating how grounded he is. This is referred to repeatedly throughout the book. It is a theme that has served him well. I recall how, during a year with Tinkoff he kept placing second in so many important races, and even came under criticism from his team owner, Oleg Tinkoff who threatened to negotiate his contract down. During this period, I remember Sagan making comments that reflected his fall back on this attitude. Nevertheless, he does make clear in his book how this stretch was so frustrating to him. While sitting in second place in the green points jersey standings in the Tour de France during this stretch, he says, "I was thinking of getting a new jersey made. Most second places. The brown jersey, maybe."

And speaking of Oleg Tinkoff, it was fascinating to read Sagan's account of riding on Oleg's team. I suspect many people are like me, with a not very favorable view of the man. But Sagan, while speaking frankly of Tinkoff, also speaks positively overall of him. What Sagan seemed to appreciate most about Tinkoff was his frankness. If he was happy with you, he told you. If he was upset with you, he told you, and then he was over it. "You were shit today, Peter. But you tried, so f--- it, let's go eat. Do you fancy caviar" He summarizes Tinkoff with these words, "As you can imagine, his capacity to offend is limitless, but he is also fantastic, engaging, and provocative company."

Sagan makes clear that he recognizes bike racing as entertainment. Those who have followed him since

he burst onto the pro racing scene, which is most of us pro cycling fans, know what an entertainer he is. He describes throughout the book his efforts to embrace this role.

Sagan also spends time describing a number of his adversaries, quickly making clear that he mostly knows them as cyclists. He discusses their styles and strengths, particularly the sprinters whom of course he knows best because they are the ones he mostly competes against. But it is impressive is that he never speaks ill of anyone. He praises and complements certain riders, and is muted and restrained on the things he might be inclined to criticize. He would clearly have liked Mark Cavendish to come to his defense following Cavendish's spectacular crash during the finish line sprint into Vittel during the 2017 Tour de France for which Sagan was blamed and criticized, and then tossed from the Tour. In the end, it was a bad decision, and most of us came to recognize that. On Cavendish's failure to speak up, Sagan says, "I was really hoping that Mark might go on Twitter to tell the world that it was a bit of joke, but that was his decision to make. Not mine, and I respect that. It would also have obviously been in opposition to his team's position, which is never a good place to be."

Finally, one race that epitomizes Sagan for me was stage 11 of the 2016 Tour de France from Carcassonne to Montpellier. Battered by crosswinds toward the end of the stage and the peloton forming into echelons, Sagan made certain to stay at the front. With 11 kilometers to go and feeling good, he pushed the pace

and, joined by his teammate, Maciej Bodnar, opened a small gap.

Another alert leader also staying close to the front, Chris Froome, saw the gap form and Sagan at the lead. He bridged, as then did Geraint Thomas. "I thought at first he was trying to close me down, which would be fair enough. But a quick look and a word between us established that we had seen the same opportunity: 'Let's do it'". As Sagan explains, [W]e slipped into team trial mode immediately. . . . We smashed it for 10 kilometers . . . [W]hen that break is comprised of the race leader, the points leader, and two of the strongest teammates . . . good luck." Sagan won and Froome took second and gained precious bonus seconds.

This win illustrates intelligent racing, good preparation and talent which allowed Sagan and Froome to be in key places at a critical time, and luck in their favor with crosswinds battering and splitting any possible chase. I remember watching this stage and how exciting it was. This is Sagan, and pro racing, at its finest.

I really enjoyed this book, as will any fan of professional road racing. It provided a small view into Sagan's personal life, a detailed view into his professional racing life, an understanding of his personal and inner character, and exciting tales of professional bike racing.

My World by Peter Sagan

Hardcover with two 8-page color photo sections.

6" x 9", 320 pp., \$24.95, 9781937715946

Velopress, Boulder, Colorado, 2018

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BICYCLE ART

Open Road - The Bicycle Art of Bernadette Regnier



Artist: Bernadette Regnier

Title: Open Road  
Medium: Linocut

Artist Bio:  
Bernadette Regnier's first lan-

guage is ART. She grew up on a farm along the front range of the Rocky Mountains near Longmont, Colorado. Expressing herself through art started at an early age and continued as she pursued her degree in agriculture at the University of Northern Colorado where she studied watercolor, acrylic and oil paint-

ing and continued while completing a degree in agronomy at Colorado State University studying fiber arts, printmaking and figure drawing. Regnier's art reflects the land she has lived and traveled in. As an agronomist she traveled throughout the United States, Canada, Chile, Australia and Mexico. As a stu-

dent of art she visited Great Britain, France and China. After working in Colorado, Montana and Idaho as a full-time agronomist and part-time artist, she now enjoys being a full-time artist and part-time agronomist with a printmaking studio at the Willard

Arts Center in Idaho Falls. Regnier's passion is expressing her love of the earth and all its beings through art.

Originals and prints available in The Art Museum gift shop ([theartmuseum.org](http://theartmuseum.org))

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**ELECTRIC BIKES**

**Ebikes: Studies Look at Reducing Pollution; Getting More People to Ride and Farther; and Exercise**

By Charles Pekow

E-bikes make urban air clearer by getting people out of their cars. But less clear is if making e-bikes more affordable will expand their use. So conclude a pair of studies from an ongoing e-bike research project at the Transportation Research and Education Center (TREC) at Portland State University in Oregon.

TREC and other research institutions are collaborating on the Light Electric Vehicle Education and Research (LEVER) Initiative, which is studying all aspects of the use of e-bikes from policies to impacts to getting people to use them.

Cities around the world in recent years have added to bicycle infrastructure for, among other reasons, the need to reduce smog by moving people out of their autos. And despite some success, the level of bicycling has only gone up so much and may have come close to peaking. E-bikes could increase the level of biking and reduce the level of carbon emissions both by getting more people onto bikes and by encouraging bicyclists to go further, suggests TREC's recent white paper *The E-Bike Potential: Estimating the Effect of E-bikes On Person Miles Traveled and Greenhouse Gas Emissions* ([https://ppms.trec.pdx.edu/media/project\\_files/E-bike\\_Potential\\_Paper\\_05\\_15\\_19\\_Final\\_jHFUivl.pdf](https://ppms.trec.pdx.edu/media/project_files/E-bike_Potential_Paper_05_15_19_Final_jHFUivl.pdf)).

TREC, naturally, did its research in Portland, Oregon. It concluded that the "strategy of increasing e-bike mode share within a given region can...be used confidently as a tool to help meet that region's carbon emission reduction goals." If 14-15 percent of trips were on bikes or e-bikes, emissions could drop 11 percent, the study estimates.

How to Get More People on E-Bikes

That begs the question of how to get people on e-bikes. Another TREC study examined efforts to do that. *How E-Bike Incentive Programs are Used to Expand*

the Market ([https://ppms.trec.pdx.edu/media/project\\_files/E-bike\\_Incentives\\_Paper\\_05\\_15\\_19\\_Final\\_1.pdf](https://ppms.trec.pdx.edu/media/project_files/E-bike_Incentives_Paper_05_15_19_Final_1.pdf)) looked at incentive programs to get people to use them. Results came back mixed and inconclusive.

