

VOLUME 20 NUMBER 4

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JUNE 2012

MOUNTAIN WEST CYCLING MAGAZINE

cycling utah

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SPEAKING OF SPOKES

Helmet Heads

By David Ward

I am on a couple of cycling email lists, including that of the Salt Lake

City Mayor's Bicycle Advisory Committee (MBAC). It is interesting to observe on occasion how a single posting will spawn several days of debate, argument, rebuttal and retort.

So it was this week when the hot subject was the rather tiresome topic of mandating helmet use.

The same arguments were trotted out in favor: Helmets save lives; helmets prevent serious brain injury; the social costs and emotional distress to others caused by death and injury are extremely high; etc. And the anecdotal testimonies go on ad nauseum: "If I had not been wearing my helmet, I wouldn't be here today." "I talked to an ER doctor who told me . . ." "My sister knows a man whose son's best friend's dad didn't wear a helmet and . . ."

Then there are the arguments against (a much more cogent lot, in my opinion): There are no valid studies demonstrating that helmets provide anywhere near the protection claimed; helmet laws result in greatly diminished cycling numbers which, in turn, create even greater risks for cyclists; education of both cyclists and motorists will be far more effective than bandage helmet laws that fail to address the causes of injuries. All good arguments, frankly.

Had this been the sum total of all these email exchanges, I would have sighed and left it at that. But there was one argument put forth, and it usually is, that always gets my dander up. As cogently stated in one email, "Are we taking away freedom of choice or are we not really still just protecting those who cannot, or will not, protect themselves?"

Ah, yes, the old, "We know what you should be doing, and we will force you to do it." I don't intend to address the other arguments, or the issue of those under 18 years old, a far different issue. But this particular proposition raises my ire. First, it is irritating because it steps into the arena of passing laws to force what "we" believe is good behavior. This is, indeed, a slippery slope.

Depending on which "we" currently hold the reins of power, you can expect, in addition to helmet laws requiring cyclists to wear helmets, a plethora of additional laws addressing what someone arrogant souls feel everyone else should be doing. This might include, but is certainly not limited to, laws that:

Mandate helmets for pedestrians, motor vehicle occupants and skiers.

- Ban ear buds while biking, skiing, walking in a crosswalk (actually proposed in New York City), driving a car and operating a lawnmower.

- Ban or heavily regulate base-jumping, bungee-jumping, sky-diving, motorcycling, back-country skiing, extreme skiing, other extreme sports, and yes, bicycling.

- Prohibit or limit tobacco usage, and the consumption of alcohol, fatty food, sugar, soda, and salt, as well as a host of other products deemed "unhealthy".

- Require a certain amount of exercise a given number of days each week.

- Regulate sound levels on personal listening devices, in spin classes (I would like that), in dance halls and clubs.

I could go on indefinitely, but you get my drift, or more appropriately my diatribe. I would actually not mind many of the above suggestions because I consider them good behavior. Those who disagree are at best misinformed, if not just stupid. Of course, that is just my opinion. And that is just it. Who decides what is "good" and what is not? Maybe, by my values, I am doing nothing wrong, but some wrong-headed legislator or bureaucrat may think otherwise.

And there is the "law of unintended consequences." Laws and regulations imposed to force "good behavior" often cause greater ills to society than those they fix. A classic example of this was the FAA's ruling some years ago that required parents to purchase seats for their small children on all airplane flights originating in the USA. The intent was to prevent serious injury to children who, prior to the new rule, were being allowed by some airlines to fly free of charge if they sat on their parents' laps. After the regulation was adopted, a noted economist showed that for every life the new rule saved, it probably resulted in nine lives being lost. His research established that the added cost imposed on the typical family by the FAA's new policy would cause a substantial number of these families to forgo air travel and take to the highways instead. Statistics make it painfully clear that a person is nine times more likely to be killed when in a car than in an airplane. Similarly, mandating helmets would ignore the consequences of making cycling more dangerous due to decreased participation in and awareness of cycling. And this is in addition to the loss of health benefits to those who disdain helmets enough to cease riding their bikes if helmets required.

But this proposition of forcing good behavior raises my ire on a more deep-seated level. If I want to



P.O. Box 57980
Murray, UT 84157-0980
www.cyclingutah.com
You can reach us by phone:
(801) 268-2652
Our Fax number:
(801) 263-1010

Dave Iltis, Editor & Advertising
dave@cyclingutah.com

David R. Ward, Publisher
dward@cyclingutah.com

Contributors: Ben Simonson, Michael Gonzales, Lou Melini, Andy Singer, Jared Eborn, Tom Jow, Charles Pekow, Wayne Cottrell, Mark Deterline, Lukas Brinkerhoff, David Ward, Joe Kurmaskie, Nancy Clark, Cottonsoxphotography.net, Chris See, Adam Lisonbee, Lou Borgenicht, Cari Junge, Tara McKee, Robin Perkins, Scott Lyttle, Tyler Servoss, Tyler Wren, Andrew Smith

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
cycling utah is published eight times a year beginning in March and continuing monthly through October.

Annual Subscription rate: \$15

(Send in a check to our P.O. Box) No refunds on Subscriptions.
Postage paid in Murray, UT

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cycling utah is printed on 40% post-consumer recycled paper with soy-based ink.

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Cover: Carston Oliver flies high above the Avenues at the I-Street Jumps.
See related story on page 25.
Photo: Dave Iltis

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WOMEN'S CYCLING

How Alice Telford Helped Launch the Women's Cycling Movement in Utah

By Tara McKee

"I don't think that women's cycling or cycling in general in Utah would be what it is today without Alice Telford. We all owe a remarkable amount to her. She's absolutely incredible."

—Jon Smith, Event Director, Cycle Salt Lake Century

At last year's Little Red Riding Hood Ride dinner, I had the chance to introduce my friend Alice Telford, to an admirer from Colorado. The woman from Colorado, Teresa Robbins, had been profiled in Bicycling magazine in 2008 for what she had done to promote women's cycling. Yet Teresa, the founder and executive director of the Venus de Miles women's rides, was in awe of the petite octogenarian in front of her. Teresa felt that Alice was one of women who helped kick off the new wave of women's cycling in the last decade of the 20th Century. We asked Alice how far she was going to ride the next day. "Just about 65 miles," the 87-year old replied, adding that she would have to do that in two loops to avoid hills which would put a strain on her recent

knee replacements. "Now I'm really intimidated," Teresa joked.

Alice truly has been a modern pioneer for women's cycling in Utah. It was Alice who started the Little Red Riding Hood Ride twenty-five years ago in Cache Valley. This women's ride has grown over the years from a couple dozen the first year, hitting the 100 rider mark in the early '90s to 3500 in 2012. This northern Utah ride has become one of the classic women's rides in the US and has spawned many others around the country. In Utah alone, there are now seven women's only rides including Little Red: The Goldilocks Ride (which is also in Boise and Las Vegas), Spokes for Hope, Wonder Woman Century Ride, The Wish 100, Ladies' Pamperfest Challenge and the brand new Wildflower Pedalfest. Many of Utah's and Idaho's rides were started because the Little Red Ride had become so popular; it always sold out quickly, disappointing thousands of women. Most of the ride directors told me they first became inspired to start their own ride after they found it difficult to get one of the coveted registrations themselves. One such disappointed would-be rider from southern Idaho, DaNae Young, started a new ladies-



Alice Telford on the road during the 2011 Little Red Riding Hood. Photo: Robin Perkins.

only ride, the Spinderella Ride which will debut this June in Pocatello. She began the planning just a few days after Little Red sold out all 3500 slots in less than an hour on February 1, 2012.

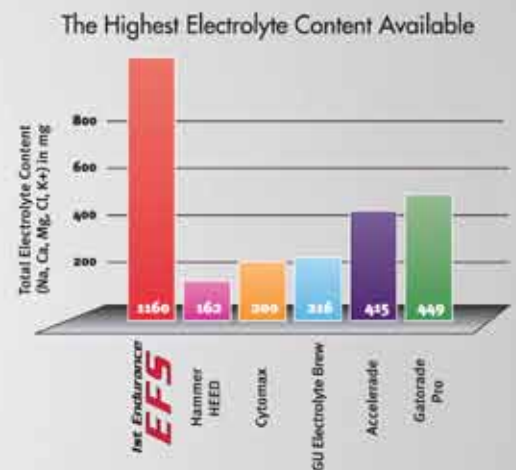
The popularity of women's only rides may be bewildering to many men. Why do so many women want to ride without men alongside and what is the big attraction with these rides? Is it the camaraderie between women, the fun rest stops, the festive atmosphere or the non-competitive setting? Maybe it's all of the above.

One man, who seemingly now "gets it," wrote Bonneville Cycling Club to thank them for the change it had made for his wife. He had once begged her to go on Saturday rides with him to no avail. After she found out about the Little Red Ride, she was intrigued with the idea of a women's only ride and signed up. She found it so fun and so inspiring that she became an avid cyclist and these days enjoys those long rides with her friends and her husband. Other women have mentioned that the women's only rides feel a lot less

intimidating and the menu of varied distances from fairly short to century length mean that cyclists with a variety of abilities and a variety of bikes can take on an appropriate challenge. The family friendly atmosphere is also unique and it is common to see sisters, mothers, daughters, granddaughters and grandmothers enjoying the rides together.

Continued on page 14

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METAL COWBOY

The Art Of Getting Back Up

By Joe Kurmaskie

The world can feel unfathomably large, random and knock the life out of you for no apparent reason. That's what happened to Doug Markgraf a few years back. What happened next is the important part, the meat of life and what keeps me humble, inspired and in the saddle. My role in this story has been to provide some guidance and gear as Doug took on the monster-sized task of piecing his life back together one mile at a time.

On a spring day in May 2006, Doug Markgraf's life changed forever.

As a college sophomore and member of Drexel's Cycling Team, Doug was training on Lancaster Avenue in Philadelphia when a pickup truck pulling an ATV plowed into him. The driver fled the scene and left Doug alone and seriously injured. He doesn't know how long he was in the

street before help came.

Someone called the ambulance. EMT's measured his level of consciousness at the scene using the Glasgow Coma Scale. Anything less than a three on the scale is considered a vegetative state.

Doug was a three. Doug also had a shattered his arm, most likely trying to shield himself from the oncoming truck.

He remained in a coma for 14 days. Though he woke after two weeks, the doctors gave Doug's parents what Doug refers to as the "doom and gloom" report.

"Initially doctors were unable to say much at all," he said. "They told my parents that it's unlikely I'll ever do things like return to college or ride a bike again."

After waking up from the coma, Doug suffered from post-traumatic amnesia and for weeks he could not remember what anyone told him about the accident.

"I was so confused. All I wanted

to do was sleep because I didn't understand why I was in a hospital bed."

At six weeks after the accident, Doug was able to live at home to undergo outpatient occupational, physical and speech therapy. According to Doug, it was like he had gone back to being a child. He had someone helping him 24 hours a day.

"I just wanted to go back to normal life but I didn't necessarily know what normal life was at that point," he said. "More than anything I just wanted to get back on a bike and I kept pushing my doctors and therapists to be able to do that. I wanted to prove to myself and to everyone else that I could do it."

It was almost exactly one year after his accident that Doug defied the odds and got back on a real bike, on the open road. With his parents following closely behind in the car, video camera in hand, Doug rode his bicycle for 62 miles.

"I never had any fear about getting back on the bike, but my parents did," he said. "You might think it's hard for the person who has the TBI (traumatic brain injury), but I think my family had it much worse. It was scary for them because they didn't know what would happen to me. I always knew that I would keep pushing forward."

As a result of his traumatic brain injury, Reading for any sustained amount of time was difficult to impossible, and he continues to have trouble remembering things. Struggling with the damaging effects of his injury, Doug attempted to go back to his engineering studies at Drexel, but failed several classes.

"It was really, really hard and I felt like I was pushing myself back instead of forward," he said. "I started my second Co-op and realized that it was no longer what I was meant to do. I'd be forcing myself down a path that wasn't right for me."

Doug decided to change his major to education. He graduated in 2010, and now teaches robotics to sixth, seventh and eighth graders at the Universal Institute Charter School in Philadelphia. Having summer off from teaching, Doug decided to do something that he's wanted to do for a long time – ride his bicycle across the United States.

"I told myself that if I ever got back on a bike, I would ride as far as I possibly could," he said.

Doug made a journey from San

Francisco, CA, to Tom's River, New Jersey; carrying supplies with him and only sleeping in hotels when weather conditions threatened. He raised funds for the Raisin Hope Foundation, which was started by a friend, fellow cyclist and TBI survivor, Saul Raisin.

What he considered one of the most important aspects of his journey was stopping at hospitals and rehabilitation centers along the way to speak to individuals with traumatic brain injuries. There are a lot of good charity rides that happen all over the country. But it's rare and beautiful to see the victim of a terrible accident get up and raise money and awareness for something that nearly took him out of the game.

Doug's blog, called DougTrails! at www.dougtrails.wordpress.com, captured the adventure. A documentary of the successful cross-country tour, 'This Beats a Coma!' premieres June 30, 2012 at 1pm at The Ambler Theater (<http://www.amblertheater.org/>) in Ambler, Pennsylvania. To view the trailer, you can view it at http://www.youtube.com/watch?v=dNbUgdj_558. Where the trailer leaves off, the full-length documentary continues, highlighting common causes of confusion, lack of motivation, and other challenges that may occur during brain injury rehabilitation and recovery, and the story of Doug's 3000 miles from San Francisco CA to the Atlantic Ocean.

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Bicycle Collective News

Utah's bike culture is heating up as the mountains melt and just in time for Trips for Kids too! The Collective hired Pete Stoughton as their Trips for Kids Ride Leader to take different youth and summer school groups into the hills to experience the grandeur and beauty of the Wasatch's natural surrounds while mountain biking. Interested youth and summer school program representatives can call 801-FAT-BIKE to schedule a ride, for that matter anyone who wants to be a mountain biking mentor can call too.

The Collective still needs a small army of volunteers for Valet Bike Parking at events like the Farmers' Market and the Twilight Concert series. It doesn't get much easier than hanging out in the park and listening to great music and people/bike watching.

The Park Tool School (www.parktool.com/clinics_training) is still taught every Monday starting at 6pm at the Community Bike Shop (2312 S. West Temple). Classes don't build on each other, so jump in at any time. Participants will learn how to true wheels, adjust derailleurs and brakes, and general skills. See the Collective's website at www.slcbikecollective.org or call 801-FAT-BIKE for a schedule.

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UTAH BIKE INDUSTRY

Geigerrig Hydration Pack is Making Waves



Above: The award winning Geigerrig RIG 500 Ballistic pack. Right: The bladder is pressurized to allow easy hydration.

By Tyler Servoss

Hydration packs have remained quite simple since they first gained wide acceptance 15 or 20 years ago. You have a bladder and a hose and something to carry it in. Nowadays just about every sporting goods store has some variation of the hydration pack. Enter the Geigerrig hydration pack.

What makes the Geigerrig unique is its ability to provide pressurized hydration in a simple system. The hydration engine (also known as the bladder) is built with a chamber for air and one for liquid. The air chamber is filled by squeezing a bulb attached to the left (or right) shoulder strap. This system forces pressurized liquid to

spray out when the bite valve is activated. The bite valve also has a locking feature to shut it off completely when not in use.

Their innovation does not stop with the hydration engine and includes a zip-lock like top to the hydration engine that allows for easy loading and even simpler cleaning as the entire thing can be turned inside out and washed and dried in a dishwasher. One of my favorite features is the optional inline filter. When connected into the line leading to the bite valve with its unique quick release connectors, it filters 99% of Cryptosporidium and Giardia and does not reduce the water pressure. Coupled with the wide, zip-lock like closure on the pouch, I was able

to refill the bladder from a mountain streams midway through rides and runs and have clean filtered water.

All of this is housed in a sturdy pack made from ballistic nylon with comfortable shoulder, waist and sternum straps. The hydration engine has a snug elastic hemmed pouch within the pack that keeps it from sloshing while riding. The model I tested had several small pockets for keys, phone, and the gear you would want for a short ride as well as straps to secure a jacket when your morning ride warms up.

Full disclosure, Geigerrig provided me with their RIG 500 Ballistic model free of charge for review. I used the pack on numerous mountain bike rides, trail runs and family hikes. The pressurized feature of the pack is a huge selling point. A dozen pumps of the bulb and the pack reaches full

pressure. The pressurization allows sharing with other people, washing off gear and most of all hydrating quickly when your system is under duress without sucking.

For instance while on a mountain bike ride accompanied by my dog, I was able to keep hydrated myself, spray water for my dog without doggy slobber contamination, and spray the mud off my legs and bike at the end of the ride. Another excellent optional feature is the inline filter. I found the pack to be durable and it suffered no damage to the pack or bladder when I crashed and landed flat on my back, directly on the pack. In fact the pack provided some cushioning and protection for my back, but not my ego!

The one issue that I had with the pack was a leaky bite valve, likely directly related to my two year old son old chewing on it. Fortunately it

is easily replaceable as with the other components or the pack.

Utah based Geigerrig set out to redefine the hydration pack and has done so to great success. If the industry awards they have accumulated in the last 12 months are not enough to sway you, the proof is in the pudding as I found in reviewing this product. Those industry awards include a best in show at the Winter Outdoor Retailer from www.gearjunkie.com, World's greatest hydration packet from ION TV, and hottest new brands finalist at the ISPO show in Munich, Germany.

The technology behind the bladder system used in the pack was developed by another Utah Company, OGWA, which I profiled in the August 2009 issue (<http://www.cyclingutah.com/august/August2009counter.html>) of Cycling Utah. Geigerrig subsequently entered into a licensing agreement with OGWA to bring it's technology to the outdoor market.

Company namesake Bob Geiger has been involved in several other Utah outdoor industry companies and brings his savvy and network to the development of the Geigerrig and the growth of his company. This includes the High Adventure passport, a coupon book that comes with each pack and includes benefits like a free day pass to Snowbasin, Canyons and a number of other ski resorts around the country.

The Geigerrig is pushing the envelope and bringing innovation and fresh energy to the hydration pack market. To learn more, or find a local retailer visit www.geigerrig.com.



DRIVE WITH RESPECT

- ◆ Give cyclists at least 3 feet of space
- ◆ Always watch for cyclists
- ◆ Don't underestimate cyclists' speed
- ◆ When driving near a child on a bike, be prepared for the unexpected
- ◆ When turning left, yield to cyclists approaching from the opposite direction



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- ◆ Ride single file when impeding traffic
- ◆ Ride the same direction as traffic
- ◆ Always use hand signals
- ◆ Be visible
- ◆ Remember, the same laws that apply to motorists apply to cyclists

COMMUTER COLUMN

Kamas: Could this be a Great Place to Bike Commute? Kerry Lambert Thinks it is

Kelly Lambert with some of his students. Photo courtesy Kelly Lambert.

By Lou Melini

Kamas is a small town in Summit County, 16 miles from Park City, and is the gateway to the Western Uinta Mountains. It has several main roads and many back roads that are sometimes frequented by cyclists looking to get out of the Salt Lake smog in winter and the heat of summer. Fifty-Eight year-old Kerry Lambert lives and bike commutes in Kamas.

Cycling Utah: Kerry, what attracts you to the town of Kamas?

Kerry Lambert: I have lived in the small town of Kamas for most of my life. I have tried big city living but there is not much there that I enjoy and plenty that I don't. I like it here because if an activity has something to do with the outdoors I am probably enjoying it now, or would like it if I tried it. Kamas provides easy access to many of these activities. Here I find some great places for both road

and mountain biking. I also fish, hunt, hike, backpack, cross-country ski and within a few miles of my home I can participate in 4 different triathlons at the local reservoirs.

C.U.: Your family also shares your interests I understand.

K.L.: I have 5 daughters and a wife who I share my adventures with. My youngest is finishing her schooling at Utah State right now and the oldest just turned 30. As my children were born, and each was a girl, I began to wonder if I would ever have a fishing and hunting partner. I have discovered that girls can enjoy rugged outdoor activities as easily as us guys. My daughters and wife have become my best friends through our participation together in hundreds of activities through the years

C.U.: How does your profession relate to bike commuting?

