

VOLUME 18 NUMBER 4

FREE

JUNE 2010

WEST MOUNTAIN CYCLING JOURNAL

cycling utah

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SPEAKING OF SPOKES

A Rider's Rant

By David Ward
Publisher

Anybody can ride a bike, right? Just mount up and start pedaling, right? Well, I beg to differ. There is technique to riding a bike, especially when riding in a group. On May 15th, I rode in the Cycle Salt Lake Century ("CSLC"), a great event that seems to always call down the best weather. And this spring, that is saying a lot.

Anyway, I was riding the CSLC, enjoying the perfect weather, and yet being repeatedly frustrated by the apparent lack of understanding by most riders of how to ride in a group. As I rode and silently ranted, I started composing this month's column.

Rant No. 1: Yes, Virginia, there is a draft, and I want to ride in it. So

learn how drafting works. When the breeze is blowing from the left, don't ride clear to the freakin' right side of the pavement. If racing, and you want to shed riders, then you "ride in the gutter" so to speak, specifically to keep others out of your draft. But in a fun ride like the CSLC, we are all in it together, and we have a long way to go.

If you are the lead rider, feel how the breeze is blowing and adjust accordingly. If it is coming from the left, leave room so those drafting can find the sweet spot to your right. The draft is not always, and in fact is rarely, right behind you.

If you don't know where your draft is, leave room on both sides. I guarantee that the person behind you, if halfway smart, will find the draft. I am a lazy sort of guy, and if there is

a draft to be had, I want it. Nothing chaps me off faster than a lead rider who can't figure out how to let others use his draft.

Rant No. 2: When leading a paceline, pull off into the wind when you relinquish the lead. Because you are going to be slowing to drift to the back, it makes sense to let the paceline move up in your draft. So if the wind is from the left, pull off to left. The rider moving into the lead is going to have to increase his effort just to maintain the same pace. Make certain he has the benefit of your draft as he starts to tow the group. Which leads to . . .

Rant No. 3: When the person in front pulls off and you take the lead, DO NOT ACCELERATE! Yes, you will need to increase your energy output, but only because you are now punching the hole in the wind, not because you need to go faster.

It invariably happens that the guy taking over the lead suddenly accelerates, opening a gap between himself and the next rider. He then also accelerates, and the chain reaction results in gaps all along the line, with each person having to expend unnecessary energy just to catch up. If I am one of those riders, I am calling you foul names. Meanwhile, the poor guy moving to the back ends up chasing quite a distance just to get back on.

As you pull through to lead the group, just hold a steady pace. I will like you a lot better if you do.

Rant No. 4: Well, this is not really a rant, just a suggestion to all you macho pedal mashers out there. When you take the lead, you don't need to beat yourself up for ten miles.

I mean, if you want to, that's fine, go ahead. As I said, I am basically a lazy rider, and I will be more than glad to sit in your draft as long as your little heart desires to stay out front.

But don't complain later "that no one would pull through". Just pull off (into the wind, mind you!), and the person behind will get the idea. Frankly a pull anywhere from 30 seconds to a couple of minutes is plenty. If everyone will be consistent, you will maintain a steady pace that will get you down the road faster than the erratic group riding that is a sorry excuse for a paceline.

Rant No. 5: Why get down on your aero bars when in the middle of the pack? I know the pros do when doing a team time trial. But have you notice how many times teams have someone go down? Frankly, I wouldn't trust many of them, much less most of you who ride these recreational rides. When on aero bars, you lose a certain amount of control, especially if needed to react quickly and for nuanced movements. If you must have aero bars on these rides, just stay off them unless you are leading the pack. I don't trust you, nor should anyone else.

Rant No. 6: Learn how to ride a bike. By that I mean, learn to ride smoothly, steadily and predictably. I used to race a lot, and I quickly learned to spot the "squirrels", and I would make it a point to never be behind them. Hammy from the comic "Over the Hedge" is the perfect example. He moves suddenly and unpredictably, and it is usually someone like that who causes an accident.

Just a few tips: Don't suddenly hit the brakes when in a group. Pay attention to the rider in front of you - don't overlap wheels. Leave enough room so you can maneuver safely if the rider in front of you moves to the side or slows down. When you stand on the pedals, do so smoothly so as not to cause problems for the rider behind you.

Pro racers bump and jostle a lot, but then they are fighting for position and trying to win. And they are professionals. When doing a recreational ride, we need to be a kinder, gentler sort, and we need to ride smoothly and predictably. Frankly, I felt safer in a race peloton than I do in these recreational rides. In a race, once I identified the dangerous dudes, who were pretty rare, I could count on the others to ride well.

Alright, I have that off my chest. I feel much better. Thanks.

Editor's Note: For tips on paceline riding, see the Coach's Corner on page 7.

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Dave Iltis, Editor & Advertising
dave@cyclingutah.com

David R. Ward, Publisher
dward@cyclingutah.com

Contributors: Ben Simonson, Michael Gonzales, Lou Melini, Andy Singer, Tom Jow, Tyler Servoss, Charles Pekow, Cameron Hoffman, Adam Lisonbee, Joaquim Hailer, Ken Johnson, Ryan Barrett, Sarah Bennett, John Shafer, Jill Homer, Trevor Simper, Kari Studley, Erik Moen, Chuck Krivanek, Charcie Rebalin, Todd Seager, Chris See

Distribution: Dave, Karma, and Marinda Ward, Doug Kartcher, David Montgomery (To add your business to our free distribution list, give us a call)

Administrative Assistant: Lindsay Ross
Editorial Assistant: Ashton Clawson

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Cover: Chile Pepper Bike Shop's Wendy Palmer on the lower part of the Porcupine Rim Trail in Moab in April.

Photo: John Shafer. See more of John's photos here: flickr.com/photos/photo-john

TRAIL OF THE MONTH
Mid-Mountain and Crest Trails

By Adam Lisonbee

There are those unforgettable moments in life when idealistic imaginings collide with reality and experience to create iconic and lasting, even transcendent days. For me, those days come in the form of airy, creamy powder in the winter, and flowy, extraordinary singletrack in the summer. And living along the Wasatch Front provides absurdly easy access to both. Indeed, as I ride my bike I can see ridges and meadows that I skied months ago, creating a sense of familiarity and friendship with the very terrain itself. There are times when those moments are anticipated, expected and unsurprising—though still just as fantastic. But there are other days, or more often than not, minutes or perhaps hours that come out of oblivion, unforeseen and improbable that catch you so off guard as to be altogether alarming.

Such was the case on Friday, July 3rd, 2009, while riding the Crest and Mid-mountain trails.

And yet, it seems utterly absurd to think that a loop on the Wasatch Crest and the Mid-mountain trails should be anything less than superlative. But even so, I found myself grinning stupidly from ear to ear, whooping, hollering and altogether having the time of my life on trails that were so perfect, and so immaculate as to conjure up wonderment as to whether or not I'd somehow perished and was now riding through the eternities in some sort of singletrack paradise.

It really was that good.

From the active and threatening clouds, to the rich and deep green of the pines and aspens, to the popping intensity of the wild flowers and the serenity of high altitude, snow fed lakes, the day was simply perfect. Somehow the predicted storm swirled around us, seemingly conscience of our whereabouts as we traversed and climbed and sped along what was shaping up to be the year's



Keith Payne and Paul Moote on the Wasatch Crest Trail.

best day on the bike. The Crest itself was empty, void of any other bikes, and nearly human-free entirely. I find myself at a loss to truly describe the childlike joy we experienced. Alas, instead I am being overly hyperbolic, exaggerated, and sensational.

But what other way is there to describe one of those rare and fleeting moments?

That combination of freedom and fitness and the melding of man and machine all meshed together to create that day, and that moment. An effusive day that will always be remembered when there is doubt, when there is pain, fear and that disturbingly insistent voice of reason trying heroically to cast one off the bike and into the flow of mainstream life, sedentary and flabby.

Well, perhaps I have gone to far. But then, perhaps not. Regardless, the ride, left me wondering, and struggling to think of a legitimate answer whether or not it gets any better? And of course it does. And that is why we return, again and again to the rugged mountains and the vast deserts. That is why we crawl out of bed at those forsaken hours before the sun has

even thought of rising and brave the elements and the unknown and the thumping heart of hard earned, leg scorching and lung burning efforts. The rewards of which are impeccable sunrises, breathtaking sunsets, and a sense of accomplishment and satisfaction that can only come after a day of fighting off the nagging and persistent law of gravity.

It might be summed up rather succinctly that we do it, simply for the view. And it might also be said that the process to obtain those views plays a part as well. Ultimately the sums of those various parts—the effort and the reward—are those days. Unforgettable, unexpected, incredible and unfettered in their joy and experience that bring us back over and over again.

How to get there:

Start and finish at Park City Mountain Resort, in the lower most parking lot. 1310 Lowell Avenue, Park City, Utah. www.parkcitymountain.com

Basic Statistics: 30 Miles. 4,500 vertical gain. Plan to be in the saddle for

NO EXIT

© Andy Singer

THE RINSE CYCLE



3-6 hours, depending on your physical ability and technical skills. Plan for various weather and riding conditions. Some areas, specifically on the Crest Trail can be quite remote. June-September, depending on the snow pack.

Basic Trail Route:

- Climb up the Spiro Trail into Thayne's Canyon.
- Continue up the Crescent Mine Grade to Scott's Pass.
- At Scott's Pass follow the signage to the Wasatch Crest Trail.
- Stay on the Crest Trail until it intersects the Mid-mountain Trail.
- Continue across the Mid-mountain Trail back to Thayne's Canyon.
- Descend the Crescent Mine Grade

and Spiro Trail, back to the parking lot.

Note: One can descend all the way into the Canyons Resort at the Wasatch Crest/Mid-mountain intersection, in order to ride back to Park City Mountain resort on the paved bike path. This will eliminate the Mid-mountain Trail, and shorten the ride.

Resupply: Food and water are available at Red Pine Lodge. Contact The Canyons Resort for hours of operation. www.thecanyons.com

For a detailed map and GPS file of this route, visit: <http://connect.garmin.com/activity/8067216>



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Let's Be Clear About This: The 2010 Clear the Air Challenge

By David Ward

Utah Governor Gary R. Herbert, Salt Lake County Mayor Peter Corroon and Salt Lake City Mayor Ralph Becker have joined together to challenge Utahns to "Drive Less and Drive Smarter". In support of this effort, Utahns are being asked, during the month of July, to participate in the 2010 Clear the Air Challenge.

Those participating will accept a challenge to eliminate single-occupant vehicle trips thereby reducing emissions and conserving energy, while at the same time saving money. Trips are eliminated through the use of alternative forms of transportation, such as bicycling, car-pooling and trip-chaining.

I am excited that this challenge is back. I participated last year with the cycling utah team, and doing so finally got me into the habit of regularly opting to commute by bicycle to work and to run errands. I had resolved for years to do so, but the Clear the Air Challenge is what finally got me on track.

During July 2009, because of the Challenge, I consciously altered my routine and lifestyle to utilize the bike for utilitarian purposes and not just for exercise and recreation. Though, the truth be known, just the opposite happened: Commuting and running errands became more fun, more recreational if you will, and

of course resulted in a lot of good exercise.

In 2009, thanks to the 3,456 people who took the challenge, 110,720 trips were eliminated, mileage was

reduced by 1,000,615 miles, emissions were lessened by 1,715,344 pounds and 45,482 gallons of gas were conserved, resulting in savings to participants of \$58,035 in total vehicle costs. My own stats were: 54 trips eliminated, 207 miles less traveled, 355 pounds of emissions eliminated, 9 gallons of gas conserved and \$120 saved.

When a person accepts the challenge, they commit to reducing their vehicle trips at one of three levels:

Gold (20 weekly trips), silver (10 weekly trips) or bronze (5 weekly trips). Last year, I committed to the silver level. This year, I intend to commit at the gold level. It will be hard for me to reach that goal, but I hope to be motivated to do so.

This year, cycling utah is inviting our friends and readers to join the team we are organizing for the 2010 Clear the Air Challenge. To join, simply name cycling utah as your team when you register for this year's

Challenge. Or, you can create your own team. Registration is now open, so go ahead and sign up.

Frankly, I simply enjoy and love riding a bike. For me, taking the Clear the Air Challenge only enhances my enjoyment of life while being a more conscientious world citizen.

To learn more and to register, go to www.cleartheairchallenge.org.

CLEAR THE AIR CHALLENGE

Drive Down Your Miles

LET'S KEEP THIS PERFECTLY CLEAR

THE CLEAR THE AIR CHALLENGE IS BACK WITH ALL NEW GOALS

The Clear the Air Challenge, issued by Governor Herbert, Mayor Becker and Mayor Corroon, is all about improving air quality, reducing traffic congestion and conserving energy in Utah by eliminating unnecessary vehicle trips. By simply eliminating a few vehicle trips throughout your week, you can make a big difference in your community while competing for weekly prizes, grand prizes and statewide recognition.

CHALLENGE GOALS

The challenge is open to all travelers excited about smarter alternatives to driving alone. Whether you're completely new to TravelWise strategies or a seasoned veteran, we encourage you to participate. The goals of the Challenge are:



ELIMINATE
300,000
VEHICLE TRIPS



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MILES



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The Future of Trails in the Wasatch

By Sarah Bennett

Envision Utah, the public-private undertaking that is currently working to craft a long range plan for the canyons has been holding a series of meetings and surveys over more than a year to engage the public on the best way to manage growth, transportation, and recreational impacts to the canyons of the Wasatch. In meetings and survey results one thing has become clear; protection of the watershed is critical and trails in the higher reaches of the Wasatch are at capacity. The trails that were carved out of the recent Wasatch Wilderness and Watershed Protection proposal are, for the most part the same trails that existed in 1984 when the first wilderness areas were established. Few new trails have or will be created in the higher reaches of the Wasatch in the future, even as the population of the valley continues to swell.

The time to consider new trails development and invest in a comprehensive trails master plan for the Wasatch Mountains and beyond is urgent, before opportunities are lost

due to development or further wilderness protections that restrict mountain bike use are put in place. The boundary for the northern unit of Matheson's wilderness proposal, dubbed the Wayne Owens/Grandeur Peak/Mt. Aire Wilderness Area, extends well into Parley's Canyon, potentially eliminating this area from future trail development considerations.

If we are going to maintain our outdoors lifestyle and preserve the quality of the recreational trail experience along the Wasatch Front we need to start seriously looking at trail development in areas outside those intensively managed as watershed. We also need to think sustainably and consider creating trail systems that connect to bike paths, established recreation areas, and that can be accessed close to where we live and work. Both Emigration Canyon and Parleys Canyon—already a major transportation corridor that hosts a recreation area—present excellent possibilities for trails development. A comprehensive trails master plan has already been developed for Emigration Canyon and is waiting funding to become a reality but currently there is little available funds or willingness among land management agencies to embark on that project. Grass roots organizers who pushed for the creation of the trails master plan in Emigration are regrouping and considering ways to fund and help further trail building

efforts there.

You'd be hard pressed to find too many trail users, mountain bikers included, who don't believe in the benefits that wilderness brings to those who love the outdoors. People need clean water and untrammelled wild places and if wilderness designation can help us get that, then so be it. But wilderness designation, by its very definition, disallows any type of mechanical travel, and that means mountain bikes. The much celebrated announcement of the new 23-mile section of the Bonneville Shoreline Trail rings hollow for mountain bikers who will be prohibited from enjoying almost 70% of it because it crosses in and out of several wilderness areas just above the east bench, even though these "wilderness" areas are only a stone's throw from crowded subdivisions and a busy freeway.

The latest wilderness bill should be a heads up for off-road cyclists to pay closer attention, get more involved, and speak out for access to trails both now and in the future. Currently, local land managers (the Uinta-Wasatch-Cache National Forest and Salt Lake City Watershed) are the best places to register your comments. As Steve Scheid, Recreation Planner from the Uinta-Wasatch-Cache National Forest Service observed, "There are all kinds of competing uses on our forest lands now. If you are not at the table, you lose out."

Utah Bicycle Coalition News: Membership Drive and Job Opening for Executive Director

Why be involved? Every cyclist who rides in Utah has had an experience or comes to appreciate the need to improve facilities, laws, and policies that impact human powered locomotion. As members of the Utah Bicycle Coalition have worked with legislators on various initiatives, one question frequently comes up: How many cyclists do you represent? How

many are dues paying members? When it comes to developing laws and policy that influence cycling in Utah, the larger our voice is, the more impact we have. These numbers count! The Utah Bicycle Coalition is seeking members from individual cyclists, cycling industry (both manufacturing and retail), and cycling clubs and teams. With the growing number of cyclists throughout Utah, we should be able to put together a formidable coalition. See utahbikes.org to join. Many thanks to those who have joined.

In addition to its membership

drive, the Utah Bicycle Coalition is recruiting an Executive Director to serve as an effective leader, entrepreneurial fundraiser, visionary manager and knowledgeable advocate. The Executive Director will be tasked with preserving the safety, opportunities, and responsibilities of cyclists and pedestrians through legislation, education, and facilities development. A complete job description, required qualifications, and application deadline are available at utahbikes.org.

-Ken Johnson

GEAR PICKS

Achtune: Do you listen to head phones when you ride?



Review by Tyler Servoss

Achtune: Do you listen to head phones when you ride?

Ryan Dallon the creator of the Achtune system was tired of hearing stories about cyclist being hit by cars, including his own personal experiences, being injured in vehicle related crashes twice in the last few years. By now we have all heard the safety advice that we should not ride with headphones. And while we acknowledge the risk, the vast majority continues to do so. Enter Achtune. Achtune is a product that is designed to attach to your helmet and hold your earphones close enough to your ears that you can enjoy your music, but far enough away to be safely hear traffic noise around you.

Installing the Achtune clips on my helmet was simple. The adhesive plastic clips use special glue that will not adversely affect the materials of a helmet and are easy to install. Clips are also provided to keep you cords organized at the back of your helmet and keep the lines clean. The clips were a little tight for my earphone cords. I had to gently press the cords in to the clip with a flat screw driver.

I found in testing the product that the sound quality and sensation take a little getting used to. The sound is clearly not as good as if the earphone were directly in your ear, but as I rode with them I found that I became more accustomed to the audio quality and was pleased. The music is loud enough to hear and the ambient and background noise of a car overtaking me is much easier to hear than otherwise.

If you like to listen to music as you ride, and would like to be safer, Achtune may be your answer. They are available in a variety of colors. The M.S.R.P is \$11.95 and can be purchased at your local bike shop or at www.remeberdelaware.com.





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The Roubaix series - Fuji's most popular road frame design - features six total models. The ACR 2.0 (left) sports a carbon fork and seat stays and Shimano's 105 component set, while the Roubaix 2.0 (below) features full aluminum frameset and Shimano Tiagra components.




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COACH'S CORNER

Pacelines

By Cameron Hoffman

Pacelines are a basic element of bicycle riding and racing. It's been said that you gain about 30% more efficiency/energy savings (give or take depending on wind conditions) by drafting. With that much energy savings it's easy to see why riders tend to travel in packs rather than by themselves. Just a few weeks ago at the Giro D'Italia we were treated with watching one of the most beautiful elements of bicycle racing, the Team Time Trial. We can view the Team Time Trial and a group ride paceline or a breakaway with many of the same angles.

The goal of an efficient paceline is to ride as "allies" and share the workload at the front (into the wind) of the group. The more people helping, the less energy everybody has to expend. The smoother the group, the easier it is to maintain a higher pace. If a group's pace is choppy, it's not likely to hold together for much longer. Sometimes those who are stronger may cause too much of a rapid increase in the paceline's speed. Or weaker riders may slow the group down causing riders to pull their brakes (which is very dangerous in any pace line). In either scenario, group frustration increases and the likely hood of the group's success diminishes.

A long time ago I was reminded of what rider in a good pace line looks like. They look relaxed, even at high speeds. They are smooth holding

a relatively straight line. They are aware that everything they do also affects the riders behind them. They stay off the brakes. They don't make sudden moves.

Which direction should a rider pull off? To the right or to the left? The rider at the front of the paceline should always pull off into the wind. For example, if the wind is coming from the left, you need to pull off the front of the paceline to the left also. Be aware that if you have a brisk wind coming from the left, riders may be crossing the right side of your rear wheel. Although an acceptable riding position to closely follow along the side the rear wheel in front of you. If the rider in front of you does not know what they are doing nor do they pull off into the wind, you may be in trouble.

Team Time Trials are beautiful to watch. The top Pro teams make it look so easy. They are all riding the

best technology and aero equipment available. Their speeds are incredible. However, inside their paceline they must be very attentive to their smooth riding style, wind direction and riders different strengths and/or weaknesses. For example, bigger riders should take a larger load of the pace during the downhills; hill-climbing riders should do more work on the front during inclines.

During your next breakaway, team time trial or group ride pay close attention to the elements around you. Become as smooth of a rider as possible. Help your paceline "allies" maintain a strong smooth pace.

Keep your head up and RACE SMART!

Cameron Hoffman is a Three Time LOTOJA winner, Two Time State Criterium Champion and TRAIN SMART Coach

Salt Lake Bicycle Collective News

Springtime brings bikes and partnerships, and the Collective loves bikes and partnerships. In June the Collective has partnered with the University of Utah's Continuing Education Program on Wednesday nights, while their shop will be closed to the public on those nights, you can get in by registering for the class on the Continuing Ed website. Due to this scheduling, Ladies ONLY night has been moved to the 2nd Wednesday (just for June).

The Collective also started a contract with the Salt Lake County's United Police Department whereas they will be receiving all the unclaimed evidence bikes from the county. This combined with the existing Salt Lake City Police Department contract will drastically improve the Collective's abilities to provide bikes to those in need as part of their Bikes for Goodwill Organizations program. But with more bikes comes the need for more volunteers, and more ways for you to get involved.

First, help refurbish the donated bikes. If you don't know how, come to our free Park Tool School classes every Monday night.

Second, help with Valet Bike Parking. Not only can you enjoy a Farmers' Market or outdoor concert -- be PART of it. Didn't get that Red Butte ticket before it sold out? Volunteering has its perks!

Third, help with Trips for Kids. Love kids? Like Mountain Biking? You should be a ride leader.

Fourth, help with Earn-a-Bike. Love kids? Like Mechanics? You should be an Instructor.

Fifth... Well, there is no fifth. But if you don't have time to donate, consider donating financial program support, that old dusty bike, or even your car. You can now donate your old car and proceeds will go to the collective.

The mission of the Salt Lake City Bicycle Collective is to promote cycling as an effective and sustainable form of transportation and as a cornerstone of a cleaner, healthier, and safer society. For more information, including crank addiction, visit www.slbikecollective.org or call 801-FAT-BIKE.

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Royal Street Café Bounce Back Offer

Purchase a \$9 one-time ride on the Silver Lake Express chairlift from the Snow Park Mountain Biking Office, then enjoy lunch at Royal Street Café, and receive a free lift voucher which can be redeemed for a scenic ride lift ticket any day of the 2010 summer season.

Royal Street Café, located mid-mountain at the Silver Lake Lodge, is also accessible via the chairlift. The restaurant and chairlifts are open daily, June 18 through Labor Day. Chairlifts then continue to operate September 11 - 12, conditions permitting.