An experiment in Switzerland that gave 1,800 people free use of an e-bike for two weeks on the condition they not drive their cars found that 27 percent of them liked their trial two-wheelers so much that they bought one. A program in Holland in 2013 paid people per mile ridden on an e-bike. It increased use for sure, but only about half of the extra miles came at the expense of auto trips and it's not clear to what degree people continued riding e-bikes once the trial ended.

Several other programs in Great Britain and the United States showed that giving people access to an e-bike for a limited period even without compensating them will encourage some to buy one, because they've had a cost-free positive experience. A problem, though was that e-bikes tend to cost more than people wanted to spend.

Would rebates work? Programs in Vietnam and California found that waiving the tax proved a better incentive than offering buyers a rebate equal to the tax.

Employers and communities have tried everything from discounts to cheap loans, government subsidies and employer subsidies. The Cycle to Work program in Britain allows employers to write off the cost of e-bikes that they loan to employees to commute to work.

Incentives work better with some employers than others. Live Electric offered a discount program to Utah state employees and employees of Rocky Mountain Power in Utah starting last fall. TREC reports that the University of Utah eagerly promoted the program and got a good response but other agencies didn't sell as many as they didn't promote it as well.

People bought about 400 e-bikes in Boulder County, CO in a program that called on the vendors

to offer discounts in return for the county government marketing the offer. But the program only worked for so long. Vendors quit when sales slowed.

TREC researchers acknowledge that they couldn't determine the long-term effects of e-bike incentives, nor the relationship between the size of the incentive to the cost of the bikes.

And what's next for LEVER? Consortium members are working on a project called *Novel Approaches to Model Travel Behavior and Sustainability Impacts of E-Bike Use*. They are looking for volunteer e-bike users to participate in a year-long study that will "leverage smartphones to conduct ad-hoc travel surveys to supplement the passive data collection and, using machine learning algorithms, create the largest and richest dataset to support the growth of e-bike use as a transportation option."

Participants must already own an e-bike. If you're interested in participating or want more data, go to [https://docs.google.com/forms/d/e/1FAIpQLSfZv-aBiZUWRLEtiW6ZzcPXy-Ik-OIpc8pw9gf7Rg98BbF\\_w/view-form](https://docs.google.com/forms/d/e/1FAIpQLSfZv-aBiZUWRLEtiW6ZzcPXy-Ik-OIpc8pw9gf7Rg98BbF_w/view-form).

Do E-Bikers Get More Exercise?

And in a continent that you can't get to from America by e-bike, researchers wanted to examine whether riding one will result in a net increase or decrease in physical activity. The answer, as you might have expected, depends on whether you switch to an e-bike from a regular bike or from an auto. The study looked at 10,000 e-bikers in seven European cities.

The study reports "e-bike use leads to substantial increases in physical activity in e-bikers switching from private motorized vehicle and public transport, while net losses in physical activity in e-bikers switching from cycling were much less due to increases in overall travel distance."

But e-bikers rode longer distances than conventional bikers, and thus used more pedal strokes. But the research didn't explain to what degree e-bikers were former conventional cyclists who switched to longer rides vs. those who didn't bike before.

See Castro, Alberto, et al. "Physical activity of electric bicycle users compared to conventional bicycle users and non-cyclists: Insights based on health and transport data from an online survey in seven European cities." *Transportation Research Interdisciplinary Perspectives* (2019): 100017. <https://doi.org/10.1016/j.trip.2019.100017>.

**ADVOCACY**

**Bike Utah Executive Director Stepping Down at the End of the Summer; Search for New Executive Director Open**



Phil Sarnoff has been the executive director of Bike Utah since 2014. Photo courtesy Bike Utah

By Phil Sarnoff

After five and a half years in the position, I will be stepping down as Executive Director later this summer. My wife has accepted a position out of state and we will be moving in the coming months.

Serving as Bike Utah's Executive Director has truly been my honor and I couldn't be more proud of our progress.

We have come a long way in the last five years. Together we have:

- Grown from an organization of one full-time staff member to seven full-time employees, allowing us to expand our reach across Utah
- Educated more than 9,000 children around the state through the Youth BEST Program
- Increased the percentage of Wasatch Front communities with Bicycle Master Plans from 13% to 63%
- Launched the 1,000 Miles Campaign with the Governor to build 1,000 miles of new family-friendly bike lanes, paths, and trails by 2027
- Engaged thousands of mountain bikers through the Mid Week MTB Series
- Passed numerous laws to improve bicycle safety and increase funding for bicycle infrastructure
- Put countless communities on track for building more bike lanes, paths, and trails for transportation and recreation

It has never been an easy road (or path or trail), but it has been much easier knowing that thousands of people around Utah are supporting our efforts. The organization is in great hands with an outstanding board of directors and a phenomenal staff team.

We still have a long way to go until everyone can ride regardless of age, ability, or income and we need your help to make sure that all of our current efforts stay on track.

I have one important request as we move forward in making Utah a better place to ride. We are opening up the search for a new Executive Director and there are numerous qualified, passionate candidates out there that will take Bike Utah's efforts to the next level. Help us find those great people by sharing our posting and referring any great candidates.

The position description can be found at [bikeutah.org](http://bikeutah.org). The application deadline is July 14, 2019.

Thank you again for all of the support and for helping to make Utah a better place to ride.

Sincerely,  
Phil Sarnoff

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## BIKE FIT

# A Guide to Cycling Shoes



John Higgins measuring feet for cycling shoes. Photo by Derek Israelsen

## By John Higgins

Your cycling shoes are a major player in 2 out of the 5 direct contact points you have to your bicycle, and therefore merit careful consideration in their selection to suit both your feet (pun intended) and the style of cycling you do.

The purpose of cycling shoes is to efficiently transfer force to the pedals while at the same time supporting your feet appropriately and distributing (rather than concentrating) the pressure your feet experience, as well as being practical for the totality of your cycling experience. Other than cycling, this may entail walking your bike, negotiating stairways, or frequent stops. In next month's article I'll explore pedal systems, as the selection of a pedal system has direct influence on cycling shoe selection and vice versa.

Numb feet, hot feet, pressure points, blisters and other discomforts could be symptoms that your shoe choice needs re-evaluating, but the total interface of foot, sock, insole, shoe and cleat choice and position, and well as saddle height (too high can cause feet issues) should be considered as well.

In this article I'll take a brief look at: the types of cycling shoes; what they are used for; a few things about your feet that may influence your choice; salient features, and how to buy them.

### Type of Shoes

Cycling shoes fall into 3 broad categories based on intended use and pedal system:

1. Flat: for use on "flat" pedals which relies on direct foot pressure and sole friction. No "cleat" is attached to the sole of the shoe. The shoes will be somewhat stiffer than regular running / gym/training shoes, but do not have a fully rigid sole and will exhibit good toe flex for normal walking.