K.L.: I am an eighth grade sci-

ence teacher and my love of science complements my love of wild places and wild things. Science has also taught me the need, and the how, to take care of this world that gives me so much. I would like my great grandchildren to be able to enjoy all I have enjoyed. For this reason I am very conservative in my use of our natural resources. For example, each September I teach my classes about climate change, our role in it as humans, and the possible consequences if we keep using fossil fuels at the present rate. I share with them a few of the things I do to reduce the amount of carbon I introduce to the atmosphere such as the home my wife and I built ourselves. Our home makes use of solar energy and in effect burns no fossil fuels. One of the things I tell my students that I do, whenever it is reasonably possible, is ride a bike instead of driving. To make this possible we chose to build our home near the stores and church in Kamas so we could walk or bike to anywhere we needed to go. This would include my daily commute to school. In my 34 years of teaching I have only driven to school when I must get something to my classroom that is too big or heavy to carry on my bike. This means an average of maybe 2 driven trips a year. I take pride in making it to work with zero carbon emissions, so, regardless of how cold it is or how much snow is on the road I ride a bike. Kamas does get a lot of snow and it is common for the roads to be snow packed for weeks at a time, but it has amazed me how good skinny tires are in the stuff. However, I almost look forward to really bad conditions because then I get to break out my mountain bike and enjoy the challenge of staying upright.

Now, before I make it sound like my commute is like a trip to the South Pole, I live only a mile from school and since I like riding it really is no sacrifice for me. I carry my lunch and any stuff I might need for the day's science experiment in a small backpack. If the roads are wet I wear some old sweats to keep my clothes dry. Another pair sits in a drawer at school if it rains during the day.

My bike sitting outside my classroom is also a ready-made science lesson. We study simple machines in 8th grade and I have the kids identify the machines that make up my bike. We learn how simple machines can either multiply force or speed, and examine how the machines on a bike can do both. They try to operate the brake to stop a spinning wheel without the mechanical advantage of the break handle (a first class lever). We learn about gear ratios by comparing

the turns produced at the rear wheel compared to the turns made at the pedals (a wheel and axle) and how different gear ratios can be used to negotiate hills more easily or give us speed on the flats or down hills. We learn about the efficiency of simple machines — a comparison of the work going into the machine to the useful work coming out. We look at the energy I lose with the fat knobby tires of my mountain bike compared to my \$30 Schwinn commuting bike. We then look at my tri-bike and talk about the importance of weight and aerodynamics in efficiency.

C.U.: After these lessons on energy efficiency, have some of your students caught the cycling bug?

K.L.: I would like to be able to say that my use of my bike at school has increased bike riding by my students. However, the trend over the last twenty years seems to be the opposite. Kids unquestionably buy into what friends, the television, and the general culture tells them and the message from all these sources seems to be dependence on our vehicles and the oil they use. Also, even though kids will never admit it, they get most of their attitudes from their parents. When mom drives them everywhere that is how they will probably get around as adults. I was raised very differently. If any of us were to ask our moms to take us somewhere the first response would have been, "what's wrong with your bike?" Maybe that is why I like to ride so much. My bike took me all over the Kamas Valley as a kid and I probably associate it with the adventures we had and the independence and control over my life it gave me. I am happy to report that there is nothing wrong with my bike and plenty right with biking.

C.U.: Do others like you commute by bike?

K.L.: I have a friend who commutes from Oakley to Park City where he is a lawyer. His round trip ride is about 30 miles. He figures he makes the ride on about 60% of his working days each year. Now that's commitment! Sadly he and I are the only two I know who regularly use a bike as a means of transportation. Many will drive a few blocks to our local recreation center and there run on the treadmill or ride a stationary bike but starting their workout with a walk or bike ride doesn't seem to be part of their thinking process. This has always puzzled me because Kamas is such an easy place to get around on a bike. There is little traffic on the back streets, the air is

clean, and there are lots of friendly people to say hi to. When the health benefits, money saved, and better world for future generations are all considered, getting around on a bike in our small community is the only logical decision for me.

C.U.: Kamas is a bit cooler than Salt Lake City. What are some of the average temperatures (highs and lows) in the Kamas area?

K.L.: You have come to right place to get average temperatures as we record the daily weather for the National Weather Service: March 46/22, April 55/27, May 65/35, June 76/41, July 85/49, August 83/47, September 74/38, October 62/30.

C.U.: In addition to your bike commute, what are some of your favorite rides that you can recommend to Cycling Utah readers?

K.L.: There are many options for nice bike rides around the valley. My criteria for a nice ride are a combination of scenery, low traffic, and wide shoulders on the road. The route I take most often starts by traveling west from Kamas on HW 248 then turns south before 248 climbs the hill. From there I have several country road options that take me through or around the town of Francis on my way to the river bottoms of the town of Woodland. In Woodland I usually turn right at the Woodland LDS church and use the seldom-traveled (by bike or car) road of Bench Creek. I usually return on this same road but at times of low traffic I will use highway 35 to take me back towards Francis. I then use back roads to get me the rest of the way back to Kamas. This route is right around 25 miles.

Wolf Creek Pass is my favorite hill workout. If I am really ambitious I will make this an extension of the ride I just described but usually I use HW 35 just past the last homes in upper Woodland and start the ride there. This is a beautifully forested mountain road that has a steady climb with about 2500 feet of elevation gain. The road can be quite busy on the weekends but has a wide shoulder.

Another good hill workout is the Mirror Lake Highway (150) going east from Kamas. This is the route used for the Over the Top race in June each year. This race goes all the way to Evanston. Most of the route is a gentle to moderate slope but it gets very steep towards the top of Bald Mountain Pass. Beautiful scenery but the road is extremely busy, especially on weekends, and has very little shoulder. About the only times I

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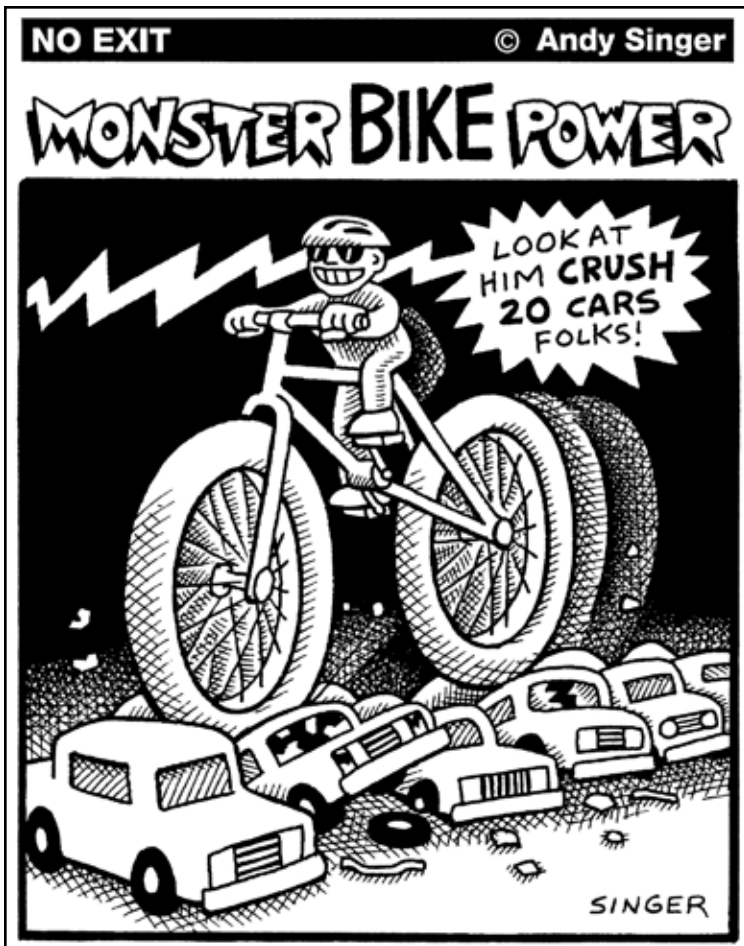
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For a dirt road, it's pretty smooth and my road bike handles it nicely. This road ends at a T-junction. Turning right takes you up Rob Young Lane that intersects with highway 32 close to where I get on the Boulderville road to do the Weber Canyon ride I described above. I often come this way and follow the Boulderville road to Weber Canyon where I turn left and follow it for 3 or 4 miles to New Lane which leads me back to highway 32 and on to Kamas, a trip of about 17 miles.

If you turn left when the dirt road meets the T-junction you are on the Woodenshoe Road. This is a beautiful ride through the community of Woodenshoe and on to Peoa. Just past Peoa I turn left onto the Browns Canyon road, which is a long climb to Highway 248. Turning left here will take you back to Kamas. This loop is about 25 miles and has two major hills to climb.

C.U.: Thanks Kerry. That should provide a weekend of rides for any cyclist coming to Kamas.

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

WFRC Forms Active Transportation Committee

The Wasatch Front Regional Council through its Regional Growth Committee (RGC) is creating an Active Transportation Committee comprised of elected officials and other interested parties. This new committee, chaired by Davis County Commissioner Louenda Downs, will focus on needs and policy recommendations for pedestrian and bicycle facilities and other alternative transportation modes across the Wasatch Front. These policy recommendations will be made to the RGC and the full Regional Council as it considers future updates to the Transportation Improvement Program and the long range Regional Transportation Plan.

Commissioner Downs noted that there is increasing concern across the country that there are negative health consequences arising from inactivity. Active transportation opportunities such as bicycle lanes and trails, pedestrian walkways and other such amenities make it more likely that many of us will make those short trips in other ways besides driving and, at the same time, enjoy the benefits that walking and biking can bring.

"More and more, our constituents across the Wasatch Front are looking for safe and fun options such as biking or walking, and they want their neighborhoods and communities to have these choices," said Commissioner Downs. "But until now, there has been no organized forum at the regional level to discuss these issues and needs, and proactively work to make them a reality. That's what WFRC's Active Transportation Committee intends to do."

Providing options for biking and walking, and offering tools to local communities who want to design their streets and neighborhoods to accommodate diverse users will have many benefits. Active transportation provides personal health benefits; traffic safety is enhanced if the needs of multiple users are considered in the design and construction of streets; and traffic congestion can be reduced and air quality improved if people have other options than driving.

The new Active Transportation Committee will be studying the need for alternative transportation facilities and policies over the coming year. All interested parties are invited to contact the Regional Council for further information or visit the website at www.wfrc.org.

bike this road is in May on weekdays and in late Fall. My aversion to log trucks and people trying to watch scenery, text, and drive all at the same time keeps me off the Mirror Lake Highway most of the time.

Weber Canyon offers a ride with a gradual steady upward slope. Most riders use the main canyon road from Oakley as an out and back but I like to start at the south east corner of Oakley at the intersection of New Lane and Boulderville road. This is near the big turn in highway 32 as it leaves Oakley heading toward Kamas. I then use the Boulderville road to connect to the Weber Canyon Road where I continue east for about

15 miles. The Weber canyon road ends for most riders where it forks into two graveled roads. One goes to Smith Morehouse reservoir and the other goes to the Thousand Peaks Ranch.

Two more rides that are a mix of country roads and highways that begin at Democrat Alley (Republicans are allowed to ride here too). I access it from Kamas by riding west on highway 248 and turning right on Democrat Alley just before 248 goes up the hill. This road has very light traffic and nice views of the Kamas Valley. After about 4 miles the road becomes hard packed gravel but only for about 1.5 miles.



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TYLER'S JOURNAL

My Green Campaign



By Tyler Wren

To me, the primary purpose of the bicycle is transportation, in its purest, cleanest, and most efficient form. Through the sport of cycling, we get

to pedal great distances through cities, and over mountains, winning the battle against gravity and resistance. However, my profession as a professional cyclist is ironically one of the most difficult to commute to by bike. I spend a lot of my time in airplanes and my team van, flying and driving all over the world to get the chance to compete on my bike with other cyclists. This dichotomy of my bike, a clean and our most efficient self-powered mode of transportation, and my dirty, inefficient travel to races, has prompted me to start a 'green' campaign this year and lessen my cycling carbon footprint.

Raised in suburban Philadelphia, I was instilled with the importance of a low-impact lifestyle. My parents generate their own electricity with solar panels, grow their own fruits and vegetables in their garden, and tend a chicken coop. So this year, I am striving to practice and promote

these principles in my professional cycling career. For one, I am offsetting all of the CO2 emissions that my race-related travel generates by supporting carbon-reducing projects via CarbonFund.org.

The average American generates about 10 tons of CO2 directly through their home, car, and travel, and another 23 tons through the economy, buying clothes, food, and other goods and services. With those staggering numbers in mind, here are a few other ways that I have committed to reducing my impact in both these areas: using my bicycle or motorcycle for transportation instead of my car whenever possible; spending a few extra dollars to buy local produce (much of our grocery stores' produce is shipped from all around the world, creating a needlessly large carbon footprint); using reusable bags for shopping; turning off lights and unplugging electronics

when not in use (even when an electronic device is turned off, it still uses a small amount of energy when plugged in); recycling as much as possible (which sometimes means a trip to the recycling station at the mouth of Emigration Canyon).

We are lucky to be living in such a bike-friendly area. Mayor Becker, a cyclist himself, has done a lot of work in Salt Lake City advocating for cyclists, raising awareness of our presence on the road, and installing bike paths and bike lanes throughout the city. I feel thankful for that and encouraged by the amount of bike commuters I see on the roads each week. Guessing at how much time I sit idling at stop lights downtown when I do need to drive around town, I know that collectively the bike commuters make a huge difference in our valley's air quality and overall impact on our environment, so I applaud your efforts and wish that

I could count myself as a bike commuter in my profession.

I know that in general, cyclists are some of the most environmentally conscious citizens of Utah, so I hope I was able to get you thinking about how much of a positive impact a bicycle and thinking green can have on our beautiful landscape. You can track my carbon offsets this season on my website, TylerWren.com. Thanks for reading, and see you out on the bike lanes!

Tyler Wren is a professional cyclist for the Jamis/Sutter Home Professional Men's Cycling Team living in downtown Salt Lake City. He also coaches athletes and is available for cyclocross and road cycling clinics. To find out more information, contact Tyler at twren-egade@gmail.com or 610-574-1334.

BOOK REVIEW

You Can't Ride a Bike to Alaska – It's an Island

By Lou Melini

By: Mickey Thomas
2005
iuniverse.com

I had seen this book advertised in the Adventure Cycling Association store for several years. I was curious but turned off by the title. I thought the title was silly and therefore so was the book. I was fortunately able to trade books with a friend, so that is how I acquired this book.

First the title, it came from the geography-challenged girlfriend (apparently ex-girlfriend) of author Mickey Thomas "who sneeringly said; You can't ride a bicycle to Alaska". When he asked why she replied; "because Alaska's an island, doofus".

Now, the book; the book is good, especially if you plan on riding to Alaska. The book could be considered dated as Mr. Thomas did the ride in 1980. (There was one passage about a freewheel coming apart

with ball bearings spread all over.) However I would bet that the geography, the weather, the road conditions, the distance between towns and the mosquitoes haven't changed.

Some passages from the book are as relevant today as 30 years ago: "*The mosquitoes at Mighty Moe's Campground were magnificent as far as mosquitoes go.*" *We woke up to a brilliantly sunny 31F morning, on July 9.*" *After a few miles, the road turned to gravel. We would essentially be on gravel roads for the next 1300 miles.*" *Hungry, we stopped at a little restaurant in the middle of nowhere (it was the only thing we saw in the 100-miles between McBride and Prince George.)*" *He was large, maybe 110 lbs, with a dark gray color. Only then did I realize how utterly cool and potentially dangerous he could have been running with a pack of wolves looking for a nice snack.*" (They also saw elk, bear and moose)

Riding to Alaska is on my "bucket list" of rides I want to do, (though not on my wife's list). After reading

the book, I will have to think this through. I could handle the weather (though one would have to like riding a lot in rain gear), the gravel roads (with the occasional need to push your bike), the distances between cities and the self-reliance of bike travel but I do not like running around a campsite with mosquito netting and the fragrance of DEET while trying to set up a tent or eat a meal. There were quite a few references to flying insects, including biting flies.

The ride to Alaska that Mr. Thomas took was an organized trip with 9 other cyclists through the Adventure Cycling Association (named BikeCentennial at that time). Starting in Missoula, Mt., the total mileage was about 3300 miles, 1300 on gravel. Inclement weather occurred on 54 of the 67 days. The temperature range was from the 80's to a low of 23 (in Denali National Park). Only 7 of the 10 completed the trip, the 3 left for various reasons, with 2 leaving at about the 900-mile point.

Riding to Alaska for 3300 miles with 9 other riders can cause some problems and there were some. Mr. Thomas discussed the interactions with the group quite well. Overall, the participants go along well and worked together well. There were other issues such as the group separating at times due to differing physical capabilities. Mr. Thomas, for example, somehow thought he could ride to Alaska without physical preparation. He had to hitchhike most of a 600-mile stretch after leaving Glacier National Park due to knee pain. He did finish the ride without any further problems.

If you have ever thought about a self-supported ride with a group, this is a good book to read. The adventure of riding to Alaska also makes it a good read, whether you plan on riding to Alaska or not. So, given that Amazon recently ranked Salt Lake City 10th (presumably from sales) on its list of reading cities, help keep this ranking by reading this book. And if you ever have thought about riding to Alaska, let me know.

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GEAR PICKS

Utah's First Endurance OptygenHP Review

By Jared Eborn

Used by professionals for years, adopted by amateurs in search of a competitive edge and backed by scientific studies, OptygenHP has fast become the supplement of choice for endurance athletes seeking safe, legal ways to increase performance and decrease recovery time.

Produced by Utah-based First Endurance, OptygenHP was introduced a couple of years ago as an upgrade from the popular Optygen product. The HP is for High Performance and sets the bar high.

With a double-dose of potency in the product's Rhodiola and a boost of Beta-Alanine, OptygenHP has been clinically shown to increase muscular strength as well as exercise capacity.

In other words, using OptygenHP helps you go harder and go longer.

Professionals, even those on teams not sponsored by First Endurance, swear by the stuff.

"I started taking OptygenHP years ago and right away noticed the difference between it and other supplements that promised a lot but never really delivered," Utah-native and reigning U.S. Time Trial Champion Dave Zabriskie said. "Optygen works. When I started, I felt a noticeable change in my breathing and how my muscles fatigued."

If there's a cyclist in America who knows something about maintaining a prolonged, intense interval at threshold, Zabriskie would be the guy.

"Optygen contains this mushroom of strength that helps with everything – from recovery after a hard ride to rebuilding the body after a bad accident," Zabriskie said. "Optygen has the right mixture of ingredients to keep the body strong and replenished. Even when I was hit by a car in Salt Lake City and couldn't exercise I continued to take it to help my body rebuild itself – and it did."

First Endurance's research, and that of collegiate researchers, show the benefits of the product in reducing cortisol (a major stress hormone) and increasing lactate threshold time by reducing lactic acid production. Elevated cortisol levels have been shown to delay recovery time while lactic acid buildup inhibits endurance at high performance.

"I've relied on OptygenHP as a supplement to help me race at the highest level for more than 10 years," Jeff Louder, another Utah native and a frequent participant in breakaway groups in professional bicycle races. "It helps me to maintain my training load and recover quicker. I've also found it particularly useful for altitude training and racing. I feel it helps me adapt and I am able to reach a higher level quicker while using OptygenHP."

Newcomers to using the product may not experience noticeable benefits right away. But as the Optygen cycles through the body, the perfor-

mance and recovery time improves.

OptygenHP is not an inexpensive product. A jar of 120 capsules – a 30 day supply -- retails for \$74.95 and makes the product cost-prohibitive for many amateur cyclists. A year's supply is equivalent to a decent set of wheels or an entire year's worth of race entry fees.

But those who do make OptygenHP a part of their training program are hooked.

"Combine Optygen with Multi-V and you're good to go train hard. Multi-V is the only vitamin that has helped with my performance," Zabriskie said. "I love its comprehensive approach to enhancing endurance. Not only does it have important vitamins and minerals, but its enzyme formula give me everything I need to train hard and its antioxidant formula eliminate everything I don't in my body to stay healthy so I can keep training hard."

