

VOLUME 21 NUMBER 4

FREE

JUNE 2013

MOUNTAIN WEST CYCLING MAGAZINE

cycling utah

**2013 UTAH,
IDAHO,
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EVENT
CALENDAR
INSIDE!**



**ROAD
MOUNTAIN
TRIATHLON
TOURING
RACING
COMMUTING
ADVOCACY**

SPEAKING OF SPOKES

Pictures on the Cycling Wall

By David Ward

Just over two years ago, my wife, Karma, and I bought a new home.

Well, actually, an old home that was new to us. It needed some severe remodeling, and we have been spending the last two years doing just that. It has been fun, but it has also been a

lot of work.

That has nothing to do with this article except as a segue into my topic. Because it has been taking a long time to move our home project

along, much of the decorating has also been slow to materialize. In our old home, we had a family room where I was allowed to put up my cycling pictures and posters. No room in our current home has been allowed to take its place, but Karma finally designated one wall of the stairway downstairs for my use.

So it was that, a couple of weekends ago, we spent a Sunday afternoon hanging several cycling pictures, including a series of six of my favorite cycling photos. Each of these is a picture of me on a tandem with a member of my family taken as we ride the two day, two hundred mile bicycle event from Seattle to Portland known as the "STP".

As background, in 1997, I learned of the STP. I promptly called my nephew, who lives in Portland and was into cycling, to say we should do this ride. He told me he and several friends were already registered and logistical support plans already made. I was invited to join them, so I did.

I rode the STP in alternating rain and sunshine the first day, and a pretty steady rain the second day. In fact, at one point, the rain was pounding so hard we had to stop and shelter under a tree because we could not see the road beneath our feet. Despite the conditions, I had a great time and felt exhilarated when I finished the ride. After crossing the finish, I immediately called my daughter, Marielle, who really enjoyed riding, and suggested we ride it the next year on our tandem.

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4543 S. 700 E., Suite 200
Salt Lake City, UT 84107

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, Wayne Cottrell, David Ward, Mark Deterline, Joe Metal Cowboy Kurmaskie, Tom Jow, Charles Pekow, Bruce Ewert, Jay Burke, Adam Lisonbee, Jennifer Barth, Kathie Beals, Breanne Nalder, Scott Lyttle, Tom Diegel, Julie Kiefer, Juliann Fritz, Asher Swan, Chris See, Kimber Gabryszak, John Shafer, Rachel Taylor

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: Jaylyn Nielson

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

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

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

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Cover: Tyler Cloward gets loose below Mt. Timpanogos on Utah bike company Fezzari's new all-carbon "Timp Peak" 27.5 lb (650b) full-suspension trail bike.

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RACING

Dirt Road Races Arrive in Utah and Idaho

By Jared Eborn

Some call them a fad, others call them the best thing on two wheels.

Whatever you call them, bike races that just don't fit into any particular mold – with dirt or gravel roads playing a huge part in the course design – are big and getting bigger.

From Burke Swindlehurst's Crusher in the Tushar on July 13 to the Cedar City-based Fire Road Cycling (July 6) to Bear Lake Monster Cross (June 29) there is a growing trend in cycling events that steer clear of pavement are exploding across the state and the country.

But why? According to Swindlehurst, the growth is partly due to a desire to challenge yourself not only physically, but to experience new and hard things.

"I think the appeal of the event like the Crusher is that it speaks to bike riders of all stripes," Swindlehurst said. "With the Crusher's course and

format I really try to throw a bit of everything at the rider so it doesn't truly cater to any particular riding style or preferred discipline."

Whether it's a niche sport that will fade out after a few years or that gravel is the new king of cycling is not truly the point. Many event promoters are organizing such events with an eye toward a unique experience as much as a demanding course.

In Idaho, the Dirtbag Dash rolls out from Mountain Home just southeast of Boise on July 20 and creates a nice series of races catering to the dirt road crowd. The Dirtbag Dash is a USA Cycling sanctioned event while most others are not.