2. Mountain: for use in situations when off bike walking is expected, so the outsole features lugs for traction, and the cleat that attaches to the pedal is recessed flush with the lugs. As well as mountain bikers this style of shoe is also a popular choice for commuters and tourers who are on and off the bike regularly. Shoe stiffness will vary from semi flexible for more casual use to race-stiff where the emphasis is on light, strong, and stiff for competition with little off-bike functionality.

3. Road: these shoes have a rigid sole with minimal traction and the elevated cleat under the forefoot makes

walking awkward in a reversed stiletto kind of way. Intended for riding only, not perambulating. Triathlon shoes are modified road shoes with fewer straps and increased ventilation designed for ease of on bike entry when pre-attached to the pedals, to save seconds in the transition zone.

### Functional Considerations

1. Efficient power transfer: in general you want as much of your energy expenditure as possible to provide productive forward motion, and not have it lost in the transition from body to bike via a floppy, flexible shoe. This is why most cycling shoes have a rigid sole. You don't require the flex needed for walking or running because cycling is not a natural foot activity but relies on the conversion of biomechanical energy into mechanical energy.

2. Pedal Cleat attachment options: there are 3 main types and some variations, the choice of which will dictate your pedal options.

- Flat (no cleat)
- 2 hole side by side (common for mountain bike, commuter bike and spin bike pedals)
- 3 hole triangular pattern (common for road bike pedal systems)
- 4 hole rectangular pattern (specific to the Speedplay brand of road pedal systems)
- 2 hole / 3 hole combination (have it both ways – your choice)

3. Off bike practicality: a dedicated and devoted road cyclist will minimize the amount of off bike walking they need to do in their cycling shoes, because its awkward to walk in road shoes and accelerates wear on the cleats. But if you need or want the versatility to do a bit of walking around in your cycling shoes because you are commuting, gravel, or mountain biking and may have "hike-a-bike" sections to contend with, a lugged outsole will be desirable. Commuters with frequent stop signs or traffic signals requiring frequent cleat disengagement and foot down time or stairs and elevators to negotiate need to think about ease of pedal engagement when getting going again, as well as traction when walking.

4. Fit. There is tradition and there is reality. Tradition says your cycling shoes should be narrow and tight. Reality says your shoes should be comfortable and functional. Let's go with reality. Comfortable doesn't mean big and sloppy. Cycling shoes should be snug (not tight), both

around the heel and side to side at the widest points of your forefoot, without creating unnecessary pinching and side compression. They should offer ease of adjustment to tighten or loosen the shoes depending on your insoles and sock thickness, and to accommodate any foot swelling in hot weather. The shape of the shoe should accommodate your foot shape, rather than the other way around, and you should have a little bit of toe clearance at the front, but not as much as is needed in walking or running shoes. In summary, they should feel like a nice fitting glove on your feet: not too tight, not to big. Just right. But maybe you have hard-to-fit-feet, which leads to...

### Feet Considerations

Most cycling shoes will fit most people, but if you are reading this it could be because you are an exception, and there are a lot of exceptions which may be due to:

- Width. If you have narrow (A, B) or wide (E+) feet, particularly 2E or above then finding well fitting cycling shoes can be a challenge, but let me assure you they do exist. Shoes that are too narrow or mismatched in shape to your feet can be a contributor to foot numbness.
- Volume. This is how much 3D space your feet take up. Low volume feet are often narrow and flat, and high volume feet are high, wide, and bulky, at least for cramming in cycling shoes. Some brands and models do a much better job than others of scaling up or down to suit your feet.
- Bunions. If you have them you'll know it – the first metatarsal head is displaced outwards which presents as a big bulge on the side of the big toe ball of the foot. Bunions can also occur on the little toe side. Bunions make otherwise normal width feet present as wide, and need accommodating for either in the width of the shoe or in stretching the shoe to create some extra space.
- Feet length discrepancy. A half size difference between left and right is normal; a full size difference is common. More than that and you may be a candidate for a different shoe size for each foot unless an appropriate insole keeps the length discrepancy in check.

### Shoe Features

Let's take a brief tour through some of the key features and materials of a cycling shoe.

1. Outsole. i.e the bottom. Usually nylon on lower priced shoes and composite (carbon fiber and resin) on higher price models. Stiffer is better will be the marketing tag line but this depends on the application. There can be issues with shoes that are too stiff for your feet. Flat shoes will have a grippy rubber outsole, and mountain bike shoes will have nylon or rubber lugs and possibly toe spikes, all for traction when walking or running off the bike.

2. Cleat bolt pattern. As previously discussed, there are 2, 3, 4 or combo holes for different type of pedal systems.

3. Uppers. Genuine leather (yes, still an option), synthetic leather (most common) or one of the above plus mesh. Genuine leather is long lasting with care, will mold more to your feet, and can be stretched to accommodate bunions. Synthetic leather is cheaper but not as mal-



A classic bunion. Photo by John Higgins

leable. Mesh is more breathable, and can be integrated with stretch panels to accommodate bunions or wide feet, but may lack durability.

4. Closures. How you do them up. Lace is back in vogue. Velcro straps are common. Boa closures (ratcheting lace system) have largely replaced ratcheting strap systems. Many shoes will feature some combination of closures. Personal preference and ease of adjusting tension over the top of your feet are what you want to think about, and whether you can do that on the move. Yes with boa closures, no with normal laceup. In between with Velcro.

5. Last and Width. The shape and width of the shoe where your foot contacts it. Feet are different shapes. Some are widest in the forefoot, some are widest at the mid-foot. Some are narrow. Having a shoe that conforms to your feet instead of expecting your feet to conform to the shoes will result in a happier cyclist.

- Other Features
  - Color options
  - Heat moldable forefoot to suit different widths
  - Heat moldable heel counter to snug the heel

### Buying Cycling Shoes

The most common buying mistakes I see are cyclist's settling for shoes that are too narrow, or addressing that by upsizing to get more width. The latter is the obvious workaround when you can't seem to find what you really need, but has downstream consequences as this often makes it harder to position the cleats in a suitable position relative to your foot structure. Another common error is expecting them to feel like running shoes. They won't. Don't test them by walking around, as your heel is going to be leveraged out of the shoe due to the rigid sole. To choose a shoe consider these factors.

- Function – for the intended cycling use and purpose
- Fit – for your feet
- Features – materials, closure system, color
- Price – that you are willing to pay to achieve the above 3.

Note that choosing a brand first, or what the pro's are wearing, or what the gear magazines are reviewing (on behalf of paying advertisers) do not feature in the selection criteria! The best cycling shoes for you could be ones you haven't heard of yet.

Try them on if possible. Feel for snugness, not tightness. Check for toe clearance. Test out the closure

system. Use the sort of sock that you would use for riding. Do you have custom insoles that need to go in the shoes? Remove the stock insoles and try yours out in the shoes. I recently solved a "shoes too tight" issue by discovering and removing a second set of insoles that were in the shoes!