ESSAY

Cycling for Pleasure

By Lou Borgenicht

My personal trainer calls me an unrepentant recreationalist. I love to play tennis, golf, fly fish and cycle but I truly do not care whether I win or lose. I enjoy whatever I am doing without expectation. I usually do not win; when I do I laugh.

I learned this from my father. My brother and I would play tennis with him and when he made a good shot he would laugh. It was better than gloating or exclaiming appreciation at one of our mistakes. Just a heart-felt laugh.

A number of years ago someone coined the phrase, "Cycling is the new golf", probably born of the notion that the demographics of each sport were similar. I took up cycling years before I deigned to swing a golf club, largely because my wife had become and avid cyclist.

Once, shortly after I had bought

a Bianchi cyclocross bike (I wanted more contact with the road than a traditional road bike offered and the Bianchi had slightly wider studded tires), we went for a ride in Kamas, Utah. Pastoral farmland, longhorn cattle, horses, sheep, llamas and leaning barns. I was entranced by the bucolic scene and found myself trailing my wife by a quarter of a mile. When I caught up with her she exclaimed, "You are like Ferdinand."

I laughed. She was right. Ferdinand was a placid bull from a children's book. When the picadors went search fierce bulls for the corrida Ferdinand would just sit calmly and smell the flowers. That was OK by me. I enjoyed myself.

In the ensuing years I noticed that I never passed anyone on a bike on any ride; they always passed me. But no matter. I am just not competitive.

My competitive side is vicarious. I assiduously watch bike races on

TV. There is something captivating about watching the dynamics of the peloton and the breakaway riding through gorgeous countryside, kind of akin to my Ferdinand nature. Having come to know the various riders over the years it is easy to root for favorites and wonder with incredulity about the unexpected.

Peter Sagan, a heretofore, relatively unknown Slovakian rider, took five unprecedented stages in the Amgen Tour of California. Mark Cavendish was riding in the Giro d'Italia (unavailable to me this year on Comcast) and will likely meet Sagan in the Tour de France (June 30th start). Should be spine tingling.

I will be glued to the TV for twenty days much to my wife's chagrin and will be careful not to talk to anyone who might know about the race until I have seen it. It could ruin my day, but it is nothing a leisurely bike ride can't cure.

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ADVOCACY

Recap of the 2012 Utah Bike Summit

By Scott Lyttle

The 2012 Utah Bike Summit: Bike Elevated presented by Bike Utah kicked off Thursday night with a small fundraising event Light Up the Night at Uinta Brewery which gave guests an opportunity to chat one on one with Friday's keynote speaker, Randy Neufeld of Chicago, Director of the SRAM Fund and Gary Sjoquist from QBP in Minneapolis, two national bike advocates. The intimate gathering was a great way to kick-off Friday's summit.

Prior to Thursday night's event, Randy had the opportunity to take a bike tour around downtown Salt Lake City with SLC Division of Transportation and sat down with UDOT and UTA to learn more about their Active Transportation plans, providing Neufeld a chance to educate himself on how cycling in Utah is moving forward.

Friday's summit opened with Neufeld's keynote speech outlining three primary areas of focus; Safety, Money and Happiness. All three elements must move forward together to truly accomplish great things in cycling advocacy. Safety, to reduce the number of vehicle/cyclist conflicts; Money, to continue working with state and federal legislatures on dedicated funding for bike infrastructure; and Happiness, to work closely with all members of the community to assure a happy environment where cycling can thrive. Randy challenged Bike Utah to continue growing as an organization to become the powerful unified voice of cyclists throughout the state.

Brad Woods followed with the State of Bicycling in Utah report. Brad referenced the League of American Bicyclists 2011 report that ranked Utah 31st with a "D"

rating (2012 rankings ranked Utah 13th - see story in this issue) in the Bicycle Friendly State rankings. The 2011 poor rankings set the stage for Wood's challenge to Utah to improve by 2014. He'd like to see Utah in the top ten state ranking, grow from two Bike Friendly Communities to six, and have at least two Universities in the Bike Friendly Universities category (Utah currently has none). The summit also featured State of the Bike Reports from Beaver, Vernal, Draper, and Brigham City.

During the lunch session Keri Gibson, Department of Public Safety and Tami Cromar, avid cyclists and owner of Ruby Snaps, outlined ways to improve the cyclist/motorist relationships. Gibson helps lead the statewide Road Respect Campaign, which kicks off this year on June 3 and travels throughout Utah spreading the message that respect is a two-way street between cars and bikes.

The summit also featured four break-out sessions that focused on Moving Advocacy Forward, The Latest in Bicycle Technology, Bike Friendly Businesses and the Economic Benefits to Utah's Towns from Cycling Tourism.

Feedback gathered from the Summit has been positive and Bike Utah is excited about the energy and momentum growing amongst the cycling community. In the year ahead Bike Utah will focus on building from the strategies outlined at the Summit and would like to thank each of the 150 attendees for joining us at the 2012 Utah Bike Summit. If you are interested in helping move our work forward, please log on to www.bikeutah.org.

Scott Lyttle is the executive director of Bike Utah, Utah's statewide advocacy organization.

Helmet Heads - continued from page 2

do something that even I consider somewhat risky, very risky, ill-conceived or even downright stupid, why should someone have the right to tell me I cannot? If I am only risking harm to myself, no one should be able to prevent me from doing what I want to do.

In fact, we allow risky behavior all the time. I deem most downhill bike racers rather crazy. I think extreme skiers have a secret death wish. Mountain climbers are a particularly risky lot. I envy them all their courage, and I admire their skills. But they are courting danger every time they engage in their chosen activity.

So, if I want to ride my bike without a helmet, so what? I am risking injury only to myself. Sure, if I get hurt, others will be impacted. My wife foremost, but also my chil-

dren and grandchildren, my community, my clients and others. The same is true every time I climb in a car, board an airplane and walk across the street.

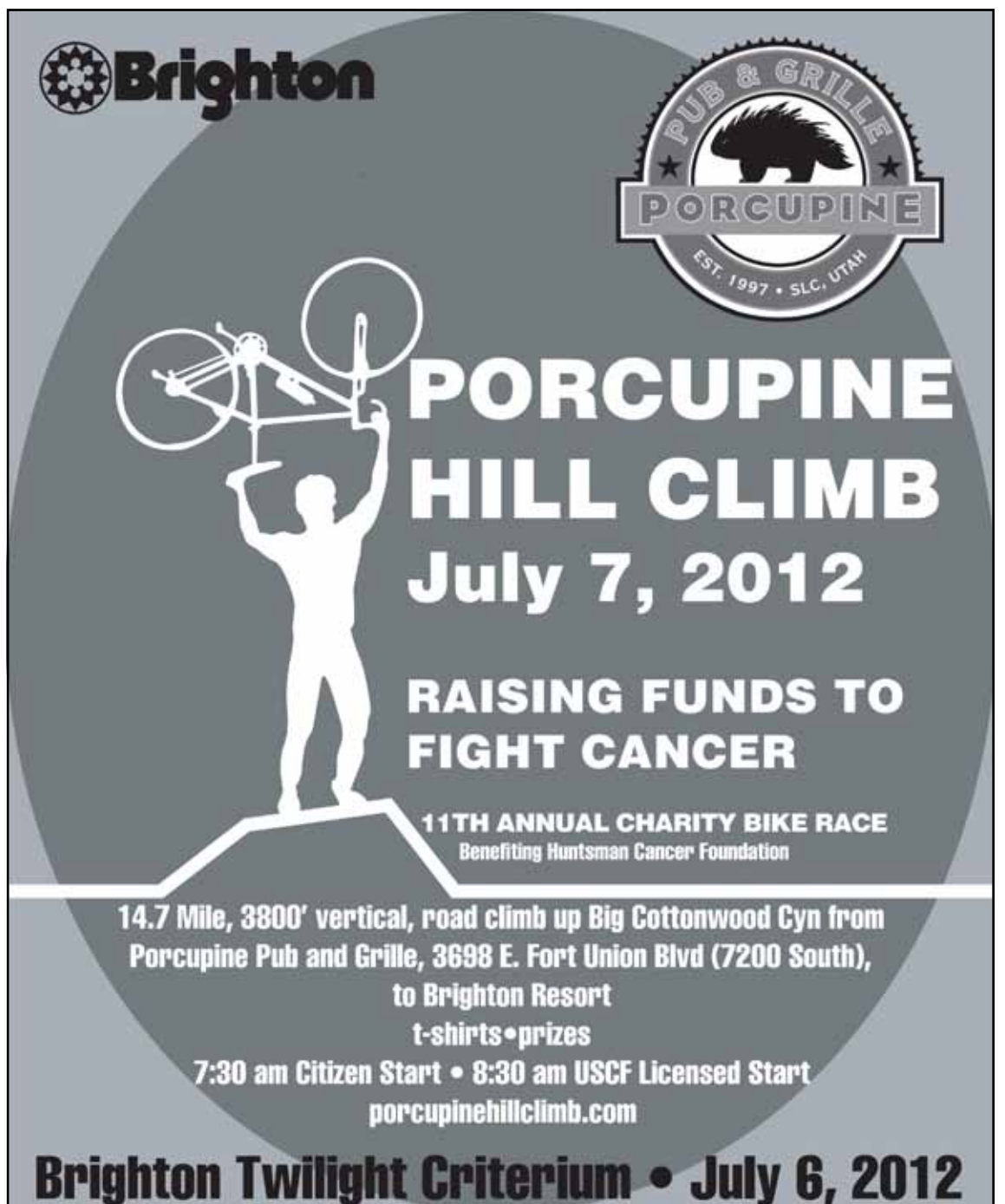
We cannot escape risk. Each of us is engaged in a constant risk/benefit analysis. When I climb in my car, I am weighing the benefits of doing so against the substantial risk of being seriously injured. I have a good friend, an orthopedic doctor no less, who rides his Harley without a helmet. He rides carefully, but he loves the feel of the wind blowing through his hair. He recognizes the risk, and accepts it because the benefit of riding without a helmet is, to him, worth it.

A few years ago, I was in Amsterdam. I was overwhelmed by the thousands (more likely, tens of thousands) of cyclists I saw. For 99% of them, a bicycle was a means of transportation. The journeyman bikes were heavy and relatively slow. I know. I spent a day on one.

In my several days there, nary a helmet was to be seen. They clearly did not deem them necessary, and no legislature decided they need to be mandated.

It has been amusing to see the comments of those who argue against helmet laws. Except for one lone standout who readily stated he does not wear a helmet, everyone in this flurry of emails was careful to say, in essence, "I always wear a helmet" before or while stating their reasons for opposing helmet laws. It is as though, despite their positions, they do not want to be perceived as suggesting that maybe helmets are not as great an idea as we are led to believe.

However, my point is this: Even if helmet usage is wise, I should not be forced into it when not doing so poses no harm to the person or property of another. So, I ain't sayin' whether I do or don't wear a helmet. Just leave me alone, and let me make my own decision.



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Alice Telford - Continued from page 3



Above: Little Red Riding Hood founder Alice Telford.

Right: Riders enjoying the roads of Cache Valley in the 2011 Little Red.

Photos: Robin Perkins

How Alice Got Hooked on Cycling

It's surprising and yet inspiring that Alice took up cycling relatively late in life. She initially got a bicycle just to give her a quick and easy way to get around the housing develop-

ment where she was working as a broker. She was then a member of Zonta, an international advocacy organization of business and professional women. At Zonta she met several women who told her how much fun they had with their cycling club. Soon after she joined the Bonneville Bicycle Touring Club (now called Bonneville Cycling Club) and wholeheartedly embraced cycling. She was then 61. She regularly brought her mountain bike with her on road trips and cycled every place she visited. She got out her passport and cycled through France, down to Mexico, did a two week cycling/camping trip across Siberia, and took several trips to cycle through China and Canada. She cycled around

the Gulf Islands, the San Juan Islands and around Vancouver Island. At age 67, she and a friend also rode the epic mountain trails from Telluride, Colorado to Moab, Utah, which is a 217 mile trip that crosses up and over



mountains.

It was in those early years of cycling when she and some friends visited California and rode the Cinderella Classic women's ride. It was not only a lot of fun, but she thought it was a great way to promote women's cycling. Always the advocate for women, she began thinking of how she could put together something similar in her home state of Utah. It was while she was on a ride with her friend Sue Shawle through pastoral Cache Valley with its small homey towns surrounded by lush farmlands that she knew she found the perfect spot for this new women's ride. It took a year to plan the ride and she didn't neglect the details. She and Sue planned a 100K route with rest stops, got all the proper approvals and permits and even lined up a support crew made up of her good friend Jon Smith and several other men who would be the sag vehicle and help with the occasional flats. Then she ordered a lunch for the two dozen women who would take part in that first ride and thus, the Little Red Riding Hood Ride was born.

We've Come a Long Way, Baby

If anything, the proliferation of so many women's rides is a sign of a renaissance in women's road cycling and it is quite visible here in Utah. Cycling has long been dominated by men, and even now only 1 out of 4 cyclists you see on the road will be a woman (Women's Cycling Forum, 2012 National Bike Summit). Yet it takes a look back to see how far women's cycling has come in the years since Little Red Riding Hood Ride was first launched by Alice Telford in 1987 to truly appreciate what she and other modern pioneers of women's cycling have brought about.

Really, Alice couldn't have timed the launch of Little Red better. Just a few years prior, American Connie Carpenter (who later married Davis

Phinney) won a gold medal in road cycling at the 1984 Los Angeles Olympics, the first time women had been allowed to compete in cycling. It was about the time that another modern pioneer of women's road cycling, Georgena Terry launched Terry Precision Company in 1985, designing women's specific bike frames and saddles. Women's bikes before then had not been fully engineered to fit most women, and certainly not very short women. The standard women's bikes in those days had the "shrink it and pink it" design theme and bike companies hadn't made much of an effort to target women as customers. Cycling clothing for female road cyclists wasn't easy to find either. In the 1990's Georgena Terry became the first to introduce a line of cycling clothing designed especially for women. The clothing was well-designed, actually pretty and would fit a variety of different women (not just the tiny, trim women) and the sales took off. The larger bicycle companies soon took notice.

Trek was the first of the major bicycle manufacturers to take the lead and introduced their WSD (Women's Specific Design) line in 1999. Cannondale introduced their Feminine group of bikes in 2002 and Specialized brought out their Allez Dolce women's road bike in 2003. Whether or not you think women need a road or mountain bike designed for women's geometry or not, it definitely was a marker as bicycle companies made a real effort to cater to women. By mid-decade, women's specific bikes for road, mountain or triathlons got a big upgrade in quality: lightweight composite or carbon fiber frames and premium components. It was about time!

Like Alice once had, many women are now taking up cycling and enjoying it later in life. The festive women's rides are just one of the ways women are being introduced

to cycling and embracing it fully. Women are also finding that bicycle shops love having them as customers, not only are they selling women's specific cycling products and holding "Ladies' Nights," but they are sponsoring women's rides. For Utah, there can be a special appreciation for a small women's ride that began on the beautiful country roads of Cache Valley, 25 years ago and how it helped launch a women's movement on two-wheels.

Portrait of a Cyclist at 88

"Cycling is a complete body exercise: it strengthens the legs and heart, keeps the hips in line, and exercises the lungs and brain because one has to think. Most of the time, one is biking with another person, so you get a social exercise, which is very important. But really, I do not think about why I bike, however, when I do, I physically feel so much better and I feel healthier. It's a shame that more people my age aren't out there, riding. You only pass through this life once. I hate to see people miss out."

—Alice Telford

Up until Alice was hurt in a car accident in August 2011, she kept up a Jack LaLanne schedule: working full time at Zion's Bank and exercising with a daily regimen of stair climbing and cycling. She said she kept her long ride mileage below 70 miles, while riding with her Smell the Roses cycling group on her Bike Friday after her knee replacement surgery four years ago. Last summer's accident has slowed her down and she has been frustrated with the set-backs but dutifully goes through the physical therapy with the tough mental attitude of an athlete and the positive attitude she is well-known for. At 88, Alice remains an inspiration to so many of us!

Tara McKee is editor for cyclingandstyle.com, an online women's cycling magazine.

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MECHANIC'S CORNER

Silence Those Disc Brakes



Use a brake piston tool (Park PP-1) to reset and lube the brake pistons.

By Tom Jow

Last week I was in Fruita, CO and Moab mountain biking with some friends from out of state. The weather was great and the trail conditions were excellent. One of my companions did find one thing to complain about though, his disc brakes. Apparently they are always making some sort of noise. When the brakes are disengaged they go “ching, ching, ching,” and when they are engaged, they often make a high pitched squealing sound. These would be the two most common complaints that riders have about disc brakes. Fortunately, these issues can be easily, and relatively inexpensively remedied.

In the case of the brake that makes a rhythmic tinging sound, there are two reasons this occurs. The first is a rotor that is not perfectly true. Unfortunately, few of them are. It is possible sometimes, that rotating the rotor to a different position on the hub will result in a smaller

wobble. The second reason is a brake caliper that is slightly misaligned. An additional factor is that one or both of the brake pistons may be sticky. The first step in addressing this is to completely reset the brake pads and pistons.

Begin by removing the wheel of the brake in question. Next, insert the Park PP-1 brake piston tool (a screwdriver is not a good substitute). This will do several things. One, it resets the brake pistons equally and squarely. Two, by pressing the pistons back into the bores it lubricates them. Three, it makes you aware of how much brake pad material is left before replacement is necessary.

Next, reinstall the wheel. If done properly, there should be a lot of room between the brake pads and the disc rotor.

At this point, squeeze the brake lever several times. The first couple squeezes will come to the grip as brake fluid is re-transferred back to the caliper from the master cylinder. Keep squeezing until the lever is firm. Spin the wheel. If all has gone well, the pads will be re-aligned and

the brake will roll silent. If not, then the brake caliper will need some manual adjustment.

Using a 5mm hex wrench (or whatever the proper size for your brakes), loosen one caliper mounting bolt ever so slowly until it barely moves under pressure. Then loosen the second one the same amount. Now, looking down into the caliper body/ brake pad inspection window, adjust the caliper until the rotor passes with no sound. Before re-tightening the bolts, gently squeeze and hold the brake lever tight. A strap or friend is helpful for this. This will hold the caliper in place while you completely loosen the bolts, to allow the caliper to free center itself, and then tighten them down for good. This part of the procedure is also easily performed on the trail.

The high pitched squealing brakes can be a little more difficult to diagnose. The main cause of disc brake squealing is vibration. One of the most significant factors is brake pad choice. There are two types, metallic and organic. Metallic pads are composed of just what the name implies, metal. This type of pad has good pad bite, resists heat and wears well in both dry and wet conditions. Because of the metal in the pads, they can sound a little scratchy. Metallic pads work best for riders who want to brake hard, brake late, and/or ride in a variety of conditions. Organic pads on the other hand, have no metal in the braking material. For this reason they are quieter, bite smoother and vibrate less. Organic pads work well for riders use the brakes for more sustained periods of time.

Another factor is overheated rotors and pads. Overheating often occurs when brakes are new and not broken in (bed in) properly. Overheated rotors and pads develop a glaze on the braking surface which greatly diminishes braking power. This glaze may also cause the pads and rotor to vibrate during use. Evidence of overheating is indicated by a bluish tint on the brake rotors.

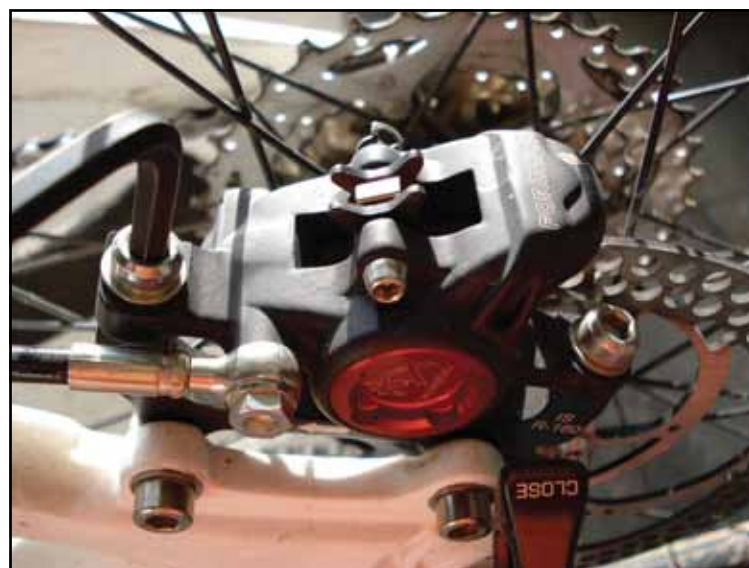
Dirt and other contaminants in the braking system also contribute to brake noise and poor braking performance. Brake rotors can be cleaned with isopropyl alcohol and a clean paper towel. Brake pads are very absorbent so if they become contaminated, it's best to just replace them.