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MECHANIC'S CORNER

Mountain Bike Tires - Choice and Pressure

By Tom Jow

If tire construction and inflation pressure important for road bike tires, then for mountain and cyclocross bike tires it is even more so. The reason is because mountain and cyclocross bike tires are used in a much wider variety of surface conditions. Ever wonder why those mountain bike race trucks have stacks of tires? Selecting the correct tire for the local conditions can have a significant effect on how you and your bike perform. This month in mechanic's corner we'll look at how the elements of tire casing construction, tread compound and pattern, and inflation pressure work together to provide durability, traction, and performance.

The beginning of all tire construction is the casing. This casing consists of a bead, thread layers or plies, and sometimes other materials added for puncture protection. The tire bead is the wire that physically locks the tire to the rim. These can be made of a lightweight, folding material such as Kevlar or a heavier duty material like steel. Kevlar beads can save up to 100 grams (4 ounces) per tire, which doesn't sound like much but reduction of rotating mass becomes a significant energy savings. Because the steel beads stretch less they are well suited for heavy-duty use. The main tire casing is made up of nylon or cotton threads woven together and measured in threads per inch (tpi). The higher the thread count, the more supple and lighter the tire. A tire with

a more supple casing conforms to the trail surface for more comfort and greater traction. The smaller threads can be more fragile and therefore are often used in layers to provide better durability. The thicker threads of lower thread count tires make a stronger, more rigid casing which is ideal for the rugged terrain and higher speeds of downhill use.

The most obvious feature of mountain bike and cyclocross tires is the tread. There are two design characteristics of tire tread, the rubber compound and tread pattern. Measured on a scale of durometer hardness, a tire compound with a lower durometer rating will provide better traction. While not the most important factor, a dual compound tire, with a softer compound on the edges, can be advantageous in some conditions. More important is the actual tread pattern. Tread patterns have as much variation as there are soil types. Tires for dry, packed conditions might be semi-slick, with little or no tread in the center and short, firm knobs on the sides for cornering traction. More often a tire with short small knobs and a tight pattern is better because it offers more traction when the trail has a little loose dirt and small rocks on top. As trail conditions become looser, a more aggressive tread is required. For this or all-around use, a tire with thick, medium depth knobs in a widely spaced pattern is a good selection. The open pattern and deeper knob provide traction in the gravelly or softer soil while the larger knobs

will resist deflection under power or braking forces on the harder surfaces. The softest soils or wet and muddy trails demand a more specialized tread. This is where a low durometer compound and mud specific tread is important. The tread for these conditions will be in a wide-open pattern and the knobs will be fewer, taller and with simple square shape. The tall knobs provide deep digging traction and the simply shaped (no nooks and crannies) knobs will shed dirt and mud while riding.

Once a tire is chosen, how much should it be inflated? As discussed in earlier articles, a low tire pressure provides the best traction and rolls over rough terrain easier. There is no magic number, however, because ideal tire pressure will vary with rider size, tire size, riding style and terrain. Some riders use the same tire pressure for all conditions. Others adjust it up or down for "the ride of the day". Therefore, finding the correct tire pressure requires some experimentation. To find your own best tire pressure, begin with a tire that is pretty firm, approximately 30, 38, or 45 psi for the small, medium and large rider respectively. At this point, the tires should feel a little rough on the trail, like they bounce off of every pebble. Stop every once in a while to let a little air out. Not too much at one time, just a couple quick "psssts" is all it takes. Keep in mind that a tire pressure that is too low will pinch flat too easily. Also, while pedaling fast it may seem bouncy and during hard

cornering it may feel unstable and "squirmy". The ideal pressure feels smooth on rough single track and on rare occasion you can feel the rim hit rocks (without pinch flattening) on very rocky descents.

As with all equipment choices, selection is dependant upon the rider and how it will be used. Will these tires be used for racing? Is the rider lightweight? Are the trails hard packed? Under these circumstances consider a narrow dry condition tire with a tight tread in a width of 1.9 or 2.0 inches. Going on 2-3 hour fun rides? Just purchased a medium travel

suspension bike? A wider 2.2 or 2.3 inch with a more aggressive tread will be more appropriate. Suffering on the uphill with that long travel freeride bike just to go down the other side? Going lift served once in a while? Choosing a low thread count heavy duty 2.3 or 2.4 (or even 2.5) inch tire with an aggressive tread will extend the miles of downhill smiles. Taking a 2-week long mountain biking vacation? Bring a truckload.

Got a bike question? Email Tom at 1tomjow@gmail.com.

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HEALTH

Pains of Bike Commuting - Tips on Carrying Your Load

Kari Studley PT, DPT and Erik Moen PT

Did you miss “Bike to Work Day/Month”? Whether you did or not, now is the perfect time to commit to a bike-commute. The logistics of bike commuting include things such as what to do with your bike clothes, bike parking, how much stuff (clothes, computer, food, etc) you can bring, how to carry your stuff, hygiene, tools, etc. This article will evaluate how you carry your stuff to work. We will review the most popular methods (backpack, shoulder bag, and pannier). The load you chose to carry can have a significant impact on the body. Your choice of how much stuff you will carry and how you carry it will be affected by your musculoskeletal tolerance of load.

Weight: Limiting the amount you carry can make your commute more enjoyable as well as easier on your body. While you will want to make sure you have the essentials for work and biking, do you really need to carry it all every commute? Look for ways to lighten your load by leaving a ration of clothes and food at work, try transporting digital data on a portable drive rather than transporting a laptop. Research that studied children and backpacks found that pressures on the shoulder as a result of carrying 10% of their body weight through a backpack or shoulder bag was more than the minimum amount to occlude skin blood flow.¹ Basic point is that it doesn't take much extra weight to add unnecessary strain to your body while bike commuting.

Anatomical Considerations: The main regions of concern with backpacks and shoulder bags are the shoulders, neck, and upper/lower back. Backpack and shoulder bag straps can compress sensitive nerves, arteries and muscles in the shoulder and armpit regions. A nerve which runs on the top of the shoulders and provides upper shoulder sensation (supraclavicular cutaneous nerve) can become injured as a result of carrying a heavy load on the shoulders. Excessive exposure to load at the neck, upper back, shoulder blade, and shoulder musculature can create strain injuries. This is a result of carrying bags that are just too heavy or create asymmetrical/irregular loading

to the body.

The Backpack: A backpack balances the load on both shoulders in a symmetric fashion. Backpacks have the potential to create muscle strain, nerve irritation and limit blood circulation. The use of chest and hip straps can help offset some of the direct weight bearing to the shoulder region as improve the stability of your load. The position of your backpack on your back can contribute to commuting discomfort. Scientific research of backpacks and children is so far inconclusive with regards to ideal pack position on the back (high vs. low) and its association with pack-related symptoms in standing. Bicycling requires a forward bent position. A lower position of the backpack may be more ideal in regards to preventing low back strain as it is closer to your center of gravity. There is a lack of research in backpacks and adults and none that we know of with adults wearing backpacks in the bicycling position.

The Shoulder / Messenger Bag: This style of bag is generally worn over one shoulder through a single strap. The asymmetric nature of a shoulder/messenger bag places unequal strain on the shoulders, neck and back. It also results in altered cycling biomechanics as the body tries to compensate for the uneven weight distribution. It has also been found that perceived pain was significantly greater in children that used a single shoulder strap bag (compared to a backpack).¹

There are some extra features that you may want to look for in a shoulder bag to improve cycling ergonomics and comfort. Extra padding on the shoulder strap may help improve comfort and alleviate centralized pressure on the shoulder. An additional lower strap that crosses the abdomen will also help relieve pressure and better secure the bag – an important safety factor while cycling!

A general safety consideration with shoulder bags is to ensure that your visibility is not obscured by the bag. If you have to turn your shoulder

and trunk significantly to see over/past your bag, consider modifying the position of the bag on your back, carrying less stuff, a smaller bag, and/or an alternative carrying method.

Panniers and Rack System: Panniers are bags that attach to front and/or rear mounted bicycle racks. Panniers place the burden of load on your bike rather than your body. Imagine less weight/load at your saddle and handlebars. Imagine improved trunk and neck motion. Not all bicycles can take racks. Racing-style bicycles do not typically have mounting brackets incorporated to their frame. Have your local bicycle shop help you assess your bicycle's rack-compatibility.

Any pre-existing chronic neck and back issues can be further exacerbated by bicycling with backpacks and messenger-style bags. Heavily loaded bikes will create extra stress and strain to legs and back. You may need to adjust your gearing to best tackle your commute route. Bike commuting should be an enjoyable extra dimension of bicycling and health promotion. Do not hesitate to consult a qualified health practitioner, such as a Physical Therapist, to further assess your cycling biomechanics and ensure your commute stays pain free and safe!

References: 1. Macias B, Murthy G, Chambers H, Hargens A. Asymmetric loads and pain associated with backpack carrying by children. Journal Of Pediatric Orthopedics [serial online]. July 2008;28(5):512-517. Available from: MEDLINE, Ipswich, MA. Accessed May 8, 2010.

Kari Studley PT, DPT has been a Physical Therapist since 2006. She races mountain bike and cyclocross professionally and has been bike commuting for over 10 years. Kari is working at Corpore Sano Physical Therapy in Kenmore as a treating physical therapist and bicycle biomechanist. Contact Kari by visiting www.CorporeSanoPT.com.

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Category	Time	Laps	Miles
Men Pro I/II	4:00 PM	5	80
Men III	4:05 "	5	80
Men IV	4:10	4	64
Men V	4:15	3	48
Masters 35+ "A"	4:20	4	64
Masters 45+ / 35+ "B"	4:20	3	48
Masters 55+	4:20	3	48
Women Pro I, II, III	4:25	4	64
Women IV	4:30	3	48
Juniors 16-18	4:35	2	32
Juniors 13-15	4:35	1	16
Juniors 10-12	4:40	1*	10

* = Juniors will do an abbreviated 1/2 lap of the road race

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COMMUTER COLUMN

InterContinental Hotel Group Receives Bronze, Shoots for Gold.



The IHG Crew following a company ride.

Photo: Chuck Krivanek

By Lou Melini

InterContinental Hotel Group (IHG) received a Bronze award from the League of American Bicyclists as a bicycle friendly business. IHG will be our featured commuter profile for this Month. Steve Gerber took the lead in facilitating this interview for the group of riders at IHG. He is the 57-year-old Manager of Business Performance and Quality at IHG. Also contributing to this month's commuter profile are Nate Briggs, Tom Taylor, Robby Morehead, Chuck Krivanek and Brett Cushing.

Cycling Utah: First of all, Congratulations on the award. Charles Pekow discussed how IHG received the award in the April issue of Cycling Utah, so I'm going to

move on and talk to the individuals that made it happen. How did you guys decide to bike commute? Tell the readers a little about your commuting.

Steve Gerber: I was inspired by my co-worker, Nate Briggs, to start commuting by bike 5 or 6 years ago. I ride every day, year round except when the roads are too icy. I use my bike for shopping, errands, going to the gym, and almost anything I have to do within 5 or 10 miles of home.

Nate Briggs: When I was diagnosed with late onset diabetes in 1996, I found it hard to imagine any kind of exercise that I could do every day. Since I had bicycled some back in college, I turned to bicycling to try to extend my life and keep various

body parts that are typically sliced off diabetics who are not exercising. It was only after riding for some time that I became interested in various alternative transportation issues.

I ride roughly 5 miles each way, 4 times a week. I like to add an additional 20 miles on Sundays. This usually takes the form of longer trips (Ogden, Provo) from time to time. The last 2 years have averaged 1,600 miles per year. This year I would like to push it up to 3,000.

I ride 12 months a year. We have 2 drivers in the house, but only one car. The bicycle is my primary mode of transport. I borrow my wife's car when I need to carry something heavy - or I am under time constraints. Over the 13 years I have been commuting, eight years included riding part of my journey at night (after 9PM). I have

a lot of nostalgia for that time, since I consider riding at night to be much simpler and safer.

Tom Taylor: I've always been a bike rider. I had a paper route from 12 - 16 years old (BMX-bike powered). I used to take long distance road-bike rides with friends in the neighborhood growing up. I went to Dixie State University in St. George UT, where I participated heavily in off-road and mountain biking. As far as commuting to work via bike is concerned, as a one-car-family, I found that on occasion, it could be difficult to get everyone where they needed to be when they need to be, etc. I brought this up during some conversations with a few co-workers who bike commuted, and was challenged to start biking to work. They talked of the benefits and I, thinking back on my bike riding past, thought it would be a good idea to at least try it once. It would be nice to let my wife have the car, and the exercise couldn't hurt either. That was in May of 2008. I've been riding to work ever since.

My ride is approximately 6 miles to work (12-ish round trip). I live in Rose Park and my office is around 21st South and Redwood Road. It is flat the entire way (thank goodness). I ride south on 1000 west to 800 south, then ride west about a block and catch the Jordan River Parkway Trail south almost to the front door of my office! It is very convenient. I try to ride as frequently as possible. I ride year-round, unless there's a lot of snow on the ground. I ride at night as

well and employ front headlight and rear taillights, as well as reflectors.

Robby Morehead: I was cajoled into biking to work by some of my co-workers in May 2009, and I've been riding regularly since June 2009. I needed the exercise and it turned out to be fun, too. I bike 5.5 - 6 miles each way, and my goal is to ride to and from work at least three of the five workdays each week. My commute is almost exclusively North-South. I take 1000 West from 800 North to 800 South; then the Jordan River Parkway from 800 South to about 2200 South where my office is located. It's a great commute because the river is so pleasant and 1000 West is a pretty quiet street with a bike lane for much of the way. The only busy intersection is 1000 West and North Temple, but it's not a big deal. It would be perfect if the city would complete the Jordan River trail from 200 South at the old Fisher Mansion to the Liquor Store on North Temple, then I could ride the trail for probably 90% of my commute! I have had no problem riding year round after investing in some cold-weather gear; I've found I'm fine to ride in temps as low as 15 or 20 degrees, but lower than that and I'll be driving. We have two cars in our family so we are definitely not "car-free", but probably "car-lite" as one of the cars (the one that gets poorer gas mileage) sits in our driveway on the days I ride to work. I also ride to the store, library, post office, etc. in my neighborhood in the evenings and on weekends as opposed to driving. My kids like to ride with me around the neighborhood streets and run errands with me.

Chuck Krivanek: I started two summers ago, just a few times that sum-

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mer at the insistence of a co-worker. Then last summer I rode as much as I could...typically 3-4 times a week. I almost never use my car on the weekends in summer because I live a short distance to almost everything I need in Sugarhouse, so I either walk or ride. My work commute is about 6 miles roundtrip and takes me down 17th south and along the Jordan River Parkway. My only barrier to riding year round is that I still have to make sure my boys get to school on time and it's a little too far and in the opposite directions for walking/biking...but summer break takes care of that barrier. I actually considered buying a new car however I decided to buy a new bike instead since I hope to continue to bike more than drive. I take 17th South from about 840 East to the Jordan River Parkway...one tricky area is at 17th South and 7th East mostly on the way home (headed east) as traffic backs us there and the rode narrows a bit. Oh, and at 5th East and 17th, the side of the rode is really rough and again narrow...it's a kidney shaker. The rest of my ride is smooth unless I get a flat.

Brett Cushing: I got started in bike commuting at the insistence of my good friend, Steve Gerber. I was looking for a good way to exercise and he was looking to get more miles in his commute. Our agreement began with a "Manager's Bike To Work" event sponsored by the management team here at IHG in early 2009 and continued through the summer. The door-to-door distance from home to office is approximately 7.5 miles and the route is almost exclusively along our local Jordan River Parkway, which winds through the heart of the Salt Lake Valley along the riverside. I don't ride year-round currently due to my distaste for freezing weather and exposure to ice/snow (much to Steve's disappointment). My riding hasn't been enough to warrant going car-free or car-lite, but I definitely notice the reduced impact on my gas expenses. I have commuted home at night and although it isn't my preference due to reduced visibility, necessity will dictate this type of travel 8-10 times a year.

C.U.: Steve, tell me about your bike and how do you guys deal with the thorns on the Jordan River Trail (JRT)?

S.G: I started commuting with an old mountain bike while I proved to myself that I would stick with it. After a couple of years I decided I could justify a new bike and purchased a Novara Randonee touring bike. I planned to take some loaded road tours, and thought the bike would be a good dual-purpose ride. I have rear panniers and a trunk bag, allowing me to carry a change of clothes for work, a laptop, and have plenty of room to carry groceries or whatever. I have a Planet Bike Super-Flash on the back and a Planet Bike 2W headlight. I also have a helmet cam mounted to my handlebars that makes for some interesting video! Most of us here in the office use panniers, although a couple use backpacks. I leave shoes at the office and bring fresh clothes every day. Through the years I figured out exactly what works and what I am likely to need. We all use what we call the "Parkway Package", consisting of puncture resistant tires and tubes, slime, and tire liners, to minimize the puncture vine effect of the JRP. Our office is one block off the Parkway so most of us use it for at least a portion of our commute. Nate is the only one in the group to use an electric assist on his bike.

C.U.: The "No Stop" bicycle bill received quite a lot of email traffic among cyclists. What did you guys think of it?

Steve.: I am opposed to the bill. Every year we widen the divide between motorists and cyclists. As cyclists we keep demanding respect but we often behave in arrogant and disrespectful ways. I don't think the average motorist would be aware of the law and seeing us cruise through signs and lights would just aggravate an already tense relationship.

Nate.: This bill just places a big, red target on the backs of bicycle riders - and could probably lead to another bill removing the designation of "vehicle" from bicycles entirely. The whole "momentum" argument is ridiculous. What we need is a street situation where laws are enforced - and observed - so everyone knows what to expect. Riders need to stop asking for special favors - and they need to stop behaving as though traffic laws are for everyone else. This is the only way that we can be taken seriously.

Chuck.: After considering all that this entails, I believe the safest way for cyclists to ride is to follow the rules of the road identical to autos. Since this is what most Motorists are used to, there should be no surprises when a cyclist acts the same way. Most times I see a bicycle/car accident, it's when a bicyclist did something a motorist wasn't expecting...like flying off a curb or running a light.

Brett: I am not in favor of the proposed legislation to allow cyclists to pass through stop lights/signs without stopping. This conflicts with the instincts of motorists and could cause potentially dangerous situations for all both motorists and cyclists. The only advantage I can see is convenience for cyclists, but legislation for the sake of convenience seems like a poor position.

C.U.: Steve, any comments on the Bronze award from the League of American Bicyclists?

S.G.: Bicycle commuting has become very popular in our office, with approximately 20 regular commuters. We were awarded a Bronze designation by the League of American Bicyclists as a Bicycle Friendly Business. We have set a goal to double the number of riders this year and have undertaken a number of initiatives to aid in the effort. We have a covered parking area now, but will be building a more substantial structure this spring. We are adding locker facilities for riders, a resource center with bike and commuting information, an emergency repair toolkit, a loaner bike, guaranteed rides home for bike commuters, mentoring for new riders, route mapping services, and organized ride-to-work days. We are aware of the Bicycle Commuter Act, but have been unable to take advantage of it yet.

C.U.: Nate, what thoughts do you have on Salt Lake City becoming a Silver City?

Nate: Positives: the completion of the Jordan River trail has made this commute much more enjoyable - and will probably be a big factor in our efforts to recruit more riders in the future (every public survey confirms that new riders are very fearful about mixing with traffic on public streets). As far as street infrastructure, Salt Lake has everything needed to become a Platinum city: exceptionally wide streets and a population interested in outdoor activities.

Here are my top five for improvements: 1) make it a priority that cops actually enforce traffic laws; 2) sweep streets with marked bicycle lanes more than once a month; 3) finish the Jordan River trail - link it all up; 4) design and build a viable east-west route - 8th South isn't it - 17th South isn't it; 5) do some pilot programs with physical barriers (rumble strips, concrete dividers, etc.) between automobile lanes and bicycle lanes. Extra bonus effort: close Main Street to motorized traffic - the current configuration doesn't benefit anybody.

C.U.: Brett- riding the Jordan River Trail has its pro and cons. Talk about the trail.

Brett: The best part of my commute is the health benefit. Although I enjoy biking in a relative sense, the issue that keeps me motivated is the exercise itself. Outside of this primary advantage, another great aspect of my particular commute is the scenery. There are many portions where

the landscape is quite nice, taking an almost rural perspective. Not having to take surface roads allows me to avoid the hustle & bustle of car traffic and promotes a feeling of relative safety. These benefits can come at a cost. The first is in the ever-present thorns that are scattered along the pathway and have caused more than a few flat tires. The second is from the river itself, which can sometimes flood the pathway and make passing quite difficult. A third disadvantage is from the presence of large swarms of insects, which can make for a rather nasty mess along the way.

C.U.: Steve, with the improvements that you described, the enthusiast core of bike commuters, and the support of upper management, you should be on the way for a gold designation.

Steve: That's our hope, but in the meantime we will just enjoy our commutes to work. Lou, thanks for featuring us in your column. If you peddling in the area feel free to stop in, there is no shortage of bike nuts here!

Correction: In the April column there were 2 remarks made by the April bike commuter that Salt Lake City was not doing an adequate job of maintaining the trail. Mr. William Johnson pointed out to me that the section of the trail mentioned in the column was not in the jurisdiction of Salt Lake City. Mr. Johnson rides the Salt Lake City section of the Jordan River Parkway and had very positive remarks about Salt Lake City's section of the JRT and the maintenance performed on the trail. Thanks to Mr. Johnson for his comments and correction.

This month's commuter will receive a Blaze light set courtesy of Planet Bike. See PlanetBike.com for more info on their products. Many local dealers also carry their products.

This month's commuter will also receive a \$25 gift certificate courtesy of Saturday Cycles. Find out more at saturdaycycles.com.

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

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Grant and Bucher Win Sundance Spin



Intermountain Cup Mountain Bike Race Series. For these reasons 19 pro men, ten pro women and a host of other locals numbering in the hundreds came out to race on May 15, 2010.

The brisk morning temps had most donning warmers and jackets, but as the start approached the anticipation as well as the temperature started to rise. First to set off on the paved service road were the Pro Men. About twenty feet into the nearly 4000' of climbing on order for the day, Mitchell Peterson (Giant) got the party started and made like a red headed Schleck brother and attacked the field. Alex Grant (Cannondale Factory) took to that like a greyhound to a rabbit and was off the front in short order. Jason Sager (Team Jamis,) who would later boast of the Sundance course: "There aren't many race courses I would ride for fun, but this is one;" followed in hot pursuit. The rest of the field strung out as they each found their rhythm on the predominantly single track loop. There wasn't a lot of mixing going on at the front as Grant continued to push a punishing pace on the climbs, Sager and Mitchell chased all day a minute or so off the pace, holding off Bart Gillespie (Revolution)—who was seen throughout the day staring longingly at the back of Timp, probably looking for a new ski route-- to finish second, and third respectively.

The Pro Women had a show down between a seasoned Xterra pro in Renata Bucher (Stockli/Craft),



Left: Renata Bucher won the Women's Pro race. Right: Griffin Park (Mad Dog Cycles) won the Men's 13-15 Sport/Expert race. Photos: Todd Seager Find your photos at zazoosh.com.

and local neo-pro Kelsey Bingham (Rooster's). The two would battle it out for almost a full two hours on the mountain with the veteran Bucher taking the win and adding another stellar result to her season. Not far back was K.C. Holley (Mad Dog/29er Crew), fresh off a win in 12 Hours of Mesa Verde just one week previous.

Every pro started as a beginner at some time. Great job to the beginner category winners: Ian Beaty (19-29), Kyle Polzella (30-39), Steven Barlow (40+), Corbin Coombs (13-15), Kyle Jackson (16-18), Tiffany Martin (Beg Women).