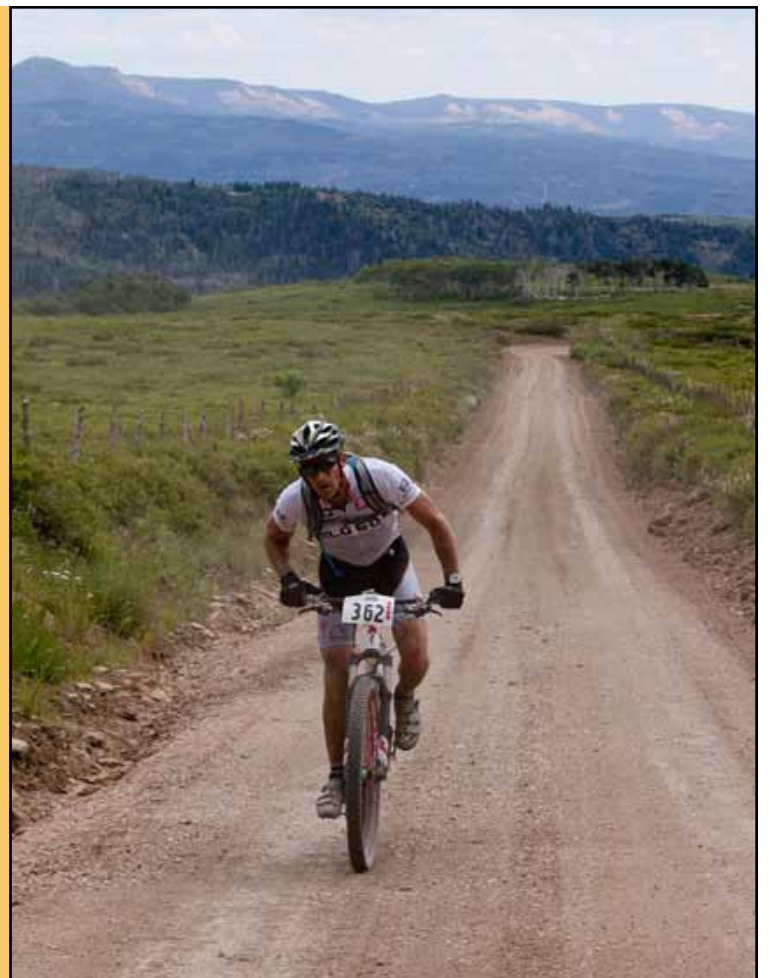
"Several years ago I started looking back at our cycling roots. Where was the post-race comradery? Where were the wildly varied course conditions? Where was the "working man" doing battle, no matter the conditions?" Dirtbag Dash organizer James Lang writes on the event's website. "And so the Dirtbag Dash was born.

"The Dirtbag Dash is a celebration of our racing roots," he said. "Men and women gather to test their legs against the field on hard-packed dirt roads sprinkled with punchy climbs and the occasional roaming cow."

While the new brand of cycling is somewhat new to the Intermountain West, there has been a growing movement for several years – especially in the Midwest – as groups of cyclists gather on rural dirt or gravel roads for epic adventures on two wheels.

One event, the Almanzo 100 in Minnesota, has been around for nearly a decade and attracts more than 1,500 cyclists every May. That event, a race to some and a social ride for others, is as unique as they come. With no aid stations and registration done via post card only, Almanzo has developed a cult-like following with thousands of Facebook fans and partnerships with numerous cycling businesses such as Twin Six, Banjo Brothers and more.

"Gravel road racing, at least in the Midwest, is growing because as directors, we've managed to eliminate a lot of the barriers that exist with cycling events," Christopher Skogen, the brain behind the Almanzo 100 and other gravel road events said. "No



The Fire Road Cycling event will be held on July 6, 2013 in Cedar City. Photo: Asher Swan

Continued on page 11

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ROAD RACING

Leipheimer Retires from Racing

Levi Leipheimer on his way to winning stage 6 of the 2012 Tour of Utah. Leipheimer picked up bike racing in Utah and went on to race in Europe. Photo: Dave Iltis

By Bruce Ewert

Levi Leipheimer officially announced his retirement from professional cycling to his hometown newspaper on May 19th. In an interview with the Press-Democrat following the final stage of the 2013 Tour of California, Leipheimer

told them he had “unceremoniously” retired. Race announcer Dave Towle had called Leipheimer to the stage, calling him the “King of the Tour of California”, a race he won three times. Leipheimer acknowledged that after being fired from the Omega Pharma-Quickstep team following the publishing of USADA’s “Reasoned Decision”, he has been

unable to find another team to ride for.

Leipheimer attended Rowland Hall in Salt Lake City, graduating in 1991. While in Utah he raced for Mi Duole followed by Team Einsteins before moving to Belgium to race as an amateur. He turned professional in 1997, racing first for the Colorado Cyclist team and then for the Team Saturn. He joined Lance Armstrong’s US Postal team in 2000, and had a breakthrough year in 2001 when he finished 3rd in the Tour of Spain. In 2002 he left US Postal for Rabobank, where he would ride as a team leader. He finished eighth in his first Tour de France in 2002.