In order to really have quiet brakes, it may be necessary to start from scratch by replacing the rotors and pads. Always purchase new pads with new rotors. Purchase the proper pads for your riding style. Bed them in properly (see manufacturers manual for instructions). Perform brake maintenance by resetting the pads with the PP-1 regularly and replacing worn brake pads at proper intervals. Take good care of your brakes and you will be wanting to ride ahead of your friends to avoid listening to their brakes, and their complaints.

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



There should be a lot of room between the brake pads and the disc rotor.



Center the caliper on the rotor.

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ADVOCACY

Utah's Saturday Cycles Wins Silver Bicycle Friendly Business Award; Boise's Ada County Highway District and Idaho Mountain Touring Also Take Silver

By Charles Pekow

The folks in the Boise area sure know how to get credit for improving bicycling conditions in their community. They are winning incredible recognition from the League of American Bicyclists (LAB) Bicycle Friendly America programs. Not only was Boise State University not satisfied with its bronze medal won last year (the fourth highest ranking) that it reapplied and moved a notch above and won silver ranking this year (see May 2012 issue) but two other employers in the area won Bicycle Friendly Business (BFB) awards in the spring announcement.

The Ada County Highway District (ACHD) and Idaho Mountain Touring (IMT) each won silver status in LAB's recent announcement. These awards come on top of

ones LAB gave in previous awards announcements to Ada County as a Bicycle Friendly Community and six other bicycle friendly businesses in the county (plus one more honorable mention).

"In Idaho, the word is definitely getting out, thanks to the work of local advocacy groups" notes Bill Nesper, LAB's vice president for programs. LAB announces new awardees semiannually.

The new awardees include the agency responsible for maintaining the bike facilities in the area. ACHD took silver status, the third highest ranking (beneath the hard-to-achieve platinum and gold). "The county has been leading the bicycle friendly efforts in the whole Boise region for years," Nesper explains and now gets honored largely for recognizing that even at a highway agency, employees can use non-motorized ground transit. "Even top management com-

muters by bike," an impressed Nesper says.

ACHD offers its staff alternative work schedules and gives certificates to any of its 300 employees who bike to work, LAB noted. It provides covered bike parking, shower facilities and a bike repair station and distributes bicycle education information to employees. "We have bike parking in front of our building. Visitors can park outside or bring their bikes inside," says Justin Lucas, senior transportation planner and county bike coordinator. "We prefer they park outside but they can bring (bikes) in when they need to."

ACHD also provides bike maps and other cycling information during events like Bike Month and supports local advocacy efforts. It supports local Bike Week activities and staff participate in bike rodeos. "We have a pretty active bike committee that meets in our building," Lucas notes. ACHD also provides the public a Street Smarts booklet about rules of the road.

So how could ACHD improve and bump up a notch or two to gold or platinum? "The main thing they can do is increase the amount of education to their employees. They do give out education stuff but they could increase the amount of classes" and offer them to the general public, Nesper says.

"We're an infrastructure organization so we don't do as much education as some other groups," Lucas responds. But he said ACHD is considering more employee rides and education.

Meanwhile, an outdoors sporting good store in Boise also won a silver medal. IMT provides a fleet of bikes for employees. The company staff even take bike trips to their staff meetings as a team building exercise. "We've done a couple of store meetings where we just have a group ride. We ride and when we get to the top of the climb, we do a meeting and ride down to the store," Sales Manager Bill Davis explains.

LAB also gives points to companies like IMT for offering employees a ride home if they bike to work and weather turns ugly or they have to leave quickly.

And yes, one reason Boise is getting crowded with BFBs is because the program is infectious. "We noticed that a local non-profit was named a BFB," Davis explains. "So one of our employees took it upon herself to get us signed up for that.... We said we can do this. We have a locker room here for employees. We have bike storage.... We spent the time.... We didn't know it would be quite as widely publicized as it has been and we've been really happy with it.... It's great to get recognition for the stuff we've been already

doing."

To reach a more precious medal award than silver, LAB suggests IMT offer employees incentives for riding a bike and track the economic benefits of its promotions. LAB also likes to promote itself by awarding points for keeping a LAB-certified cycling instructor on staff, which IMT lacks.

"We are still a small business. Some of the stuff they have listed is not feasible for a small business like ours," Davis responds. You "can only incentivize people so much. Some of the stuff they recommend would be better suited for larger corporations." A government agency, large corporation or hospital can afford to offer financial incentives to employees to bike that would strain a small business, he notes.

In Utah, only one company got awarded this go-round, Saturday Cycles bike shop, another silver winner. The store offers employees a \$30 a month incentive to ride to work. Owner Mark Kennedy, who naturally cycles to work, keeps his car at the store and allows employees to take a ride home if they need one.

"I drive the most of anybody who works here and I ride my bike every day," Kennedy says. Kennedy's small shop employs only one full-time and three part time workers and until its recent move from West Bountiful to Salt Lake City, kept regular hours only on Saturday, as Kennedy works another job at Northrop Grumman.

The store maintains a fleet of bikes for employees to use and even a trailer to haul cargo. It maintains a benefit for a small business that LAB put so much emphasis on: a shower. (Though maybe customers benefit the most from that, even though they don't use it.) LAB also praised the company for supporting state and local bicycling efforts and sponsoring the LAB's National Bike Month activities and charity ride as well as maintenance and riding skills classes for customers.

Kennedy echoes the concern that to move to gold or platinum would take a lot of work for a small business. While he plans to offer some evening riding classes, he says that "the higher levels practically require you to have a person on staff doing those kinds of things as opposed to sweeping floors and cleaning toilets like I have to do."

As has been the case from the start, most of the employers winning BFB awards are somehow connected to the bicycle business – if not directly by manufacturing or selling vehicles or equipment, then employers involved in promoting bicycling such as ACHD, or those in the health or planning fields. Previous Idaho BFB awardees included REI Boise, the Boise Bicycle Project and Healthwise, Inc., a healthcare pro-

vider. (A few other local firms have gotten the nod, however, including Microsoft Boise.)

"The ones that easily get the award go for it," Nesper acknowledges. But he adds that "the word is definitely getting out," noting that some Fortune 500 and other large companies and government agencies not directly involved in cycling, health, recreation and related fields have won honors, such as Rockwell Collins in Salt Lake City.

Employers in these fields can just see the benefits more clearly. "If you promote healthy lifestyles for your employees, that's a financial benefit," Davis says. "Pretty much any business can benefit somehow financially from having more of their employees bike to work. There's less use of limited parking spaces.... People who exercise are happier at their jobs."

Word does spread – at least among the cycling community. Like IMT, Saturday Cycles got the idea from another local winner. Kennedy says he was inspired to apply for BFB status after talking with former Mad Dog Cycles manager Brad Woods of Orem. Mad Dog won gold status for its employee benefits and advocacy work.

"There has to be some sort of champion within the human resources section of a bigger business to do it, or an executive that has an interest," Kennedy explains. He tried to sell the project to Northrop "but they're not that interested." The site employees 800 people and "two of us ride to work regularly, others intermittently and others say 'how can you possibly ride your bike to work?'"

So convincing the government that bicycle infrastructure is good public policy remains far from the only battle bicycle advocates must fight these days. We've got a long way to go to convince the business world that it helps the company image and bottom line to encourage staff to ride.



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ESSAY

Why We Ride

By Adam Lisonbee

Why do you ride a bike?

Fitness? Competition?
Exploration?

The term “joy riding” is often used to describe riding for the sake of riding—that is, without training goals, structure, or plans. It implies that riding a bicycle is inherently pleasurable and that the act of pedaling is itself enjoyable.

Well, is it?

Of course it is.

But I think “joy riding” is a misnomer. A training ride is, at its foundation, no different than a joy ride. The physics involved in both rides are identical. Pedaling is pedaling. The variations that do occur

come only in the intensity, or more abstractly, the intent of the ride. But neither is more enjoyable than the other. There is no such thing as misery riding. Of course, elevating the intensity of a ride certainly increases the physical pain involved. But pain is not misery. Indeed, I would argue that misery is, instead, the lack of pain. Without pain there is no joy. One must precede the other. Maybe even more absurdly, pain is joy—at least it is while racing a bike.

This year I've lined up at the start line of several mountain bike races, and every time I have felt the same brooding dread deep in my gut. “Why am I doing this?” Bike racing hurts. It exposes us for who we really are. There is no place to hide. The naked truth is revealed for all to see, and to mock. Our weaknesses are isolated and uncovered, and our most private pain is made unflatteringly public. “Why am I doing this?”

I spent Memorial Day racing my

bike. I could have relaxed at home. I could have picnicked in the mountains. I could have slept in. But I didn't do any of those things. Instead, I woke up early and raced my mountain bike at the Intermountain Cup Stan Crane Memorial in Draper, Utah. The difficult course—11 miles and 1,500 vertical per lap—was filled with tight switchbacks, off-camber traverses, and long (very long!) climbs. I suffered. The engine, which had been coming along nicely this spring, never got going like I hoped it would. And so, I plodded along, not very fast, but not too slowly either. Two laps into my three-lap odyssey, I was again asking myself the eternal question: “Why am I doing this?”

Race or not, why do any of us ride our bikes? There are other hobbies that are less expensive, safer, and more socially acceptable. Like watching TV. Or shopping. But we choose to ride a bike. Sometimes we ride a bike over mountain passes, across deserts, and through deep, wooded forests. And other times, we simply ride to school, to work, or around the block. We ride fast. We ride slowly. But we ride. Along the way, our bodies become leaner, lighter, more efficient. We sleep better at night, we eat healthier foods, and we learn to appreciate the nuances of pedaling a bicycle. The stresses of life melt away into forgotten unimportance over the miles and miles of riding.

As cyclists, we have learned that life is meant to be self-powered, spent with friends and family, and energetically cooperative. We understand that headwinds, while vexing, can be mitigated. We have realized that team time-trials and solo break-aways are not contradictory, or mutually exclusive. Indeed, they are symbiotic. That is, individual and cooperative accomplishments cannot exist without each other. Behind the solo victory is a team. And inside the team are individuals.

When I finally finished my race in Draper, I was exhausted. My face was coated in dirt and sweat. My legs ached dully. My back hurt. My hands were throbbing. My feet burned. I



Adam Lisonbee out having fun at the Stan Crane Memorial Intermountain Cup in Draper on May 28. Photo: Joaquim Hailer. Find your photo at zazoosh.com. See results elsewhere in this issue.

was mildly disappointed with my result. I had, as usual, wanted to go faster.

The next day, I brooded over my result. “How long am I going to bother with this eternal treadmill?” I wondered. “I won't win many, or any, races. But, maybe I can be better.” But how much better? And to what end?

To what end? It's a question that I ask all too often. Indeed, it's a poisonous question. It's a ques-

tion that breeds indifference, apathy, and destruction. To what end? Who cares! The results of anything we do—bike race, or otherwise—can't be controlled or pre-determined. The variables are infinite, and the metrics of success, indefinite.

Worrying about results, and being disappointed with them, is futile and pointless. I raced hard. I did my best. I am encouraged and optimistic at the incremental improvements that are slowly, but unmistakably, manifesting themselves. And best of all, I had fun—a lot of fun. Racing bikes is supposed to be enjoyable. Why that is, or how that is, I will never understand. But pushing our bodies and minds beyond the limits of reason is delightful.

And, if there is an end, then that is it. Fun. Joy. Bliss.

After the race, the (self-inflicted) pain and the misery of the day faded quickly. Racers were gathered together in clumps of bright lycra, handing out high-fives and claps on the back, handshakes, and half-hugs. These were all handed out evenly and liberally, regardless of finishing times or placement. Everyone understood that everyone else had suffered, dug, and pedaled just as much as they possibly could. We were all, at that moment, equal.

I love racing my bike. I love the joy and the pain. I love the people. I love the irrational justification. But most of all, I love the riding.

Riding—any riding—creates fitness and increases skill, which in turn, makes the entire process more enjoyable. Pedal strokes, after all, are circular. In the end, joy riding is the only kind of riding.

MOUNTAIN BIKING

Park City Named Gold Level Ride Center



Above: Two rides enjoying the trails of Park City. PRoss Downard Location: TG1, Park City, UT

PARK CITY – The International Mountain Biking Association (IMBA) announced this spring that it has designated Park City, Utah as the first Gold Ride Center. Park City also just received a Silver Level Bike Friendly Community award from the League of American Bicyclists. In making the proclamation, IMBA Regional Director Ryan Schutz noted, “We’re awarding our highest designation to this amazing mountain bike destination. No location better exemplifies the Ride Center ideal of offering great options for any level of rider and any style of riding.”

How did Park City become a Gold-level Ride Center? According to Rich Cook, IMBA’s Director of Development, “It all stems from a commitment to master planning. The sheer number of miles of trails is fantastic – there are more than 400! – but what’s

really important is that they function as a cohesive network, with signage and trail connections that create an enormously rich mountain bike experience.”

In making the announcement, Mark Eller, director of communications for the industry’s signature organization commented, “At the heart of it all, the Mountain Trails Foundation pulls mountain bikers into a true mountain bike community and keeps them energized with new trail projects, and by enlisting the support of the resorts and other local businesses. It all works together at Park City, and that’s what’s pushed them to being the gold standard.”

In 2008, IMBA held their World Summit mountain biking conference in Park City. Since then, the wheels have been turning on IMBA’s Ride Center program and on the idea that Park City

is an exemplary mountain biking destination. IMBA is the organization that designates trails like Park City’s Mid-Mountain Trail as one of the world’s “Epic” rides, and the Ride Center program offers the equivalent endorsement on a much broader scale.

In addition to their advocacy efforts around the world, the International Mountain Biking Association supports dedicated trail building crews that travel across the country each summer. IMBA’s trails crews work with local organizations to teach them how to build sustainable trails and spend time meeting with groups such as local U.S. Forest Service representatives and land owners to discuss land access issues.

Charlie Sturgis, executive director of Mountain Trails Foundation accepted the IMBA award as the sponsoring organization that worked with IMBA to make sure Park City met all the requirements of the Ride Center Program. “This has been in the works for a couple years, and like most things in Park City, it was a group effort,” explained Sturgis. “Along with a few other people, Scott House with White Pine Touring deserves special mention for getting the ball rolling on this project and for helping to bring this to conclusion. After two years of leg work, we were able to fill in the criteria sheets requested from IMBA. We’ve been told we received 96 out of a possible 100 points, and while there are other Ride Centers, we’re the first venue to be rated high enough to be Gold Level. This level of achievement couldn’t happen without tremendous contributions from Park City, Snyderville Basin Recreation District, and lots of others.”

IMBA ranks locations for possible

Ride Center status based on a comprehensive range of criteria including everything from the number of miles of various types of trails to the types and quantities of lodging and restaurants in the area. Not only do they want to know if there are pump tracks and lift serviced riding in town, they also ask about trail head facilities, activities for after the ride, and even if there’s a brew pub in town.

Jonathan Weidenhamer, Park City’s economic development director commented, “Being the first IMBA Gold Ride Center destination is a tremendous honor, and it’s the kind of thing that will bring more summer and fall visitors to Park City. Steps that we’ve taken as a community like opening this tunnel for safely walking and biking around town contribute to this being such a bike friendly place.”

One of the benefits of being designated as a Ride Center by IMBA is that mountain bikers looking for the best locations in the world for biking adventures will be able to see Park City’s leading Ride Center status right on the IMBA website. They will even be able to click through and book biking vacations in Park City on the site making IMBA’s Gold Ride Center designation meaningful for local businesses.

Mike Goar, Managing Director for Canyons Resort commented about the growing interest in mountain biking his resort is seeing, “This summer marked the opening of the first phase of a bike park located at the Red Pine Mountain Adventure Area. Response to the three new gravity-focused trails was unbelievable. Some weekends the excitement felt like a powder day, and we’re looking forward to that growing

next year.”

Rhonda Sideris of Park City Lodging, Inc. noted the potential for increased summer visitors and lodging business. “I see no reason why we shouldn’t pursue lift and lodging packages in the summer just like we already have in the winter,” explained Sideris. “It turns out that overall mountain bikers have a much higher demographic profile than our typical summer visitor, and in fact rival the demographic of most of our winter visitors. The IMBA designation gives us bragging rights similar to our ski resorts’ winter rankings. We’re the only Gold level Ride Center in the world so far, and it seems we should get a jump on the competition as a mountain biking travel destination.”

As head of Mountain Trails, Sturgis agreed the IMBA designation was a point of civic pride and offered the opportunity for more summer and fall business in town, but he pointed out that there was another valuable consideration. “Perhaps one of the things that I’m proudest of with regard to the Gold Ride Center designation is that we will be working with IMBA as the standard bearer for their program. We’ve agreed to host other communities that want to become Ride Centers. We’ll show them what we’ve done and introduce them to people in town who help coordinate all the various aspects that support mountain biking here so they can see how to further biking in their communities. We’ll also be speaking at IMBA conferences across the country and potentially around the world to help further the sport. It’s kind of a cool place to be in, and we’re proud on behalf of the whole community,” noted Sturgis.

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ROAD RACING

Evelyn Stevens Takes New Exergy Tour in Boise; Event Draws Top Women from Around the World



are especially sought after this year by riders hoping to represent their countries in London. The points also determine how many riders each country is allowed to send to the road race. For American riders such as Evelyn Stevens, Amber Neben, and Kristin Armstrong, the Exergy Tour offered a chance to defend the top five ranking of the United States in the UCI rankings. Four riders will get to race for the U.S. in London, and the team will be announced in mid-June.

The Exergy Tour began with a short prologue perfectly suited to the talents of three-time world track champion Tara Whitten (Canada) of TIBCO - To The Top. She won the 3.2-kilometer test in downtown Boise in just over four minutes (4:09.64). It was an all-Canadian podium with Gillian Carleton of the Canadian National Team in second place, 34-hundredths of a second behind the leader, and Clara Hughes of Specialized-Lululemon in third at 4:09:98.

One of the big stories of the day came when Kristin Armstrong (USA) of Exergy-Twenty12, crashed at the turnaround during the prologue. The awkward fall resulted in a mid-shaft fracture of her left clavicle that required surgery to repair. The injury ended the race for Armstrong, though she is reportedly already back on the bike.

Utah rider Tayler Wiles (Exergy-Twenty12) finished the prologue

33rd at 17 seconds back while fellow Utahn Alisha Welsh (Primal MapMyRide) finished 83 at 34 sec-

onds off the pace.

The start of Stage 1 in Nampa greeted the peloton and crowds with temperatures in the 40's and a steady rain. The course ran past Lake Lowell and into the Idaho wine country. Then, the riders faced two circuits along the Snake River, which included a Colavita Queen of the Mountain prize on Pump Road.

Elizabeth Newell of the NOW and Novartis for MS team animated the stage early on. Newell, who is a national champion on the track, launched a long solo attack on the way to Pump Road. The challenging

Continued on page 33

Above: The prologue in downtown Boise.

Right: The field on the climb in the final day's circuit race.

Photos: Chris See. Find more at fredmarx.photoshelter.com

By Chris See

Evelyn Stevens won the overall at the inaugural edition of the 2012 Exergy Tour in Boise, Idaho. Stevens, who rides for Specialized-lululemon, won the race with a breakaway on the final day. The Specialized-lululemon women swept the final podium, thanks to solid teamwork and their strong rides in the individual time trial. Amben Neben finished second overall, while Canadian Clara Hughes finished third.

The Exergy Tour ran from 24 May to 28 May and featured five days of racing around the Boise area. A total prize purse worth \$100,000 made it the richest women's event in North America, and in fact, one of the richest prize purses in the world for women riders. The inaugural race attracted over 100 elite women riders

from around the world, and included five stages.