### Where to buy

Bike shops: If you have average, easy to fit feet with no special needs, your local bike or outdoor equipment store will likely have a range of brands, models and price points with something to check all your boxes. You will rarely encounter wide models on offer in a bike shop, just the most heavily marketed brands like Shimano, Pearl Izumi, Fizik and Garneau, along with bike house brands like Bontrager (Trek), Scott and Specialized.

Online: if you already have shoes that work, and you just need to replace them, and you are shopping for the best deal, you will usually (but not always) find what you need online.

Specialty suppliers: If you are a skier with hard to fit feet you wouldn't go anywhere other than a well regarded ski boot fitter to get your ski boots. Fitting cycling shoes doesn't require the same experience and art but some bike fitters like myself see a lot of cyclist's feet, hear about a wide range of feet issues, and work hard to resolve these. As well as setting or adjusting cleat position this may involve recommending a different cycling shoe and often times an insole as well. Recently someone who found their way to me after doing the rounds of bike shops and podiatrists said "I should have come here first!"

If you have struggled to find well fitting and suitable cycling shoes, know that there are options available that should work for you, and that sometimes it is not just the shoe but other elements of the foot-pedal interface that may be causing problems.

In full disclosure I am a dealer for Lake Cycling Shoes, Rocket7 custom shoes and G8 Performance insoles, and I have selected these brands because they give me the ability to help solve foot related cycling issues. Other bike fitters may use and recommend other brands that they have found work well.

John Higgins is a professional bike fitter and purveyor of unique and boutique bicycles and fit-related components and accessories in Salt Lake City. More info on [bikefitter.co](http://bikefitter.co)

## BICYCLE TOURING

## Adventure Cycling Leadership Training Course Teaches People to Guide Bike Tours



The 2019 ACA LTC participants. Photo by Barbara Wade

By Chris Blinzinger

John and I have been touring together for almost 5 years and in that time we have enjoyed taking other people with us on our adventures. We have not necessarily been Tour Leaders, but have gone on trips with people of varying degrees of touring experience. We are certainly not world travelers but have had the opportunity to tour in semi-extreme, semi-remote areas in the deserts and mountains of the West. When planning trips, we throw out an invitation for anyone interested in accompanying us.

We have thrown around the idea of creating a touring company to accomplish a couple objectives. 1. To provide an opportunity for interested touring-minded people to have a supported/guided tour. 2. To use it as an opportunity to spend more time on our passion of bike touring and share it with others. I spotted the Leadership Training Course (LTC) (<https://www.adventurecycling.org/guided-tours/educational-tours/>) on the Adventure Cycling tour page (<https://www.adventurecycling.org/guided-tours/>) and sent it to John for consideration about doing it. We agreed that it may offer some information about how to conduct a guided tour and another benefit was that it was a requirement to become an Adventure Cycling tour leader. We decided to do it and registered for the course in Denver scheduled for June 6-9, 2019.

We decided to use the train again to get us and our bikes to Denver and back. We had used it before and it is convenient when using to bike roll-on service for \$20 each way. Before the LTC we received maps and information about the tour, how to prepare, what to bring and some of the expectations of the participants. All participants were included in a Google email group so introductions and coordination were facilitated easily. It's interesting how reading the introductions prior to meeting participants offers one perception and then when meeting reality, perceptions change. We boarded the train in Salt Lake City at 3:30 AM on the day of our departure.

I was excited for the views

and stretch the legs. These were designated smoke breaks as the other stops were not long enough to get off the train. Between Grand Junction and Denver, there are 28 tunnels that the train goes through. The longest is 6 miles long. The mountain views are awesome. There are areas with no other access than the Train in steep canyons with raging rivers at the bottom. The train is slow and if you're in a hurry, it may not be the best option but for some time away and enjoying the journey rather than the destination, it is a good option. The train does not have Wi-Fi. Cell service is spotty in the remote areas of the mountains on the route. For those who can't tolerate not being connected, it may not be a good option.

We arrived in Denver in the evening and quickly found the Cherry Creek bike path downtown that would lead us the 15 miles out to our Campground at Cherry Creek State Park. The path is great and pretty much follows the creek for most of the way. It is signed well and had we printed the map sent in the email from ACA, we may have had an easier time knowing whether to say right or left at the forks. One minor detour for a couple miles was easily signed and no problem. We arrived on Wednesday evening and the course did not start until the following late afternoon so we met a few other early arrivals and quickly

set up camp at the group site as darkness was falling fast. John carries a pocket projector and a few movies on his tablet and always game to set up his small screen and show a biking movie. He uses a folded piece of corrugated plastic that levels out the ground below his air pad that doubles as a small movie screen.

The following day we rode around the park with Becca from Kansas City, one of the early arriving LTC participants. The weather was nice and typical for this year's ongoing Spring weather. Riding required at least bringing an extra layer. Cherry Creek State Park is large with a big lake and walk/bike paths that go all the way around and marina, swim beach, huge dog park and bird viewing area. It is in the Southeast area of Metro Denver.

We greeted participants as they

arrived and set up camp. Participants represented the states: SC, NC, D.C., NY, MO, MI, OH, CA, UT, TX, CO, OR, WY, IL. The course started at 16:00 with intro from course director Lynn and the three other leaders then all participants introduced themselves. It was great to see like-minded tourers and we were excited for the coming days. This course was designed to be run like a regular ACA tour without all the cycling miles. We were quickly split into four groups and assigned a leader. This allowed us to have a 4:1 participant-leader ratio and allowed for an excellent span of control. Some meetings were everyone (all 17) while others were the smaller groups. We were assigned chores that all self-supported tours include like cooking and food buying responsibilities. We would all have to ride to the store and

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The group camp at Cherry Creek. Photo by Chris Blinzinger

buy food to stay within the budget and cook for the group. This is how it works on ACA self-supported tours. Each participant carries a portion of the “Group Gear” that includes small stoves, fuel bottles, utensils, French press (perhaps the most important) and a few other items.

When considering self-supported tours, I imagined that everyone would carry their own stove and pots. Not on ACA tours. Each participant is asked to leave 20% space available in their bags to carry a portion of the Group Gear. This makes total sense. John and I may have too much duplication when we tour together, but I also call it redundancy. Either way, each participant must carry some of the gear. Two people assigned for dinner and two for breakfast/lunch. Meals are included in the cost of the tour.

The participants in our LTC came from varying backgrounds and touring experience. Several had done cross country tours, some had never carried their own gear, and some had only done self-supported while others rode pedal assist bikes. There are so many variables with bike touring gear and experience. They all seem to work and I think whatever your preference, you can make it work one way or another. Learning the ACA way of doing business and company concepts were helpful. Not just from a bike touring perspective, but from a Leadership professional development perspective. Have you ever been on a tour and run into trouble. Whether it is with gear, weather or a conflict between people, we’ve all experienced it. How do you get through it and resolve it? John and I had a guy on one of our trips bail after the third day. This was another reason we wanted to participate, to know what we could do to avoid it happening again or avoid it in the

first place. We participated in Role Plays. For me, most these have been less than helpful in training throughout my life so I was not looking forward to them. I was surprised how helpful they were. We were given scenarios (each that has occurred on a previous ACA tour) and had to work through it using the concepts of leadership and ACA procedures to resolve them. They were very realistic and helpful. I appreciated the diversity of our group with the single “Bike Touring” interest in common.