For results, see page 9.

By Trevor Simper

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ROAD RACING

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Top: Men's Pro/1/2 winner Tyler Riedesel leads Alec Sim through a corner.
 Below: The Women's Pro/1/3 field.
 Top Right: Drew Neilson sprints to the win in the Men's Cat 3 race.
 Lower Right: The early break in the Men's Pro1/2 field eventually was caught.
 Photos: Charcie Rebalin. Find more photos here: milestonephotography.smugmug.com/Other/Bear-Lake-Classic-2010

By **Ryan Barrett**

The Bear Lake Classic has grown to one of the premier races in Utah.

With three separate events— a Friday night hillclimb time trial, a long and flat road race on Saturday, and a 50-mile TTT on Sunday, the event truly provides something for everyone.

“Stormin’ Norman” Bryner won the Men’s Pro 1-2 event on Friday night- a 3 mile hillclimb time trial, crushing 2nd place with a 12:01 time. Disappointingly, no Pro 1-3 women chose to take part in the hillclimb time trial.

Saturday’s 106 mile Pro 1-2 men’s road race got off to a quick start with attacks running from the gun. After only about 4 miles, the early break got away consisting of Ryan Barrett and Garrett Burbidge (Barbacoa-Mi Duole), Billy Allen (FFKR-Sportsbaseonline), and Joe Waters (Canyon Bicycles-Draper). These four worked well together, building a five-minute advantage. However, back in the field the Cole Sport team, having missed the move, went to work and brought the breakaway group back into the fold approximately 70 miles in the race.

Once again, the fireworks started. After an aggressive few miles, Tyler Riedesel (Canyon Bicycles-Draper) and Alec Sim (FFKR-Sportsbaseonline) got a gap. With the wind out of the fields’ sails, the two built up a sizeable gap before sprinting to the line. In the end, Riedesel got the better of Sim and UCA points leader Dave Harward (Canyon Bicycles-Draper) took out the field sprint for 3rd.

The women’s Pro and Category 1-3 event ran a single lap around the lake for 53 miles. Despite an aggressive race, the women came together for a field sprint finish, which was marred by mixing with a men’s field inside the last kilometer. Nicole Evans (Millcreek Bicycles) took the win in front of Kirsten Kotval (PCIM) and Laura Howat (Ski Utah). However, later Evans and Howat were both relegated for centerline violations, with Kotval being declared the winner in front of PCIM



teammates Stephanie Skoreyko and Chantel Thackeray.
 Sunday provided a unique 50-mile team time trial event for all categories. The Pro 1-2 men’s event was topped by Barbacoa-Mi Duole in a time of 1:41:12, nearly four minutes in front of 2nd place team ICE-Rob’s Ride on Bike and Ski and a further five minutes in front of third place

team FFKR-Sportsbaseonline. After a solid field in the road race, only one women’s team took part in the event; the mixed team Wives on Wheels finished in a time of 2:17:31. C’mon ladies, get out and race!

For results, see page 9.

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ADVOCACY

When Are Governments Liable?

By Charles Pekow

If a cyclist gets hurt riding on a public path, is the government legally responsible for the injury? Not often, but the fear of it may be unreasonably scaring some governments from building bike facilities, says a new legal report. But they probably needn't worry much if they're keeping facilities in shape, it adds.

"Public entities concerns about tort liability for bicycle-related accidents may discourage projects to accommodate more bicyclists on streets or highways or to designate more bicycle lanes and paths," says Liability Aspects of Bikeways.

But though public entities have been sued many times by bicyclists injured on public paths, the agencies have very rarely lost cases. That's because many sovereign and recreational immunity clauses in laws protect governments from all but the most negligent actions. Still, the liability of state and local officials varies by state.

The National Cooperative Highway Research Program commissioned the legal report. In addition

to examining legal precedents, the study surveyed a handful of state and local transportation departments, but none in Utah or Idaho.

Courts in different states have interpreted the extent of government liability differently. Unless courts or state legislatures have deemed otherwise, an injured bicyclist can sue a public entity for negligence. But in most states plaintiffs will have to prove "the public entity willfully and maliciously failed to warn or guard against a known dangerous condition" or was "willful, wanton, or reckless" in its neglect. The burden of proof tends to be higher on recreational bikeways than on commuter routes, as discussed below.

But governments can be considered liable for accidents occurring on any roadway where bicycles are allowed – not just specific bikeways.

The plaintiff, of course, bears the burden of proof that the harm was caused by a dangerous condition on the bikeway and that the government knew of the danger for a "reasonable period" and could have corrected the problem or "given adequate warning."

Rulings have defined the extent of risks. A 1993 Tennessee appellate court ruling said that "the state's duty to keep its highways in a reasonably safe condition extends to the...shoulders and the adjacent parts..."

And a 2004 New York state case found that a cyclist could sue a county where there were no warnings of a deteriorated pothole-filled asphalt surface and no barriers kept riders

away. The county had abandoned the bikeway but didn't take any action to warn cyclists not to use it.

In general, it seems a government can get successfully sued for not keeping park facilities in shape, but not necessarily for exercising discretion, such as not actively enforcing a bicycle speed limit or not putting up a traffic signal. In 1991, for instance, a Florida court said that the City of Tampa wasn't obligated to enforce the posted bicycle speed limit after a pedestrian sued for being hit by a speeding rider.

In general, courts have ruled that governments aren't liable for failing to install signs, lights or markings unless a statute requires them. Exception: if the government knows of a dangerous condition.

If, however, a state puts traffic control signals up, it must "maintain them with reasonable care" and meet applicable standards, says the report.

But if a government doesn't follow a "nonmandatory standard or guideline," such failure could be introduced as evidence.

Courts in most states will exempt governments from liability for "discretionary" government action. But many legal disputes have focused on defining "discretionary." The definition may vary by whether the government exercised discretion at the "planning" v. "operational" level. In general, day to day decisions of staff are generally considered discretionary in Utah courts. But in 1999, the Utah Court of Appeals ruled that while the state was immune for general dis-

cretionary policy decisions, the Utah Department of Transportation could not claim discretionary immunity for every on-the-spot decision made by staff (Trujillo v. UDOT).

(The Utah Governmental Immunity Act immunizes state and local agencies from claims based on "any injury which results from the exercise of a governmental function." But the law allows exceptions, including harm caused by "a dangerous or defective condition of any public building or structure" or "a negligent act or omission of an employee" on the job. But the immunity covers discretionary functions.)

Several U.S. Supreme Court decisions have stated that discretionary immunity applies at the planning/policy level of top officials and to actions taken by an inspector on the street. In 2004, the Utah Supreme Court, however, ruled that the U.S. Supreme Court ruling didn't give immunity to a UDOT inspector's decision to use barrels rather than barriers for traffic control.

And in another case decided back in 1977, the U.S. Court of Appeals ruled that designing a bridge and roads leading to it was a "discretionary function," and so the federal government was not liable for negligence for helping Utah design an allegedly faulty structure.

Most states have enacted some sort of recreational use statute that limits liability of property owners for injuries caused in sports. But the laws vary on whether they apply to public entities or to bicycling. Even

if the laws don't specifically mention bicycling, courts may interpret them as covering it. The Utah statute clearly includes bicycling as a recreational use, making it harder for a plaintiff to win a claim if injured on a recreational bike path.

Most successful claims against governments by bicyclists involved maintenance issues, such as failing to fix a hazard or placing a warning of it, not replacing or repairing broken signs or signals, or leaving obstructions on a path; according to the study.

And no state reported being successfully sued for not including bicycle facilities in a highway project, even if a law requires them.

The best way to prevent lawsuits? Simple. "Several agencies responding to the survey stressed that a proactive maintenance program for bikeways is important to reduce the incidence of bikeway-related tort claims," the document says.

UDOT Bike/Ped Coordinator Evelyn Tuddenham said she didn't know of any cases in Utah. She stressed that the department policy is to build safe facilities that can be well maintained in the first place rather than worry about not building for fear of getting sued.

"We don't look at it from the viewpoint of 'are we going to get sued if we do this.' We look at it from the aspect of 'are we going to keep people safe,'" she said.

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ROAD RACING

Harward, Evans Take State Criterium Championships



Above: Nicole Evans (Millcreek) soloed to win the Women's 1-3 field. Photo: Chris See. See more at: pbase.com/prinothcat
Below: Dave Harward leads Norm Bryner through corner 1. Photo: Dave Iltis

David Harward and Nicole Evans have been crowned men's and women's (respectively!!) Utah State Criterium Champions. The men's Pro 1-2 90 minute event was very aggressive from the gun with the field strung out for much of the race. However, it took nearly the entire first hour for an attack to gain any serious ground on the field.

Reigning state time trial champion, Norm Bryner (Barbacoa-Mi Duole) and Harward finally forged a gap, each fully dedicated to the cause and taking huge full laps turns on the front. Cole Sport and Contender Bicycles each tried to organize a chase to bring these two back, but ultimately their efforts were fruitless and Harward and Bryner continued to pour on the gas.

In the end, Harward's renowned sprinting prowess prevailed and he took home the title, stating "I've been in the winning move for several years, so it is great to finally secure the win!"

Harward's teammate David Brockbank found his way into a 3-man chase in the final laps and secured the final spot on the podium.

The women's 1-3 event was similarly aggressive. However, the winning break was not formed until 3 laps to go when Nicole Evans (Millcreek Cycles) went to work. She relayed the finish, "I took advantage of a lull and attacked after the start finish line. I got a good sized gap and held off the field for those three laps to solo in for the finish."

Laura Howat (Ski Utah) jumped away late in the race to secure 2nd and Kirsten Kotval (PCIM) took the bunch sprint to fill the remaining podium spots.

In the Cat 3 men's race, the winning break formed as Nick Ekdahl (RMCC) got things rolling out of the field and Collins bridged up to him. After Ekdahl faded, Collins kept going while Sam Todd (Contender) and Peter Archambault (RMCC/Cyclesmith) bridged up. A soloing John Iltis (Mi Duole/Barbacoa) rode in no man's land for half the race, but was unable to make it to the break. The trio lapped the field and Collins won the sprint (twice! - after sprinting a lap early).

-Ryan Barrett

For results, see page 9.

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- March 6 Red Rock Desert Rampage, St. George, UT
- April 3 Cholla Challenge, Hurricane, UT
- May 1 Showdown at Five Mile Pass, Lehi, UT
- May 15 Sundance Spin, Sundance Resort, UT
- May 22 8th Annual Hammerfest at the Hollow, Midway, UT
- May 31 Stan Crane Memorial XC, Draper, UT
- June 12 19th Annual Deer Valley Pedalfest, Deer Valley, UT
- June 19 Wimmer's Bicycle Race XC @ Sherwood, Wellsville, UT
- June 26 8th Annual Taming the Tetons, Jackson Hole, WY
- July 3 23rd Annual Mountain Bout, Snowbird, UT
- July 10 14th Annual Chris Allaire Memorial, Solitude Resort, UT
- July 31 1st Annual Basin Bash XC, Snowbasin, UT
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- 3: State Championship TT
- 10: Porcupine Hillclimb
- 17: Capital Reef Classic
- 24: Chalk Creek Road Race
- 31: Tour de Park City

AUGUST

- 7: Wasatch 120 Road Race
- 14: Sundance Hillclimb
- 28: Sanpete Classic

cycling utah

CALENDAR OF EVENTS

Calendar Guidelines:

Listings are free on a space available basis and at our discretion.

Submit your event to: calendar@cyclingutah.com with date, name of event, website, phone number and contact person and other appropriate information.

Let us know about any corrections to existing listings!

Utah BMX

RAD Canyon BMX — Salt Lake City, UT, RAD Canyon BMX is a Salt Lake County Parks and Recreation facility, and American Bicycle Association sanctioned BMX race track. Located at 9700 S. 5250 W. in South Jordan. See web page for event and race details., Ron Melton, 801-699-9575, radcanyonbmx@radcanyonbmx.com, radcanyonbmx.com

Deseret Peak BMX — Tooele, UT, 1200 foot long track, ABA sanctioned, open to public for practice daily, fee is \$2 per rider. Sign ups 5:30 to 7:00 on race day. Races: May 8, 22, June 12, 26, July 10 - Race for Life, 17 - State Qualifier, August 14, 28, September 18, 25., Darrin Cook, 435-843-4049, deseretpeakbmx@msn.com, deseretpeakbmx.com

Utah Advocacy

Utah Bicycle Coalition — UT, Utah's Statewide Advocacy Group., Ken Johnson, ubcinfo@utahbikes.org, utahbikes.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are on the second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 335. All are welcome., Dave Iltis, 801-328-2066, dave@cyclingutah.com, Julian Tippets, 801-535-7704, Julian.Tippetts@slcgov.com, slcgov.com/bike

Salt Lake County Bicycle Advisory Committee — Salt Lake City, UT, Meetings are TBD each month from 5-7 p.m. in Suite N-4010 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, UT. 801-468-3351, Megan Hillyard, 801-468-3351, MHillyard@slco.org, slcbac.org

Weber County Pathways — Ogden, UT, Weber County's Trails Group. We are committed to the idea that non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life. Call 801-393-2304 or e-mail wp@weberpathways.org with questions or comments., Mark Bedel, 801-393-2304, wp@weberpathways.org, weberpathways.org

Davis Bicycle Advisory and Advocacy Committee — Farmington, UT, Meetings are held monthly at 6:30 pm on the third Wednesday of the month at: Davis County Building, 28 East State Street Room 219, Farmington., Bob Kinney, 801-677-0134, bob@bike2bike.org, davis-bike.org

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

Park City Alternative Transportation Committee — Park City, UT, Normally meets the second Tuesday of the month at Miner's Hospital, 9 a.m., Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

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

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

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

Holladay Bicycle Advisory Committee — Holladay, UT, The Holladay Bicycle Advisory Committee (HBAC) works to make Holladay bicycle friendly. The HBAC meets on the first Tuesday of every month from 6:00 p.m. to 6:45 p.m. in the Hy Nielson Room of the city building at

4580 S. 2300 E. , Greg Hoole, 801-272-7556, grehg@hooleking.com, tinyurl.com/holladaybac

Events, Swaps, Lectures

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., Lynda Wallenfels, noemail@cyclingutah.com, slccriticalmass.org

Bike Polo League — Salt Lake City, UT, March to November - Come and play bike polo! Tuesdays at Liberty Park, Salt Lake City, 6:30 pm, enter from 13th S. and come up the 7th East side to the road entering the center of the park. All welcome, bring bike, gloves, and helmet. Mallets provided., Scott Brown, 801-870-9292, sbrown@redrocks.com, redrocks.com

May 29 — Mountain Biker's Trail Work Day, Utah Bike Month, Salt Lake City, UT, Give back to the trail that we all love, work on badly needed maintenance on the Bonneville Shoreline trail. 8 a.m. to 1 p.m., location TBD., Dave Roth, 801-824-5339, bonnevilleshorelinetrail@gmail.com, bonnevilleshorelinetrail.org

June 5 — National Trails Day, Salt Lake City, UT, Volunteer on Trail Projects., Celeste Eppler, 801-486-2100, ceppler@rei.com, rei.com/saltlakecity

June 5 — National Trails Day, Park City, UT, 9 am, Meet at White Pine Touring at the Rail Trailhead, Coffee and bagels, Project TBA., Carol Potter, 435-649-6839, carol@mountaintrails.org, mountaintrails.org

June 7 — 4th annual "Share the Road Memorial Ride", Park City, UT, A ride to remember fallen cyclists. Meet at Cole Sport 1615 Park Avenue in Park City. 17-20 mile ride will leave Cole Sport at 6 p.m. Park at Park City Mountain Resort lower lot. All ages welcome but cyclists should be comfortable with a 20 mile ride., Scott Dudevoir, 435-649-4806, dude@colesport.com, colesport.com

June 26-28 — Bike Days, Driggs, ID, Area bike shops will have demos for public to ride, test all the new gear for 2010. Free lift rides for bikes all weekend., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

June 26 — Mountain Mile - A Multi-Sport Children's Race, Salt Lake City, UT, Children's race. 1 or 2 mile duathlon. Begin with bicycle, tricycle, or scooter, then finish with a 1/3 or 1 mile walk/run. Strollers and wagons welcome. All proceeds go to charity - The Sharing Place, 8:30 am at 3145 South Highland Drive, Benjamin Lowry, 801-680-7549, benjaminlowry@hotmail.com, mountainmile.org

fairacres.blogspot.com, thesharingplace.com

July 17 — Utah Tour de Donut, American Fork, UT, 21 mile circuit race and donut eating (subtract time for eating donuts each lap), bike safety rodeo, kids race, Greenwood Elementary in American Fork, 8 am, All proceeds are for Bike Town Africa and other local Rotary projects., Kim Garrett, 801-763-1216, timpaud@yahoo.com, utahtouredonut.org

September 4-6 — Great Utah Bike Festival, Minersville, UT, Join the fun in the new cycling Mecca of Minersville, a quaint and scenic hamlet in historic Beaver County; a different century ride to choose from each day, a 4 stage road race, and a 4 stage mountain bike race. Over 300 miles of roads, 100 miles of double and single track, recreational riding, racing, supported and unsupported rides to choose from on some of Utah's least traveled and scenic roads., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 22 — World Car Free Day, UT, Ride your bike and leave the car at home!, Lynda Wallenfels, noemail@cyclingutah.com, worldcarfree.net

April 9 — COPMOBA Bike Swap, Grand Junction, CO, Jen Taylor, 970-250-9682, Jen.Taylor@mountainkhakis.com, copmoba.org

Mountain Bike

Tours and Festivals

June 5 — National Trails Day, Salt Lake City, UT, Volunteer on Trail Projects., Celeste Eppler, 801-486-2100, ceppler@rei.com, rei.com/saltlakecity

June 5 — National Trails Day, Weber County, UT, Weber Pathways Trail Day, West side of Weber River across from Fort Buenaventura, 8:00am -11:00am, Mark Bedel, 801-393-2304, wp@weberpathways.org, weberpathways.org

June 5-6 — Trek Dirt Series Mountain Bike Camp, Fruita, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Jo

Fergie, 604-905-8177 (Canada), info@dirseries.com, dirseries.com

June 19-20 — Trek Dirt Series Mountain Bike Camp, Park City, UT, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Jo Fergie, 604-905-8177 (Canada), info@dirseries.com, dirseries.com

June 19-21 — Wild Rockies Boise to Idaho City Tour, Wild Rockies Series, Boise, ID, Starts and finishes at the Old Armory on Reserve Rd. 7am Boise to Idaho City (campover night) and back to Boise. Full support and SAG wagon included for a low price. We are raising trail awareness and providing a low cost trip for all levels., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies-racing.com, swimba.org

June 22-27 — Fat Tire Bike Week, Crested Butte, CO, 30th Anniversary year. This year's "Dirty # 30" will feature the Fat Tire 40 endurance race, Aided Rides, Mountain States Cup Wildflower Rush DH races, pure Crested Butte classics like the Chainless Race & the 24 Hour Bridges of the Butte, as well as some premiere entertainment., Scott , scott@cbchamber.com, ftbw.com

July 23-25 — WYDAHO Rendezvous: Teton Valley Mountain Bike Festival, Driggs, ID, 3 Day Mountain Bike Festival, mountain bike group rides, films, pump track, welcome party, skills clinic, yoga, and more!, Tim Adams, 208-201-1622, BikeFest@TVTAP.org, TetonMountainBikeFest.TVTAP.org

July 24 — Rawhide Continental Divide Tour, Basin Creek Park, MT, Shuttled, one way ride. 35 miles of single-track on the Continental Divide Trail, 2 supported aid/rest stations, BBQ at Homestake Lodge following ride! Start time TBD., Warren Smith, 406-490-2556, chirobike@hotmail.com, chirobike.com

September 4-6 — Great Utah Bike Festival, Minersville, UT, Join the fun in the new cycling Mecca of Minersville, a quaint and scenic hamlet in historic Beaver County; a different century ride to choose from each day, a 4 stage road race, and a 4 stage mountain bike race. Over 300 miles of roads, 100

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435-259-4688, info@chilebikes.com, moabhodown.com

Utah Weekly MTB Race Series

Sundance/Soldier Hollow Weekly Race Series — Sundance Resort, UT, Wednesdays, 6:30 p.m., May 12, 26, June 9, 23, July 7, 21, August 4, 18 alternates with Soldier Hollow Training Series. Registration 5:30-6:20 p.m., Racing at 6:30 p.m., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, weeklyraceseries.com, sundanceresort.com

Sundance/Soldier Hollow Weekly Race Series — Soldier Hollow, UT, Wednesdays, May 5, 19, June 2, 16, 30, July 14, 28, August 11, 25, alternates with Sundance, Registration 5:30-6:20 p.m., Racing at 6:30 p.m., Mark Nelson, 435-654-1392, races@euclidoutdoors.com, weeklyraceseries.com

Snowbasin/Biker's Edge Mtn. XC Race Series — Snowbasin Resort, UT, Dates June 16, 30; July 14, 28; August 11, 25. Registration- 5pm-6:30pm at Grizzle Center, Race Start: 6:30., Jonny Hintze, 801-544-5300, jonny@bebikes.com, bebikes.com

Utah Mountain Bike Racing

May 29-31 — Sundance Showdown, UT Downhill Series, Sundance Resort, UT, Super-D Saturday, DH Monday, Utah DH Series, Sundance., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

May 31 — Stan Crane Memorial XC, Intermountain Cup, Draper, UT, ICS #6, 5th annual. Monday race, Great XC course start/finish at the equestrian center, about 80% single-track on a 9.8-mi loop, Total elevation 1100'/lap, first start at 8:15am for U12, others at 9:00am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

June 12 — 19th Annual Deer Valley Pedalfest, Intermountain Cup, Deer Valley, UT, ICS #7, 19th annual, a tradition, multi-lap course on Deer Valley's and Deer Crest's world-famous trail system, climbs and twisty single-track downhill through the dense woods, First start at 8:15am for U12, others 9:00am., Ed

Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

June 12-13 — 6-Hour of Wolf Creek Enduro Downhill Race, Wolf Mountain Resort, UT, Lift served, multi-lap downhill mountain bike race. 60 person limit. Saturday qualifying run for lift line order. Sunday 6 hour enduro race., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

June 19-20 — Wolf Creek Mayhem Downhill Race, UT Downhill Series, Wolf Mountain Resort, UT, Saturday Super D and Trail Bike races, Sunday Downhill, Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

June 19 — Wimmer's Bicycle Race XC @ Sherwood, Intermountain Cup, Wellsville, UT, ICS #8, Sherwood Hills Resort in Wellsville Canyon. Multiple laps, winding singletrack through trees. Reg opens at 8 AM. Beg race start at 9 a.m., spt at 11 a.m., exp/pro at 1:30 p.m., Kayleen Ames, 435-757-4310, icupracing@yahoo.com, intermountaincup.com, amespromoting.com

June 25 — Dixie 311, Parowan, UT, Self supported, 311 miles of trail and remote terrain in southern UT. The Dixie Lite is a 160 mile option., Dave Harris, hairball.dh@gmail.com, 2-epicevents.com/events/dixie311.htm

July 3 — 23rd Annual Mountain Bout, Intermountain Cup, Snowbird, UT, ICS #10, Snowbird, Open to all, Event starts at 8000' near the Snowbird Center (Entry 2). Course: 4-mile loop, with 800' of climbing per lap, First race starts at 8:10am for U9, 8:30am next start., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