The race also offered one last opportunity for the riders to collect valuable UCI points. Because of the Olympic Games, UCI points

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TRIATHLON

Utahns Excel at Ironman St. George

Above: Riders on the bike course outside of Gunlock in St. George. Photo: courtesy St. George Convention & Tourism Office

By Jared Eborn

In its last year as a full distance Ironman event, the race considered the most difficult in North America showed every intention of going out with its reputation intact.

Strong winds from the start turned Ironman St. George into an epic adventure that as much survival as it was endurance.

And many of Utah's best triathletes made sure they said goodbye to

the 140.6-mile course in fine fashion.

While professionals Ben Hoffman and Meredith Kessler captured the overall wins, Utah was well represented on various age-group podiums.

B.J. Christenson, a contender at any race he enters, put together a nearly perfect race, winning the Men's 30-34 division with a time of 10:09:23 – more than six minutes ahead of his closest age-group competitor and good enough for 14th overall.

A competitor – and Kona qualifier – in each of the first two Ironman St. George races, Christenson said this was the hardest race St. George has had.

“Finally the wind showed it's ugly head. Year 1, it was cold. Year 2, it was hot,” he said. “The final year, St. George decided to give us a goodbye kiss. We all knew it could get windy we just hoped it wouldn't.”

The winds a Sand Hollow State Park created a treacherous swim that saw numerous competitors hop into the safety of boats to escape the whitecaps.

“It was by far the hardest Ironman I have ever done and the first one that took me longer than 10 hours to finish,” Christenson said. “I am pretty certain everyone just wanted to just be done. I was happy with my place and really happy to see everyone doing their best to get to the finish line. My heart goes out to all those who didn't make the cut offs.”

That was a sentiment shared by another of Utah's best triathletes, Spencer Woolston. Despite suffering a flat tire and not having a spare, Woolston survived and finished the race with the 10th fastest time overall and finished second in the Men's 35-39 division – earning another trip to Kona for the World Championships this fall.

“The swim was the craziest thing I have ever experienced in a triathlon. Swimming into a 40 mph wind was tough. I was 20 minutes slower than what I had hoped for,” Woolston said. “I was unhappy with the wind on the

swim but I was ecstatic about the wind on the bike. Having it windy gives me an advantage. It gives me more time to distance myself from those who are great swimmers and runners but not great bikers.

As he powered through the wind, Woolston was on pace to have the race of his life.

“Unfortunately with about 25 miles to go my worst fear became reality as I had a flat tire. I had brought nothing with me on my bike to fix the flat so I got off my bike and started walking with it,” he said. “I had trained seven months for this one race and in that moment I thought it was over. I was still in a shocked state of trying to come to terms with the race prematurely ending when out of nowhere bike support stopped and changed my tire. I was very lucky to only be on the side of the road for I'm guessing 10-15 minutes.”

From there, Woolston logged a still-amazing bike split and had one

of his best marathon times ever, finishing with a time of 10:04:22.

“My marathon has been a weakness for me in the past but it worked out this year,” he said. “I usually get passed by others on the run but this year I was able to do the passing. My 3:07:45 marathon was 20 minutes better than last year. It was a frustrating day due to the swim and the flat tire but I am happy that it ended well.”

Also finishing strong and punching a ticket to Kona was Keena Schaerrer, who placed second in the Women's 40-44 division with a time of 12:42:00.

Though Ironman St. George is not officially gone – it will remain as a 70.3 event next year – the race has earned a spot in Ironman lore.

“Now that the race has ended I have recovered a bit. I know I am stronger and more committed from the experience,” Christenson said. “It was an Epic day and one I know I will never forget.”

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ROAD RACING

Cortlan Brown Wins Collegiate National Road Race on Homestate Turf



Cortlan Brown (Salt Lake Community College) won the USA Cycling Collegiate Division II Road Race in Ogden on May 7. Photo: Chris See, fredmarx.photoshelter.com



kick, looked back and we lost about 10 more people. As we kept going I was worried that we had not dropped more people."

As the climb continued, Brown's chances for winning increased.

"I started paying close attention to every one around me and everyone was breathing super heavy and I could tell everyone was hurting, including me," he said. "I knew I had more so I gave it another hard 10 second kick, sat back down looked back and saw that except for one other guy every one else was moving backwards it was time to focus and just punch the pace out till we got to the top of the climb."

Brown crested the summit with only one other rider and descended

with victory in sight. Edward Gryster (Brown University) and Brown flew down the mountain and put some time into the field.

When the 200 meters to go mark came, Brown attacked around a corner and didn't let up, crossing the line in first place and giving Utah a national champion.

Weber State's Tyler Matson finished 11th and Michael Trussell (SLCC) was 42nd.

Marian University triumphed in the Division I Team Competition over University of Colorado – Boulder and Ft. Lewis College. Massachusetts Institute of Technology won the Division II Team title.

Collegiate Nationals will return to Ogden in 2013.



Above: The Weber State team raced in the team time trial on Antelope Island. Above right: A Weber State rider competing in the women's crit. Photos: Chris See, fredmarx.photoshelter.com

North Ogden Divide. It was there that Brown's familiarity with the road – and altitude acclimatization – came in handy.

"The pace slowed as we approached the Divide, everyone getting ready for the pain to come," Brown said. "As we started up the climb I was on the front just setting a good tempo, I looked back and could see that the field was stringing out but there were still a lot of us on the lead group. I stood up and put in a good two or three pedal stroke

Brown had a respectable 16th place finish in the criterium the day before, but saved his best for the road race in the scenic Ogden Valley.

"We had a half mile roll out that was mellow but as soon as the officials car pulled away it was like a cannon went off and we were at 32 miles per hour right from the gun," he said. "The field of 92 was blaring down the road at this pace for a few miles, I was about 10 wheels back or so and watched a guy a couple riders to my left cross wheels with the guys in front of him and he went down, sliding sideways, taking out a row of people all the way across the road. When I looked back to see what had happened all that I could see was a wall of bikes and people on the ground."

That created an unexpected break-away of about 20 riders and Brown was in the thick of it with a national championship on the line. The break motored along for a few miles before letting up and allowing the peloton to regroup as they closed in on what would be the decisive climb up the

By Jared Eborn

Racing for a national championship is typically the stuff you only dream about. Racing for a national championship in your back yard, though, is almost too much to pass up.

And for Cortlan Brown, a student at Salt Lake Community College, it was an opportunity he simply had to take advantage of – capturing the USA Cycling Collegiate Division II Championship on May 7.

Brown, who races for the Ski Utah-MarketStar team locally, actually considering skipping the collegiate nationals in order to race the Tour of the Gila but couldn't have been happier he decided to race locally instead of hitting the roads of New Mexico.

With many of the heavy hitters from the national cycling scene in Ogden for the three days of racing, Brown's victory was the highlight of the weekend for Utah schools.

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CALENDAR OF EVENTS

Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!

Utah BMX

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: June 2, 9, 16, 23, July 7, 14, 21, 28, August 11, 18, 25, Sept 8, 15, 22, 29, Darrin Cook, 435-843-4049, deseretpeak-bmx@msn.com, deseretpeakcomplex.com

Utah Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group., Ken Johnson, ubcinfo@utahbikes.org, bikeutah.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. Visit the website to join the email listserv., Dave Iltis, 801-328-2066, dave@cyclingutah.com, Julian Tippets, 801-535-7704, Julian.Tippets@slcgov.com, slcgov.com/bike

Salt Lake County Bicycle Advisory Committee — Salt Lake City, UT, Bicycle Facilities Planning Meetings are third Wednesday each month from 4-6 p.m., with the exception

of the month when the Quarterly County Advisory Committee is meeting on the third Wednesday from 6-8 p.m. (see website for meeting details). Meetings are held in Suite N-3001 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, UT. 801-468-3351, Megan Hillyard, 801-468-3351, MHillyard@slco.org, bicycle.slco.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., Mark Bedel, 801-393-2304, wp@weber-pathways.org, Rod Kramer, 801-393-2304, rod@weberpathways.org, weberpathways.org

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

Park City Alternative Transportation Committee — Park City, UT, Normally meets the second Wed. of the month, location TBD, Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, Michael Watson, redtail@sisna.com, 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, parleystrail@gmail.com, 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, greg@hoole-king.com, tinyurl.com/holladaybac

Provo Bike Committee — Provo, Utah, Come join us every 2nd and 4th Tuesday at 5 pm in the Conference Room in the Provo City Building on 351 W. Center Street. We promote bike safety, culture, and better relations between bikes and cars. , Carole Ann Litster, 208-283-6756, carolannlitster@gmail.com,

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., None , 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,

July Bike Maintenance Clinics — Cottonwood Heights, UT, Join us for our free weekly maintenance clinics Tuesday evenings this July. Come learn two of the most basic and important, bicycle maintenance skills in an informative, comfortable and hands-on setting. TUESDAYS at 6:30pm, July 5: Flat repair, July 12: Drivetrain Cleaning, July 19: Flat repair, July 26: Drivetrain Cleaning, Clinics are limited to 20 participants each so please call or email to reserve your spot., Chris Skolnick, 801-942-1015, info@cottonwoodcyclery.com,

Beehive Bike Polo Club — Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons. Check out the Beehive Bike Polo Club on Facebook for location., Chuck Heaton, 801-688-7268, heatpolo-company@gmail.com,

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

June 4, 2012 — Joe Kurmaskie, The Metal Cowboy Talk, Salt Lake City, UT, A talk by Joe Kurmaskie, the Metal Cowboy, on bicycle use as alternative transportation and bicycle awareness will be held at the SLC Main Library at 7 pm., Tania Taylor, taylor@slcpl.org, slcpl.org

June 5-27, 2012 — Frame Building Class, Salt Lake City, UT, Ever want to build your own bicycle frame from scratch but didn't think you could afford it? Now is your opportunity! Build your own high quality, custom lugged chromoly bicycle frame ready for painting. 8 Class series., Jonathan Morrison, 801-FAT-BIKE, jonathan@slcbikecollective.org, bicyclecollective.org

June 9, 2012 — Urban Challenge Utah, Salt Lake City, UT, 9 am, Using clues, teams of two navigate through SLC, competing in tasks that challenge the body, mind and senses. Benefits the Make-A-Wish Foundation of Utah. , Jessica Linville, 801-262-9474 , events@utah.wish.org, urbanchallengeutah.com

June 9-10, 2012 — Bike-Touring 101, Salt Lake City, UT, 6th annual overnight self-supported bike tour to Wasatch St. Park (bike-touring 101). Start in Salt Lake City area or Park City., Louis Melini, lvmelini@comcast.net,

June 11, 2012 — 6th annual Share the Road Ride, Park City, UT, A 17 mile road ride to spread awareness in sharing the road between cyclists and motorists. Ride leaves Cole Sport, 1615 Park Ave. at 6 pm. Park at lower PCMR lot., Scott Dudevoir, 435-649-4806, dude@colesport.com, colesport.com, mountaintrails.org

June 16, 2012 — Edible Wasatch - Bites & Bikes, Utah Bike Month, Salt Lake City, UT, The ride kicks off at Pioneer Park where participants will receive a "clue card" and begin the hunt throughout downtown Salt Lake in search of local food gems., Chantelle Bourdeaux, chant8@gmail.com, ediblecommunities.com/wasatch/events/treasure-hunt-for-local-food.htm

June 23, 2012 — Volunteer Trail Day, Brian Head, UT, Brian Head Mtn Bike Park, meet at 10 am. Tools, transportation on the mountain and lunch will be provided. Volunteers eligible for a discounted summer season pass. Time permitting we will work on clearing Dark Hollow and Bunker Creek trails. Also looking for input on new trails and features., Bruce Niedrauer, 866-930-1010, bruce@brianhead.com, brianhead.com

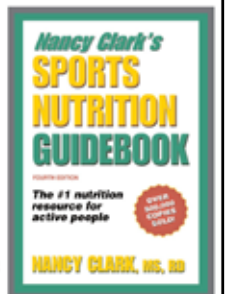
July 28, 2012 — KPCW Cycling Festival, Park City, UT, Fat tire, skinny tire & training wheels...festival celebrating cycling. Road and trail rides, educational clinics, equip-

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ment demos, live music, food, beverages and fun for the whole family. Held at The Yard, 8:00 AM - 8:00 PM, Cindy Bywater, 435-649-9004, cbywater@kpcw.org, kpcw.org

August 18, 2012 — Tour de Fat, Boise, ID, Rolling Revival of Sustainable Folly!, Various Western Locations., 888-622-4044, nbb@newbelgium.com, newbelgium.com/tour-de-fat

**Mountain Bike
Tours and Festivals**

June 9, 2012 — Palisade Bike Festival, Palisade, CO, Fruit and Wine Tour for the non racer, 3 routes for road bikes to beach cruisers. Ride through the Orchards and Vineyards of Palisade. Also an MTB race (see mtb race calendar), Rondo Buecheler, 970-464-9266, rapidcreekcycles@aol.com, rapidcreekcycles.com

June 10-September 21, 2012 — Bryce and Zion National Parks (MTB), St. George, UT, 6-day, 140-mi guided Mtn Biking Tour thru Brian Head, Red Canyon, Navajo Lake Trail, Virgin River Rim and Hiking the Zion Narrows. Tour includes 5-night camping and 1 inn or 5-night all inns, transportation and food. Also available throughout the summer., Barbara Goff, 800-596-2953 x4, 702-596-2953, info@escapeadventures.com, escapeadventures.com

June 16-17, 2012 — Wild Rockies Boise to Idaho City Tour, Wild Rockies Series, Boise, ID, Starts and finishes at the Old Armory on Reserve Rd. 7 am Boise to Idaho City (camp overnight) 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, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com, swimba.org

June 16-17, 2012 — BetterRide MTB Camp, Park City, UT, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, Info@BetterRide.net, betterride.net

June 17-22, 2012 — Grand Staircase Escalante Singletrack (MTB), Panguitch, UT, 6-days, The Grand Staircase Lower Canyons provide exploring, camping, and back-country mountain biking opportunities so vast and picturesque that the rest of the world will seem to shrink in comparison. Also available 6/17-22, 7/8-13, 8/5-10, 9/2-7, Barbara Goff, 800-596-2953 x4, 702-596-2953, info@escapeadventures.com, escapeadventures.com

June 24-29, 2012 — Grand Staircase Escalante Intro (MTB), Panguitch, UT, 6-days, Also available 6/24-29, 7/10-15, 7/16-20, 8/7-12, 8/19-24, 9/4-9, 9/16-21., Barbara Goff, 800-596-2953 x4, 702-596-2953, info@escapeadventures.com, escapeadventures.com

June 30-July 8, 2012 — Ride Sun Valley Mountain Bike Festival, Sun Valley, ID, Centered around the USA Cycling XC Mountain Bike National Championships. Other events include the Galena Grinder, Baldy Super Duper Downhill, Locally guided and shuffled trail rides, Fat Tire Criterium, pump track events, concerts, a film and photo shoot-

out and more! , Greg Randolph, 800-634-3347, info@visitsunvalley.com, ridesunvalley.com, visitsunvalley.com

July 27-29, 2012 — 3rd Annual TVTAP WYDAHO Rendezvous Mountain Bike Festival, Teton Valley, ID, Three-Day Mountain Bike Festival DH & XC races, group rides, bike/trials demos, pump tracks, skill clinics, music, parties. 5hr race 7/29. Grand Targhee Resort & Idaho, Tim Adams, 208-201-1622, tim@TVTAP.org, TVTAP , 208-201-1622, BikeFest@TVTAP.org, tetonbikefest.org, tvtap.org

July 28-29, 2012 — 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., Lu Furber, 604-905-8177 (Canada), lu@dirseries.com, dirseries.com

July 28, 2012 — KPCW Cycling Festival, Park City, UT, Showcasing Park City's award winning trail system! Guided rides (Mid Mountain, Round Valley, Prospector & more. Live bands, vendors, expos, food & beverage, fun for the whole family. Held at The Yard, 8:00 AM - 8:00 PM, Cindy Bywater, 435-649-9004, cbywater@kpcw.org, kpcw.org

September 22-23, 2012 — 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., Lu Furber, 604-905-8177 (Canada), lu@dirseries.com, dirseries.com

September 25-29, 2012 — Alison Dunlap Adventure Camp, Moab, UT, Five-day Intermediate/Advanced MTB Skills Camp, Rim Village condos at 4 pm. , Alison Dunlap, alisondunlap@comcast.net, alisondunlap.com

September 28-30, 2012 — MECCA Fall MTB Festival, Castle Dale, UT, Registration begins Friday at 1pm followed by a "warm up ride." Evening meal is provided as is a prize drawing. Saturday begins with breakfast and then all-day, guided rides, ranging from beginner to advanced. Finish up on Sunday morning with a provided breakfast and a guided (or on-your-own) scenic ride. Family-friendly., Kim Player, 435-653-2440, meccabikeclub@etv.net, bikethestwell.org

October 3-7, 2012 — Outerbike, Moab, UT, Outerbike is an opportunity to ride your dream bike on real dirt. Participants will receive bike demos for 3 days, lunch at the trailheads, and admission to evening parties and films., Sean Hazell, 800-845-2453, sean@outerbike.com, outerbike.com

October 14-16, 2012 — Hurricane Mountain Bike Festival, Hurricane, UT, Ride with us on some of the most stunning trails in the world with Zion National Park as your backdrop. Fun festivities, awesome demo bikes, beer garden, dutch oven dinner, prizes & more!, DJ Morissette, 435-635-5455, hu@otesports.com, otesports.com

October 25-28, 2012 — 7th Annual Moab Ho-Down Bike Festival,

Moab, UT, Offers group shuttle rides, amateur film festival, townie tour, Super D Race, DH Race, dirt jump comp and an outrageous costume party!, Tracy Reed, 435-259-4688, info@chilebikes.com, moabdown.com

**Utah Weekly MTB
Race Series**

Sundance/Soldier Hollow Weekly Race Series — Soldier Hollow, UT, Wednesday nights, May - Aug. Venue alternates between Soldier Hollow and Sundance, 6:30 pm. Pros/Experts 1hr race time, Sports 45mins, Beginners 30mins., Tyson , 435-200-3239, aces@euclidoutdoors.com, weeklyraceseries.com

Sundance/Soldier Hollow Weekly Race Series — Soldier Hollow, UT, Wednesday nights, May - Aug. Venue alternates between Soldier Hollow and Sundance, 6:30 pm. Pros/Experts 1hr race time, Sports 45mins, Beginners 30mins., Tyson , 435-200-3239, aces@euclidoutdoors.com, weeklyraceseries.com

Mid-Week Mountain Bike Race Series — Mid-Week MTB Race Series, Park City, Draper, and Solitude, UT, Races are on Tuesday evenings. Registration begins at 5:30, kids race at 6:00 and main event at 6:30. 5/15 to 8/21., Brooke Howard, 801-935-1092, jbhoward@hotmail.com, midweekmtb.com, facebook.com/midweekmtb

Mt. Ogden Midweek XC Race Series — Snowbasin Resort, UT, Dates June 6, 13, 20, 27; July 4, 11, 18, 25; Aug. 1, 8, 15, Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Jonny Hintze, 801-230-2995, jonnyhintze@yahoo.com, Jason Dyer, 801-620-1013, jdye@snowbasin.com, mtogdenraceseries.com, bebikes.com

**Regional Weekly
MTB Race Series**

Laramie Mountain Bike Series — Laramie, WY, May 20, June 19, June 26, July 10, July 24, August 7, August 14, , Laramie , info@laramiemtbseries.com, laramiemtbseries.com

**Utah Mountain
Bike Racing**

June 9, 2012 — 21st Annual Deer Valley Pedalfest, Deer Valley, UT, National Championship Qualifying Event. Multi-lap course, climbs and twisty single-track downhill. First start at 8:15am for U12, others 9 am. (Not an ICS Points Race), Ed Chauner, icupracing@yahoo.com, intermountaincup.com

June 16-17, 2012 — Wolf Creek Mountain Mayhem, UT Downhill Series, Wolf Mountain Resort, UT, Saturday Super D (afternoon start), Sunday Downhill (morning start), Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

June 23-24, 2012 — 6-Hour of Wolf Creek Enduro Downhill Race, UT Downhill Series, Wolf Mountain Resort, UT, Lift served, multi-lap downhill MTB race, 60 person limit. Saturday qualifying run for lift line order, Sunday 6-hour enduro race., Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

Public Process Taking Place on the Future of the I-Street Jumps

The I-Street Jumps is a user built unofficial bike terrain park in the upper Avenues of Salt Lake City adjacent to the Bonneville Shoreline Trail. The jumps have been constructed over approximately the last 17 years on the outskirts of Morris Meadows on land owned by the Salt Lake City Watershed District.