Breakfast was a 7 and class started at 8. We were usually done by 15:30 in the afternoon to give those responsible time for shopping and meal prep. One valuable tool when “Hangry” occurs is to tell people to eat. Number one rule for food is quantity. Have plenty to feed hungry cyclists. What do you cook for a 16 member cycling group? Whatever you are good at. One Leader suggested to have one solid recipe. There is a recipe book (I think it can be found on their website) that can provide good menu items but food is a plenty on ACA bike tours. I believe them when they say food is plentiful.

One of the main principles for an ACA tour leader is the Hands-Off principle. This means to make important decisions when they are necessary but to not micromanage



The Safety Triangle is a helpful addition to any bike touring setup. Photo by Chris Blinzinger

the tour. This is meant to allow each cyclist to “Ride their own ride” and prevent each leader from getting unnecessarily bogged down details. I like this principle and believe it is my style.

Communication is important while touring with another or others. A golden rule is to wear a helmet whilst on the bike and...wear a reflective triangle (provided with cost of tour) that can be worn around the waist or strapped to the rear rack. This can be left roadside when someone is off the course. This lets the sweeper know that someone has stopped. They carry a few extra just in case. I like this idea as John and I ride together but the whole concept of leaving something on the side of the road if you’ve pulled off is a great communication tool.

We did not have much bike riding opportunity although the time spent in the course was valuable. I enjoyed meeting and working with all the participants and hope to see them again on rode in the future. I am better for participating and looking



The ride home from Denver to Salt Lake City. Photo by Chris Blinzinger

forward to a self-supported ACA tour next year. I am interested in becoming an ACA tour leader and perhaps I will have the opportunity someday. I have looked at and considered an ACA tour in the past but was uncertain of its value, now I have a new perspective and look forward participating because of the diverse like-minded cyclists and doing it in a part of the country away from home. John and I were put in separate groups during the week to which John said “I’m glad we didn’t spend a lot of time together”. His point, to which I agreed is that we had an opportunity to spend time and mingle with bike tourists from around the country. We took full advantage of that.

We stayed an extra night and left early Monday morning. It was great to leave having developed friendships over the week with people I hope to see somewhere down the road. The train was several hours late and the ride home was long. I sleep fine in a tent but the train is slow and it turned into a very long day. I arrived home with many plans percolating about when and where to take the next tour. Looks like Idaho Hot Springs in the Fall, but my desire to tour other regions of the country can be accomplished on my own or with an ACA tour. Bike touring is my hobby, I will always dream of far off lands but there is so much to

see right here in the good ole USA? I will continue to work on becoming an ACA tour leader.

Whether you are interested in leading tours on your own or for ACA, the LTC can be valuable to understand the importance of group dynamics and give new perspective on tour leader responsibilities. LTC’s are offered each year around the country.

Becoming a Adventure Cycling Association Tour Leader

From the ACA website, the first step to becoming a tour leader is to take the Leadership Training Course as described above. Additionally, tour leaders must take CPR and have a First Aid Certification. Tour leaders need a recommendation from the LTC, followed by a phone interview. The next step is to staff or co-lead an ACA tour, followed by becoming an independent tour leader. For more information, see: <https://www.adventurecycling.org/guided-tours/become-a-tour-leader/>

Chris Blinzinger is an avid cyclist, commuter and tourer. He is a member of the Provo Bike Committee and advocate for active transportation. He tours with friends and family and hopes to ride back to his home state of Indiana in the near future.



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## BIKEPACKING

**A Weekend Bike Tour in the Uintas**

Some great views of the highest Uintas in the distance on the Currant Creek road. Photo by Tom Diegel

By Tom Diegel

While it's easy to think about far-flung places like Europe for bike tours or time-intensive big trips like the Great Divide for bikepacking adventures, it's good to keep in mind that there are fantastic paved and dirt road combos near Salt Lake City, Utah that offer up fantastic tours for quick weekends or three-day outings. From the West Desert in the spring and the fall to the higher altitude (and therefore cooler) Wasatch Plateau and the Uintas there are lots of options. And thus it was in the heat of the summer that we cooked up a super-scenic yet simply-local tour through the Western Uintas last year that's perfect for the new generation of gravel bikes.

Mirror Lake Highway and Wolf Creek pass are both well known to local cyclists as fantastic road climbs, but what's lesser known is that they can be easily connected by a well-maintained gravel road "through" Soapstone Basin (I'll get to that later) and once over Wolf Creek, the adventures can just keep going.

Our weekend tour started in Kamas and had the familiar spin up the first few miles of the Mirror Lake Highway. However, about where the winter gate is and the pave-

ment starts to pitch upward, we took the right onto the Soapstone Basin road. I had sorta thought that a road going through a thing called a "basin" would be fairly flat, but it turns out that Soapstone is a pretty healthy climb up and out of the Provo river canyon to a pass between it and the South Fork Provo, where the Wolf Creek highway is. The gravel road climb and descent was the first good test of our tire choice: doing a paved/dirt road combo is always a little tricky to plan for in terms of tires in that there's going to be a compromise. Either you are humming along somewhat annoyingly for many miles on pavement with the knobbies that you brought to march through the gravel, or you're spinning out, sinking in, or flattening with too-skinny or too-slick tires on the gravel but blissfully zipping along on the roads. With the new generation of "gravel bikes" this is less of an issue, but still, as Burke Swindlehurst points out in his description of his epic Crusher in the Tushar, at some point your tire/bike choice will feel wrong, and you just gotta be okay with that.

In this case we anticipated that we'd be on gravel for about 25-30 miles and on pavement for 85-100 miles, so we opted for pretty road-friendly tires.

A ways up the Soapstone Basin

climb suddenly we saw a couple of cyclists coming at us, which was pretty surprising: we weren't on the roads, and we weren't on singletrack, and those are the two venues that Utah riders ride! But again, Gravel Bikes are changing that, and these two were a couple of 60ish guys on Gravelers doing a smaller, but similarly-proportioned day ride (Kamas-Wolf Creek-Soapstone-Mirror Lake-Kamas) and they were so stoked; "We have always been roadies but we realized how many gravel roads are in Utah and these things open up a whole new world!" Until, that is, they saw us with our light overnight gear, and realized that the ability to do weekends or more on both surfaces opened up an even-bigger world of covering that many more wild miles. It's not often that a coupla roadies on expensive carbon bikes are obviously envious of a couple of old steel bikes, but these guys were, and as we parted ways we realized that those guys would be buying the gear to take their bikes on overnights by the end of the summer.