July 10 — 14th Annual Chris Allaire Memorial, Intermountain Cup, Solitude Resort, UT, Utah State Open XC Championship, ICS #11, Course combines Cruiser (upper) and Serenity (lower) loops, Registration closed 7/13, First start at 8:15am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

July 31 — 1st Annual Basin Bash XC, Intermountain Cup, Snowbasin, UT, ICS #12, Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

August 7 — 2nd Annual Rock the Canyons Intermountain Cup Grand Finale, Intermountain Cup, Canyons Resort, UT, ICS #13, Open to all, XC course starts and finishes at Smokie's Bar and Grill at the base of the gondola at The Canyons Resort. The course is about 90% wide single track, Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

August 13-15 — Flyin' Brian Gravity Festival, UT Downhill Series, Brian Head, UT, Friday Trail Bike Race, Saturday Super D, Sunday Downhill., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

August 26 — Mt. Ogden 50 & 100 K MTB Race, Snowbasin, UT, 50 K & 100 K. Starts 9 am at Snowbasin, Solo or 2 person relay teams, Jonny Hintze, 801-544-5300, jonny@bebikes.com, bebikes.com, snowbasin.com

September 4 — Park City Point 2 Point - presented by POWERADE, Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race will never be on the same trail twice. Over 90% of the race is single-track. 78 miles & 14,000' of climbing., Jay Burke, 801-330-3214, info@thepcpp.com, thepcpp.com

September 4-6 — Great Utah Bike Festival, Minersville, UT, Join the fun in the new cycling Mecca of Minersville, a quaint and scenic hamlet in historic Beaver County; a different century ride to choose from each day, a 4 stage road race, and a 4 stage mountain bike race. Over 300 miles of roads, 100 miles of double and single track, recreational riding, racing, supported and unsupported rides to choose from on some of Utah's least traveled and scenic roads., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 11 — 6th Annual Sundance Single Speed Challenge, Sundance Resort, UT, 10 am start, Sundance Resort., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

September 18 — 12 Hours of Sundance, Sundance Resort, UT, 7 a.m. to 7 p.m., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

September 18 — Widowmaker Hill Climb, Snowbird, UT, 10 AM, 3000' vertical race to the top of the

Tram, Gad Valley, Snowbird Resort., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

September 19 — Tour de Suds, Park City, UT, An uphill MTB race from Miner's Hospital to Guardsman. 28th Annual, Park City, 6 mile hill climb to celebrate the end of mountain bike season., Carol Potter, 435-649-6839, carol@mountaintrails.org, mountaintrails.org

October 9-10 — 24 Hours of Moab, Moab, UT, 16th Annual, solo, duo, 4 and 5 person team categories, men, women, and coed. USAC National 24 Hour Championships too!, Laird Knight, 304-259-5533, heygranny@grannygear.com, grannygear.com

October 9 — 6 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, Intro to endurance racing with solo, duo, and 3 person categories. Event held from 9am to 3pm. Same great 13 mile course as the 25 hour race. Includes costume contest fun., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

October 11-12 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, hwsg@infowest.com, seniorgames.net

November 6-7 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, 25 hour event is from SAT 10am to SUN 10 am with the bonus double midnight lap. Costume contest is from Sat 11 am to Sat 5 pm- contest and awards at 6 PM, Other fun Halloween fun TBA, Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

Regional Mountain Bike Racing

May 29-30 — Velopark MTB Dual Slalom and STX State Championships, Wild Rockies Series, IVCP, ID, 2 person dual slalom courses are built by World Champion Eric Carter- this is the real deal folks. You'll find everything you expect at a National course with a grass-roots feeling. Lots of fun all day and super easy road to get to the top of the events., Darren Lightfield, 208-

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388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com

June 2 — 9th Annual Wood River Cup Race #1, Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

June 4-6 — The Chile Challenge - MSC #3, Mountain States Cup, Angel Fire, CO, Cross country (endurance) and four cross (gravity) on Saturday. Super D (endurance/gravity) and downhill (gravity) on Sunday. Qualifier for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

June 9 — 9th Annual Wood River Cup Race #2, Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

June 12 — Beti Bike Bash, Mountain States Cup, Lakewood, CO, First-ever women's only mountain bike race and festival. Run by women, for women. Encouraging women mountain bikers to enter their first race. Expo, prizes, and a great swag bag with entry. Bring the whole family!, Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

June 12 — 9-5 Marathon, Kobby Tire Series, Boise, ID, 9-5...need we say

more? Besides the live bands, great trails, and a play area for families who come out to watch., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

June 12 — Fear, Tears & Beers 2010, Ely, NV, Enduro mountain bike event. Timed sections mostly downhill, combined time wins. Men's and women's events for all classes. Fun run, beginner, sport, and expert classes., Kent Robertson, 775-289-6042, kroberg@mwpower.net, greatbasinrails.org

June 16 — 9th Annual Wood River Cup Race #3, Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

June 19 — Soldier Mountain, Kobby Tire Series, Fairfield, ID, Soldier Mountain Resort "epic" XC course, known for the big climbs and big descents and this year nothing has changed. Racers will climb to over 8000' to see views that others dream about...but what goes up must come down., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

June 23 — Cache Creek to Game Creek Mountain Bike Race, Tentative, Jackson, WY, Mike Yokel Park, 12 mile MTB XC., Jill Harkness, 307-733-5056, jharkness@tetonwyo.org, ucjh.org

June 23 — 9th Annual Wood River Cup Race #4, Wood River Cup, Hailey, ID, Hailey Community Bike Park, Short Track Cross Country., Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

June 25-27 — Wildflower Rush- MSC #4, Mountain States Cup, Crested Butte, CO, Cross country (endurance), 40 mile epic cross country (endurance) and four cross (gravity) on Saturday. Super D (endurance/gravity) and downhill (gravity) on Sunday. Qualifier for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

June 26 — Adventure Xstream Durango, Durango, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike through the majestic San Juan mountain. 50-100 miles of multisport racing., Will Newcomer, 970-259-7771, 2010@gravityplay.com, gravityplay.com

June 26 — Jug Mountain Ranch Ride, Wild Rockies Series, McCall, ID, 2-3 hr XC course and 2hr trail run. Possible 50mi. Marathon on new route with fast, flowing single track and wooden bridges. On the 10 mile lap XC and run course, you'll find deep woods, single track and wide open fire road., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com

June 26 — 8th Annual Taming the Tetons, Intermountain Cup, Jackson Hole, WY, ICS #9, 9 a.m. start for under 9, 9:30 start for all other categories., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com, go-ride.com

June 26 — Pocatello City Creek Pedalfest, Pocatello, ID, XC Race, Open field category: 34miles, Sport category: 28miles, beginner category: 12miles On site reg is 8-9:30am, Race starts at 10am, \$500 cash prize for top 3 women and men in the Open category, Zephaniae Blasi, 775-232-1320, 208-232-8996, zephaniaeblasi@gmail.com, idahocycling.com

June 30 — 9th annual Wood River Cup Finals, Wood River Cup, Hailey, ID, Hailey Community Bike Park, Short Track Cross Country., Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

July 3 — 15th Annual WYDAHO Mountain Bike Race, Alta, WY, The 15th annual Wydaho XC race, kids race, huffy toss and hill climb. Mountain biking in the heart of the Tetons!, Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

July 3-4 — 19th Brundage Mountain Bike Fest XC/Super D/DH, Wild Rockies Series, Brundage Resort, ID, 2-3 hr XC course and 20 min super D. 5-6 min DH course., deep woods single track and wide open fire road, super easy shuttle with high speed lift for the Super D and DH events., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com

July 9-11 — Blast the Mass - MSC #5, Mountain States Cup, Crested Butte, CO, Short track (endurance), downhill (gravity) and super d (endurance/gravity) on Saturday. Cross country (endurance) and downhill (gravity) on Sunday. Qualifier for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

July 15-18 — USAC National Mountain Bike Championships, Granby, CO, USAC Mountain Bike National Championships., 888-850-4615, info@bikesolvista.com, solvistanationals.com

July 24 — Galena Grinder, Kobby Tire Series, Galena Lodge, ID, XC/ Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

July 24 — Targhee Downhill Race #1, Alta, WY, The Wydaho DH series at Grand Targhee Resort. This 3 race DH series will test all with a

single track course over 2 miles long., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

July 25 — Teton Pass Hill Climb, Wilson, WY, 8:30 AM road race (4.7 miles, 2284 ft. vertical), 10:30 AM MTB race (5.6 miles, 2870 ft. vertical), cash prizes for top 3 men and women combined racers. Raffle and party following., Brian Schilling, 307-690-9896, schildog@hotmail.com, ucjh.org

July 31 — Laramie Enduro, Laramie, WY, 111 K (72.5 miles) mountain bike race, Happy Jack Recreation Area, 8600' elevation gain., Richard Vincent, 307-745-4499, enduro.rv@gmail.com, laramieenduro.org

July 31 — Butte 100, Butte, MT, 100 and 50 mile single loop options. Approx. 70 miles of continental divide trail within the 100 mile race and approx. 40 miles of CDT within the 50 mile race. 16,000 ft of elevation gain on the 100 mile route. Fund Raising for MTB trail maintenance and trail building., Bob Waggoner, 406-490-5641, getriplerprod@hotmail.com, triplerprod.com

July 31-August 1 — Pomerelle Pounder, UT Downhill Series, Wild Rockies Series, Albion, ID, 2 day DH race, Saturday DH race and Sunday DH and Trail bike races., Ron Lindley, 801-375-3231, eracerhd@netzero.net, wildrockiesracing.com, go-ride.com

August 4 — Teton Village Short Track XC Series and CX, Tentative, Teton Village Short Track XC Series, Teton Village, WY, August 4, 18, 6:30 pm. MTB Races, CX race on August 11, Brian Schilling, 307-690-9896, schildog@hotmail.com, ucjh.org

August 4 — DDDSTXCRS, Ketchum, ID, Dollar Mountain, Short Track XC, Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

August 6-8 — Keystone Revival - MSC #6, Mountain States Cup, Crested Butte, CO, Cross country (endurance) and super d endurance/gravity) on Saturday. Short track (endurance) and downhill (gravity) on Sunday. Qualifier for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

August 7 — Kobby Tire Series Finals, Kobby Tire Series, Boise, ID, Only 15 minutes from Boise. World Cup style racing brought to the Treasure Valley. 8.5 loop packed with tight double track and some single track to keep one honest. , Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com, brokenspokecycling.com

August 7 — Targhee Downhill Race #2, Alta, WY, The Wydaho DH series at Grand Targhee Resort. This 3 race DH series will test all with a single track course over 2 miles long., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

August 11 — DDDSTXCRS, Ketchum, ID, Dollar Mountain, Short Track XC, Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

August 14 — Big Hole Challenge MTB Race and Duathlon, Driggs, ID, 15 mile MTB race, 7.5 mile bike and 5 mile run Duathlon, Start at Horseshoe Canyon Trailhead, 11 miles west of Driggs, Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peakedsports.com

August 18 — DDDSTXCRS, Ketchum, ID, Dollar Mountain, Short Track XC, Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

August 20-22 — Full Tilt in Telluride - MSC #7, Mountain States Cup, Telluride, CO, Hill climb (endurance) and four cross (gravity) on Saturday. Cross country (endurance) and downhill (gravity) on Sunday. XC, 4X and DH are qualifiers for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

August 21 — Schweitzer Mountain Resort Downhill, Wild Rockies Series, Sandpoint, ID, Schweitzer Mtn. Resort. DH., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com, fluidride.com

August 25 — DDDSTXCRS, Ketchum, ID, Dollar Mountain, Short Track XC, Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

September 3-6 — Winter Park Pursuit - MSC #8, Mountain States Cup, Winter Park, CO, Short track (endurance), cross country (endurance), super d (endurance/gravity), four cross (gravity) and downhill (gravity). This is the Mountain States Cup Season Finale for all gravity disciplines and super d. Qualifier for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

September 4 — Bogus Hari-Kari STXC, Wild Rockies Series, Bogus Basin Resort, ID, 20-40 min Short-track, depending on category. 1.2 mi course rolling, tight corners. 11 a.m. start time., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com

September 5 — Bogus Kamikaze DH, Wild Rockies Series, Bogus Basin, ID, 2-3 min DH course. Newer route with fast, flowing single track and individual time trial! On this course,

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bootlegcanyon.org, myspace.com/johnsonrockhard

Utah Weekly Road Race Series

Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

June 9-27 — Utah Summer Games, Cedar City, UT, Time Trial, Hill Climb, Criterium, Road Race with overall Omnium, Righthand Canyon, Lund Hwy, Desert Mound?, Checkshani Cliffs., Casey McClellan, 435-865-8421, 435-559-2925, usgpress@suu.edu, utahsummergames.org

June 10-13 — Hoodoo 500 Training Camp, St. George, UT, Ride every mile of the Hoodoo 500 route in 4 days. A perfect preview of the race course!, Deb Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.com

June 11-12 — Rockwell Relay, Moab, UT, 4 man relay, 3 legs per rider covering 528 miles. Starts at 8:00 a.m. from Sweeney Park Moab, Utah and goes non-stop to St. George., Dan Stewart, 801-451-0440, dan@rockwellrelay.com, rockwellrelay.com

June 12 — Powder Mountain Hill Climb, UCA Series, Eden, UT, 6 miles and 3000 feet up Powder Mountain Road, start at Wolf Creek Balloon Festival Park, finish in Timberline parking lot., Ben Towery, 801-774-7551, teamexcelsior@gmail.com, teamexcelsior.com

June 19-20 — 22nd Annual Cook-Sanders Associates, Inc. and The Spence Law Firm High Uintas Classic Stage Race, UCA Series, Kamas/Evanston, UT/WY, 22nd annual HUC Stage Race, Kamas, UT to Evanston, WY. USCF Stage Race - Road Race, Time Trial, Criterium/Citizen's Road Race. No Wimps! No Whiners!, Terri Arnell, 307-783-6470, tarnell@evanstonwy.org, evanstoncycling.org

June 26 — Little Mountain Road Race (Utah State Championship), UCA Series, Clarkston, UT, 16-mile circuit race with one major climb (1 mile, 7-10% grade between Trenton and Clarkston) and one minor climb (1 mile, 4% grade 1-mile south of Clarkston. Total elevation gain - 600 feet/lap., Kevin Rohwer, 435-770-9852, krohwer@engineeringexcitement.com, loganraceclub.org

July 3 — State Time Trial Championship, UCA Series, Salt Lake City, UT, Just west of the International Center, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

July 10 — Porcupine Hill Climb, UCA Series, Salt Lake City, UT, Hill climb to the top of Big Cottonwood Canyon., Mike Meldrum, 801-424-9216, mikesride@gmail.com, porcupinecycling.com

July 16-17 — Capitol Reef Classic Stage Race, UCA Series, Torrey, UT, ITT (8 miles), Criterium, 100/52/32 mile road race (distance determined by race category), Tina Anderson, 435-425-3491, 435-691-1696, tricrazy@live.com, capitolreefclassic.com

July 24 — Chalk Creek Road Race, UCA Series, Coalville, UT, Juniors and masters Utah State Championship., Mike Meldrum, 801-424-9216, mikesride@gmail.com, porcupinecycling.com

July 30-31 — Saints to Sinners Bike Relay, Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night and have a great time! Fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, steven@saintstosinnersbikerelay.com, saintstosinnersbikerelay.com

July 31 — Tour de Park City, UCA Series, Park City, UT, Fully Supported Road Race. All men's and women's UCA categories. Same great 170 mile course you have come to love. New additions and changes will make 2010 the best Tour de Park City yet., Riley Siddoway, 801-739-3161, rsiddoway@mountainraceworks.com, tourdeparkcity.com

August 4 — Lindon Days Criterium, Lindon, UT, 30 N Main Street in Lindon. 1.9 mile loop on city streets. Part of the Lindon Days Celebration. First flight at 6:00 p.m., Ryan LeMone, 801-785-3828, ryan.lemone@garmersinsurance.com, lindoncity.org

August 7 — Wasatch 120 Road Race, Heber, UT, Fully Supported Road Race. All men's and women's UCA

Cyclesmith Rocky Mountain Raceways Criterium Series — West Valley City, UT, A and B Flite off at Noon C and D Flite off at 12:50, 6555 W. 2100 S. March 6,13,20,27 April 6,13,20,27, May 4, 11, 18,25, June 1,8,15,22,29, July 6,13,20,27, August 3,10,17,24,31, September 7,14,21,28., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Salt Air Time Trial Series — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center; 4/15, 4/29, 5/13, 5/27, 6/10, 6/24, 7/1, 7/15, 7/29, 8/12, 8/26, 9/9, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

DLD (DMV) Criterium Presented by Ski Utah — West Valley City, UT, Ski Utah Cycling team is pleased to sponsor the Utah Driver's License Division (DLD) weekly criterium race. Weekly Training Crit at the Driver's Training Center, 4700 S. 2780 W., A Flite - 6pm. B Flite - 6:55 pm. (April 7 - September 9), Clint Carter, 801-651-8333, cdcarter44@msn.com, utahcritseries.com

Emigration Canyon Hillclimb Series — Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April thru September: 4/22, 5/6, 5/20, 6/3, 6/17, 7/8, 7/22, 8/5, 8/29, 9/2, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Simply Mac Racing Criterium Series p/b TeamGive — Ogden, UT, Thursdays, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 6 pm, C flight: 5:50 pm (30 min), B flight: 6:30pm (40min), A Flight: 7:20pm (50min), Business Depot Ogden (1100 S Depot Drive), Joel Rackham, 801.721.6952, joel@simplymacracing.org, simplymacracing.org

Logan Race Club Time Trial Series — Logan, UT, Thursdays, 6:30 p.m. Location rotates among 4 courses., Stephen Clyde, swc@mdsc.com, loganraceclub.org

Powerhouse UVU Crit series, presented by UVU Cycling — Orem, UT, Dates TBA, UVU, 1062 W 800 S, Orem, UT 84058, Lot V, Mason Law, 801-891-5275, masonsjc@hotmail.com, thefancycling.com

Utah Road Racing

June 5 — Draper Challenge Hillclimb Race, Draper, UT, 8:00 am at Equestrian Center located at 1600 E. Highland Drive(13500 South), road race 15 miles with two hill climbs, ends at top of Suncrest., Ken Murdock, 801-205-3700, ken.murdock@utahhomes.com, DraperTrailDays.com

June 5 — E Center Criterium, UCA Series, Salt Lake City, UT, 3200 South Decker Lake Drive (at 2200 West),

September 10-12 — Fall Classic - MSC #9, Mountain States Cup, Breckenridge, CO, Circuit race (endurance- short track) and time trial (endurance- hill climb) on Saturday. Epic backcountry cross country (endurance) on Sunday. Cross country is a qualifier for 2010 USAC Mountain Bike National Championships., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

September 11 — City Creek Mountain Duathlon Endurance Festival, Pocatello, ID, 20K trail course includes a 15K mountain bike, followed by a 5K trail run (1463' total elevation gain on mountain bike course, 479' total elevation gain on run course) on the famed City Creek Trail system, trail running and mountain biking divisions available., Mike Welch, 866-8-ECO-FUN, info@endurancefestival.com, EnduranceFestival.com

September 11 — Targhee Downhill Race #3, Alta, WY, The Wydaho DH series at Grand Targhee Resort. This 3 race DH series will test all with a single track course over 2 miles long., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

September 21 — Pierre's Hole MTB Race, Alta, WY, Grand Targhee Resort. The 25 mile loop with over 4000' of climbing each lap, a long with over 70% of the course on single track make this a awesome 50/100 race., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com, pierreshole50-100.blogspot.com

September 25-26 — Bittersweet Endurance and Gravity, Bootleg Canyon, NV, SD, DH, XC, Francine Johnson, 702-273-0537, johnsonrockhard@hotmail.com, bootlegcanyon.org, myspace.com/johnsonrockhard

October 22-24 — Singlespeed World Championships, Rotorua, NZ, Lynda Wallenfels, noemail@cyclingutah.com, sswc10nzcom

October 30-31 — BOOtleG Endurance and Gravity, Bootleg Canyon, NV, SD, DH, XC, Francine Johnson, 702-273-0537, johnsonrockhard@hotmail.com, bootlegcanyon.org, myspace.com/johnsonrockhard

November 20-21 — Endurance High Test, Bootleg Canyon, NV, XC, Francine Johnson, 702-273-0537, johnsonrockhard@hotmail.com, bootlegcanyon.org, myspace.com/johnsonrockhard

December 18-19 — Screamin Santa, Bootleg Canyon, NV, SD, DH, Francine Johnson, 702-273-0537, johnsonrockhard@hotmail.com,

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Hoodoo 500 Relay Race Preview

In our May 2010 issue, our story on relay races left out the Hoodoo 500. Info on the Hoodoo is below.

HOODOO 500: August 28-30, 2010

Route: A loop course that starts in St. George and travels through Hurricane, Kanab, Tropic, Escalante, Torrey, Panguitch, Cedar Breaks, Cedar City, New Castle, Enterprise and back to St. George. Every mile is beautiful and unique.

Distance: 519 miles

Leg Lengths: Race strategy is 100% decided by the team. Generally speaking, however, the fastest teams take 20-30 minute pulls per rider. Two racers rotate pulls for 2-3 hours then rest while the other two racers rotate. Racers and/or their crew must check in at each of 5 time stations along the route.

Number of legs per rider: Unlimited. Decided by the team.

Exchanges: Other than in designated no-support zones, racers may exchange anywhere on the route where there is a large enough pullout to park the support vehicle.

Team Composition: 2-person and 4-person teams may be men, women, or any combination of men and women. However, note that a 4-person team with 3 men and 1 woman is considered a men's team and not a mixed team.

Support: Racers provide their own race food and hydration.