Recently, the City Parks Department and the Watershed District along with stakeholders, including the Wasatch Area Freeride Trails Association have begun a public process to determine the future of the area with an emphasis on a collaborative public process.

Possible outcomes include legalizing and managing the area or needing to relocate a water tank in the area of the jumps. Generally, the process is designed to better manage the area, and to provide recreational opportunities for cyclists, and to prevent unmanaged building of terrain features. Further considerations include erosion control, safety, and conservation of natural resources.

The public process tentative schedule is:
June 21: Planning Open House and brainstorming session and presentation of ideas and issues.

June 29: On site meeting with stakeholders at I Street Jumps.
July and August: Solicit additional citizen input and development of ideas and alternatives
September 20: Presentation of revised ideas
October 18: Planning Open House

The Parks Department is interested in hearing from citizens and stakeholders. Take part in the public process, find out more information, and submit comments at www.slcparks.com. To find out more about becoming involved with the citizen group Wasatch Area Freeride Trails Association (WAFTA), visit wafautah.com

Note: The cover photo of this month's issue was taken at the I-Street Jumps.

-Dave Illits

June 23, 2012 — Dixie 200, Cedar City, UT, Self-supported, 200 miles of trail and remote terrain between Bryce Canyon and Brian Head in southern UT. Virgin River Rim, Thunder Mountain, Grandview and several other trails., Dave Harris, hairball.dh@gmail.com, 2-epic.com/events/dixie200.html

June 23, 2012 — Round Valley Cross Country, USC Series, Park City, UT, 10-12 mile laps, mostly single-track. Rolling hills, swoopy turns., Bob Saffell, 801-588-9020, info@raceuscs.com, Shannon Boffell, shannon@mtbracenews.com, raceuscs.com

June 30, 2012 — Wimmer's Bicycle Race XC @ Sherwood, Intermountain Cup, Logan, UT, ICS #7, Sherwood Hills Resort, Multiple laps, winding single track through trees, 9 am., Kayleen Ames, 435-757-4310, amespromoting@comcast.net, intermountaincup.com, amespromoting.com

July 7, 2012 — 25th Annual Mountain Bout, Intermountain Cup, Snowbird, UT, ICS #8, 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, icupracing@yahoo.com, intermountaincup.com

July 7, 2012 — Fire Road Cycling, Cedar City, UT, 25k, 60k, 100k distances, 4 start corrals, beginner to serious riders, starts at Main Street Park, 8am, 7000 ft. total for 100km; 4000ft total for 60km. Equal prize \$ for overall men & women in the 100km., Paul Huddle, 858-518-0042, 760-635-1795, huddle@multisports.com, fireroadcycling.com

July 14, 2012 — The Crusher in the Tushars, Beaver, UT, A 70 mile "roadir" race exploring Southern Utah's Tushar Mt. range. 10,500+ ft. of climbing! A perfect 50/50% split between pavement and dirt fire-roads and a traverse of some



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THE ATHLETE'S KITCHEN

Sports Nutrition News You Can Use

By Nancy Clark MS RD CSSD

More than 450 members of SCAN, the nation's largest professional group of Sports & Cardiovascular Nutritionists (SCANdpg.org), convened in Baltimore (April 2012) to celebrate SCAN's 30th birthday and learn the latest sports nutrition news. Here are a few highlights to help you eat to win!

- Beets, as well as rhubarb and arugula, are rich sources of dietary nitrates, a compound that gets converted into nitric oxide (NO). Nitric oxide dilates blood vessels, lowers blood pressure, and allows a person to exercise using less oxygen. In a study, cyclists consumed pre-ride beets and then three hours later (when NO peaks), they rode in a time trial. Every cyclist improved (on average, 2.8%) as compared to the time trial with no beets. Impressive! The amount of nitrates in 7 ounces (200 grams) beets is an effective dose. How about enjoying beets—or a bowl of borscht—in your next pre-game meal?

- *Fuel up while cooling down* is a wise mantra for athletes who exercise intensely. Immediate replenishment of carbs and protein can decrease muscle soreness and inflammation, plus enhance muscle repair. What you eat before you exercise can also effectively reduce post-exercise

recovery. In a study, trained athletes consumed two 10.5-oz. bottles per day of tart cherry juice the week before an excruciating exercise test. They recovered faster and lost only 4% of their pre-test strength, compared with 22% loss in the group without cherry juice.

Tart cherries can help not only athletes but also individuals who suffer from the pain and inflammation associated with fibromyalgia and osteoarthritis. Consuming tart cherry juice (two 10.5-ounce bottles/day for 10 days) reduced the muscle soreness associated with “fibro-flares” and enhanced recovery rate. Similar findings occurred in people suffering from osteoarthritis; drinking tart cherry juice for three weeks reduced arthritis pain.

Tart cherries (the kind used in baking pies, not the sweet cherries enjoyed as snacks) have both antioxidant and anti-inflammatory properties. Other foods that have high antioxidant and anti-inflammatory activity include raspberries, blackberries, and strawberries. Fruit smoothies, anyone?!

Research to date has studied the effects of drinking 21 ounces of tart cherry juice per day for 1 to 3 weeks. (That's the equivalent of eating 90 tart cherries/day). More research will determine the most effective dose and time-course. Because 21 ounces of tart cherry juice adds 260 calories to one's energy intake, athletes will need to reduce other fruits or foods to make space for this addition to their

daily intake.

- While sleeping used to be our most common “activity,” today it is sitting. The average person sits for 9 hours a day. Prolonged sitting is a risk factor for heart disease and creates health problems, including deep vein thrombosis (as can happen on planes and during long computer games). Athletes who exercise for one or two hours each day still need to do more daily activity and not just sit in front of a screen all day. How about a treadmill desk or “deskercycle”?

- While we may be sitting more than in past years, we're sleeping less: 80% of teens report getting less than the recommended nine hours of sleep; nearly 30% of adults report sleeping less than 6 hours each day. Not good. Sleep is a biological necessity. It is restorative and helps align our circadian rhythms.

Sleep deprivation (less than five hours/night) erodes well being, has detrimental effects on health, and contributes to fat gain. When we become tired, grehlin, a hormone that makes us feel hungry, becomes more active and we can easily overeat. Sleep deprivation is also linked with Type II diabetes, high blood pressure, and heart disease.

Sleep deprivation is common among athletes who travel through time zones. This can impact performance by disrupting their circadian rhythms and causing undue fatigue

and reduced motivation. In comparison, extending sleep can enhance performance. A study involving basketball players indicates they shot more baskets and completed more free throws when they were well rested versus sleep deprived. For top performance, make sleep a priority!

- In a few communities in the world, an usually high number of people live to be older than 100 years. What happens in those communities that contributes to the longer life? Some factors include choosing a plant-based diet, rarely overeating, having a life filled with purpose and meaning, connecting with others in the community, moving naturally and/or socially (as in bike commuting and walking with family and friends), enjoying alcohol socially, in moderation, and not smoking. If you want to join the centenarians, take steps to re-create those life-enhancing practices!

Creating that life-extending culture has been done, to a certain extent, in Albert Lea, MN. The “Blue Zone” project included improving sidewalks and building walking paths around a lake. Restaurants supported the program by not bringing a bread basket automatically to customers, and not serving French fries (unless requested) with meals. These and many other environmental changes contributed to a healthier lifestyle that resulted in a 40% drop in the city employee healthcare costs over two years. Impressive, eh?

- Athletes, as well as obese people, commonly struggle with the belief their body is not “good enough.” This struggle gets too little attention from health care providers who focus more on the medical concerns of heart disease, cancer, and hypertension. Yet, whether you are lean or obese, having poor body image often coincides with having low self-esteem. This combination generates poor self-care.

In a five-year study with teens, low body satisfaction stimulated extreme and destructive dieting behaviors that led to weight gain, not weight loss. The same pattern is typical among many seemingly “healthy” athletes. If you want help finding peace with your body, please seek help from a sports dietitian. Use SCAN's referral network—www.SCANdpg.org—to help you find someone local. What are you waiting for...?

Nancy Clark, MS, RD, CSSD (Board Certified Specialist in Sports Dietetics) counsels both casual and competitive athletes at her office in Newton, MA (617-795-1875). Her Sports Nutrition Guidebook and food guides for new runners, marathoners, and soccer players offer additional information. They are available at www.nancyclarkrd.com and sportsnutritionworkshop.com.

Road Respect Car/Bike Safety Campaign Announces 2012 Tour Route and Event Locations

Utah's statewide car / bike safety campaign, “Road Respect, Cars & Bikes Rules to Live By,” has announced its 2012 bicycle tour route and event locations.

“Road Respect, Cars & Bikes Rules to Live By,” is a grassroots campaign designed to raise awareness and improve interactions between bicyclists and drivers on Utah's roads. The centerpiece of the campaign is a six-day 509-mile bicycle tour across the state featuring Road Respect Rallies and Stops in cities and towns along the way. The tour and events will take place June 4-9.

This year's Road Respect Tour includes a ride through Iron and Washington Counties, a ride along US 89 from Panguitch to Richfield, a day ride from Moab to Dead Horse Point and back, exploration of local routes near Vernal, and a two-day stint from Park City to Provo and northward through the Wasatch Front.

Cities and Towns hosting Road Respect Rallies and Stops include Beaver, Cedar City, St. George, Panguitch, Richfield, Moab, Vernal, Park City, Orem, Alpine, Draper, Salt Lake City, Bountiful, Harrisville, Uintah, Riverdale City, Ogden, Brigham City and Logan.

The Road Respect Tour is a moving billboard that demonstrates safe road bicycling in Utah. This year's Road Respect Riders include 30 bicyclists representing law enforcement, public safety, transportation and bicycle advocacy who believe in and promote the Road Respect message of mutual respect between cars and bikes. Local cyclists are invited to join the Road Respect Riders along their route and ride with them into any Road Respect event.

Road Respect Rallies are family events planned by the community that provide entertaining ways to learn about safe bicycling and respect on the road. Activities include bike helmet giveaways, bike rodeos, neighborhood street and trail rides, and other activities that encourage safe bicycling. Some of this year's Rallies will stimulate positive interaction between bicyclists and drivers by featuring mini car shows. Road Respect Stops are pauses along the Tour Route where the Road Respect Riders meet with community and local officials.

The Road Respect campaign is sponsored by the Utah Department of Public Safety and Bike Utah in cooperation with the Utah Department of Transportation. For more information go to RoadRespect.utah.gov.

MTB Nationals and Ride Sun Valley Festival Return to Sun Valley

(Sun Valley, Idaho) Sun Valley, Idaho is pleased to announce the second year of its signature mountain bike event, Ride Sun Valley. As host to USA Cycling's Cross Country Mountain Bike National Championship, this event offers something for everyone from recreational riders, to passionate mountain bikers, to the elite racers of the United States during the week of June 30-July, 2012.

Sun Valley's famed ski precipice, Bald Mountain, plays host to several events this year including the National Championship Cross Country, Short Track Cross Country, and Super Downhill. New for 2012

is the Scott Sports/ Shimano Super Duper Downhill to be held July 1. Racing from the massif's summit riders will descend nearly 5,000 vertical feet and race for nearly 50 minutes. The Super Duper Downhill is the second stage of the new for 2012, Sun Valley All Mountain Competition. Scored like a stage race, the Sun Valley All Mountain combines results from the June 30 Galena Grinder Cross Country, July 1 Super Duper Downhill, and the July 3 Ride Sun Valley Fat Tire Criterium.

Also on tap during the week is the Scott Week of Epic Rides. Free and open to the public, these shuttled and escorted rides offer riders of intermediate to advanced skill and fitness level a chance to ride the best of Sun Valley singletrack. With over 400 miles of singletrack

accessible directly from the valley, participants can expect to enjoy the best rides of their life without the hassle of logistics or way-finding.

“Ride Sun Valley is an all-inclusive week for all types of mountain bikers who live to ride. We want everyone to experience how awesome our riding is. Sun Valley is the next mecca of the sport. We are telling riders and racers to plan on coming early and staying late. It's that good here,” said Ride Sun Valley course and ride director, Greg Martin.

More information about the event can be found at www.ridesunvalley.com. Local accommodation, shopping and dining, event, and activity offerings can be discovered at www.visitsunvalley.com.

Bicycle Barnstorming Tour to Take Place in June

(Salt Lake City) - A bike tour of Utah historic barns is scheduled for June 10 to 13, 2012 through Sevier Valley and sections of Sanpete County. The fully-supported bike tour for up to 30 cyclists will have an accompanying bus tour for people with limited cycling endurance and for non-cyclists.

The 3-day, 4-night tour will include all lodging, breaks, meals and evening events included in the

registration cost. Support and Gear (SAG) vehicles will accompany the cyclists. However, cyclists should bring their own spare tubes, tires, and basic toolkits to guarantee they have the proper parts and tools for their machines. Small daypacks with extra clothing and gear will be transported in the SAG vehicles.

“During the tour, we will visit more than 2 dozen historic barns, granaries, co-ops and other important buildings where docents will provide background information and descriptions,” says Kurt Huffaker, Executive Director of the Utah Heritage Foundation, one of

the sponsors of the event.

“Many of these structures are threatened by weather and vandalism, and we hope this event will draw attention to the importance of the buildings and help to save them,” he said.

There are many ways for people to participate in all or parts of the Bicycle Barnstorming Tour. Cyclists can sign up for single-day route without lodging and there are events in the evenings like a barn dance for single ticket prices.

For detailed cost and registration information, visit www.utahheritagefoundation.org.

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COACH'S CORNER

It's Never Too Late – or Too Early – to be a Rock Star

Above: Debora Adam enjoying herself at the Salt Air Time Trial.
Photo: Andrew Smith, photoandrew.com

By Mark Deterline

Babes & Boomers

Dave Harward and I work with amazing athletes. Several of our clients represent a great topic for this issue's column: some in their teens and some just over 50.

With the exciting growth of the Utah High School Cycling Association, led by director (and Dave's wife) Lori Harward, we have been more involved with youth cycling in recent months and are now coaching some young and extremely promising riders.

At the other end of the spectrum, riders in their late forties and fifties – and beyond – come to us from a variety of backgrounds. Some raced earlier in life and want to get back into it, some are new to the sport, and still others want to take their fitness to the next level, whether to prepare for challenging rides or targeted events.

Both younger and more mature riders come to us with unique considerations. Actually, every individual athlete does. However, these two groups effectively illustrate two sides of a spectrum that represent exciting subgroups within our cycling community.

Tender Years

Young athletes are versatile and resilient, yet they can also be impressionable and sometimes even fragile. They are endearing because they represent hope and promise, and impress with their dichotomous nature; they can be at once assertive and savvy in their sports while shy and insecure as developing individuals.

They may also excel quickly given natural aptitude or good mentoring – or both. Which is why supportive parents and youth programs can make such a difference in their athletic development, as well as in the growth and health of our sport.

The key is developing them

thoughtfully, with an emphasis on participation, enjoyment and carefully measured progress. There are far too many stories of young athletes with great potential who lost interest or, worse, who were “burned out” by overeager parents or coaches.

Forever Young

Human physiology changes as we age. That is an objective observation, not a judgment. One of the exciting aspects of endurance sports is how well athletes in their forties, fifties and sixties can compete, often at a very high level.

Part of coaching a mature athlete is reassuring them of their ongoing physical potential. If they were particularly active earlier in life, especially if they once excelled in their chosen sport(s), getting back to a level they feel good about can take some patience.

While respecting the needs of young bodies is a crucial part of working with young athletes, awareness of the “maintenance” needs of mature bodies is crucial. Over the years, habits and lifestyle tend to catch up with us. As an athlete grows older, even more care should be taken to foster flexibility, recovery in the form of rest and nurturing practices such as massage, and cross-training for strength as well as to preserve bone density.

At the same time, aspects of a mature athlete's fitness may be different than they were in younger years. For example, recovery cycles – both during a workout or race as well as from workout to workout – may have lengthened. Another common characteristic of the mature athlete is a need for longer warm-ups before hard efforts.

The good news is that regardless of age, athletes can attain an amazingly high level of fitness and confidence in their sports, as well as shed pounds they had previously found elusive to lose.

Having a go

One of our athletes who has made exceptional progress over the past six months is 51 year old Debora Adam. She and I first met last fall when I led a clinic on time trialing – being in an aerodynamic position on an “aero” or “triathlon” bike.

Following the clinic, Dave and I held a training Q&A for her women's team, and Debora became increasingly intrigued with the possibility of further development in all areas of cycling: fitness, bike handling skills, weight loss, positioning on a bike, and participation in competitive events. On December 1st, she took the step and began structured coaching with me.

Jumping ahead to today, Debora has accomplished many of her goals. She is now twelve pounds leaner, can generate significantly more power/speed on her road and new time trial bike, rides more skillfully and confidently in a group, is more comfortable on her bikes, and rides stronger longer than ever before.

In fact, as she has progressed, she has tackled a growing number of challenges in the form of participation in events that previously would have proven intimidating or seemed too daunting.

The wonderful, and perhaps most important, thing about Debora's progress is how much fun she is having. Dave and I will see her at one of the weekly time trials, where most of the riders are very serious, focused on the imminent race of truth or relieved that it's over. Meanwhile, Debora is beaming. She loves the challenge and the inevitable rewards that come from her investments, both athletic and monetary.

Debora carefully weighed the benefits of various training plan levels we offer, and decided to choose one that would allow me to cus-

tomize it on a weekly basis as well as facilitate frequent communication. Then she came in for a power test and we proceeded to plan her coming weeks, including events she would use as training and those she would target as primary objectives for which to taper and peak.

One thing that has been particularly fun in charting Debora's course has been her spontaneity in considering events to include as part of her season. She will text or email me several days before a weekend full of ride or race opportunities to see what fits optimally within her training plan.

Often I can give her options, such as explaining that a shorter event with climbs might serve her fitness better at a given time than a longer, flatter event. Or I can explain the benefits of each option: she could ride a shorter event harder for speed work, or a longer one at lower intensity for foundational endurance. We have made several such decisions together, each of which has yielded specific gains and built Debora's confidence.

Getting after it

It is this kind of process that makes coaching, and being coached, immensely rewarding. So, Dave's and my advice to you is to seek out guidance from a qualified coach or mentor and get started. You need no other reason than to want to. Any aspiring athlete who “gets after it” is one worthy of respect, admiration and praise. And you will likely feel better and badder than you ever have!

Dave Harward and Mark Deterline offer over thirty years of combined endurance training and competitive experience. Plan 7 Endurance Coaching provides professional coaching, biomechanics (bike fitting) and testing services for athletes of all levels. Reach Dave and Mark via email contact@plan7coaching.com or call 801-661-7988.

Exergy Tour - continued from page 20

10-12 percent gradient on the climb ended her attack. On the first pass up Pump Road, climber Andrea Dvorak (Exergy Twenty 12) and Evelyn Stevens (Specialized – lululemon) caught Newell. Thanks to her early breakaway, Newell received the Exergy Most Aggressive Rider prize at the end of the day.

With Newell caught, a second break away powered by Exergy Twenty 12's Tayler Wiles, National Road Race Champion Robin Farina of NOW and Novartis for MS, Trixi Worrack (Specialized – lululemon) and five other riders went up the road. They held a gap over the main field until the second pass up Pump Road. Specialized-lululemon chased hard, with Hughes, Loren Rowney, and Stevens doing the work. Their efforts allowed Stevens to grab the points on the second QOM. Stevens received the mountains jersey at the end of the stage for her efforts.