The riding over the Soapstone pass was great; the Uintas seem to be characterized by a wide band of aspens and pines that goes up to about 8500 feet, and then it transitions to nice open meadows. If you head for the cooler hills over the



Hard to convey in a pic looking back, but this is pretty steep...and the gravel was a little soft for our tires. On the Currant Creek road. Photo by Tom Diegel



As I chugged past on my bike, I'm sure that we both had the exact same thought: "I could never, ever do that!" Photo by Tom Diegel



On the backroads of the Uintas. Note the diesel white F750's; the official vehicle of the Utah "camper." Photo by Tom Diegel

weekends and are on gravel roads, you'll undoubtedly see a fair number of internal combustion-propelled Utahns camping, and for our tour over a hot weekend, a lot of folks had

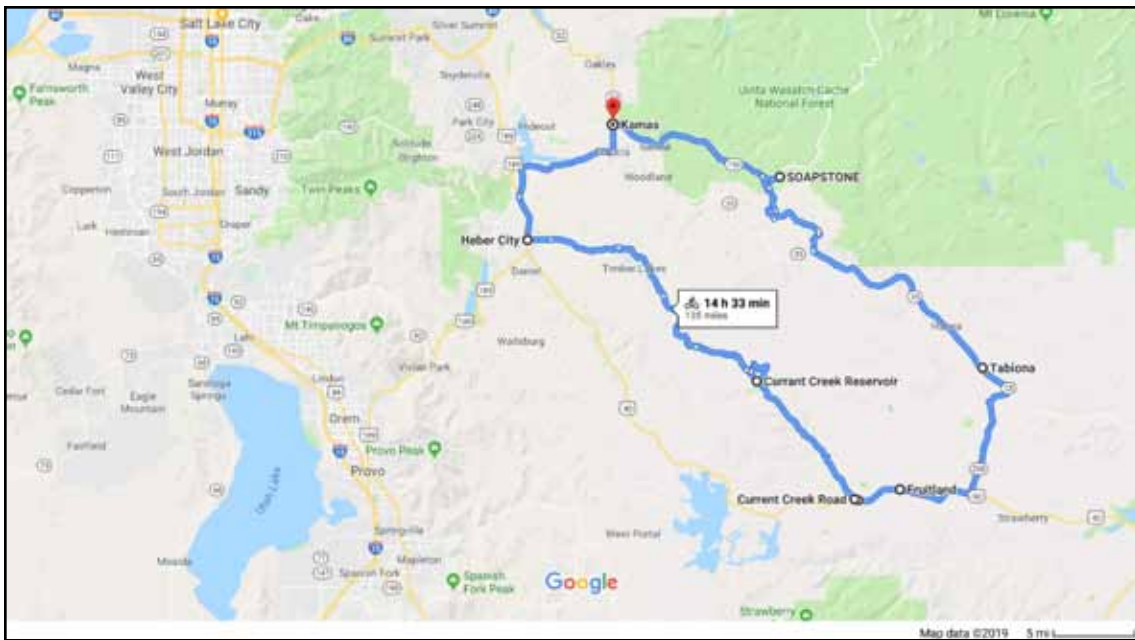
escaped to the Uintas for a weekend of "camping". As an example, we passed one guy who was just sitting out in front of his RV in a lawn chair in the full midday sun by himself,

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A map of Tom and Ashley's 135 mile bike tour in the Uinta Mountains, Utah. Map by Google Maps



This descent in to the Heber Valley would make for an incredible road bike climb as well; 5000 feet, almost no cars... Photo by Tom Diegel



An hour east of Park City, or down in the mesas of southern Utah? Nice to have both on a weekend Uintas tour. Photo by Tom Diegel



Great views west to the backside of the Wasatch on this descent into the Heber Valley. Photo by Tom Diegel



We found ourselves in a great, dispersed, creekside campsite shaded by willows and cottonwoods by Currant Creek. Photo by Tom Diegel



In the morning we had a nice spin up the paved Currant Creek road. Photo by Tom Diegel

in front of a fire-less fire, listening to classic rock turned up loud enough to drown out the generator that was cranking out the power to turn up his stereo, and staring at us as we chugged by him up the hill. There's no doubt the both he and I had exactly the same thought as we looked at each other: "I could never, ever do that!"

After cresting the "basin" (pass) we did a bit of a descent down to the highway, where we turned left and climbed the last couple of familiar road miles to Wolf Creek Pass. Many folks from Salt Lake and Park City get to the 10,000 foot pass and turn about, since the ride from PC, Kamas, or Francis to the pass is a healthy ride round trip itself. But on a weekend adventure we were able to carry on, and the 10 mile descent down the backside is equally great and took us into the agricultural community of Tabiona and the Duschene river valley. Though it's close to our home, this area was new territory to us, and we realized that the terrain out there was more akin to southern Utah than the more-lush west side of the Uintas. That desert-type scenery is great, but it also meant that we needed to go another 30 miles to get to decent camping. But the day's moderate distance meant that was fine at that point, as it was swift and

nice pedaling.

The only mild annoyance of this loop was a few miles on Highway 40. This major conduit from Summit County to points east is a bit busy, but it has a pretty wide shoulder and the buzz of traffic only lasts for a few miles before the quiet conduit of the Currant Creek valley turns off to the north, complete with a "watch for bicycles" sign right at the start. Currant Creek is headed by a dam, so there's almost always water in it, and after traversing the arid desert we found ourselves a great, dispersed, creekside campsite shaded by willows and cottonwoods. The soak in the cool creek was a welcome relief from the 70-odd mile day.

On Sunday morning we had a nice spin up the paved Currant Creek road, which was traffic-free aside from the occasional campers heading back out to get to church. Soon enough - as we anticipated - the road turned to gravel and we started a long grind up to another 10,000 foot pass that had some steep sections, but of course that resulted in more great views of the high Uintas in the distance.

We anticipated more gravel for the 5000 foot plunge down to Heber City, but were surprised to find - just a mile or so below the pass - the surface of Forest Road 083 turned to

butter-smooth pavement than snaked its way down a sublime descent through the aspens, now with the views encompassing the Wasatch Back and the Timpanogos massif. We rolled into Heber City with well-warmed brakes and turned right on highway 40, where we realized that the highway had a huge traffic jam due to a constriction to one lane. Doing a not-very-good-job of keeping the smug look off our faces, we spun past hundreds of virtually-parked cars to our turn onto Highway 32 that goes up and over the small pass above Jordanelle reservoir and back to the familiar roads between Francis and Kamas, for another manageable 65 mile day.

Getting out of town on an impromptu weekend adventure? Check. Great, new riding terrain? Check. Riding our bikes all day for 2 days? Check. Nice riverside camping? Check. Starting only an hour from the Salt Lake Valley? check. Another awesome bike tour! Check!

This would be a lonnggg day ride for the strong, but a much more approachable one day gravel-pavement combo is the Kamas/Soapstone/Wolf Creek/Francis loop at 44 miles. Another longer day ride would be go to south/west from Wolf Creek pass on the gravel FR 054 to that great FR 083 paved descent.