After leading the Gerolsteiner team in 2005 and 2006, finishing sixth in the Tour de France and winning the Dauphine Libere, Leipheimer rejoined Tailwind Sports on Team Discovery. He placed third in the 2007 Tour behind winning teammate Alberto Contador, while winning the Stage 19 Individual Time Trial. While with Discovery he won the 2007 USPRO Road Championship ahead of teammate George Hincapie.

Following team director Johan Bruyneel, Leipheimer rode for Team Astana in 2008 and 2009, and then Team Radio Shack in 2010 and 2011. During this period he won the Tour of California for the third consecutive time, took the bronze medal in the Beijing Olympics in the Time Trial, the Tour of Switzerland, and the first USA Pro Cycling Challenge in Colorado. He also won the Tour of

Utah in both 2010 and 2011.

In 2012 Leipheimer moved to the Omega Pharma-Quickstep as a leader for stage races. After being hit from behind by a car and breaking his fibula, Leipheimer had a fairly quiet year. He finished third in the Tour of Switzerland and the USA Pro Cycling Challenge, and won the last stage of the Tour of Utah, dropping everyone on the fearsome Empire Pass climb.

Leipheimer has been dogged by accusations of PED usage over the years, starting with losing his 1996 US Criterium Championship due to a positive test for ephedrine (his family stated it was from taking Claritin D for hay fever) to accusation by his Gerolsteiner team manager Hans-Michael Holczer in his 2010 book “Guaranteed Positive”. According to an article on August 5th, 2010 in Velonews(1), Holczer claimed that his rest day blood test indicated a “high probability of manipulation.” Leipheimer had a “stimulation index” of 132.8, far in excess of the normal range of 85 to 100. Leipheimer remained in the race, eventually finishing sixth overall.

On October 10th, 2012, USADA sent its “Reasoned Decision”(2) and supporting documentation regarding doping practices on US Postal team to the Union Cycliste International (UCI), the World Anti-Doping Agency (WADA), and the World Triathlon Corporation (WTC). In the documentation were statements from eleven former team members including Leipheimer (3). He discussed his

EPO and other PED usage starting on Team Saturn in 1999 and continuing through 2007. He also stated he was introduced to noted doping facilitator Dr. Michele Ferrari by Lance Armstrong at a training camp in March of 2005, becoming a client of Ferrari throughout the 2005 season.

After publication of the “Reasoned Decision” Leipheimer was immediately fired by the Omega Pharma-Quickstep team. He served a six month suspension, as did all the cooperating US Postal ex-teammates, and unsuccessfully attempted to find another team to ride for. In a Wall Street Journal article “Why I Doped” (4), Leipheimer claims to have raced clean for the last five years of his career. He announced his retirement at the last stage of the Tour of California in his home town of Santa Rosa. He continues to be involved with cycling through his Gran Fondo (5), which will be held in and around Santa Rosa on October 5th, 2013.

(1) http://velonews.competitor.com/2010/08/news/former-gerolsteiner-manager-levels-doping-charge-against-leipheimer_133494

(2) <http://cyclinginvestigation.usada.org/>

(3) <http://d3epuod-zu3wuis.cloudfront.net/Leipheimer%2c+Levi%2c+Affidavit.pdf>

(4) <http://online.wsj.com/article/SB10000872396390444799904578048672603746526.html>

(5) <http://www.levisgranfondo.com/>

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COMMUTER COLUMN

Blair Thomas is the "Mailman" of Bike Commuters

Blair Thomas commutes to work in rain, snow, and wind in Ogden. Photo: Courtesy Blair Thomas

By Lou Melini

The Postal Service delivers in all types of weather. Blair Thomas rides to work in all types of weather be it rain, snow, headwind, heat or cold. Therefore 21-year-old Blair Thomas earns the moniker "Mailman" for his ability to get to work despite the environment. He lives in Weber

County and commutes to his current job as a Deli Associate for Wal-Mart.

Cycling Utah: Blair, tell me about your bike commuting experience.

Blair Thomas: I've been a bike commuter since 2009. I always ride my bike everywhere I go, as it's more fun than a car any day. I have had several bikes since 2009. I average

about 1800+ miles/year. You can call me a mailman. I ride in rain, snow, wind, etc.; the weather will never stop me from riding and getting where I need to be. It's just another challenge that needs to be met and conquered so that others can see that it's not too hard if you keep trying and have a good attitude.

C.U.: You are one of the youngest bike commuters that I have profiled. How did you get started riding your bike?