Website: www.hoodoo500.com

Race founders Deborah and Brian Bowling had this to say about the event. "Now in our fourth year, the Hoodoo 500 is the premier ultramarathon event, drawing racers from all over the world. We provide a first-class, unforgettable experience to the racers, from check-in through the post-race celebration banquet! While the Hoodoo 500 has the reputation of being the toughest 500-mile solo race in the world, our goal is to reach out to the broader cycling community and let everyone know that the Hoodoo 500 is an awesome relay team race which is not only a ton of fun, but provides an epic challenge and a great opportunity for friends to share a rewarding, one-of-a-kind team-building experience. The Hoodoo 500, and all Planet Ultra events, benefits the Challenged Athletes Foundation.

categories. Great course starting and finishing in Heber City., Riley Siddoway, 801-739-3161, rsiddoway@mountainraceworks.com, wasatch120.com

August 14 — Sundance Hill Climb, UCA Series, Provo, UT, Starts at the bottom of SR92, climbs 8.2 miles, over 3000' of climbing, passing Sundance and finishing at the Alpine Loop Summit, perfect for the Pro Level racer wanting to beat the best or the beginner wanting a good challenge., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundance-utah.com

August 17-22 — Larry H. Miller Tour of Utah Presented by Zions Bank, UT, America's toughest stage race, 6 stages, 325 miles, \$45,000 purse, Pro/1 Men only, Salt Lake, Ogden, Utah County, Tooele, Park City, Snowbird, Salt Lake. Come and watch the best!, Karen Weiss, 415-218-0193, karen@tourofUtah.com, tourofUtah.com

August 21 — Snowbird Hill Climb, Snowbird, UT, 32nd Annual, 8 a.m. start, Start on 9400 S. near 20th East, climb to Snowbird's entry ll., Misty Clark, 801-933-2115, misty@snowbird.com, snowbird.com/events/competitions/summer/hillclimb.html

August 21 — Tour of Utah Amateur Criterium, UCA Series, Park City, UT, Historic Main Street in Park City will be the setting for this race that will be run on the same course as the Pros. A challenging course with over 100 feet of elevation gain each lap. Riders and spectators will enjoy this event and all day activities., Eric Thompson, 801-541-3840, jericthompson@comcast.net, skiutahcycling.com

August 28 — Sanpete Classic, UCA Series, Spring City, UT, Main Street, Spring City will serve as the Start/Finish for loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Races start at 10:00 a.m. BBQ lunch, awards, and raffle after race., Eric Thompson, 801-541-3840, jericthompson@comcast.net, skiutahcycling.com

August 28-30 — Hoodoo 500, St. George, UT, 500 mile Ultramarathon bike race in Southern Utah. Voyager Start: 5am, Solo Start: 7am, Two-Person Relay Teams Start: 9am, Four-Person Relay Teams Start: 11am., Deb Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.com

September 4-6 — Great Utah Bike Festival Stage Race, UCA Series, Minersville, UT, Join the fun in the

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new cycling Mecca of Minersville, a quaint and scenic hamlet in historic Beaver County; a different century ride to choose from each day, a UCA 4 stage road race, and a 4 stage mountain bike race. Over 300 miles of roads, 100 miles of double and single track, recreational riding, racing, supported and unsupported rides to choose from on some of Utah's least traveled and scenic roads., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 11 — LOTOJA Classic RR, Logan, UT, 1 day, 3 states, 206 miles from Logan, UT to Jackson, WY. Almost 10,000 feet of climbing, 28th Annual, Brent Chambers, 801-546-0090, info@lotojaclassic.com, lotojaclassic.com

September 17-18 — Salt to Saint Relay, Salt Lake City, UT, 410 mile relay race from Salt Lake City to St. George, following Hwy 89. Solo, 2, 4 and 8 person categories, Geoffrey Montague, 435-313-3188, geoffrey.montague@gmail.com, Clay Christensen, 801-234-0399, info@salttosaint.com, salttosaint.com

September 18 — Climber's Trophy, UCA Series, Salt Lake City, UT, Individual time trial up the south side of Big Mountain. Start at MM 0, first rider up at 8:30 am., Jon Gallagher, 435-901-8872, sportsbaseevents@gmail.com, teamcsr.org

September 25 — Mountain 2 Metro Harvest Moon Criterium, Ogden, UT, Downtown Ogden in the Municipal Park between 25th & 26th Streets., Ben Towery, 801-774-7551, teamxcelerator@gmail.com, teamxcelerator.com

October 5-8 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. Skill divisions I, II, and III., Kyle Case, 800-562-1268, hwsgr@infowest.com, seniorgames.net

October 9 — City Creek Bike Sprint, Salt Lake City, UT, 10 am, 5 1/2 mile climb up City Creek Canyon, road or mountain bikes., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

Regional Weekly

Road Race Series

Grand Junction Spring Crit Series — Grand Junction, CO, 6 race series March 31, April 7, 14, 21, 28, May 5th, 2010 Two Races will be held: 5:45 pm - Group A - Men/Women Cat 1, 2, 3, Masters and Collegiate. 6:45pm - Group B - Men/Women Cat 4, 5, Masters and Collegiate., fast flat fun .67 mile closed course at 627 25 1/2 Rd., Mike Driver, 970-274-1232, chrisreed@ascentproductions.net, org.mesastate.edu/cycling/

Idaho Cycling Enthusiasts Time Trial/Hillclimb Series — ICE Series, Pocatello, ID, Dates - Time trials: 5/4, 5/12, 6/9, 6/15. HC: 5/19, 5/25, 6/23, 7/20; TT's are flat, hill climb is up either Scout Mountain or Pebble., David Hachey, 208-241-0034, dmhachey@gmail.com, idahocycling.com

SWICA Criterium Series — SWICA Criterium Series, Boise, ID, Tuesdays, May 4, 11, 18, 25, June 1, 8, 15, July 6, 13. Local training crit series at Expo Idaho West lot., Kurt Holzer, 208-890-3118, idahobikeracing@yahoo.com, idahobikeracing.org

Regional Road Racing

May 29-31 — Iron Horse Bicycle Classic, Durango, CO, 39th Annual, Road Race from Durango to Silverton, Criterium, 25/50 mile tour, kids race and bike swap., Gaige Sippy, 970-259-4621, director@ironhorsebicycleclassic.com, ironhorsebicycleclassic.com

May 29 — Garden Creek Gap Road Race: The Idaho Road Race Championship, UCA Series, Pocatello, ID, Idaho State Road Race Championship. Presented by the Idaho Kidney Institute. This is a rider's course: 25-mile lap (riders will ride multiple laps) with an incredible 3-mile climb through Garden Creek Gap (5-9%) grade, mountain top finish, Utah racers and Idaho Racers will compete to see who is the strongest racer in each category from the 2 states., Sam Krieg,

208-233-0951, sam@kriegcycling.com, idahocycling.com

June 5 — 4th Annual Lyle Pearson 200-mile Team Challenge, Boise to Sun Valley, ID, Team relay road race from Boise to Sun Valley., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

June 12-13 — Single Track Bicycles Omnium, Flagstaff, AZ, Saturday: Snow Bowl Hill Climb, 6.6 mile hill climb, categorical starts, 5 year age groups. Sunday Wupatki Road Race, Sunset/Wupatki National Monument, Flagstaff, 75 miles PRO 1,2,3 all other 45 miles, Joe Shannon, 928-523-1740, joseph.shannon@nau.edu, teamoneracing.com

June 18-20 — Elkhorn Classic Stage Race, Baker City, OR, Ernie Conway, ernie@elkhornclassic.com, elkhornclassicstage.com

June 20 — Town to Summit Hill Climb, Ketchum, ID, Mass-start event from downtown Ketchum to the top of Trail Creek Pass, last three kilometers are rough dirt road, a little over 16 kilometers in total., Bob Rosso, 208-726-3497, jason@elephantsperch.com, elephantsperch.com

June 21-27 — USA Cycling Road Championships, Bend, OR, Elite, Junior, and Espoir National Championships., Tom Vinson, 719-434-4200, tvinson@usacycling.org, usacycling.org

June 26-27 — Dead Dog Classic Memorial Stage Race, Laramie, WY, Sat: RR (85 miles or 53 miles), Sun: Crit and TT (10 miles), \$8000 purse, awards points for the American Cycling Association Best All-around Racer and Best All-around Team competition., Kim Viner, 307-742-4565, kdviner@msn.com, dead-dogclassic.com

July 4 — Hailey 4th of July Criterium, Hailey, ID, Downtown Hailey Criterium, Janelle Connors, 208-788-9142, jconnors@bcrd.org, bcrd.org

July 10 — Allan Butler Criterium, Idaho Falls, ID, Twilight Criterium in downtown Idaho Falls in memory of Allan Butler. Course is flat, technical, L-shape, 1 km in length. Racing starts at 5:30 p.m., Rob Van Kirk, 208-652-3532, rob.vankirk@gmail.com, idahocycling.com

July 10-11 — Tour of Bozeman, Bozeman, MT, Two day, 3 stage omnium in the mountains around beautiful Bozeman, Montana. Stages include: 20k Time Trial, Downtown Match Sprints, and 70 mile Road Race with 4600+ ft of climbing. \$5000.00 + cash purse., Amy Frykman, 406-579-0944, info@tourdebozeman.com, tourdebozeman.com

July 10 — Snake River/ICO TT Series #2, TBA, ID, Rudy Estrada, elitacycling@msn.com, idahobikeracing.org

July 11 — Jackson Hole Downtown Criterium, Jackson Hole, WY, Part of Crit Omnium with the Allan Butler Crit, Brian Schilling, 307-690-9896, schilldog@hotmail.com, ucjh.org

July 16-18 — BYRDS Stage Race, Boise, ID, Douglas Tobin, douglas@tobincoaching.com, byrdscycling.com

July 17 — Wells Fargo Twilight Criterium, Boise, ID, 23rd Annual, NRC race., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, boisetwillightcriterium.com, georgescycles.com

July 18 — Intermountain Orthopedics State Criterium, Boise, ID, The day after Boise's Twilight Criterium, a full day of crit racing on a sweet 1K course. Nice family friendly venue with good race watching., Kurt

Holzer, 208-890-3118, lrc_board@lycos.com, lostrivercycling.org

July 24 — Grand Targhee Ski Hill Road Time Trial, Alta, WY, 9 a.m., 12 miles, 2000', to the summit of Grand Targhee, Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peakedsports.com

July 24-25 — Carson Valley Classic, NCNCA, Minden, NV, Cat 3-4-5 and Masters Racing Weekend, Diamond Valley Road Race on Saturday, Minden Park Criterium on Sunday, Garth Jackson, 877-845-2453, gjacksonbsee@gmail.com, altaalpina.org

July 25 — Teton Pass Hill Climb, Wilson, WY, 8:30 AM road race (4.7 miles, 2284 ft. vertical), 10:30 AM MTB race (5.6 miles, 2870 ft. vertical), cash prizes for top 3 men and women combined racers, Raffle and party following., Brian Schilling, 307-690-9896, schilldog@hotmail.com, ucjh.org

August 1-7 — USA Cycling Masters Road National Championships, Louisville, KY, Tom Vinson, 719-434-4200, tvinson@usacycling.org, usacycling.org

August 10-14 — Southeast Idaho Senior Games, Pocatello, ID, Criterium, hill climb, 10k TT/20k RR, 5k TT/40k RR. Cross country MTB., Jody Olson, 208-233-2034, jolson@alldaho.com, seidahosenior-games.org

August 14 — Lamoille Hill Climb, Lamoille, NV, 12 mile 2900 ft hill climb road race up beautiful Lamoille Canyon Road in Nevada's Ruby Mountains; post event picnic, awards. US Forest Service permitted event., Jeff White, 775-842-9125, trona@mac.com, elko-velo.com

August 21 — Glens Ferry Handicap Road Race, Glens Ferry, ID, Gary Casella, 208-340-7224, gcasella1@aol.com,

August 22 — Skull Valley Road Race, Skull Valley, AZ, Out and back road race with big rollers and climbing. All categories (except juniors) ride approximately 55 miles. Juniors ride approx. 25 miles., Eric Prosnier, 602-381-3581, skullvalley@wmrc.org, wmrc.org

August 22 — Idaho Time Trial Championships, tentative, Boise, ID, Idaho State TT Championships, Rudy Estrada, elitacycling@msn.com, idahobikeracing.org

August 28 — Bogus Basin Hill Climb, Boise, ID, 38th Annual., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

September 11 — Race to the Angel, Wells, NV, 24th Annual, 3000' climb., Ann Lee, 775-752-3540, chamber@wrecwireless.coop, wellsnevada.com

September 23 — USA CRITS Finals, Las Vegas, NV, Criterium, Part of USA CRITS Championship, during Interbike, Mandalay Bay Resort, staggered start times for the different races, Men and Women Pro races, various amateur classes, and an Industry Cup Challenge., Casey Lamberski, 706-549-6632, casey@swagger.us, usacrits.com, swagger.us

September 25 — Mt. Charleston Hill Climb, Las Vegas, NV, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort, Begins at the base of Highway 156., Steve Clausse, 702-252-8077, steve@mcghies.com, mountcharlestonhillclimb.com

Utah Road Touring

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Spike National Historic Monument to Dinosaur National Monument. Travel along well paved rural roads through ranches and summer range, and by breath taking vistas and views of the mountains and valleys., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

May 29 — Color Country Century, Cedar City, UT, 8 am, unsupported ride, 100 miles., Brian Jeppson, 435-586-5210, 435-559-2925, brian.jeppson@gmail.com, colorcountry-cycling.org

May 29 — Pony Express Century, Saratoga Springs, UT, Celebrate the sesquicentennial of the Pony Express with a great century. Starting in Saratoga Springs and visiting Elberta, Eureka, and Vernon and then returning along the Pony Express route through Eagle Mountain and back to Saratoga Springs., Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

May 31 — Antelope Island 100, BCC SuperSeries, Salt Lake City, UT, Meet at Westpoint Park 1100 N 2 blocks west of Redwood road 1800 west to Antelope Island and back, shorter options of 65 to Syracuse, Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

May 31-June 4 — Bryce-Zion Family Bike Tour, St. George, UT, Paved bike paths, canyoneering, horse-back riding and a nighttime visit to a ghost town are just a taste of the fun! Ages: All. Levels: All. Also available: 6/7, Julie Robinson, 800-443-6060, office@bicycleadventures.com, bicycleadventures.com

June 5 — Little Red Riding Hood, Lewiston, UT, Women only century ride, 15, 35, 45, 62, 80 and 100 mile distances in Cache Valley, fundraiser for Women's Cancer Research., Penny Perkins, 801-472-2887, pennyperk@xmission.com, bccutah.org

June 12 — Tour de Cure, Brigham City, UT, Fully supported 100, 65, 25 and family fun mile with rest stops, food, medical support, SAG vehicles. Funds American Diabetes Association research, education and advocacy., Marshall Emsley, 801-363-3024 ext 7075, memsley@diabetes.org, tour.diabetes.org

June 12 — Huntsman 140 Cycling Event, Delta and Saratoga Sprints, UT, A road cycling, non-competitive ride from Delta, Utah to HCl in Salt Lake City. The Huntsman 140 is held on the last day of cancer survivor, Jeff Warren's epic ride from Reno, Nevada. Begins in Delta, Utah to the front steps of HCl (140 miles). Presented by Miche Bag and Reynolds Cycling, offers an opportunity for us to leave cancer in the dust. 140 Mile option - 7 am in Delta. 50 mile option - approximately 12 noon in Saratoga Springs., Jen Murano, 801-584-5815, jmurano@huntsmanfoundation.org

org, huntsmancancerfoundation.org/huntsman140

June 13 — Canyons of Cache, BCC SuperSeries, Logan, UT, Ride all the beautiful canyons of Cache Valley! Climb Blacksmith Fork Canyon, Sardine Canyon, and the other one. Lots of different places to get water and food. 40 mile option available by only riding Blacksmith Fork Canyon., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

June 17-25 — Rocky Mountain Tour, Salt Lake City, UT, UT, Tackle the Wasatch Mountains, Soldier Summit, pass Book Cliffs and north of Arches Nat'l Park. Challenging at times, rolling to finish in Pueblo, CO. 594 miles, 9 riding days., Bill Lannon, 888-797-7057, abbike@aol.com, abbike.com

June 19 — Hurricane 400 KM, Southern Utah Brevet Series, Hurricane, UT, self-supported brevet ride, timed distance cycling events, Hurricane to Kanab to Panguitch returns to Hurricane via Cedar City., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org

June 20 — Chalk Creek 100, BCC SuperSeries, Park City, UT, Treasure Mtn Middle School Park City to Browns Cyn, Coalville, Chalk Creek, self-supported, 50 mile option starts at Coalville Courthouse., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

June 25 — 17th Annual Antelope by Moonlight Bike Ride, Antelope Island, UT, 17th Annual. This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious. ride goes from marina to the historic Fielding Garr Ranch, about 22 miles round-trip. Registration fee includes park entry, t-shirt and refreshments. Online registration available, Neka Roundy, 801-451-3286, tour@co.davis.ut.us, davis-countyutah.gov

June 26-27 — Bike MS: Harmon's Best Dam Bike Ride, Logan, UT, Benefits National MS Society and multiple sclerosis research, 40, 75, or 100 mile routes on Saturday, 40 or 75 on Sunday, Saturday's route is a figure 8 loop to the north up into Idaho. Flat and friendly to all abilities with rest stops every 8-12 miles. Sunday's route is a loop to the south through Blacksmith Fork Canyon up to Hardware Ranch and back across Hyrum Dam. One of the most scenic routes in Utah! Cache Valley Fairgrounds (400 South 500 West), Becky Woolley, 801-424-0112, becky.woolley@nmss.org, curemsutah.org

June 26 — Moonshadows in Moab, Moab, UT, Unforgettable sunset into moonlight ride into Canyonlands and Dead Horse Point State Park., Beth Logan, 435-259-2698, info@skinnytireevents.com, skinnytireevents.com

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Sunday - June 6, 2010

Stateline, South Shore Lake Tahoe, NV - 19th Annual. A great Century Ride around beautiful Lake Tahoe in conjunction with the Leukemia & Lymphoma Society's Team in Training program. 3000 participants.

Sunday - June 27, 2010

Genoa, NV - Tour of the beautiful Carson Valley. 44-Mile, 20-Mile Bike & Hike & Family Fun Ride. Live music, BBQ & Ice Cream Social.



Sunday - Sept 12, 2010

Lake Tahoe, NV - 8th Annual. Another opportunity to enjoy the end of summer and ride around Tahoe's 72-mile shoreline. 2000 participants.

Sept 26 - Oct 2, 2010

19th Annual "One Awesome Tour Bike Ride Across Nevada." Fully supported multi-day tour across the Silver State on US Hwy 50 - America's Loneliest Road, from Lake Tahoe to the Great Basin National Park. Limited to 50 riders.



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July 3 — Tour de Riverton, Riverton, UT, 10th Annual, Part of Riverton Town Days. Starts at 7:30 am. Fun family ride. 25 mile loop through Riverton and Herriman., Brad Rowberry, 801-523-8268, email@infinitecycles.com, tdr.infinitecycles.com

July 3 — Strawberry White and Blue 100, BCC SuperSeries, Richmond, UT, Richmond City Park near Logan/Smithfield, over the LOTOJA course to Montpelier and back self-supported, 100 and 150 mile option., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

July 11 — Mt. Nebo Loop, BCC SuperSeries, Nephi, UT, BCC SuperSeries, From Nephi City Park to Santaquin over the Mt Nebo Loop, 27 miles of climbing, self supported., Doug Jensen, 801-815-3858, slccycler@gmail.com, bccutah.org

July 17 — Pioneer Century, BCC SuperSeries, Morgan, UT, Morgan High School to East Canyon, Echo, Coalville and Back, Self-supported 30 and 70 mile leg options., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

July 17 — Tour de Park City, Park City, UT, Fully Supported Road Touring options starting and finishing in Park City. Three ride options: 50 or 100 through Northern Utah's beautiful mountain valleys. New additions and changes will make 2010 the best Tour de Park City yet., Riley Siddoway, 801-739-3161, rsiddoway@mountainraceworks.com, tourdeparkcity.com

July 17 — Three Kings Cycling Event, North Salt Lake, UT, Can you conquer the kings? Winding through North Salt Lake, the Three Kings offers some of the steepest climbs of the season. Each climb is named after one of the biblical magi who brought gifts, but the only gifts these kings bring is pain. Cyclists can choose to tackle one, two, or all three kings., Matt Jensen, 801-550-0778, mattjensensl@gmail.com, threekings.nslcity.org

July 24 — Pedal Away Parkinson's, Kaysville, UT, The 5th Annual 10 mile family fun ride begins at 8:00 am at Gailey Park in Kaysville. All proceeds benefit the Utah Chapter of the American Parkinson Disease Association., Meredith Healey, 801-451-6566, senditmyway@gmail.com, pedalawayparkinsons.com

July 24 — Pioneer Day Century, BCC SuperSeries, UT, TBA, Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

July 30-31 — Saints to Sinners Bike Relay, Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night and have a great time! Fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, steven@saintstosinnersbikerelay.com, saintstosinnersbikerelay.com

July 31 — Tour de Park City, Park City, UT, Fully Supported Road Touring options starting and finishing in Park City. 170 miles Super Century through Northern Utah's beautiful mountain valleys. New additions and changes will make 2010 the best Tour de Park City yet., Riley Siddoway, 801-739-3161, rsiddoway@mountainraceworks.com, tourdeparkcity.com

July 31 — I Think I CANYons, Salt Lake City, UT, Benefit ride for the Fourth Street Clinic, an organization that provides healthcare for the homeless. Little Cottonwood, Big Cottonwood, Millcreek, and Emigration. Option to ride 2 or 4 canyons. Start and finish at Barbacoa (3927 South Wasatch Blvd.). Start time 6:30 a.m.; registration begins at 6:00 a.m., Alex Rock, 801-631-7872, arock85@gmail.com, ithinkicanyons.com

July 31 — Bryce Canyon 200 K, Southern Utah Brevet Series, Panguitch, UT, Brevets are self support, timed, distance cycling events, route begins in Panguitch and loops around to Bryce Canyon, Tropic and Circleville before returning to Panguitch., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org

August 1 — Preride ULCER, BCC SuperSeries, Lehi, UT, Thanksgiving Point to Goshen and west side of Utah Lake, self-supported. On next week's ULCER course., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 2 — R.A.N.A.T.A.D., Sundance Resort, UT, Ride Around Nebo And Timp in A Day. Start at Sundance and ride down and around the Nebo Loop to Nephi and then back to the mouth of American Fork Canyon, over the Alpine Loop, finishing back at Sundance, 165

miles with over 12,000 feet of climbing. New: a shorter 100 mile option from Sundance around the Nebo Loop and back to Payson., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

August 7 — ULCER, Lehi, UT, Century Tour around Utah Lake, 100, 65 mile options, start at Thanksgiving Point in Lehi., Mary-Margaret Williams, 801-641-4020, president@bbtc.net, bccutah.org

August 13-14 — 3rd annual Bear Pa Challenge Charity Cycling Tour, Park City, UT, Challenging and fun fully supported ride from Bear Lake to Park City over the Mirror Lake Highway. Benefits a local children's hospital., Tyler Hooper, 801-292-9146, 801-927-8310, tyler.hooper@gmail.com, thinkoutsideCC.org

August 14 — The Ultimate Challenge Presented by the Tour of Utah, Park City, UT, 96 miles, 11,000+ vertical feet, Park City in the morning, finish: Snowbird Mountain Resort. Event benefits the Tour of Utah. Ride the Toughest Stage of the Nation's Toughest Stage Race., Karen Weiss, 415-218-0193, karen@tourofutah.com, tourofutah.com

August 14 — Promontory Point 120, BCC SuperSeries, Ogden, UT, 5 Points Ogden to BC, Corrine, Golden Spike, Tremonton and back 120 miles self-supported, shorter loop options available., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 14 — Bike the Bear Century, Garden City, UT, Bike the Bear, celebrating the 100th anniversary of the BSA. 100 and 50 mile division. Begins at Camp Hunt on Bear Lake, UT., Jason Eborn, 801-479-5460, jeborn@bsaemail.org, trapper-trails.org

August 14 — Ride for Teens, Provo, UT, 2 to 50 miles options in all three forks of Provo Canyon. Proceeds benefit local at-risk youth services. Prizes and post ride meal, the event starts at 8 am at the Ronald Williams Last Park, essentially Heritage Schools, 5600 N. Heritage School Dr. Provo., Charis Wilke, 801-735-2142, charis_02@hotmail.com, heritagertc.org

August 14 — Riding for a Reason, Salt Lake City, UT, Bike over 56 miles over Emigration Canyon through the same canyon the pioneers crossed to enter the valley. Extreme elevation climb. This event is designed to raise funds to children who cannot afford wheelchairs., Joseph Coles, info@onhillevents.com, alpinehomemedical.com/registration