## THE ATHLETE'S KITCHEN

# Sports Nutrition Myths: Busted!

By Nancy Clark MS, RD, CSSD

Keeping up with the latest science-based sports nutrition recommendations is a challenge. We are constantly bombarded with media messages touting the next miracle sports food or supplement that will enhance athletic performance, promote fat loss, build muscle, and help you be a super-athlete. At this year's Annual Meeting of the American College of Sports Medicine ([www.acsm.org](http://www.acsm.org)), a sports nutrition myth-busters session sponsored by the global network of Professionals In Nutrition for Exercise and Sport ([www.PINESNutrition.org](http://www.PINESNutrition.org)) featured experts who resolved confusion with science-based research.

### Myth: Protein supplements build bigger muscles.

Protein needs for a 150-pound (68 kg) athlete average about 110 to 150 grams of protein per day. (More precisely, 0.7 to 1.0 g pro/lb. body weight/day; 1.6 to 2.2 g pro/kg./day) Hungry athletes can easily consume this amount from standard meals. Yet, many athletes believe they need extra protein. They consume protein shakes and bars in addition to protein-laden meals. They are unlikely to see any additional benefits from this higher-than-needed protein intake. Resistance exercise is a far more potent way to increase muscle size and strength than any protein supplement.

### Myth: Eating just before bedtime makes an athlete fat.

While it is true the body responds differently to the same meal eaten at 9:00 a.m., 5:00 pm, or 1:00 a.m., an athlete will not "get fat" by eating at night. The main problem with nighttime eating relates to the ease of over-eating while lounging around

and watching TV. When your brain is tired from having made endless decisions all day, you can easily decide to eat more food than required.

That said, bedtime carbohydrates to refuel depleted muscles and bedtime protein to build and repair muscles can optimize recovery after a day of hard training or competing. For body builders and others who want to optimize muscle growth, eating about 40 grams of protein before bed provides an extended flow of amino acids needed to build muscle. (This bedtime snack has not been linked with fat gain). Cottage cheese, anyone?

Myth: A gluten-free diet cures athletes' gut problems.

If you have celiac disease (as verified by blood tests), your gut will indeed feel better if you avoid wheat and other gluten-containing foods. However, very few gut issues for non-celiac athletes are related to gluten. FODMAPs (Fermentable Oligo-, Di-, Mono-saccharides and Polyols) are often the culprit. These are types of hard-for-some-people-to-digest carbohydrates found in commonly eaten foods such as wheat, apples, onion, garlic, and milk. For example, the di-saccharide lactose (a kind of sugar found in milk) creates gut turmoil in people who are lactose intolerant. The poorly digested and absorbed lactose creates gas, bloat and diarrhea.

For certain athletes, a low FODMAP diet two or three days before a competition or long training session can help curb intestinal distress. If you live in fear of undesired pit stops, a consultation with your sports dietitian to learn more about a short-term FODMAP reduction diet is worth considering.

Myth: Athletes should avoid caffeine because of its diuretic

effect

With caffeinated beverages, the diuretic effect might be 1.2 ml. excess fluid lost per mg. of caffeine. That means, if you were to drink a small mug (7 oz./200 ml.) of coffee that contains 125 milligrams of caffeine, you might lose about 150 ml. water through excess urine loss. But you'd still have 50 ml. fluid to hydrate your body—and likely more if you drink coffee regularly. Athletes who regularly consume caffeine habituate and experience less of a diuretic effect. In general, most caffeinated beverages contribute to a positive fluid balance; avoiding them on the basis of their caffeine content is not justified.

Myth: Athletes should be wary of creatine because it is bad for kidneys.

Creatine is sometimes used by athletes who want to bulk up. It allows muscles to recover faster from, let's say, lifting weights, so the athlete can do more reps and gain strength. A review of 21 studies that assessed kidney function with creatine doses ranging from 2 to 30 grams a day for up to five and a half years indicates creatine is safe for young healthy athletes as well as for elderly people. Even the most recent studies using sophisticated methods to assess renal function support creatine supplements as being well tolerated and not related to kidney dysfunction.

Myth: The vegan diet fails to support optimal performance in athletes.

Without a doubt, vegan athletes can—and do—excel in sport. Just Google vegan athletes; you'll find an impressive list that includes Olympians and professional athletes from many sports (including football, basketball, tennis, rowing,

snow boarding, running, soccer, plus more.)

The key to consuming an effective vegan sports diet is to include adequate leucine, the essential amino acid that triggers muscles to grow. The richest sources of leucine are found in animal foods, such as eggs, dairy, fish, and meats. If you swap animal proteins for plant proteins, you reduce your leucine intake by about 50%. For athletes, consuming 2.5 grams of leucine every 3 to 4 hours during the day optimizes muscular development. This means vegan athletes need to eat adequate nuts, soy foods, lentils, beans and other plant proteins regularly at every meal and snack.

Most athletes can consume adequate leucine, but some don't

because they skip meals and fail to plan a balanced vegan menu. Vegan athletes who are restricting food intake to lose undesired body fat need to be particularly vigilant to consume an effective sports diet. Plan ahead!

Nancy Clark, MS, RD counsels both casual and competitive athletes at her office in Newton, MA (617-795-1875). The newest 6th edition of her best selling Sports Nutrition Guidebook is being released in July 2019. For information about ready-made handouts and PowerPoint presentations, visit [www.NancyClarkRD.com](http://www.NancyClarkRD.com). For her popular online workshop, see [www.NutritionSportsExerciseCEUs.com](http://www.NutritionSportsExerciseCEUs.com).

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Jay Hudson with his sister Deena after the Tecate - Ensenada Bike Ride in 1986. Photo courtesy Jay Hudson

By Jay Hudson

**The 1986 Tecate-Ensenada Bike Ride**

All six thousand, plus, of us, had bicycles. That's where the similarity ended. We were jammed together in the center of Tecate, Mexico just down the street from the sponsoring Tecate brewery in May, 1986. We were waiting for the gun to sound sending us pedaling seventy five miles on our way south to Ensenada. They issued us a map and "suggestions" to take two water bottles for drinking and for "sprinkling on head." I carried fruit, a tire pump, patches, tire irons, wrench, a spare spoke, helmet and sun screen. It was May and the weather promised to be over 90 F and a road with many long climbs. Some of us were in shape and some not. We were sartorially correct and most of us were no more than a 7 on a scale of 1-10 in our riding experience. We were almost all white, tanned, tall and short, gloved and bare handed. Some of us were excited, others restrained. Some were out to break records. I was out

to survive to the finish. Relatives waited in Ensenada for me and I was convinced that while I was sweltering on the upgrades, they were sitting in the shade sipping cool ones.

We were told that there would be plenty of water at the top of the first and substantial small mountain. Our map showed an additional ten watering stations along the route. We were told that there would be first-aid vehicles patrolling the road and trucks to scoop up those who gave out, for whatever reason. We felt strong, confident and convinced that with all the support, we should complete the route in about five hours. Gonzo riders would be much faster. We were not told that by the end of the day, first-aid personnel would be overwhelmed by riders who went down and suffered road rash, heat exhaustion, broken bones, torn muscles, dislocations. We were not told that more than half the starters would be piled into trucks because of equipment failures, fatigue, defeatism, and injury.