In the undulating farmland that led back to the Nampa start finish area, the group bunched up in a stiff tail wind. The field was all back together and preparing for the sprint. Just short of the finish, a crash took down World Champion Georgia Bronzini (Diadora pastaZARA) among others.

Theresa Cliff-Ryan of Exergy Twenty 12 won the stage. The talented bunch sprinter beat Ina-Yoko Teutenberg and Rochelle Gilmore. Tayler Wiles, who rode one of the

early breakaways, finished with the lead group in 62nd place. Welsh placed in 70th, 20 seconds back.

Teutenberg assumed the overall lead, thanks to picking up intermediate sprint bonus points on course. Cliff-Ryan became the first Cliff Bar Sprint leader and Gillian Carleton (Canadian National Team) continued as the St Luke's Sports Medicine Best Young Rider.

“Well, I found it really hard today,” Teutenberg, a 11-year professional and former Utah resident, said about Stage 1 at the Exergy Tour. She represented Germany in the 2000 Olympic Games and turned pro the next year. “It's great to be an idol for little kids and give them a reason to ride bikes or another sport, to show them you can do it, even if you are a girl. I have a niece and nephew and they look up to everybody who races. It's what future stars do, I mean they see that and start riding their bikes.”

Saturday more rain greeted the peloton for the 17 km Kuna time trial. Pre-race favorites Hughes, former world champion Neben and U.S. national time trial champion Stevens were in the last few to roll out of the start house.

Neben, who earlier this season won the time trial at the Pan-American Games, proved the fastest on the day. She led the women of Specialized – lululemon in a sweep of the podium. Neben won in 21:37. Stevens finished 15 seconds back, while Hughes took third at 20 seconds down. Neben also took over the race leader's jersey from her

teammate Teutenberg. Wiles posted a top 20 at 22:57. Welsh came in 5:14 down on the race leader.

After the stage, Neben said, “I was afraid it might be a little slick, so I was a little conservative going out. It was good in the sense that those first corners were pretty early. I was careful at the turnaround, it was kinda tight there. The good thing was essentially it was just straight out the whole time, turnaround, come back, so there wasn't too much to worry about. I think that was where the race was going to be won, in the straightaway.”

With the top four spots on General Classification the Specialized squad was in control for Queen Stage, which began in Crouch, Idaho. The Queen Stage included three sections of climbing, and a 20 kilometer descent to the finish.

Though the race proved aggressive from the start, Specialized-lululemon kept a tight hold on the race and none of the early breakaways survived. Finally, Janel Holcomb (Optum Health presented by Kelly Benefits Strategies) animated an attack that led to a break away of six riders. They stayed clear until the descent from the first QOM. Following the first QOM Fabiana Luperini (Faren Honda) was the virtual Queen of the mountains.

But still, Specialized-lululemon held control and the field regrouped. As a result of her team's hard rid-

Continued on page 35

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TOURING

The Road to Recovery from Trauma and Cancer: Dean Lang's Journey Back to His Bike

Above: Dean on a 38 mile ride in S. California, 8 months after accident. Right: Dean's femur after the second surgery. Photos: courtesy Dean Lang.

**By Lou Melini**

In 2009, Dean Lang was one of 3 cyclists that I featured in the August 2009 issue of Cycling Utah (<http://www.cyclingutah.com/august/August2009counter.html>) who completed a solo ride across the United States via the Adventure Cycling Association's Southern Tier route. Dean did the ride in early 2007 at the age of 60. On June 28th of 2010 Dean had an accidental shooting that shattered his distal femur. Shortly after the start of his rehabilitation, he was diagnosed with prostate cancer. The following conversation discusses Dean's life before and after that tragic night.

Cycling Utah: Dean, describe what your cycling life was like before the accident.

Dean Lang: Throughout the mid '80s, into the early 90s I cycled quite a bit, but mostly got away from it for awhile due to business and personal obligations. I had done a little bit of citizen racing and also participated in rides like the MS 150 back in those days. I always knew I would return to cycling some day, and in 2005 my wife and I purchased some new road bikes and really got (re)hooked.

In 2006 I experienced my first tour with a friend, riding across Iowa, self-supported. I decided at that time that I really wanted to do a more ambitious tour, and was able to steal the time to solo tour across the U.S. on the Southern Tier in early 2007, again self-supported pulling a BOB trailer. It was a wonderful experience. A year or two later, my wife and I participated in the Bike Ride Across Nebraska (BRAN). Throughout the years, I've participated in numerous century rides, and all sorts of club rides. We also have a tandem and had a great time participating in a N.W. tandem rally. We've done a number of century rides on our tandem and singles, too. I guess I probably rode on average about 5,000 miles/year before my life fell apart.

C.U.: I assume you are still having nightmares of the accident, but if you could, what were your thoughts immediately after the accident? Did you first think that you might be fully disabled? When did you realize you would not be disabled, and when did you decide that getting back on the bike to do what you did before the accident was possible?

D.L.: It's interesting how various

people deal with traumatic experiences. For me, my first thought after inserting a .40 caliber round through my left femur was: "Boy, am I going to catch a lot of grief over this, I'm really stupid." My second thought was how fast our little kitty cat can move. My third thought was OUCH! I discouraged my wife from calling 911 because I (foolishly) thought I could limp out to the car and we could drive to the hospital. No way! As it turned out, I blew away between 2 and 3 inches of my femur, just above my knee. That was the evening of June 28th, 2010. I never considered that I wouldn't totally recover, but as I found out later, I was extremely lucky because I could have easily died, or totally lost the use of the leg. I missed my femoral artery by only about 1 cm. I'm told a severing of the femoral artery pretty much assures death from bleeding out. I also narrowly missed the nerve bundle that connects the nerves to the lower portion of my leg, which could have made my leg and foot inoperable, more or less dead. Luckily, I missed both and limited the damage to bone and muscle.

After being stabilized at the E.R. at the University Hospital, I had a CAT scan. I couldn't believe how badly I mangled my femur. I literally pulverized away 5-6 cm of my femur and drove the ragged upper end down into the outside of my knee. It was really ugly and severely displaced. I was placed into an inflatable cast and stabilized for surgery first thing the next morning. I was provided some pain meds, but surprisingly not much. In surgery, Dr. Kubiak pulled my leg back into alignment, removed the bone fragments, placed some acrylic beads into the void area, and bolted a 10" long strut from my upper knee area to above the good part of my upper femur with 6 screws. This was operation #1.

The surgeon visited me most days during my recovery time at the hospital, and on his first visit I asked him if and when I'd be able to walk. He said to expect it to take about a year. Of course, my second question was about cycling, and he assured me if I work hard, I would be able to cycle again, too. He also informed me that I would need at least one more surgery to open up my leg on the other side, remove the acrylic beads, and insert some cadaver bone and screw in an even larger strut on the outside part of my leg.

I ended up staying in the University Hospital for a total of 6 days. After that I was transported to a rehab facility in Sandy. I couldn't

do much for myself, and needed help with pretty much everything. I did finally shower with the help of an aid, and in a few days I started rehab. I could not move my leg even one inch. In addition to the damage to my femur, I seriously damaged a big part of my quad muscle. The pain was pretty tough to deal with, but I was determined and started seeing small bits of progress. In a couple weeks I was able to get myself into a wheel chair, then use a walker, and eventually return home.

I did have the second leg surgery in late July and it went okay--more hardware and stitches. This resulted in hosting two long struts (10" and 12") along with 12 real ugly screws and a chunk of some donor's femur (thanks, whoever you were). After the second leg surgery I had something like 79 stitches with a long incision on each side of my thigh. The doc also drilled into my pelvis to retrieve some bone marrow, and spun out stem cells to pack around the newly placed donor femur chunk. I knew recovery would take some time, and my leg was on nice and straight and was the correct length; I knew in my heart of hearts I'd be walking and cycling sooner than any of us expected. Everyone told me my excellent condition would contribute to my recovery, and it sure did.

I continued rehab about 3 times/week for the next 3 months, and little-by-little, I gained strength and flexibility. I also engaged in rehab at home, pretty much every day. I didn't overdo it, but I pushed myself as much as I felt I could. Things were looking up.

C.U.: You had, has you say, "more bad news", shortly after your rehab started. What happened?

D.L.: The Friday before I shot myself, I had an annual physical in which a blood test was performed. The day after my first leg surgery, as I was lying in bed recovering, my primary care physician called. She was sorry and amazed to hear about my accident. She said she regretted having to tell me that my blood test revealed a spike in my PSA (prostate specific antigen), often an indicator of prostate cancer. Just what I didn't need to hear. My poor wife immediately trekked over to Huntsman Cancer Hospital to set up an appointment with the Urologist.

Janet scheduled a prostate exam for some weeks later, and after consultation, blood tests and a biopsy, I tested positive for prostate cancer. Bummer! I was told I could have the prostate surgery after my second leg surgery; so that would be my next

challenge.

Scheduled between leg surgeries 2 and 3 was my prostate surgery. That occurred on September 15. The procedure was conducted by Dr. Dechet from the Huntsman Cancer Institute. He used a DaVinci robot, which is essentially a remote control surgical machine with 5 rods that are inserted at about the waistline. The surgery went well, and in about a month I had recovered pretty well.

I was able to return to rehab, but couldn't ride even a stationary bicycle due to the area involved. I was still hobbling around on crutches, but in about a month or so I started walking with a significant limp. That was 4 months after my injury, not a year.

C.U.: What was the rehab like?

D.L.: The rehab wasn't as tough as I had expected. The worse part was near the end of each session when the therapist would force my leg to bend as much as possible. When I first started, I couldn't flex my leg much more than about 60 degrees (from full extension of my leg). This limit of motion prohibited me from using the stationary trainer until I got to about 90 degrees. Once I was able to stationary cycle, my leg improved rapidly.

I finally was able to very carefully cycle around our neighborhood a block or two in, as I recall, December. In February we pulled our R.V. down to S. California for several weeks and I eventually inched up to 35-40 mile rides. This was less than 8 months after my accident. My leg still hurt a lot, and I needed some of the hardware removed because it interfered with nerves and tendons. But, the doc wanted the strut to stay for at least a year.

C.U.: Where are you now compared to before the accident regarding cycling? What are the residual complications such as remaining hardware, discomfort/pain, limp or limitations on the bike? What adjustments have you had to make on the bike?

D.L.: I'm doing really well. My PSA is at zero, indicating that the cancer is under control. There were no indications that the cancer had spread beyond my prostate. They did remove my entire prostate and some adjacent tissue, just to be sure. My leg is about 90%, and improving daily. I still have a small limp, but that's getting better day-by-day. I had the left 12" strut along with 6 screws removed exactly one year after the first surgery, but the inside strut is still there and will probably remain as long as it doesn't give me any problems. I'm extremely lucky for so many reasons. In October my wife and I rode the Katy Trail across Missouri along with our friends Eve (Bertran) Hales and her husband Don. We did approximately 30-35 mile days and it was easy. I'm looking forward to a century later this year, and feel I'll be back where I was a couple years ago. The only equipment change I made was to adjust my left cleat because Dr. Kubiak made my leg straighter than before. I can't say enough about the excellent care I received from both Kubiak and Dechet. Incidentally, Dechet is a cyclist and Kubiak is a rock climber.

C.U.: I don't want to get into gun rights etc, but a lot of Americans own guns. Why do you? What are some of steps of gun safety that go along with gun ownership. Where did you go wrong?

D.L.: My wife and I are not hunters, but we do enjoy target shooting, and still participate. It's complicated but the bottom line was I was careless; I broke every rule and it cost me, and my wife dearly. Poor Janet had to wait on me hand and foot for several months. She was also burdened with all of the household tasks. We were lucky in so many ways as I indicated. We had excellent insurance and benefited greatly from that. I think my medical bills totaled in excess of \$150,000; we only ended up paying a reasonable deductible.

Like cycling, guns present a certain amount risk. Nothing, nothing can substitute for good judgment and paying attention. I lost my concentration for a fraction of a second, and like with cycling, lack of attention can result in tragedy. I now handle a gun with a totally new level of respect and don't pull the trigger without thinking about all the rules of safety 3 or 4 times. I'd like to believe I employ the same level of safety to cycling, and everything else for that matter. I've learned to be more careful when it comes to everything now that I know tragedy can happen so fast and easily. I'm not ignoring the second chance I've been given.

C.U.: During this time it must have been hard on your wife Janet to help with your care. I heard that some of your cycling friends helped out.

D.L.: I'd like to thank all of those who stepped up and helped Janet and me through this challenge. Some from the cycling community include Zig Sondelski, Eve Bertran Hales, Fred Toensing, and Barb Hansen. We also had incredible support from so many others; family, neighbors and friends. That was so heartwarming and I can't thank everyone enough.

Fred was there for each and every surgery to support both me and Janet, and Fred was at my side when the doctor called to advise me that I tested positive for cancer; he was very comforting. I'll never forget the support he provided. Zig came by often and forced me into his car for rides to get out of the house. He even purchased a used wheel chair and dragged me around everywhere on "field trips." Zig lives a good distance from our house, and he made such a valiant effort to help out. Barb Hansen knew that I couldn't use a conventional trainer due to the prostate surgery, so she brought over a recumbent-style trainer that helped tremendously. Eve was a God-send for both Janet and me, also taking us out on field trips, making hospital visits, and bringing by candy, cards and lots of love. I'm one very lucky guy, and know all of these people only because of bicycling. It's a great community.

C.U.: Thanks Dean for sharing your story. I'm very glad to hear that you are back on the bike and cancer-free. I am also glad you are able to express thanks to those that represented what the cycling community is all about.

**Exergy Tour -
continued from page 33**

ing, Stevens reclaimed the jersey on the second QOM ahead of Carmen Small (Optum Health presented by Kelly Benefits Strategies) and Claudia Häusler (Orica-GreenEdge). The climbs did not play a significant role in splitting the field, and the stage was set for a bunch gallop up Main Street to the finish.

A field of around 50 riders took the last 90° corner into the final 500 meters. Ina Yoko Teutenberg (Specialized lululemon) took the sprint by a bike length over Leah Kirchmann (Optum KBS), with Megan Garnier (TIBCO) bringing the field in another length behind. Jasmin Glaessner of (Canadian National Team) became the St Luke's Sports Medicine Best Young Rider.

The Queen stage did not prove decisive, and the time gaps remained close among the top riders in the overall classification. Amber Neben still led her teammates Evelyn Stevens and Clara Hughes. Before the race, Janel Holcomb (Optum KBS) predicted that the final stage would decide the race. She proved correct, as Evelyn Stevens seized the overall victory on the last day of racing.

Specialized-lululemon plainly had plans for an aggressive race. Hughes went out early on the attack. Exergy-Twenty12's Wiles joined her, and the two riders spent much of the day out in front alone. Wiles had hopes of picking up the Best Young Jersey. Hughes was playing the team game. Maybe her move would force the other teams to work, or maybe she would stay away and get the win for Specialized-lululemon.

Hughes and Wiles stayed clear until the final of three laps. Then, Wiles faltered, due to the hard work of keeping pace with Hughes. Team TIBCO/To the Top did much of the work of chasing and finally caught the hard-riding Hughes. As the field regrouped, Kristin McGrath of Exergy-Twenty12 put in an attack. The alert Stevens proved quick to counter and Häusler went with her. The two riders drove hard up the final climb and Stevens sealed her Colavita Queen of the Mountains Jersey. As they descended from the final climb of the day, Stevens and Häusler held a minute over the main field. With Stevens up the road, Specialized-lululemon chose not to chase, and the two riders held the gap to the line Häusler won the stage by a wheel-length over Stevens. Jasmin Glaesser (Canadian National Team) won the field sprint for third 55 seconds later.

Evelyn Stevens (Specialized – lululemon) won the overall and the mountains jersey. With her consistent placing over the five day race and her victory earlier this season at the prestigious Flèche Wallonne world cup race, Stevens secured her place on the U.S. Olympic Team for London. Stevens did not even race bikes during the last Olympics in Beijing. Now, she will represent the United States in London. She commented, "To win this? It's huge; quite an honor. The crowds lined everywhere we went (all week). We wanted to give everyone here (in Idaho) a show. This exceeded all my expectations."

Amber Neben finished second overall, while Clara Hughes finished third for a sweep of the podium by Specialized – lululemon. Glaesser held on to the St Luke's Sports Medicine Best Young Rider jersey



Above: Utah's Tayler Wiles almost took the best young rider jersey. Right: Evelyn Stevens (Specialized/lululemon) won the overall. Photos: Chris See. Find more at fredmarx.photoshelter.com



**ROAD RACING
Utah State Time Trial**



Above: Tim Mulvihill (Contender) topped the men's Pro/1/2 field in the 50K! Utah State Time Trial Championship on May 28 in Utah's west desert. Right Megan Hill (Revolution/Cafe Rio) won the women's 1-3 40K event. Photos: Cathy Fegan-Kim, cottonsoxphotography.net.



and Teutenberg secured the Power Bar Sprint Leader. Clara Hughes was awarded the final days Exergy Most Aggressive Rider Jersey. Two Utah riders finished the race, occasional Utah resident Hughes in third and Wiles who ended up in 19th overall 6 minutes back on the race leader. Only 34 of the 103 starters rolled in to Boise on the last day.

Hughes remarked after the final day, "If this is only the start of the Exergy Tour, I can't wait for next year. It doesn't get any better than that. Idaho and Exergy can show the world how to celebrate women and their sports. On behalf of the racers we can say thank you to everyone, thank you to Idaho."

Plans for the 2013 Exergy Tour are already shaping up. Heather Hill, Marketing, Communications and Events Director for 2012 Exergy Tour remarked at the closing press conference,

"Exergy's vision is to make the Exergy Tour the fourth major in North America. That would be the only women's race in that lineup. That's the vision from here forward.

"In every conversation I have had with the team at Exergy Development Group, with James Carkulis, the CEO, his vision is absolutely the Exergy Tour will be back next year. And it will be back bigger and better than ever."



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TRAIL OF THE MONTH

Navajo Lake Loop Trail

Above: Nearing the west end of the lake.

Right: Kathleen Berglund enjoying the Quakies. Photos: Lukas Brinkerhoff



By Lukas Brinkerhoff

I tend to gravitate towards trails that are long, technical and can easily turn into death marches. Like most anyone, I love epic adventures. And epic adventures, in my opinion, need to have some sort of danger involved for them to be, well, epic.

But on occasion I like to ride the easy stuff. Sometimes it's because all the other trails are covered in snow and downed trees or maybe my wife broke her hand and we need to take it easy. Other times, it's just because there isn't time for a seven-hour death march. Whatever the reason, there are a lot of short, easy, fun trails out there. The Navajo Lake Loop Trail is one of these.

Navajo Lake can be found on top of Cedar Mountain about 25 miles east of Cedar City. The lake

was formed by a lava flow, of the kind that is typical of the area, that dammed water flow. The lake sits at 9200 feet so bring your lungs.

The Navajo Lake Loop Trail does exactly what the name suggests, it loops around the lake. It does have a few small climbs and almost no technical sections. This is one of those rides that you can take your non-cycling friends on and everyone will have fun. There are plenty of spots to stop and take in the scenery. This includes places where access to the lake is phenomenal. If you are a fisherman, bring the pole and turn it into a fishing/biking adventure.

There are two main ways to access the trail. There is a trailhead on the east and west sides of the lake for the trail. I prefer to start at the east entrance just off the main road and ride towards the east doing the north portion of the singletrack first.

This access is marked by a big sign. Simply pull off to the side, get ready and go. Most of the time you will see several cars parked here enjoying the trail ahead of you.

This is also a great spot to start if you are riding with less experienced riders. From this access point you have about five miles to the other end of the lake. All of this is on single-track and is flowy and fun. Once you reach the other trailhead, you have a few options. If you are riding with beginners, let them cruise the dirt road back to the car. Or if they are feeling up to some more riding hit the other side of the loop and follow it back. The South section of single-track has a bit more climbing, not a lot, but at 9200 feet a little can seem big to a new rider.

My personal favorite variation is to hit the Virgin River Rim Trail. This will give you some more climbing and add a mile or two, depending on your variations, to the total distance. Where this is a highly trafficked area there are signs showing you where to go. Simply follow them to the Virgin River Rim and bingo. Once on top you have several options to come back down to the loop. My favorite is the Dike trail. All of the options will bring you directly back onto the loop trail.