August 21 — Desperado Dual, Panguitch, UT, 200 mile double century in Southern Utah, 100 mile option, Utah's only fully supported, 200 mile, one day cycling adventure., Ryan Gurr, 435-674-3185, info@spingees.com, desperadodual.com,

August 21 — The Big Ride, BCC SuperSeries, Richmond, UT, Start Richmond City Park to Preston, over Strawberry to Montpelier, West to Soda Springs, loop route on old and new LOTOJA courses., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

August 26-September 4 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Moab, UT, 3 ride options: August 26-Sept 4, Aug 26-28, Aug 29- Sept 4. Moab, Green River, Hanksville, Torrey, Escalante, Cannonville, Panguitch, and Cedar City. 400 miles, 3 National Monuments, 5 State Parks, 4 National Forests., Les Titus, 801-654-1144, lestitus@lagbrau.com, lagbrau.com

August 28 — Cache Valley Century Tour, Logan, UT, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle

Touring Club. 8 am, in Richmond (12 mi north of Logan on Hwy 91), Bob Jardine, 435-752-2253, veloist-bob@yahoo.com, cvveloists.org

August 28 — Summit Challenge, Park City, UT, Benefits the National Ability Center, 15 and 50 mile ride and 100 mile ride, check-in starts at 7 am at NAC's Bronfman Recreation Center & Ranch, rides start at 8:30 and 9 am. at the National Ability Center in Park City., Jennifer Atkin, 435-200-0985, jennifer@discovernac.org, discovernac.org, summit-challenge100.org

August 28 — Sanpete Classic Road Race and Fun Ride, Spring City, UT, Non-competitive fun ride and Road Race (UCA) for all classes, fully supported, 75 miles, route will circle the Sanpete Valley and will be on mostly flat roads with a few short moderate grades., Eric Thompson, 801-541-3840, jerichthompson@comcast.net, skiutahcycling.com

August 29 — Hooper Horizontal 100, BCC SuperSeries, West Point, UT, West Point Park to West Weber and Hooper, self-supported century, 30 and 65 mile options., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 4-6 — Great Utah Bike Festival, Minersville, UT, Join the fun in the new cycling Mecca of Minersville, a quaint and scenic hamlet in historic Beaver County; a different century ride to choose from each day, a 4 stage road race, and a 4 stage mountain bike race. Over 300 miles of roads, 100 miles of double and single track, recreational riding, racing, supported and unsupported rides to choose from on some of Utah's least traveled and scenic roads., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

September 4 — Beaver 200K, Southern Utah Brevet Series, Cedar City, UT, Brevets are self supported and timed distance cycling events. This route begins in Cedar City, continues to Parowan and Beaver and then returns., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org, rusa.org

September 5-11 — Tour of Southern Utah, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day., Deb Bowling, 818-889-2453, embas-

sy@planetultra.com, planetultra.com

September 11 — 20th Annual Independent Living 5K Run and Roll, UT, West Jordan Veterans Memorial Park (1985 West 7800 South). Registration 8:30 am, Race 9:30. Flat circular course. Medals - top three finishers in runner, walker, manual wheelchairs, assisted wheelchairs and handcycle., Debbie or Kim, 801-466-5565, ulic@xmission.com, ulic.org

September 11 — Tour de Habitat, Orem, UT, 50 mile and 20 mile routes visiting some of Utah County's Habitat for Humanity homes. Proceeds benefit Habitat of Utah County. The ride starts in Orem at the Harmons parking lot, 800 North 800 East., Eric Bennett, 801-796-9888, eric@thebarefootgroup.com, habitatuc.org/events/tour-de-habitat.html

September 17-19 — Moab Century Tour, Moab, UT, Weekend of road cycling with rolling and climbing route options including the infamous "big Nasty" (3000 feet elevation in 7 miles). Warm Up ride Friday, Recovery ride Sunday., Beth Logan, 435-259-2698, info@skinnytireevents.com, skinnytireevents.com

September 18 — Randy's Fall Colors Classic, BCC SuperSeries, Salt Lake City, UT, Sugarhouse Park over Big Mtn, Coalville, Wanship, Browns Canyon, and back via I-80 over Parleys, self-supported century., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

September 18 — Bike for Life, Salt Lake City, UT, 22 mile bike tour to raise funds for the Utah AIDS Foundation. Funds raised from this event will go towards prevention education and direct client services for people affected by HIV in Utah. 9 am, Liberty Park., Nathan Measom, 801-487-2323, nathan.measom@utahaids.org, utahaids.org

September 25 — Heber Valley Olympic Century, Heber, UT, Utah's most beautiful bike ride through the scenic splendor of the Wasatch mountains, dramatic autumn beauty of Heber Valley, picturesque Jordanelle, and Olympic venue Soldier Hollow. This is the only Biathlon century in the USA. Benefiting Hess Cancer, Start time 8:00 am. 100 mi, 65 mi, 50 mi, 25

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mi options, fully supported, starting from Southfield Park., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

October 2 — Josie Johnson Memorial Ride. Salt Lake City, UT, This memorial ride is dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back, no charge to participate., Ken Johnson, 801-205-1039, kjliveto-bike@gmail.com, josiejohnsonride.com

October 9 — Trek WSD Breast Cancer Awareness Ride. American Fork, UT, Trek Bicycle Store of American Fork, UT, 20 mile casual ride for all riders. Registration contributions go to Breast Cancer Research Fund., Vegas, 801-763-1222, vegas@trekaf.com, trekaf.com

October 16 — Tour de St. George. St. George, UT, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at 900E & 100S (Dixie State College)., Ryan Gurr, 435-674-3185, info@spin-geeks.com, tourdestgeorge.com

October 21-24 — Breast Cancer Network of Strength's Ride to Empower. Springdale, UT, A destination bike ride that raises funds to provide breast cancer support. Bike routes range up to 100 miles. Network of Strength will provide you with cycling guidance and fundraising support., Deb Bowling, 818-889-2453, embassy@planetultra.com, ride.networkofstrength.org

November 27 — Saturday Fatter-day Ride. Saratoga Springs, UT, Join us for the 3rd annual Saturday Fatter-day ride to benefit the Utah Food Bank. We burn off a bit of turkey and pie calories riding to the top of Sun Crest. Bring a donation for the Food Bank as your "entrance fee.", Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

Regional Road Touring

June 6 — America's Most Beautiful Bike Ride - Lake Tahoe. Lake Tahoe, NV, 19th annual, in conjunction with the Leukemia & Lymphoma Society Team in Training program. Fully supported with rest stops, Tech support and SAG. 100 mile century, 72 miles, boat cruise, and 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, tgff@bikethewest.com, bikethewest.com, bikeand-skitahoe.com

June 7-July 1 — Great Alaska Highway Ride. Dawson Creek, BC, AK, Annual supported ride up the full length of the Al-Can Highway, Dawson Creek, BC to Delta Junction, AK. The ultimate wilderness road bike trip., Pedalers Pub & Grille, 877-988-0008, rides@pedalerspubandgrille.com, pedalerspubandgrille.com

June 12 — Bob LeBow Bike Tour - "Health Care for All". Nampa, ID, Routes from 3-100 miles, ride benefits the TRHS Zero Pay Fund, helping support primary health care for our most indigent patients., 208-467-4431, asandven@trhs.org, trhs.org

June 19 — Tour of Marsh Creek Valley. Pocatello, ID, Fully supported ride presented in conjunction with the Pocatello Riverfest! Options of 25, 62, or 100 miles on the lonely roads that traverse the lovely country between Pocatello and Malad Pass, then enjoy food,

fun, and music at the Riverfest., Mike Collaer, dadcollaer@hotmail.com, idahocycling.com

June 26 — RATPOD (Ride Around the Pioneers in One Day). Dillon, MT, RATPOD is a 130-mile one-day charity ride for Camp Make-A-Dream, a camp in Western Montana for children, young adults and families affected by cancer., Jennifer Benton, 406-549-5987, info@ratpod.org, ratpod.org, campdream.org

June 26 — BCRD Sawtooth Century Tour. Ketchum, ID, Ketchum to Alturas Lake and back, fully supported half and full century routes. Aid stations included. A portion of the proceeds from the Tour go to the Wood River Bicycle Coalition., Janelle Conners, 208-788-9142, jconners@bcrd.org, bcrd.org

June 27 — Blue Cruise - Meridian. Blue Cruise of Idaho, Meridian, ID, Recreational bike ride with 15, 30, 50 and 100 distances. Beginning at 7:00 a.m. Lunch & t-shirt included in registration. Benefits Boise Greenbelt., Karri Ryan, 208-387-6817, 208-331-7317, kryan@bcidaho.com, bluecruiseidaho.com

June 27 — Tour of the Carson Valley - Barbecue & Ice Cream Social. Genoa, NV, Mormon Station State Park. 3rd Annual. Fully supported with rest stops, tech support and SAG. 12 mile Family Fun Ride, 20-mile Bike & Hike & 44 miles., Curtis Fong, 800-565-2704, 775-588-9660, tgff@bikethewest.com, bikethewest.com, bikeandskitahoe.com

July 2-5 — Northwest Tandem Rally. Medford, OR, A weekend of tandem fun!, dstenton@uvic.ca, nwrtr.org

July 4-16 — B.E.A.R.S. 5 - Bicycling the Extraordinary Alaskan RoadS. Anchorage, AK, Explore a variety of Alaskan landscapes, from Denali to Prince William Sound. Fully supported trip with both camping and motels., Pedalers Pub & Grille, 877-988-0008, rides@pedalerspubandgrille.com, pedalerspubandgrille.com

July 10 — Blue Cruise - Coeur d'Alene. Blue Cruise of Idaho, Coeur d'Alene, ID, Recreational bike ride w/ distances of 15, 30 and 62 miles, 8:00 a.m., lunch & t-shirt included, Benefits North Idaho Centennial Trail Foundation., Karri Ryan, 208-387-6817, 208-331-7317, kryan@bcidaho.com, bluecruiseidaho.com

July 24-30 — Idaho Bicycle Ride. Carey, ID, 6-day fully supported road tour starting and ending in Carey, ID. Arco, Challis, Stanley, Hailey, Carey., Sandy Green, 541-385-5257, 800-413-8432, info@oregonbicycleride.org, oregonbicycleride.org

July 24 — Boulder Sunrise Century. Boulder, CO, Plains cruising, canyon carving & high-alpine rollers with views for miles. 75, 100 mile option, 30 miles downhill to the finish. 7 aid stations, full course support, post-event meal, music, beer garden & sponsor arena., Traci Brown, 303-875-9000, traci@tracibrown.com, bikerpelli.com

July 24 — Taylor House & Cancer Center Century Ride. Flagstaff, AZ, 7 a.m. start from Flagstaff Medical Center, check in and day of registration starting 6 a.m. There are 45, 65, and 95 mile route options, SAG vehicles supporting., Anthony Quintile, 928-779-5969, flagstaff@absolutebikes.net, absolutebikes.net/taylor

July 29-August 1 — Colorado Peace Ride. Durango, CO, Four-day, 238-mile fully supported charity bike tour along the entire San Juan Skyway out of Durango. Epic climbs topping 10,000 feet!, Isabelle Stone,

720-308-9944, revisabelle@thepeace-eride.com, thepeaceeride.com

July 31 — Cascade - Warm Lake 3 Summit Challenge 2010. Cascade, ID, 8:00 a.m. start time, Climb Big Creek Summit from the Cascade side, Warm Lake Summit, Big Creek Summit from the Warm Lake side. Guestridersinclude Greg Randolph, '96 Olympic Road Cyclist, Kristin Armstrong, '08 Olympic Gold Medalist and World Champion, Remi McManus, '01 US National Road Race Champion, 1,000 rider limit., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

August 7-14 — Oregon Bicycle Ride XXIV. Klamath Falls, OR, 7-day supported road tour starting and ending in Klamath Falls, OR. Klamath Falls, Bly, Silver Lake, Diamond Lake, Butte Falls, Fort Klamath, Klamath Falls., Sandy Green, 541-385-5257, 800-413-8432, info@oregonbicycleride.org, oregonbicycleride.org

August 8-14 — Ride Idaho. Coeur d'Alene, ID, 7 day supported bicycle tour, 448 total miles, Coeur d'Alene, Priest Lake, Sandpoint, Troy, MT, Thompson Falls, MT, Kellogg, Harrison, Coeur d'Alene., Julie England, 208-344-5502, julie.england@ymcatvidaho.org, rideidaho.org

August 21-22 — Bike MS Road, Sweat, and Gears. McCall, ID, Benefits the MS Society of Idaho and multiple sclerosis research, 20, 25, 40 & 60 miles, Camp Pinewood., Erin Farrell, 208-388-1998, idi@nmss.org, bikems.org, msidaho.org

August 21 — HeArt of Idaho Century Ride. Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees are \$40.00 and \$65.00 that will cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. \$5 early bird discounts. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho., Miyai Griggs, 208-529-6666, mabe@theartmuseum.org, theartmuseum.com

August 22 — Blue River Century and Metric Century. Summit County, CO, 4 ride options, 3 century finishes and a metric century, 7 am, benefiting the Lance Armstrong Foundation., Marie Willson, 303-321-5196, marie@bluerivercentury.com, bluerivercentury.com

August 28 — CASVAR 2010. Afton, WY, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley., Howard Jones, 307-883-9779, 307-413-0622, info@casv.org, casv.org

August 28 — Ride the Rails. Hailey, ID, 20 mile ride on the Wood River Trail, Janelle Conners, 208-788-9142, jconners@bcrd.org, bcrd.org

September 12 — Tour de Tahoe - Bike Big Blue. Lake Tahoe, NV, Bike Big Blue, 8th Annual, ride around Lake Tahoe on the shoreline, fully supported with rest stops, tech support and SAG. 72 miles, 2600 vertical gain. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, tgff@bikethewest.com, bikethewest.com

September 12-17 — The People's Coast Classic. Astoria, OR, The Pfizer People's Coast Classic bicycle tour is a six-day charity event benefiting the Arthritis Foundation's mission to improve lives through prevention, control and cure of arthritis. Starting at the mouth of the Columbia River and snaking down the temperate Oregon Coast to Brookings, this ride combines cycling and adventure against the backdrop of the sun setting into the Pacific Ocean. Your vacation with a cause will touch the lives of over 46.4 million peo-

ple in the United States, including 300,000 children living with Juvenile Arthritis., Tai Lee, 206-547-2707, tlee@arthritis.org, thepeoplescoast-classic.org, arthritis.org

September 18 — Tour de Vins. Pocatello, ID, Bike Tour - 16.5, 32 and 60 mile options, ride through Buckskin and Rapid Creek, fundraiser for Family Service Alliance (family violence prevention), start at 8 a.m. at corner of Humbolt & 5th Ave in Pocatello., Sarah Leeds, 208-232-0742, sarahl@fsalliance.org, FSAlliance.org

September 18 — 2nd Annual Sawtooth Cycle Challenge 2010. Sun Valley, ID, 4 rides/races, all start in Sun Valley, Galena Summit Challenge (30 Miles), Metric Century to the Top of Galena and back, Extreme! 150 mile Road Challenge from Sun Valley to Idaho City to Sun Valley, benefits Leukemia and Lymphoma Society, Rob Nesbit, 208-371-5198, sccinfo@cableone.net, sawtooth-cyclechallenge.blogspot.com

September 25 — Yellowstone Fall Old Faithful Cycling Tour. West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, Supported ride., Sara Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 25 — West Yellowstone Old Faithful Cycling Tour. West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, Supported ride., Sara Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 26-October 2 — OATBRAN. Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 19th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully supported motel style tour., Curtis Fong, 800-565-2704, 775-588-9660, tgff@bikethewest.com, bikethewest.com

October 9 — RTC Viva Bike Vegas. Las Vegas, NV, 118-mile century ride, a 62 mile metric-century ride and a 35-mile ride. Proceeds benefit the Nevada Cancer Institute and Las Vegas After-School All-Stars Program., Alison Blankenship, 702-676-1542, blankenshipa@rtc-snv.com, rtc-snv.com

October 9 — Ride in the Clouds Century. Cloudcroft, NM, Join us on this beautiful ride in the pristine Lincoln National Forest. This ride will literally take your breath away since it starts at an elevation of over 9,400 feet. You will have the opportunity to visit the National Solar Observatory as well as enjoy the natural beauty of the area., Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

November 4-6 — Tri-States Gran Fondo. Mesquite, NV, Starts in

Mesquite, NV, passes through AZ, loops through UT and Ends in Mesquite, NV. 114 miles - 7,500' of climbing. Ride your bike in three states in one day on a route with quiet roads and awe-inspiring scenery. Entry includes event jersey, chip timing, fully supported route, post-ride lunch., Deb Bowling, 818-889-2453, embassy@planetultra.com, trisatesgranfondo.com

December 31-January 1 — New Year's Revolution. Goodyear, AZ, Celebrate the end of one year and the beginning of the new year as we Ride out the Old and Ride in the New Year. 2 different routes in warm & sunny Arizona. Escape the cold. 3 distances each day (100, 70, 50), ride and enjoy the warmth., Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

January 1 — New Year's Day Ride. Boise, ID, noon, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

Multisport Races

May 29 — Daybreak Triathlon. Salt Lake Triathlon Series, Salt Lake City, UT, Get ready for the best spectator swim around, a killer bike course near the Oquirrh Mountains and a run that is unparalleled., Greg Fawson, 602-288-9077, greg@ustrisports.com, ustrisports.com

May 29 — Cache Valley Biathlon. Wellsville, UT, 16.5 mile bike, 5 mile run, Lee Robison, 435-757-1600, lee@victory.pro, cvbiathlon.com

June 5 — Salem Spring Triathlon. Salem, UT, Knoll Park., Travis Snyder, 801-851-0934, info@racetri.com, racetri.com

June 5 — Vikingman. Heyburn, ID, 1/2 distance and olympic distance triathlon, Riverside Park., Lisa Clines, 208-431-0463, info@vikingman.org, vikingman.org

June 5 — Willard Bay Triathlon. Garden City, UT, Sprint - 750 m swim, 20K bike, 5K run, Olympic - 1500 m swim, 40K bike, 10K run., Joe Coles, 801-335-4940, joe@oldmedalracing.com, willardbaytriathlon.com

June 5 — Saratoga Springs Tri. Saratoga Springs, UT, USA Triathlon Sctioned Sprint Tri, 600 meter swim, 12 mile bike, 3.1 mile run, Saratoga Springs Marina at Pelican Bay, 200 E Harbor Parkway, Saratoga Springs, Gabe Granata, gabegranata@gmail.com, Jared Mason, 801-310-0609, splash@masonfam.net, saratogaspingsstri.com

June 12 — Ironman Boise. Boise, ID, 1.2 mile swim, 56 mile bike, 13.1 mile run., 727-942-4767, boise@ironman.com, ironmanboise.com

June 12 — TriUtah Cache Valley Classic Triathlon. Hyrum, UT, Hyrum Reservoir, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, Pristine mountain views on a great country course., Chris Bowerbank, 801-631-2614, 801-631-2624, info@triatutah.com, triatutah.com

June 12 — Desert Sharks Shark Attack Triathlon and Kids Triathlon. Riverton, UT, Pool sprint distance tri-

The Heart of Idaho Century Ride



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athlon, Steve Avery, 801-450-4136, stevea@desert-sharks.com, desert-sharks.com/shark_attack

June 13 — Utah Summer Games Triathlon. Hurricane, UT, Sprint, Olympic and Relay, Sand Hollow Reservoir, Utah State Division of Parks and Recreation. 7:00 AM Competition begins. USAT sanctioned., Doug McCoy, 775-722-9238, dmccoy@castlerockmultisports.com, utahsummergames.org/sports/triathlon.html, castlerockmultisports.com

June 19 — Provo Triathlon. Provo, UT, Olympic and Sprint, also kids race, Utah Lake State Park. Race starts at 7 a.m. for Olympic, 7:10 for sprint and about 9:30 for kids., Aaron Asay, 801-361-9425, aaron@sbrtri.com, provotri.com

June 19 — Redfish Lake Triathlon and Duathlon. Redfish Lake, ID, 6,500 foot elevation. Olympic and Sprint Tri distances, Sprint Duathlon, Redfish Lake Swim, Jeff Clegg, 208-774-3536, 208-644-6405, jeff@redfishlake.com, redfishtri.com

June 19 — Speed Tri. Cascade, ID, 500 Meter Swim, 20 Kilometer Bike and a 5 Kilometer Run. USAT sanctioned., Dominic Guinto or Keith Hughes, info@sunsetracing.com, speedtri.com

June 25 — Lunatic Triathlon. Price, UT, Individual and Relay Team Triathlon, starts at 10 pm., Steve Christensen, 435-636-3702, steven.christensen@carbon.utah.gov, www.carbonrec.com

June 26 — DinoTri. Vernal, UT, Olympic and Sprint distances. Starts at Red Fleet State Park in Vernal, 7:00 a.m. start, check out the course info at our web page., Mark Mason, 435-828-6436, 801-842-5516, mmason@macu.com, dinotri.com

June 26 — Rock Cliff Tri at Jordanelle. Salt Lake Triathlon Series, Salt Lake City, UT, The Jordanelle Reservoir near Park City is hands down one of the best locations to race in the state., Greg Fawson, 602-288-9077, greg@ustrisports.com, ustrisports.com

June 26-27 — West Yellowstone Mountain Bike Biathlon. West Yellowstone, MT, Match class division for experienced biathletes and a Sport class for novices that includes a safety clinic and loaner rifles. All racers must provide their own mountain bike and wear a helmet., Sara Hoovler, 406-599-4465, randlesara@yahoo.com, rendezvouskitrails.com/biath.html

June 26 — Adventure Xstream Durango. Durango, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike through the majestic San Juan mountain. 50-100 miles of multisport racing., Will Newcomer, 970-259-7771, 2010@gravityplay.com, gravityplay.com

June 26 — Jackson's Adventure. Milestone Adventure Experience, St. George, UT, This Adventure Race Event consists of three race lengths all off road, a 3hour Running from check point to check point and an exhilarating Ropes course, 6hour includes 18 to 26 mile Mountain bike course & 7 to 11 mile run, & a 12 hour includes a Water Relay on watercraft, 30 to 40 mile Mtn. Bike & 10 to 15 mile Run., Chad Thiriot, 435-668-1107, buildmilestone@gmail.com, milestoneadventure.com

June 29-30 — Great Basin Tri Camp. Murray, UT, This program is geared towards kids who have never participated in a triathlon or chil-

dren who have done one or two, but without formal instruction., Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, greatbasincoaching.com

July 6-August 10 — Youth Triathlon Team. Murray, UT, For youth with tri experience or team experience in another sport such as swimming, track or cycling. Team meets twice per week on Tuesday and Thursday mornings., Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, greatbasincoaching.com

July 9-10 — San Rafael Classic Triathlon. Huntington, UT, Huntington State Park, Olympic distance tri, Olympic team relay, Sprint Tri, Sprint team relay, spring swim/bike duathlon, sprint bike/run duathlon, youth tri. Friday night activities offer live music during the pasta dinner. Body marking and packet pickup available Friday night., Dave Capalbo, 435-637-0207, davecapalbo@yahoo.com, sanrafaelclassic.com/

July 10 — TriUtah Echo Triathlon. Coalville, UT, Echo Reservoir, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, Utah's best open water triathlon course., Chris Bowerbank, 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