The gun sounded in a morning getting hotter by the minute. My buddy Mike Woolman, and I were

in the second half of the pack and as we picked up speed to hit the hill, the crowd was so close together that even here, bikes got tangled and riders went down. The first hill was long and as the pack unwound, the line was shoulder to shoulder with the more powerful riders working their way to the left to pass the slow but steady masses. We fell into a rhythm using every gear we had. When Mike and I reached the first water station, all 5,000 gallons of support water was gone. It was obvious that riders guzzled and poured water over their hot heads without regard to the masses still working their way up the mountain. Five thousand gallons simply disappeared. Thousands of us were forced to continue with little reserves in our bottles hoping that a resupply was available at the next station.

We left the summit hot and a bit angry but knowing it would be rolling hills for a couple of hours and then a long downhill into a valley for the next water station. The downhill would be a chance to relax, let the wind cool us and enjoy the scenery. What we found on the downhill was scattered broken bike parts and water bottles strewn on the road making fast riding all the more hazardous. Riders were sitting and lying beside the road next to broken bikes nursing wounds and waiting to be scooped up by the trucks. Mike and I stopped to assist one fellow who was covered with road rash and in pain. Mike, being a physician, diagnosed the fellow with a broken collar bone but he could provide no medical assistance. We resumed our downhill plunge dodging debris and broken bodies most of who got themselves in trouble simply by letting it all hang out on the downhill.

At the top of the next hill, I broke a spoke and Mike was forced to say goodbye. I spent some time replacing the spoke and resumed the ride not looking forward to at least fifty miles of hot effort without a buddy and knowing I was probably now accident prone. At the next station I found no water and the only shade thrown by the one tree taken by stretched out riders. I crawled under an old rusted truck and stared up at the worn out radiator. At least it was shade and a couple of minutes rest would do me well. When I crawled out, I found I had a flat tire

and the tire rim so hot I burned my hands fixing the tube. I pulled up my socks and hit the road a very discouraged rider. I passed another truck full of defeated bikers heading back to Tecate and this energized me. Mile after mile I was getting closer to Guadalupe where many years before, Barbara and I used to visit the Russians who moved there to escape the revolution in 1917. It was there that we joined in Sunday services in the flat roofed rectangular building they used as their Russian Orthodox Church. It was there that I was asked to talk to the congregation not knowing Russian or Spanish and the audience not knowing English. It was there that we ate borscht in a private home and enjoyed Sunday with resting farmers. It was there that I hoped I would find water and it was there that I should be able to smell the ocean and enjoy its cooling breeze so many miles from its Pacific shore.

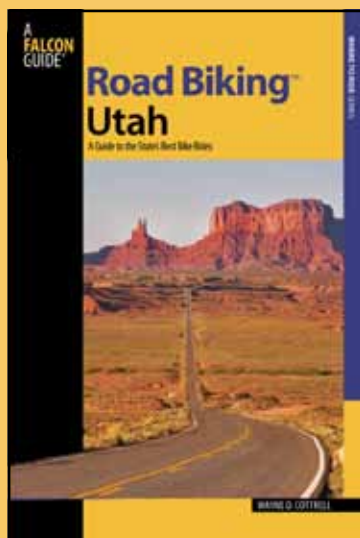
It was getting late when I went through Guadalupe where I filled my water bottles and wondered what my sister was thinking as so many riders had already passed the finish line. Would she think that I was one of the defeated that had been scooped up with the thousands and returned to Tecate? After another half hour, I could feel the breeze from the ocean and smell the salt. It both lifted my

sprit and put some spunk in my legs. I was going to make it. I came up on another rider and we talked which lifted my spirits even further. I picked up the pace the closer I got to the ocean and when the road met the ocean highway to Ensenada I felt like I could roar into town; almost. I crossed the finish line in a bit over 7 hours which was slow but I felt I could justifiably chalk it up to some problems. I had finished, avoiding the sweeper, the lumbering truck that returned so many to Tecate in ignominious defeat. My sister Deena was still waiting at the finish line and she hugged me as though I had just ridden around the world. I found Mike and his wife Marsha in a restaurant and we all ordered Mexican with a race sponsored Tecate beer chaser while reliving the race with stories and laughter.

There was a hiatus in the race shortly after my experience, but it is back and as adventurous as ever. I do wish that hydration packs and evaporative cooling bandanas were available in 1986. They would have made a significant difference.

I still have the map with all the water stops listed. All the water stops without the promised water.

For more information on the ride, now called the Baja Bike Race, visit: [bajabikerace.com](http://bajabikerace.com)



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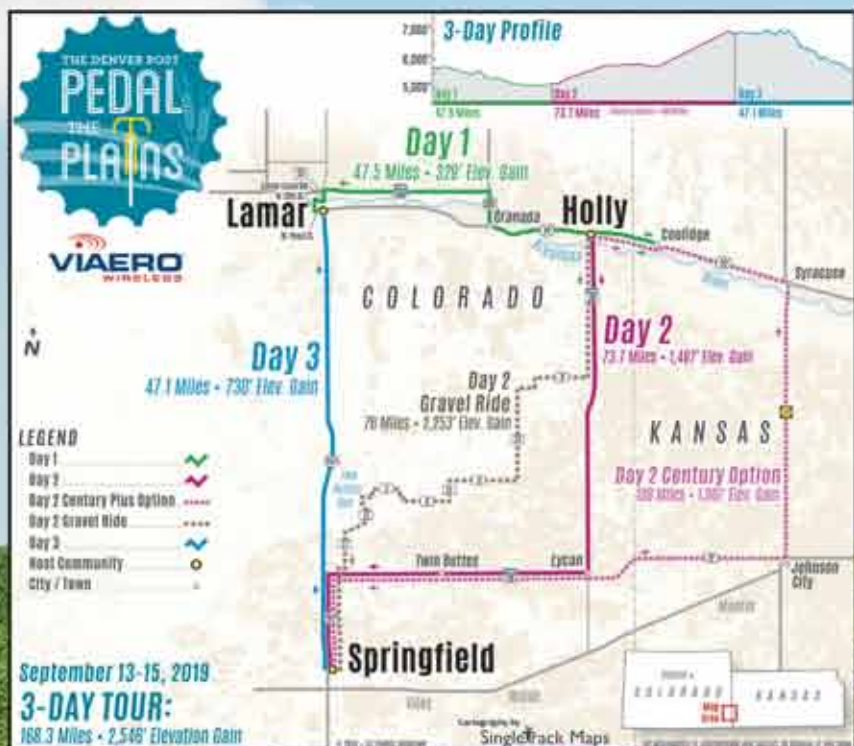


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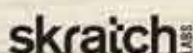
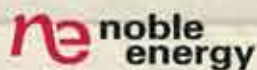
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### Highlights:

- Comanche National Grasslands
- Santa Fe Historic Trail
- Western Heritage
- Friday Night Lights
- Locally sourced food
- And Kansas!



3 days/166 Miles (Mileage is approximate) • Average Mileage = 56 miles  
A Century & Gravel Option provided



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