This section of the Virgin River Rim Trail is absolutely beautiful. The trail is nice with very little loose stuff. Even the climbs are mellow as they meander up to the top, except

for a couple of short sections that are steep. If you have the time and the legs, this is a must. You will not regret taking the time to ride this, trust me.

If you prefer to stick with the Loop Trail, again follow the signs. However, I need to give a warning. According to all the guidebooks and trail maps, the loop continues off of the Virgin River Rim Trail. I have missed the turn off every time I have ridden the trail. So be careful if you don't want to end up pedaling up to the top of the rim. Once you find the trail simply follow it back to your vehicle.

Or, if you are like me and can't find the turn off from the VRRT, ride back towards your car on the dirt road. Pay attention to the roads to your right. You will see a short dirt road where there is another access to the trail. This is the Lodge Trail. Once you are on this trail simply head the same direction you were going and it will take you directly back to your car.

These directions are for riding the loop counterclockwise. I prefer this because it allows you to get in a good warm up on the easy side while enjoying the scenery and flowy trail. Once warmed up I can enjoy the climbing up to the Rim or the little bit of extra energy required to ride the other section of the loop. Of

course, it can be ridden both directions.

So if you are looking to introduce some new riders to the beauty of mountain biking or are enjoying an easy afternoon, check out Navajo Lake. You won't be disappointed unless you were looking for a death march.

Directions to the Trailhead

To get to Navajo Lake
Take U-14 up Cedar Canyon for about 25 miles.

Turn once you see the signs for Navajo Lake.

Follow the dirt road until you see the sign for the Navajo Lake Loop Trail.

Other Activities

Navajo Lake is excellent for fishing, hiking and plain old sight seeing. The Virgin River Rim Trail offers some spectacular views.

Brian Head Resort is within a half hour of the lake and has shuttle assisted mountain biking trails. And Frisbee Golf.

Duck Creek Village is about a half hour away as well and has all the motor assisted recreation your heart could desire.

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RIDE OF THE MONTH

Big Cottonwood Canyon Challenge

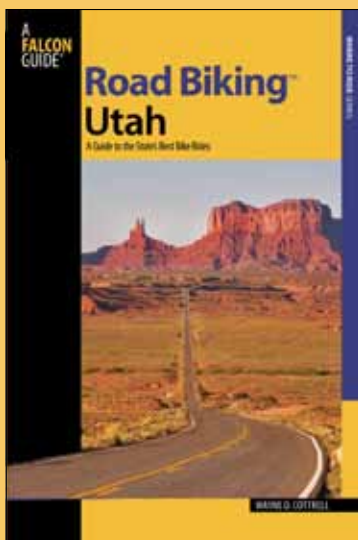


The Big Cottonwood Canyon Porcupine Hillclimb takes place in July each year. A rider is shown here with Mt. Raymond in the background. Photo: Dave Ittis

By Wayne Cottrell

Road Biking Utah features a mixture of well-known routes and out-of-the-way rides, some of which even Utah's most avid cyclists may not know. The Big Cottonwood Canyon Challenge is one of the former types of ride – popular and heavily-ridden.

The ride has plenty of appeal, though, in part because it is arguably the Wasatch Front region's longest out-and-back canyon route. Road Biking Utah's version of the ride is a 37.2-mile mountain climb and descent, starting in Mount Olympus with 4 miles of rolling hills, followed by a 14-mile climb up Big Cottonwood Canyon to Brighton, a 14-mile



descent, and 4 miles of rolling hills to return to the starting point. The elevations range from 4,840 feet at the start at Mount Olympus Park to 8,730 feet at the turnaround. Please note that the highway through Big Cottonwood Canyon is subject to closure during inclement weather, although the road is plowed during the winter to enable access to the Solitude and Brighton ski resorts.

Start the ride at Olympus Hills Park, located at 3131 East 4500 South in Mount Olympus (immediately adjacent Holladay). The Wasatch Mountains that form the Salt Lake Valley's impressive backdrop are drained through several canyons. Big Cottonwood Canyon is home to two ski resorts—Brighton and Solitude—as well as plentiful camping, climbing, cycling, fishing, hiking, and picnicking. Observers of wildflowers appreciate the diverse array of plants in the canyon, including the Wasatch shooting star, which is known to grow only in Big Cottonwood. Despite the popularity of Brighton and Solitude among skiers and snowboarders, and the proximity of the canyon to Salt Lake City (25 miles from downtown), none of the 2002 Winter Olympic Games events were held here. Utah is actually home to several Cottonwood Canyons, all of which refer to the cottonwood tree. The tree has shiny (green), triangular leaves that tend to "shine" and shake in the wind. Female trees produce fluffy white seeds that resemble cotton (yet, the trees do not produce cotton). Big Cottonwood Creek occasionally flows with force, providing power and water (the canyon is a watershed) to Salt Lake Valley residents. The moniker implies that there is a

Little Cottonwood; indeed, there is—it is the next most southerly canyon in the Wasatch. It is not readily clear why one canyon is "Big" and the other is "Little," although the "Big" canyon is a couple of miles longer than the "Little" one.

Big Cottonwood Canyon has been designated as a scenic byway by the Utah Department of Transportation. Big Cottonwood Canyon is also a popular route for cyclists. The annual Big Cottonwood Canyon Hillclimb is held during the summer (July 7, 2012). Exit Mount Olympus Park, and turn left to begin the short, steep climb to Wasatch Boulevard via 4430 South (SR 266). At the top of the climb, after crossing over the I-215 freeway, turn right onto Wasatch Boulevard. The road descends along "the bench," with an outstanding view of the Salt Lake Valley to the east. To your left is Mount Olympus, which reaches up to 9,026 feet above sea level. Wasatch Boulevard curves to the left, and then to the right around mile 3.1. Start moving left here, in preparation for the left turn at the upcoming T intersection and traffic signal. The left turn actually keeps you on Wasatch Boulevard. Swing wide, onto the shoulder, after making the turn and begin the gentle climb to the mouth of Big Cottonwood Canyon. You are now in Cottonwood Heights (population 35,418 in 2008), one of Salt Lake County's newest cities, incorporated in 2005. The city is home to Overstock.com and JetBlue Airways. You continue to have an outstanding view of the valley on your right.

Turn left at the traffic signal, toward Big Cottonwood Canyon (SR 190), and begin the climb. From this point, the fastest hillclimb to Brighton, the turnaround point, appears to be one hour and twenty-two seconds, set by professional cyclist Jeff Louder in 2007. To your left is a parking lot that could be an optional starting-ending point for this ride. Starting and finishing at Mount Olympus Park affords those unsurpassed views of the Salt Lake Valley, however, as well as of Mount Olympus. Those views are not to be missed! The climb begins gradually; enter the Uinta-Wasatch-Cache National Forest at mile 4.8. From mile 5.9 and beyond, notice the spectacular cuts made in excavations for the highway. The Stars Station water treatment plant is at mile 6.2. Water flowing down the canyon is processed here and is consumed by Salt Lake Valley residents.

Pretreated water is kept clean by prohibiting pets and other animals from entering the canyon. The climb gets noticeably steeper at mile 6.4. Storm Mountain towers to the right at mile 7.0, peaking at 9,524 feet. The grade eases while passing the adjacent picnic area, but the steep climb resumes just beyond here. A pair of hairpin curves (S-turns) follows at mile 8.4. The gradient eases at mile 9.3; the highway climbs gradually for the next 5 miles.

Steep climbing resumes at mile 14.2, at Spruces' Campground, remaining steep all the way to Brighton. The Silver Fork Lodge is on the right at mile 15.3. Silver Fork is actually a small, canyon community with a few seasonal residents. The Solitude ski area is on the right at mile 16.3. The accompanying Solitude Mountain Resort is on the right at mile 16.7. This pre- and après-ski spot has eateries, as well as restrooms. The gradient finally eases at mile 18.1, just before entering Brighton. Bear right at the Y intersection, and begin a counter-clockwise, one-way loop. Refresh at the Brighton General Store at the Y intersection. The Solitude Nordic Center (cross-country skiing and snowshoeing) is on the right at mile 18.3 (restrooms). The Brighton ski area is on the right at mile 18.5. All along the loop, watch for entering and exiting motor vehicles. The highway crests at mile 18.6., and the loop ends at mile 18.9. The return trip (out-and-back route) begins with a rapid descent of the canyon.

Excerpted from *Road Biking Utah* (Falcon Guides), written by avid cyclist Wayne Cottrell. Road Biking Utah features descriptions of 40 road bike rides in Utah. The ride lengths range from 14 to 106 miles, and the book's coverage is statewide: from Wendover to Vernal, and from Bear Lake to St. George to Bluff. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery.

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

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TOURING

The Bicycle Adventure Club: Bike Touring Made Simple

Above: Country scenery in France.

Right: Farmer's Market.

Below: More great French scenery. Photos: Ken Bertran



By Lou Melini

Eve Bertran likes to ride her bike and travel. Since 1983 she has taken traveled in Mexico, the U.S. and in Europe as a member of the Bicycle Adventure Club (BAC).

Cycling Utah: Eve, tell me about the Bicycle Adventure Club. It sounds like something I may be interested in.

Eve Bertran: BAC was founded

in 1983 by a group of individuals wanting to do bike tours in the US and in other parts of the world. They decided to offer these tours to other like-minded people. BAC did grow out of club founded in the 1970's however I believe the premise for that club was not to offer tours outside of the immediate group. BAC's mission is to offer rides led by members to those who join the club.

The tours are posted on the BAC website <http://www.bicycleadventureclub.org/> and members sign up by clicking on the tour and emailing the

specific ride leaders. Typically, rides are 7 – 9 days long in domestic and 2 weeks in Europe. They could be a bit longer in faraway places like New Zealand. Domestic fixed base rides are generally 5 days long.

There are 40 – 50 rides each year. It used to be about 50/50 domestic and overseas but lately there have been more domestic rides and fewer overseas rides (probably because of the economy). Tours are rated as to difficulty – both climbing and mileage – and vary from flat and 30 – 40 miles a day to very hilly and 60 – 70 miles a day.

There are approximately 1800 members in BAC, membership is nation-wide and there are a few overseas members. The largest number of members is in California, with the Pacific Northwest and Colorado next on the list.

C.U.: How did you get involved in the BAC? Is there a group of members from the SLC area?

E.B.: In 2003 Ken and I wanted to do a bike tour outside the US and we found the BAC website and liked the places where the tours were being led. One of the first tours was a tour across the Yucatan, never having been there we wanted to go with someone that knew the area and had scouted out the best roads.

There are a number of BAC members in SLC. Rick Kirkland was on a tour with Ken and I several years ago.

Lucy Ormond has led a BAC tour in Southern Utah just last year.

C.U.: How many trips have you done with the BAC? Have you led any trips?

E.B.: I have done 8 tours with BAC and enjoyed each one for different reasons. Either for the choice of accommodations, the food or the people, but always enjoyed the scenery.

Ken and I were planning a tour in England in 2008, however he passed away suddenly in 2007. I am once again thinking of leading a tour for BAC it may be the PEI tour or one of my making. Literally the world is open for biking if you are adventure-some enough.

C.U.: Give an overview of the trips you have done with the club.

E.B.: The first tour was to the Yucatan - 2003 – it was posted as a 1-A; which means not a long distance per day and basically flat. The tour leader planned not only a great route, but also stops along the way to visit the Mayan ruins and to learn about the culture of the area and it's impact on the rest of Mexico. We visited the Mayan cultural village and saw a wonderful cultural show, visited places only the locals know about. This was a point-to point tour and we had a van to carry our luggage. Which means it was so easy to just get on your bike and ride for the day and find the hotel in the afternoon and relax.

Next Ireland's Northern Shores – May 2005 – it was posted as a 2-B which is 40 – 60 miles a day and a bit hilly. Once again the scenery, the people, the food and the mingling with the locals made this trip exciting. Tours were set up at various villages and we were treated to a concert by one of the Chieftains in his own pub. I especially liked Ireland as that is my background – I've been to Ireland several times and would go again tomorrow. This was a point to point and we used a van.

Scenic Provence in Sept. 2005 – 2-B; Good year for traveling. France seemed to be the place to go. We did a tour led by a long time BAC member who was leading it for the last time. We did not want to miss it. This tour was listed as a 2-B and was a bit hilly than most – it was after all the French Alps. The scenery was stupendous – views of vineyards, flowers and of course the breath taking Alps. It was a perfect blend of

great food, cheeses to tempt all palates and the accommodations ranged from very posh to downright funky. This was a point to point and we used a van again.

Canyonlands and Arches National Park – May 2006 -1-A; By now we have a few friends in the club and one was leading this tour (he hoped we would continue to lead it). This was in our backyard of course and we enjoyed Moab and the surrounding area. The friends on the tour were an added delight. Most people in either Bonneville Cycling Club or Wasatch Mountain Club have biked this area and have enjoyed the almost ethereal scenery and loved the wide-open spaces the area provides. This was a fixed base and we would sometimes use a van to transport riders to outer areas.

Burgundy/Beaujolais Tour – Sept. 2006-2-B; Once again a tour in France – This one was led by a member who lives up in Park City. It was an exceptional tour with of course the marvelous food, breathtaking scenery and we stayed in some pretty interesting villages. This was a point to point and we utilized a van for luggage.

Tuscany on the Mediterranean-Sept 2009-2-B; This was my first tour alone and I wanted to make sure I could still travel and bike without my sweet husband. It was a different tour for me, as I seem to be testing myself to see what I could do on my own. The tour leaders were marvelous and of course being in Italy is always exciting. We had a wonderful hotel to use as our base and the rides were interesting as well as educational. This was a fixed base ride and we did not have a van at all.

The Michigan Easy – June 2010-1-A; This ride was in Chelsey, Michigan and I at first wasn't sure if I would enjoy the area. How wrong I was. I am so glad I took binoculars along as there were so many different birds to see and each days ride consisted of taking time to spot the various species migrating or mating or bringing out their young. The rides were through the beautiful villages and the myriad of lakes that are in the region. I would love to go back just to go to some of the deli's there. This was a fixed base and we did not have a van.

Tucson Sunshine and Saguaros – March 2011-1-A; This ride was filled with the excitement of riding in warm weather (after being in so much snow here) it was like being on a bike for the first time. We had wonderful weather, several parks to ride to and ride through, good food and a great hotel as our base. I plan to do this again just to get out of SLC during the cold month of March. This was a fixed base ride without a van.

C.U.: What has been your favorite trip and why? Have you had any disappointing tours?

E.B.: My favorite tour was the Scenic Provence in Sept. 2005 - It was the most difficult tour I've ever done as well. I complained to Ken everyday about how difficult the ride was and how I just knew it was not a 2-B but had to be a 3-C and was very pleased with myself every night that if it were a 3-C I was doing it!! At the end of that tour I knew I could climb (slowly perhaps but I could climb), I knew I could handle maps (I now know what those chevrons



Above: Bicycle Adventure Club members on tour in France. Right: Eve on her bike. Photos: Ken Bertan

meant) and I felt comfortable riding in another country. Of course the delicious food and the breath taking scenery of the Alps with views of vineyards added to the experience. For me the feeling of being independent of others and being on my own – although it was only for a day at a time – it was quite exhilarating. I became more aware of how important it is to know your bike and how to fix the little things as well as how to make myself more comfortable by adjusting my seat, working with the pedals and how important it is to keep your cleats and shoes clean.

I have not had a disappointing experience with bike touring be it with BAC or on our own. I've never been on roads that were disappointing or been in any accommodations that were uncomfortable. There have been some funky rooms and those I liked the best – they stay in your memory. I have had more fun with certain people on a given tour than with others. Ken and I did over 35 motorcycle tours and 14 bike tours so after awhile you realize that the other people on the trip can affect how much fun a trip is – you can also not allow that un-fun element to affect your tour experience. It is better to laugh at those memories than to give them credence.

C.U.: Does the club ever use professional guides or touring companies to do a tour especially for overseas travel?

E.B.: The use of professional tour companies is at the discretion of the person planning the tour. When someone is planning a tour they are to scout out the area in question, plan the daily rides, find accommodations, plan meals and if needed find a van and driver. I like a tour planned by members but am aware that it isn't always possible for someone to take the time to go to another country and spend the time and money necessary to plan a bike tour. There are times when a tour leader in the past that has info about a given area will give a new tour leader that information. There are tours that have been offered for a number of years and the person who planned the tour wants to go on to plan another tour in a different area. In this situation they can make the information available for others to use so someone else can take over that tour.

C.U.: What is a typical day like on a tour? Do most people ride as a group or as individuals so that early risers such as myself can get an early start?

Are meals a group or individual

activity? Basically how much freedom does one have to be on their own?

E.B.: Motorcycle and bicycle riders have a great deal in common – they are quite often independent and loners. Not to say they don't play well with others. But they feel capable of being on their own. Bike tours are planned accordingly. Every bike tour I have been on is planned so that you can do your own thing. Hotels are planned and you are given info concerning the hotel and maps to find them. Routes are planned and you are given maps to follow the route - or you can plan your own way to the hotel for the night.

Meals are planned and that is the only time we are together by the plan. In the morning most people have breakfast around the same time and if there are any questions or suggestions the tour leader is on hand to help. He also reminds those who have extra charges on the room tab to take care of them before they head out for the day. He will sometimes reiterate the road rules of the country, how to handle your baggage, talk about a good place for lunch etc.

Dinner is where we tend to meet and talk about the day – what we saw, how everyone got along – and at some point in the tour you have discovered your riding style is the same as another persons and you gravitate to that person or group. The next day's ride is discussed and any questions or concerns are addressed. These are the times we really have an opportunity to get to know others in the group and then we will recognize each other on the road.

If you are an early riser and want to get on the road; good for you. It is fun to ride early in the AM and enjoy the area without a lot of people around. If you are a late riser and like to enjoy that breakfast and move at a more leisurely pace; good for you. There is no set time to leave for the day. The only set time is when dinner is served at night. If you are not going to make dinner because you wanted to go exploring it is important to let the tour director know with a call or if you know before you leave in the morning make sure he/she is aware.

A typical day is as follows: Before coming to breakfast I try to have my bags all packed except toothbrush – sometimes I will even carry that with me during the day. I love breakfast and I enjoy talking with the people on the tour. When riding with Ken we would sometimes ride with others or we would ride just the two of us. We've already talked about the days ride so we eat, get our bikes

out and check them for the day. Off you go!!!! Another day of riding in beautiful environs. If riding alone we would occasionally pull over to sit and enjoy the views and have a snack, or if we are in a group the group will stop and enjoy the moment. There are sights to see along the way almost every day. Sometimes we will all meet up for lunch – the faster riders are just leaving or just left while the more leisurely riders are just getting there to have a bite. Depending on the country, a stop for coffee is anytime of the day. (Ice cream as well.)

We ride to the hotel for the night – get our luggage and take a nice hot shower or tub. Relax and depending on the time you arrived at the hotel you can go sightseeing or have a nap or if you are running late get ready for dinner. Again we meet for dinner at a specific time and talk about the days ride and plan for the next day.

As for freedom one has to be on their own, the only set times you are to be with the group is when the ride begins on the first day – getting acquainted – talking about the basics of the tour and dinner each night. You can research and plan more stops for sight seeing during the day or longer distances than the tour director has planned.

C.U.: Does the club charter flights or is air travel done as individuals?

E.B.: The club does not charter



flights for a tour. Each person is responsible for their own flight arrangements to get to the start of the tour. I generally plan to either visit friends on the way or extend my time in the chosen area if there are more places I want to visit.

C.U.: Does the club have any commercial aspects? For example, does the BAC have sponsors or discounts with certain vendors?

E.B.: The club is set up to be a non-profit organization. It doesn't have commercial aspects to it. If you were to plan a ride in Southern Utah, setting up hotels and planning meals

etc., the cost to the participants is just the cost of the tour, not as money-maker for the club or ride leader. The only time it is not planned this way is when a tour company is used to plan the tour; they, of course, are doing it for the money. Club members do not.

C.U.: Thanks Eve. The BAC sounds great. Maybe Julie and I will put away our tent and stove!

For information on the Bicycle Adventure Club, visit: www.bicycleadventureclub.org



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