July 10 — Cache Valley's Super Sprint Triathlon. Logan, UT, 500 M swim, 12.5 mile bike, 5K run, Logan Aquatic Center, 7:30 am, a portion of the proceeds are donated to the American Mother's Association., Joseph Coles, info@onhillevents.com, cvsst.com, runnercard.com

July 17 — Scofield Triathlon. Price, UT, Kid's, Sprint, Olympic and "ESCAPE from Scofield" distances, the highest elevation triathlon in the USA, Mountain View State Park Boat Ramp., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

July 17 — Blanding Hillman Triathlon. Blanding, UT, Swim .75 mile, Bike 15 miles, Run 3.2 miles, Kids' triathlon July 24, Recapture Reservoir., Stephen Olsen, 435-678-1314, solsen@sanjuanschools.org, hillmantriathlon.info

July 24 — Stansbury Tri. Salt Lake Triathlon Series, Stansbury Park, Tooele County, UT, new bike and run courses for 2010, Greg Fawson, 602-288-9077, greg@ustrisports.com, ustrisports.com, stansbury.htm

July 31 — Sunrise Dew. West Jordan, UT, This duathlon will challenge your riding skills as you climb up Butterfield Canyon before screaming down to the transition area. Two distances: long (10k-40k-5k) or short (4m-10m-2m). Benefits the Hess Cancer Foundation., Bob Kinney, 801-677-0134, bob@bike2bike.org, hesscancer.org

July 31 — Burley Idaho Lions Spudman Triathlon. Burley, ID, spudman@burleylions.org, burleylions.org/spudman.html

July 31 — Layton Triathlon. Layton, UT, 300 M swim, 11 mile bike, 5K run, Layton Surf and Swim, Joseph Coles, info@onhillevents.com, laytontriathlon.com

July 31 — Payette Lakes Mountain Triathlon. McCall, ID, Olympic: 1.5 km lake swim, 40km bike, 10km run. Sprint: 1 km lake swim, 20km bike, 5 km run. Difficult course at elevation with a significant out and back climb up and over Secesh

on the road bike portion. Youth triathlon also offered Friday 7/30 at the Whitetail Swimming Center., Kurt Wolf, kwolf@mccall.id.us, littleskihill.org

August 6-7 — Battle at Midway Triathlon and Multisport Festival. Midway, UT, The BAM weekend includes an offroad duathlon (Bike, Run) on Friday, and a Triathlon (Sprint and Olympic) and Trail run (10k and 5k) on Saturday., Rob Leishman, 801-450-8477, info@wasatchracing.com, bamtriathlon.com, wasatchracing.com

August 6-7 — Emmett's Most Excellent Triathlon. Emmett, ID, Kid's Tri on Friday, Olympic/Aquabike, sprint on Saturday, Kristen Seitz, (208) 365-5748, gemcountyrecreationdistrict@gmail.com, emmetttri.com

August 7 — Zoot Aspen Triathlon and Duathlon. Aspen, CO, 800-yard indoor pool swim, 17-Mile bike (gaining 1,500 feet in elevation) to the spectacular Maroon Bells, and a 4-mile run in the Elk Mountain range and the scenic Maroon Creek Valley. The perfect triathlon for beginner triathletes looking for a unique challenge and seasoned racers wanting to compete on a short, but challenging course. USAT sanctioned event. Also featured is a duathlon and aquathlon (swim/bike)., Sandra Doeblner, 970-920-5140, aspenspecialerevents@ci.aspen.co.us, aspenrecreation.com

August 7 — Cedar Mountain Adventure. Milestone Adventure Experience, Brian Head, UT, This Adventure Race Event consists of three race lengths all off road, a 3hour Running from check point to check point and an exhilarating Ropes course, 6 hour includes 18 to 26 mile Mountain bike course & 7 to 11 mile run, & a 12 hour includes a Water Relay on watercraft, 30 to 40 mile Mtn. Bike & 10 to 15 mile Run., Chad Thiriot, 435-668-1107, buildmilestone@gmail.com, milestoneadventure.com

August 7 — TriUtah 3-1-1 Triathlon. South Jordan, UT, Woman of Steel Tri 8 am, Tough Kids Tri 11 am, Tri for Life Tri 1 pm, at Lifetime Fitness, Chris Bowerbank, 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

August 14 — Herriman Triathlon. Herriman, UT, 1.2 mile swim, 56 mile bike, 13.1 mile run. 11:59 p.m. local time. Black Ridge Reservoir., Travis Snyder, 801-851-0934, info@racetri.com, racetri.com

August 14 — Park City Triathlon. Park City, UT, Sprint, Olympic, Relay. Jordanelle State Park & Park City., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

August 14 — Bear Lake Classic Triathlon. Garden City, UT, Sprint, Olympic, HALF (70.3), and Kids Triathlons in an amazing day of racing in a mile high paradise!, Michael Hunsaker, 702-927-1112, michael@usaendurance.com, bearlakeclassic.com

August 21 — Rush Triathlon. Rexburg, ID, Intermediate and Sprint Distances., Bob Yeatman, 208-359-3020, 208-716-1349, boby@rexburg.org, rushtriathlon.com, rexburg.org

August 21 — TriUtah Jordanelle Triathlon. Park City, UT, Jordanelle Reservoir, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, 12th Annual., Chris Bowerbank, 801-631-2614, 801-631-2624, info@triutah.com, triutah.com

August 21 — Speed Tri. Cascade, ID, 500 Meter Swim, 20 Kilometer Bike and a 5 Kilometer Run. USAT sanctioned., Dominic Guinto or Keith Hughes, info@sunsetracing.com, speedtri.com

August 22 — XTERRA Wild Ride Mountain Triathlon (American Out Points). Wild Rockies Series, McCall,

ID, Ponderosa State Park next to Payette Lake, 3/4-mile swim, a 19-mile mountain bike and a 6.2-mile trail run, mass start at 9:00 am in the Park and the finish line festivities begin at 12:00 noon with the racer feed and music., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockiesracing.com, xtterraplanet.com

August 28 — Utah Half Triathlon. Provo, UT, 1.2 mile swim, 56 mile bike, 13.1 mile run. Utah Lake Park. 6:45 a.m., Travis Snyder, 801-851-0934, info@racetri.com, racetri.com

August 28 — Bear Lake Brawl Triathlon. Garden City, UT, 8:00AM This course is fairly flat bike course that rolls along the Bear Lake blue waters. USAT sanctioned. Participants love the scenery and views. Sprint, Olympic, and Half distances., Joe Coles, 801-335-4940, joe@goldmedalracing.com, goldmedalracing.com, onhillevents.com

September 6 — Youth and Family Triathlon. Murray, UT, Start time: 8 AM, Murray Park. Youth 7-10 years: 75 yard swim, 2.3 mile bike, 6/10 mile run. Adults/Youth 11+ distances: 150 yards, 4.3 miles, 1mile., Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, greatbasincoaching.com

September 11 — Camp Yuba Triathlon. Yuba State Park, UT, Yuba State Park, Oasis Campground., Travis Snyder, 801-851-0934, info@racetri.com, racetri.com

September 11 — City Creek Mountain Duathlon at the Endurance Festival. Pocatello, ID, 15K trail course (1463' total elevation gain) on the famed City Creek Trail system. Also trail running and off-road duathlon divisions available., Mike Welch, 866-8-ECO-FUN, info@endurancefestival.com, DuXtreme.com

September 11 — Alta Canyon Sports Center I Can Triathlon. Sandy, UT, 400m swim, 9 mile bike and 5K run., Alta Canyon Sports Center - 9565 S. Highland Dr., Lois Spillion, 801-568-4602, lspillion@sandy.utah.gov, sandy.utah.gov

September 18 — Kokopelli Triathlon. St. George, UT, Great season closer! Sprint and Olympic distances, the third race of the SG TRIFECTA series at Sand Hollow, post race food included., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

September 25 — XTERRA USA Championship/ XTERRA Utah. Ogden, UT, XTERRA Utah on Saturday offering 2 different distances: 750m / 19K mountain bike / 5K trail and 1.5k swim/ 30k mountain bike/ 10k trail run; XTERRA USA Championships on Saturday too (Pros only): 1.5k swim / 30k mountain bike / 10k trail run; the XTERRA USA Championship is the culmi-

nation of a series of more than 50 qualifying events across the US that award points to the top athletes in XTERRA's eight regions., Ann Mickey, 877-751-8880, info@xtterra-planet.com, xtterraplanet.com

October 9 — Huntsman World Senior Games. St. George, UT, Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K., Kyle Case, 800-562-1268, hwsq@infowest.com, seniorgames.net

October 9 — Milestone Adventure Expedition. Tentative, Milestone Adventure Experience, Midway, UT, This Adventure Race Event consists of three race lengths all off road, a 3hour Running from check point to check point and an exhilarating Ropes course, 6hour includes 18 to 26 mile Mountain bike course & 7 to 11 mile run, & a 12 hour includes a Water Relay on watercraft, 30 to 40 mile Mtn. Bike & 10 to 15 mile Run., Chad Thiriot, 435-668-1107, buildmilestone@gmail.com, milestoneadventure.com

October 16 — 2010 Land Rover Pumpkinman Triathlon. Boulder City, NV, 7:00 a.m. start, Lake Mead National Rec Area. Intermediate, Short, and Halfmax, Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

October 16 — SAC Triathlon. St. George, UT, Sprint, Beginner and Kids Triathlon at the Summit Athletic Club., Rebecca Dalley, 435-628-5000, rebecca@thesummitac.com, mysummitathleticclub.com


October 23 — Powell3 Triathlon Challenge. Page, AZ, Sprint- 750m swim, 20k bike, 5k run/Olympic- 1500m swim, 40k bike, 10k run., Joe Coles, 801-335-4940, joe@goldmedalracing.com, goldmedalracing.com

November 6 — Telos Turkey Triathlon. Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-678-4032, shaun@t3triathlon.com, t3triathlon.com

November 7 — 6th Annual Nevada Silverman Full and Half Triathlon. Henderson, NV, Full and half distance triathlon, called toughest course in North America by more than 2,500 finishers over the past 5 years. Will be the 2011 ITU Long Course World Championships., Frank Lowery, 702-914-7852, info@silvermannv.com, silvermannv.com

November 13 — Turkey Triathlon. St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 8 a.m. and 11 a.m.. Indoor swim, outdoor route for run and bike legs., Aaton Metler, 435-627-4560, recreate@sgcity.org, sgcityrec.org

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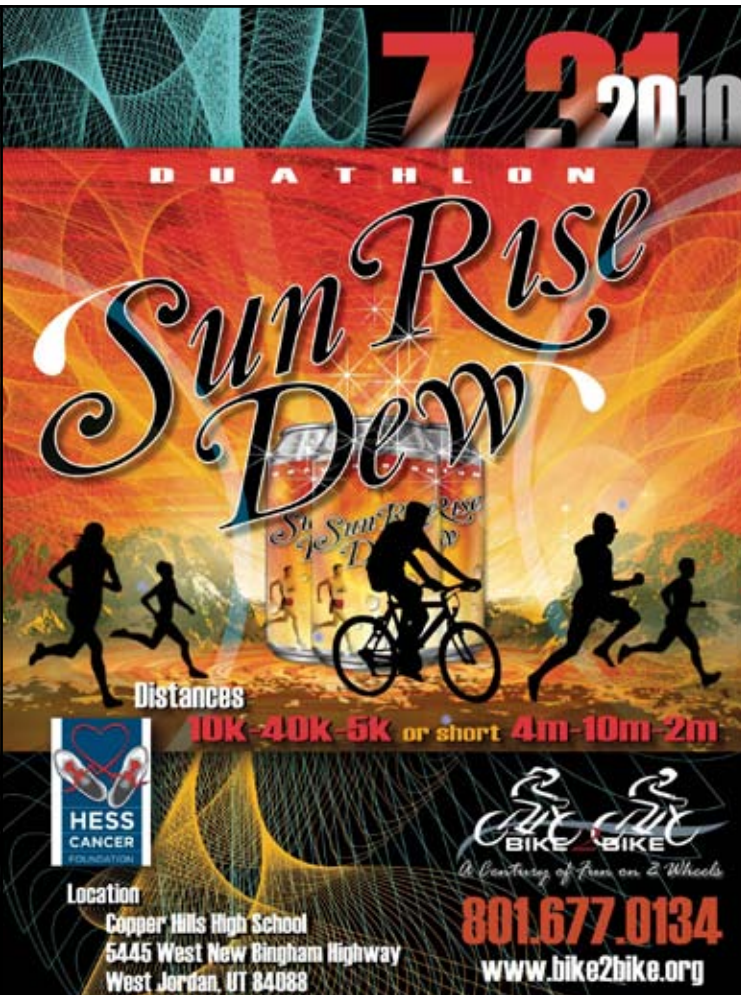


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MOUNTAIN BIKING

Independence Day: A Day In The Life of the Tour Divide



Top left: The Pie-O-Neer Cafe in Pie Town, New Mexico.

Right: Sunset on the Fourth of July in Gila National Forest, New Mexico.



This year's Tour Divide begins June 11 in Banff, Alberta. At least 45 intrepid cyclists have signed up to toe the line. You can follow the progression of the race at tourdivide.org.

By Jill Homer

The Tour Divide is often referred to as “the most challenging mountain bike race on the planet.” Few would argue it’s a beast. The self-supported race covers 2,745 miles of the Great Divide Mountain Bike Route, which traverses the mountain-rippled spine of the continent from Banff, Alberta, to Antelope Wells, New Mexico. There is a reported 200,000 feet of elevation gain over the distance, through remote and often relentlessly harsh terrain dominated by cows, mosquitoes and bears.

“Tour Divide has no designated rest periods or set distances a racer must travel daily,” the Web site reports. “The clock runs non-stop. She or he who can ride the fastest while making fewer, shorter stops usually wins.”

And while this is true, just finishing the Tour Divide takes much more than speed and determination - it takes a fair share of grit and tenacity, and appreciation of the stops and starts that are inevitable when spending two or three weeks racing a bicycle.

Jill Homer, a Utah native who currently lives in Anchorage, Alaska, set the women’s record on the race in 2009, arriving in Antelope Wells in 24 days, 7 hours and 24 minutes. Of 42 starters, she was one of 16 to officially finish last year’s race. The following is her account of a day on the Tour Divide - Independence Day - and why sometimes it’s the stops that make all of the difference.

.....

On July 4, I woke up to brilliant sunlight and crisp air. It tasted like morning in the early fall, with hints of seltzer and wood smoke. I stocked up at the last gas station in town and checked my maps for the phone number to the Pie-O-Neer café in Pie Town. I had already accepted that clinging to the hope it would be open on a national holiday was futile at best, but I had heard entire legends formed around the pie in Pie Town. That one stop was likely my only shot at human interaction in the next 300 miles, so even a futile chance was worth a try.

At 8:30 a.m., an answering machine informed me that the café was open Wednesday through Saturday, 11 a.m. to 4 p.m. They said nothing about July 4 specifically, but at least there was a chance they were

open that day. Still, even my best-case scenarios made reaching it seem impossible. Pie Town was 80 miles away. Even if there was no mud on the road, an impossible-sounding prospect in itself, my chances of pedaling that far in just over seven hours were unlikely at best. The answering machine beeped, and without planning to, I suddenly launched into a pleading message:

“Hi, my name is Jill. I’m traveling through town on a bicycle with the Tour Divide. Perhaps you’ve seen other bikers come through. Anyway, I’m calling from Grants. It’s 8:30 a.m. Saturday. I’m going to try to make it there by 4, but it’s 80 miles and with the mud, well, it’s not very likely I’ll be there before you close. I was wondering if you could leave out some kind of lunch, maybe a sandwich or something, and a piece of pie, and a gallon of water, along with a check, and I’ll leave cash. I don’t even care what it is. I pretty much just need calories at this point, calories and water. Please. I’m good for it. I have a lot of cash. My name is Jill Homer.”

I set out with determination to make the 4 p.m. deadline, come what may. As the derelict highway buildings of Grants faded behind me, a bubble of emotion expanded inside my gut. I felt a strong mixture of gratitude and love, as well as loneliness, fear and despair. I couldn’t discern where all of it was coming from. I was rested, well fed and riding on pavement within sight of a town full of people. Despite these comforts, tears started to trickle down my cheeks, which erupted into streams, which erupted into open sobbing, complete with flowing snot and gulps of air.

Whenever endurance cyclists embark on long races, people often ask us afterward about the specific point when we realized we could finish what we had set out to do. I always dismissed this question as unanswerable and misleading. To some, I would say that I knew I would eventually finish the Tour Divide when I was all the way back in Montana. To others, I admitted that I wasn’t even sure when I made the final right turn 65 miles from the border. But if I am truly honest with myself, those minutes I spent sobbing on my way out of Grants stand apart as a defining moment of clarity.

As my tears began to slow and my gasps became softer, I pleaded an open prayer to entities I also felt were indefinable - to God, to my

inner strength, to the powers that be. “Please be with me. Please stay with me. Please help me get through this.” Something about leaving Grants told me that, barring breakdown or disaster, I was going to finish the Tour Divide. Since I had no control over breakdown or disaster, I pleaded for help from the one thing that might.

The powers that be nodded benevolently and swept me along the smooth corridor of Highway 117. The rugged but sheer cliffs of El Malpais National Monument cast the pavement in cool shadow. After 38 miles, the route joined the washboard ruts of a wide county road. The jittery corduroy soon faded into smooth but soft clay. The area had indeed been pummeled by thunderstorms the night before; blood-colored puddles glistened in the road’s many dips and potholes. As I rode, my wheels kicked up large clumps of red mud. Still, beneath the late morning sunlight, the mud had hardened just enough to roll into balls and fling away rather than stick to my bike.

“Think light, be light,” I chanted, as though sheer force of will could reduce my weight and keep my wheels floating over the jelly-like layers of mud. Atop a paper-thin veneer of clay, I pedaled apprehensively but quickly, coming close to sinking into the soft mud that undulated beneath my tires, but never quite breaking through the dry layer. I smiled at the knowledge that if I had passed through the same area just a few hours earlier, I would have been mired in wet sludge. Every once in a while, the universe rewards late risers.

Just after 2 p.m., after covering nearly 80 miles in five and a half hours, I strode triumphantly into the open doors of the Pie-O-Neer café. The single-room restaurant was set up modestly with modern tables and old Western art. A guitarist and bassist strummed acoustic country ballads as couples chatted softly over heaping plates of pie. A woman wearing a ruffled apron rushed out from behind the counter and threw her arms around me in an enthusiastic hug. “You made it!” she exclaimed. “I can’t believe you made it!”

“I made it,” I said, smiling widely.

The guitarist had just finished a cover of Johnny Cash’s “Long Black Veil.” “So you’re Jill?” he asked. I nodded. “We did not think you’d make it here until late tonight,” he continued. “It rained all through the night last night, just poured. I knew that road was gone. I sometimes take my horses out there and I know how bad it can get. Even they can’t get through the mud sometimes. We thought you’d be stuck in it.”

“I thought so, too,” I said. “But it had hardened up in the sun. I got really lucky.”

“Well, anyway, congratulations on getting here from Grants in just a few hours. That’s some incredible riding.”

The woman in the apron nodded. “You should have seen Matt Lee when he came through. It was late but I let him in the door. It had been raining. He was covered in mud. He had this crazy look in his eyes and he just fell in the door mumbling, ‘I need food.’ I said, ‘I know you need food but you’re not coming in here until you clean off that mud.’ I practically had to push him back out the door. I thought, ‘This can’t be healthy.’”

I laughed. I was about to launch into my “Here in mid-pack, we have more fun” speech when she grabbed my shoulders and rushed me to a nearby table. “But you must be starving, riding all the way from Grants,” she said. “What do you want to eat?”

Before I even looked at the menu on the wall, I asked, “Do you have salad?”

“I don’t have salad, but I have some spinach and tomatoes and other veggies in the fridge. Tell you what, I’ll make you one.”

“That would be awesome,” I said.

“And our special today is spinach quesadilla with fresh salsa. We also have a tomato vegetable soup.”

“Those sound amazing, too,” I interrupted. “I’ll have them both. And salad.”

“Do you want something to drink?”

“Um ...” I wavered. I had already ordered a lot.

“Common, the other Tour Divide guys were just knocking back pops faster than I could replenish them. What do you want?”

“Do you have Pepsi?” I asked.

“Of course,” she said.

“And you can’t leave here without trying a slice of pie,” she said.

“Of course I can’t.” I took a lingering look at the back wall, lined from end to end with towering desserts. “Um, I’ll try the coconut

cream,” I finally said.

“Good choice,” she said. “That one won an award last month from a big-time food magazine.”

As promised, the woman served up cans of Pepsi faster than I could knock them back, and brought me plate after plate of food, hot and fresh and brimming with all the real nutrition I had scarcely known in three weeks of a diet heavy on junk food from gas stations and greasy spoon diners. The woman asked me how my lunch was. “You have no idea how replenishing it is to eat healthy for a change,” I said. “If all Americans could feel this way after eating a spinach salad, McDonalds would go out of business. Which would be awesome, because then people like me could actually find healthy food to eat on the Great Divide.”

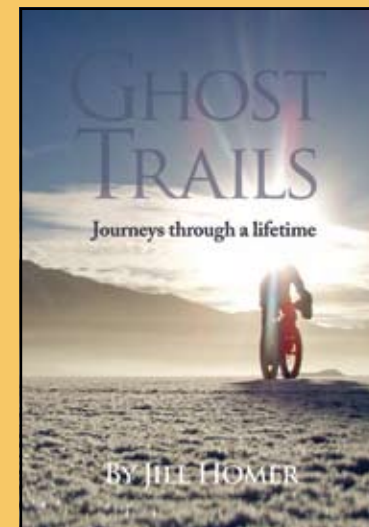
The woman laughed. She asked me about the trail prior to Grants and I told her about the shocking remoteness of New Mexico. A man eating pie at the table turned and launched into a stern warning about the dangers of New Mexico’s backcountry. “There are cougars out there that hunt people,” he said ominously. “I hope you have protection.”

I pointed to the can of bear spray I had been carrying since Canada and had never even come close to discharging, unless I counted the time I pointed it at the vicious dogs of Vallecitos. “I’m from Alaska,” I said. “So I’m well-versed in the defense against predators thing.” I wanted to tell him that I was far more afraid of mud and lightning, of fatigue and bad judgment, of loneliness and fear itself, but it seemed pointless to argue about the most pressing dangers of the Divide.

In the late afternoon, the woman in the apron and guys in the band walked outside to see me off. “It’s just about closing time and we’re all headed to the lake,” she said. “But you have a great ride, and don’t hesitate to come back when you’re through these parts again. Happy Independence Day!”

“You too,” I said, shaking all of their hands. “Thanks for making the best lunch in the entire span of the Rocky Mountains.”

I left Pie Town at 4 p.m. into a brand new day. I felt like I was just waking up from a restful sleep, even though I had 80 miles behind me. “Someday,” I thought, “I’m going to be a veteran of this race and people will ask me the secret to success. I’m



“Ghost Trails” is the firsthand account of an unlikely athlete’s quest for one of the most difficult bicycle races in the world - a 350-mile traverse of Alaska’s frozen wilderness called the Iditarod Trail Invitational.

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Top left: Unrideable mud in New Mexico. Right: Standing at the Mexican border in Antelope Wells, New Mexico, after finishing the Tour Divide in 24 days, 7 hours and 24 minutes.

going to answer, 'human kindness.'"

The roller coaster terrain made two nondescript crossings of the Continental Divide. I pedaled past ranches and cut into a canyon, surrounded again by large, triangle-shaped mountains. The remote road intersected with an abandoned town site, an old Spanish mission. I got off my bike and explored the eerie remnants of a slab and mortar church, peering into the cracks of boarded windows and gazing up at a hollow bell tower.

Just beyond the town site, I entered Gila National Forest. My maps informed me: "Camping OK next 14 miles." I pedaled beneath gnarled and grand juniper trees, rising back into the ponderosa forest, and cresting the Continental Divide once again at a spectacular overlook of the San Agustin plains. I could see thunderstorms building over the distant mountains beyond the valley. It was still early in the evening. "If I don't stop near here," I thought, "I'll have to pedal all the way through that valley before I'm back in a spot where I can camp." But I was feeling too incredible to stop. I launched into a gleeful descent toward the darkening sky.

The route crossed onto a country road sparsely lined with private ranches. An occasional ranch house broke the monotony of the sagebrush plains, but for the most part I was alone in vastly open space. The wind blew briskly at my side, whipping around and changing directions intermittently as booms of thunder clattered across the desert.

The thunderstorm I had seen hanging over the horizon began to close in. The bulk of the storm seemed to be moving the same direction I was, but I was approaching it faster than it was streaming away. I glanced over my shoulder and noticed another storm approaching from behind. Sheets of pouring rain hung like curtains beneath black clouds, and frequent flashes of lightning broke through the darkness.

A primal sense of fear gripped my core. My heart pounded. I was pedaling in a tiny window of calm, chasing one violent storm even as another chased me. If I pedaled too fast, I would catch the first storm. If I pedaled too slow, I would be caught by the second storm. I shivered at the prospect of both scenarios, and vowed to do everything in my cycling power to hover in the eye between two hurricanes.

It was shortly after I made this decision that I heard a sickeningly loud zipping sound. My bike's rear

tire became more and more bouncy and sluggish until I had no choice but to stop and deal with the flat. I had been using "Slime" inner tubes, which were filled with green sealant intended to coat and block any holes that happened to be punctured in the tube. They had worked beautifully for the duration of the Divide, and I had yet to spring a leak that wasn't quickly blocked, requiring only a few refresher hits from my air pump. This was the first time a tire had gone completely flat. It was my rear tire, which required the loosening of the brake caliper before I could remove the wheel. A rear flat change usually took me at least 10 minutes when I was fresh, and as many as 20 when I was hurried and frustrated. I knew I did not have 20 minutes to spare before I would be caught directly beneath a barrage of lightning and rain. I did not even have 5 minutes.

"Be brave," I chanted through gulping breaths as I hopped off the bike. "Be strong."

A thick streak of green slime coated the down tube of the frame. I was sure all the sealant had leaked out and there was nothing left to fill the hole. But it was possible that I had just sprung a larger leak that took a while to clog. It seemed worth a try to pump up the tire rather than change the tube right away. The extra time it would take if it didn't work wasn't going to save me from the storm either way, but if that's all it took, there was still a chance I could outrun the air strike.

I breathed in and out with every stroke of the air pump, continuing to chant, "Be brave. Be strong." As I pumped, the sun slipped beneath the nearest mountains. The sky, already under siege, burst open in an explosion of crimson and gold light. The sudden blast of color reflected off the dark clouds in a contrast so bright that the entire sky shimmered. Where sunset's saturated light met the sheets of rain, broad rainbows swept over the desert. I counted five rainbows at one point, arched in wide spans that framed the phosphorescent clouds.

And beneath the rainbow stage, steaks of lightning performed a violent ballet.

The scene did nothing to reduce the panic gurgling in my gut. Still, from where I sat in my shrinking window of peace, trying my best to breathe to the rhythm of my air pump, I knew that I was witnessing a moment of powerful beauty - beauty that was more powerful even than fear. I briefly closed my eyes and tried to absorb the awe, the sheer terror and wonder that nature was unleashing before me. I felt like I was clinging to the precipice between heaven and hell, and if I happened to fall, no matter which direction I went, I would be wholly absorbed forever.

I injected a few last shots of air into the tire. It was still fairly soft, about 20 psi, but I didn't hear any more of that terrible zipping sound, and I thought there was a better than even chance that it would hold the air. I hopped back on the saddle and pedaled wildly; trying to regain the distance I had lost on the second storm. I pedaled right into the heart of the largest, brightest rainbow and its undulating electric daggers. I was

still fully aware that I was the tallest object for miles, on an open plain without even a sagebrush bush large enough to huddle behind. I briefly thought about veering off on a ranch road and sprinting one or two miles to the nearest structure in search of shelter, but I fought the urge. "Be brave," I chanted. "Be strong."

The spectacular light of the sunset lingered much longer than I even thought possible, as though it, like me, was afraid to fade into the darker regions of eternity. It didn't take long to catch the aftermath of the first storm. The road was coated in wet mud and two-inch-deep puddles, but rain had moved on. The second storm slowed its advance and started to move mercifully to the east. My own route veered west and began climbing back into the mountains.

When I reached the mouth of a canyon, I stopped one last time to look out over the plains of San Agustin. Sunset's crimson and orange flames were almost snuffed out, except for thin, blood-colored streaks that bordered the horizon. Lightning continued to pierce the purple twilight, followed closely by booms of thunder. As I watched the

storm march east, I noticed tiny blue flashes of light erupting from the northern horizon. They confused me at first - they were too low to be lightning, but too large and sporadic to be light from a ranch house. I squinted and realized they were fireworks, set off over a ranch at least 20 miles in the distance.

"Oh yeah," I said out loud. "It's the Fourth of July." I watched the tiny streams of blue light sparkle and then fade, over and over, as flashes and booms of lightning and thunder nearly overwhelmed the tiny celebration.

"Why don't they just look up and realize that the most spectacular show is going on in nature?" I wondered. Their efforts seemed so small and pathetic in a world that was so vast and so powerful. Humans were nothing out here, nothing at all.

Darkness encompassed me with the rising canyon. For a while I could still hear the thunder, and then only the wind and stillness. Rainwater coated the road and the air was moist and cool. The sky had broken into a patchwork quilt of starlight and clouds. A nearly full moon rose overhead, casting a ghostly glow on an assemblage of sandstone hoodoos. I rolled out my sleeping bag on the bare dirt beneath a cluster of ponderosa pines. I breathed in my rich satisfaction. With a little sprinkling of effort and a heavy dollop of grace, I had knocked out 140 miles in the 14 hours behind me, with only 250 more to go.

"Thank you," I said in continuation of my morning prayer. "That was a good day."

Jill is a journalist and cyclist living in Anchorage, Alaska. You can follow her adventures at arcticglass.blogspot.com

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TOURING

Just Do It — Advice from Five Women Bike Tourers

Top left: "High Five" We did it! Lucy and Barb completing the "ceremonial dipping of the front tire in the Atlantic Ocean at Portland, Maine at 3:30 pm on September 10, 2009 and 3,725 miles from start at Bay Field State Park, Washington on June 13, 2009.



Right: Barb fixing a flat tire at 8:00 am in Shelby, Montana. We only had three flats altogether in 90-days riding. Knowing basic bike mechanic skills is a must for self-supported touring.

By Lou Melini

How do you go from riding a bike around town, to venturing off on a bike packed with all of your necessities, for periods of time ranging from 3-weeks to 3-months. The following women have each done multiple tours in various parts of the United States and abroad. For obvious reasons, most women long-distance bike tourers are either before or after child rearing. These women range from the mid 40's to mid 60's. A high degree of athleticism isn't needed, as they will all tell you it is about desire, attitude and learning a few basics from easily obtainable sources.

Cheryl Soshnik, who I consider the true Queen of bike touring, completed her first major tour (Minnesota to Newfoundland) in 1975, the same year I rode across the U.S. Barb Hansen and Angie Vincent ventured into bike touring in the past few years. Both completed cross-country tours in 2009. Lucy Ormond joined Barb in her cross-country trek after taking a 20-year break from her

last bike tour. Julie Melini has three 1500-mile bike tours to her credit over the past 5 years.

Cycling Utah: One of the first questions one gets asked to bicycle tourists is what bike do you ride; so what brand of bike do you each ride?

Cheryl Soshnik: I ride a Co-Motion Americano with S & S couplers for traveling.

Barb Hansen: I also have a Co-Motion but the Nor'wester model also with S & S couplers. It is the smallest stock size they make.

Julie Melini: I use a Waterford custom, the T-14 touring model. It has an identical paint job to your Waterford Adventure Bike.

Lucy Ormond: I have a Bike Friday
Angie Vincent: I have a Jamis Aurora and my husband uses an REI Randonee.

Cycling Utah: What was your first

bike tour like? How did it happen?

Cheryl Soshnik: A lot of my friends did bike touring through the Minnesota Rovers Outing Club. So the Minnesota to Newfoundland trip seemed natural given the environment of friends. I bicycled 6-weeks and 2500-miles for my honeymoon. We averaged 70-miles/day. I made my own panniers, cooked on a sterno stove and used a tube tent. It rained for 5 of the 6 weeks, but we were in love so it didn't matter.

Lucy Ormond: I did a week-long 300-mile bike tour in Southern Utah when I was 45. Elliot Mott put together a bike tour and invited me along. What could go wrong on the first day did go wrong. I tipped over after putting my panniers on backwards, I pedaled 50 miles uphill into a wind blowing sand into my teeth, got a flat, and had my brakes rubbing for the last 25 miles. Fortunately there were 8 others to help out and kept me going.

Barb Hansen: Cheryl took me on my first self-supported bike tour in 2007. It was 150-miles over 4 days plus a day for hiking in the Grand Canyon.

Angie Vincent: I did an overnight bike tour to Rockcliff State Recreation campground in 2007. You (Lou), Cheryl, and Ron Wheeler put this together to introduce others to bike touring. It was a lot of fun.

Julie Melini: I (well we) went on a bike tour in 1983. The weather suddenly became extremely hot so we only did 2 of the 5 days we had planned. My being 5 months pregnant also didn't help. That was your fault.:

C.U.: What have you accomplished since that first tour? Which was the most memorable?

Cheryl: I did a 6 week tour of Tasmania early in 2009 with my travel companion Randy. I've done 2-months in New Zealand (twice), 6-weeks in Ireland, twice to France, Italy once, plus a bunch of 1-2 week tours in the U.S. over the years. The Ireland trip was the best.

Lucy: Barb and I did 3,725-mile tour across the northern U.S. in 2009. This is the most memorable ride.

Barb.: I've done a total of 4 tours. I went with Zig Sondelski from San Diego to Phoenix in 2008 (Zig then rode solo to Jacksonville, Florida). [Editor's Note: see our August 2009 issue online for a story of that tour] I

also did the 3-month trip with Lucy. The 3-month trip is my favorite, with more trips to come!

Angie: My husband and I rode to Savannah, Georgia from Salt Lake City in 2009, our longest and best tour.

Julie: After our youngest boy graduated High School in 2004, I've done three 3-week trips, plus several shorter trips 2-9 days in length. The first 3-week trips took me up to Montana and back to SLC. I circled the state of Wisconsin on my 2nd tour and last year did 1600 miles around the state of Washington. They were all great trips. The Montana trip was my first long tour so there was the excitement of that and Wisconsin gave me a perspective of my home state that I hadn't seen before.

C.U.: Was there anything that helped you go from short tours to extended tours? What were some of the sources for your best advice?

Lucy and Barb: Your seminar at REI on self-contained bike touring really helped. You gave a lot of things to think about regarding clothing and equipment (everything should have 2 purposes), travel companions, tire selection, etc. Also using Crazyguyonabike.com for travel advice and opinions helped with route planning and other details of our trip.

Angie: The overnight trip to Rockcliff really helped. I got to see what others did, and I got a feel for traveling on my bike. There are numerous books and websites as well that helped with our planning of the longer tour.

Cheryl: Most helpful tips came from other cyclists. I used WarmShowers (warmshowers.org) to ask about local riding advice that was very helpful for my Tasmania trip. Adventure Cycling (Adventurecycling.org) has a really good advice section for touring.

Julie: With each tour, I learn more and more. Nothing beats just going out and doing it. Of course it helps to have someone close that loves to bike tour and does a lot of the initial planning. But I feel more comfortable doing my share now.

C.U.: Do you have any advice for other women who wish to bike tour?

Julie: If you wish to bike tour, Just Do It! Do an overnight ride or several. Get a bike that fits and is comfort-

able including a women's specific saddle. Go with someone who has similar expectations during the tour. Plan a few less miles than you can actually do just in case you have to go further than planned. You don't need to be in super athletic shape, just be fit enough to get through the first week then increase your mileage. Be comfortable with your tour. For some camping doesn't work, for me hotel rooms are claustrophobic. Also if you travel as a couple, use a 3-person tent. The extra weight is insignificant on a bike, and you will appreciate the extra room.

Barb: The Schwalbe Marathon Plus tire recommendation was the best advice I received. I had no flats due to the tires, though I had a couple due to my carelessness. Try to keep the weight of your equipment down and try to have items that serve more than one purpose. Talk to people who have done tours, read crazyguyonabike.com, and check out gear lists.

Angie: Think of a long bike tour as a series of back-to-back 4-day tours. We carry basically the same things for 4 days as we do for 3 weeks. We may tweak the equipment a little depending on the time of the year or the potential need to filter water. Also be flexible with how far you travel each day, when and where to stop, whether you cook or eat out or camp or stay in a motel

As Barb mentioned earlier, good tires to reduce maintenance worries, but you should take a short course in basic bike mechanics

Lucy: Carry a compass and be able to read a map. Don't be afraid to ask directions. Be sure your bike is not too big for you. The Bike Friday I have works great.

No offense Lou, but ask other women questions. Women bike tourists see things differently when on a tour. I focused on the flowers, birds, wildlife, scenery and the people to meet along the way. Most men were focused on the destination, how fast they could ride and the number of miles. Also I know you and Julie cook in camp mostly, but I sent my stove home. I carried food I could eat cold, ate at deli's, grocery stores, McDonalds, the town diner or in the homes of people we met.

Cheryl: There are many resources to communicate with others in the area you are planning to tour. (Warmshowers.com, Crazyguyonabike.com, Adventurecycling.com blogs) Don't be afraid to contact people in the area you are planning to tour to get up-to-date information. In addition you will receive a lot of invitations for places to stay. I highly recommend joining Warmshowers.

C.U.: What is the ideal group size for you?

Cheryl: If you do long tours that are spontaneous and without a lot of detailed planning, then 2 people max. With 2 people I have found that there is always room at backpacker hostels or pretty much anywhere. With every person you add, you are adding one more opinion and compromise and perhaps conflict. If you have places to stay arranged ahead of time, the size is not such an issue. I've done two southern Utah rides with 14 people on one of the trips without problems.



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Above: Angie Vincent pedaling over a pass on Nevada's Highway 50, part of the Western Express Route. Angie and Don Vincent completed a 20 day, 1000 mile trip from Oakland, CA to Salt Lake City this May. The trip included two days in hotels in order to hide out from two 3-foot snow storms in Carson, NV and Eureka, UT.



Right: Julie Melini at southeast entrance of Mount Rainier National Park.

Angie: I have a "built-in group"- my husband. I do like to meet up with others at the end of the day to talk about the experiences of that day. In general, the ideal size would depend on the duration and schedule of the trip. I think the longer the trip you should think having fewer people. On our trip to Savannah, we tended to make decisions and changes almost daily. I've gone on awesome trips with about 20 others, but we had a schedule with all stops decided upon up front.

Julie: I like touring with one other person, and as Angie said, I have my touring partner. As Cheryl said, with each additional person you spend more time deciding about going sightseeing, where to eat out, or what to cook on the stove, how far to ride, etc.

C.U.: Have you ever done supported tours either commercial or with a group where the gear is carried? Do you prefer to be self-supported and why?

Cheryl: I have done several, but they weren't very satisfying. These are not "bike tours" in my mind. With self-supported tours there is the adventure of new things and meeting lots of interesting people. It's also an inexpensive holiday.

Angie: I enjoy both. On commercial trips I get to meet new people but you are not sure who the players are until the start. I love self-supported trips because I'm usually not on a time schedule and can go at my own pace. On our trip to Savannah we changed our schedule and route numerous times from advice we received from bike shops along the way.

Julie: I did the White Rim trail through the Bonneville Cycling Club. It was nice not to have to worry about finding water. I may want to do a European commercial tour to help with the language issues. But

overall I prefer the flexibility of the self-supported tour. We are always changing our plans based on how we feel nearly every day.

Barb: I enjoyed the commercial tours, but I started thinking how much fun it would be to be able to stray from the route if you found something interesting you wanted to see or stay longer somewhere to explore. You can't do that if you have an agenda to keep with a commercial group.

Lucy: I have done numerous commercial tours. I have even organized and lead numerous tours in the Southern National Parks. I do like the luxury of having my stuff carried but I don't care for the herd mentality. Self-contained tours give me the total freedom of decision-making and the rush of not knowing where I'm going to sleep at night.

C.U.: What are the logistics of your tour? How much camping did you do? What are some of the costs?

Barb: We did our 3-month tour to be comfortable and not cheap. We did a month of motels, a month of camping and a month of staying in homes. I spent \$3800-4000 including airfare to Seattle and home from Maine. So my expenses worked out to less than \$40/day for the bike tour less airfare.

Julie: On our 3 week trips we do almost all camping in commercial campgrounds mainly for the showers. A few times we've been invited into homes, and occasionally we will stay in a motel due to heavy rain or if no campgrounds are available. We cook in camp mostly, but try for breakfast in diners once in a while. We like it simple, so for the 2 of us we have done trips from \$33 to \$47/day.

Angie: We were on vacation so we averaged \$76 per day. We stayed in motels for 15 days (20% of the total trip) and 10 days in people's home. Most of the cost is due to eating out in diners the whole time but it was a lot of fun to meet the locals.

C.U.: Has bike touring changed your

life?

Cheryl: I think ANY potential vacation as a biking opportunity!

Barb: I'm hooked. I found out I could do some things I never thought I could do! It really helped my confidence level.

Lucy: Last summer's tour across America was life changing. "Living a life of simplicity and peace within" is now my mantra.

Angie: Self-supported touring has definitely given me self-assurance that I can do anything. It's a great sense of accomplishment when you plan and execute a trip. You can take the time to truly enjoy the beauty and vastness of the world around you. I met so many wonderful people. Having our bikes loaded up would be an open invitation for people to stop and talk to us.

Julie: It has given me a sense of accomplishment. It has also been very good for my (our) marriage, time alone without lots of interrup-

tions; e-mail, phones or commitments.

C.U.: So what is next?

Cheryl: I'm mulling over a new week-long trip in Southern Utah for this Spring or Fall. I'd like to go back to Europe. I have some ideas for a Scotland-Wales-England tour as well as Eastern Europe. The dollar-euro exchange rate may have to be more favorable before I go to Europe however.

Angie: Vince and I will begin a trip in San Francisco and end in Salt Lake City that will "officially" complete our trans-continental ride.

Julie: For 2010, we will just do a very short tour, as we do backpacking trips on the even years. In 2011 we will do another 3-week bike tour, perhaps in Wyoming.

Barb: New Zealand from January 25th to March 20th. Short trips after that as my daughter has house sat and tended my cats for my tours is going back to Seattle.

Lucy: Watch for me coming through Salt Lake City in the spring from my home in Southern Utah. I will be doing the Little Red Riding Hood ride and the Diabetes Tour-de-Cure before heading further north.

Touring Note: The 4th annual overnight bike ride to Rock Cliff Recreation area will be held on June 12 & 13. For information contact Lou Melini Lou@cyclingutah.com

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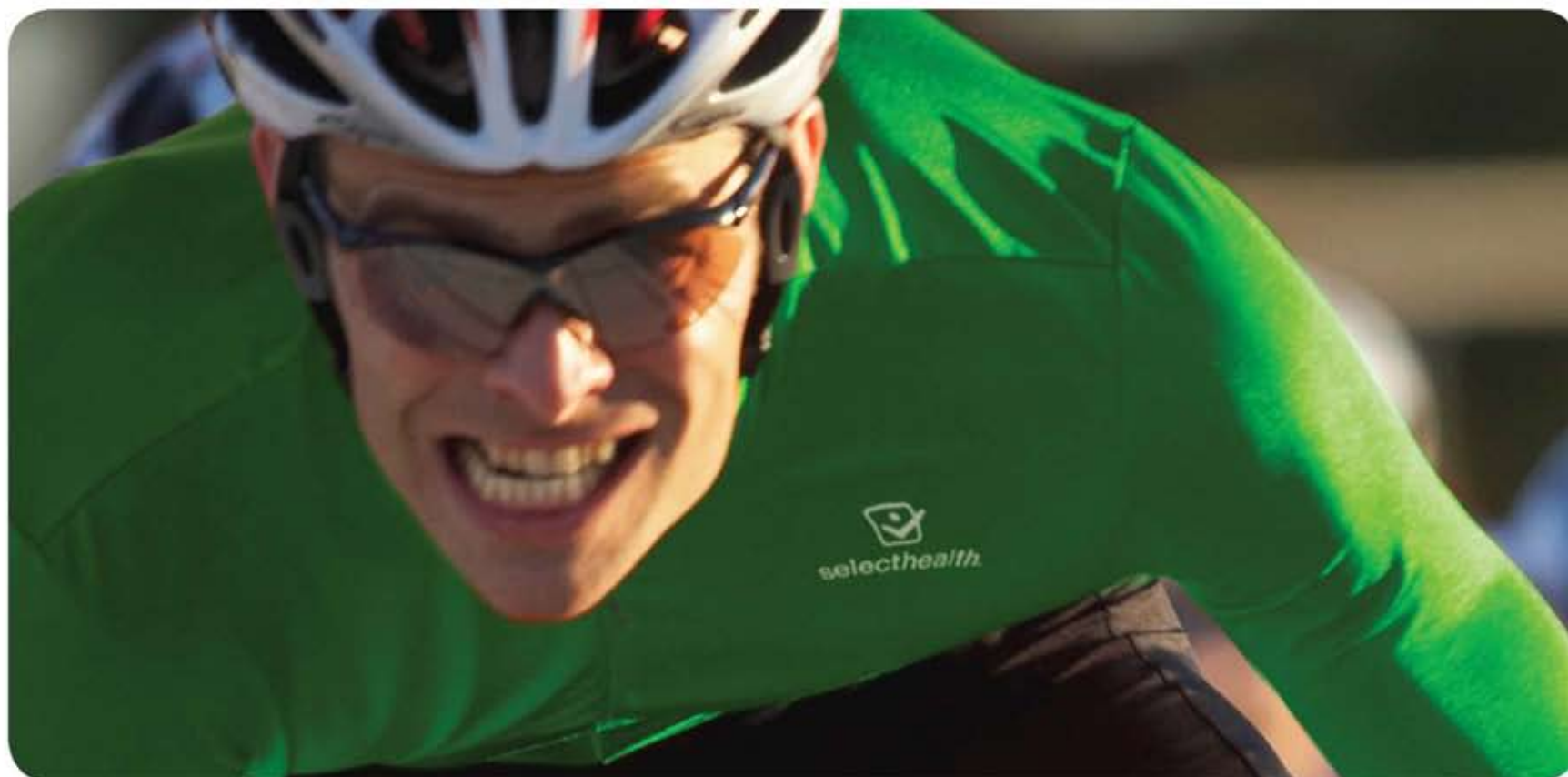
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