B.T.: My family is basically your run of the mill Utahns. I have a brother and 3 sisters, along with my mom. We are basically a normal American family. The people that got me started in cycling would have to be friends and family. My sister Sasha who used to ride her bike when she didn't have a car influenced me. At this time I'm the only one in my family who rides a bike to work.

I also saw my friends riding their bikes and having fun. I just wanted to be like them riding free like a bird with no boundaries. One other thing that got me to start cycling is that my family has a high rate of heart issues so I have to keep the heart running.

C.U.: You have some special reasons for bike commuting. Can you tell the readers about that?

B.T.: Primarily it's fun seeing people riding their bikes and there are so many amazing things to see in Ogden while riding my bike. My ride to work is 3.5 miles each way. It's always warm to ride to work in the afternoon but coming home it can be cold at night. The roads are not as busy at so night so I can go faster and have more fun riding home.

One big reason that I ride is due to a problem I have in my left eye called Keratoconus, which basically means I'm going blind. It's safer to ride a bike than attempt to drive a car and end up hurting myself or other people.

The final reasons why I ride are that I want to show people going green is always a lot more fun than

riding in a gas guzzling car and that riding a bike is part of a healthy lifestyle. Bikes can take you where cars can but there are many places where cars can't go such as bike trails. Your body will thank you everyday you ride because you're building leg muscle and keeping your heart strong and pumping for many years to come.

C.U.: I think you are the first Weber County bike commuter that I have profiled in my column. Tell me about Weber County bike riding.

B.T.: Weber County has a lot to offer to runners, walkers and bikers alike. There are a lot of side roads, trails etc. to use to commute to work, you just have to find the one that fits your style of riding. Downtown Ogden has roads with bike sections to keep riders safe. The roads have dividers with bike symbols on them. The conditions vary where you ride. There are a lot of hills in Ogden that can be tough to ride and a lot of potholes, probably similar to Salt Lake County. Sometimes I think the crazy dogs say; "Hey, lets scare this biker and chase and bark after him."

One of the things that I love about riding in Ogden are the amazing trails. My favorite would have to be the Dinosaur Park trails. You can ride the back side of it take it for miles down the road. I see a lot of work going on in the past few years with quite a few new trails opening up. I have yet to figure out when these will be opening but once they do it will bring more of a Family friendly atmosphere to these areas. Check out the numerous local bike shops as they can tell you a lot about their favorite places to take their families to ride. Cleanliness is the one thing that needs to be improved. When I ride through the West Haven trails there is a lot of trash and graffiti. If these were taken care of I would bet more people would be willing to come out to enjoy the many aspects of Weber County.

C.U.: How does your eye condition affect your riding?

B.T.: The Keratoconus affects the shape of my cornea, so I wear contacts. Since the shape of my cornea changes it's really hard to find contacts that works for long period of times. Having a corneal transplant is my top thing to do but first I have to find a good insurance plan that will cover the surgery and future visits to an eye doctor. My night vision is good, a lot better than my day vision so there are no changes that I have to do during the night when I ride home on my bike. Overall I do not have problems riding at night. To protect my eyes from further irritation I prefer eye drops; they work pretty well.

Wearing any thing that covers my eyes makes it a lot harder to ride so I prefer not riding with sunglasses to avoid any issues and accidents from occurring.

C.U.: You mentioned some heart conditions in your family.

B.T.: My Family has heart issues with major heart attacks and the heart going out of rhythm. Cycling will help me avoid these problems by keeping fit and staying healthy. It seems like many issues are caused by a lack of exercise so cycling will keep my heart strong and beating steady to take on the many trials and obstacles to come.

C.U.: How does Wal-Mart assist you in your bicycling?

B.T.: Wal-Mart has a good place to lock up my bike on the bike rack right outside the customer service and grocery doors. Either are a safe to lock my bike up for long period of times. I don't bring my bike inside due to the lack of space for employees like me that ride a bike. I bought my bike at Wal-Mart. it was a toss up where I should buy a bike. Wal-Mart does have a 10% discount on bikes if you are an employee. It's not much but it helps. I can fix most problems on my bike. I prefer not messing with the bearings in the bike due to my lack of experience so I have my local bike shop do that type of work.

C.U.: Which shop is your favorite bike shop?

B.T.: The Bike Shoppe is my favorite bike shop. When you walk in the door you are instantly greeted with a warm hello and they help with your questions. These guys are highly recommended in my book to anyone who wants amazing service. So if you are in the Ogden area stop by and say hello, look around, but don't be surprised that you may end up leaving with another bike!

C.U.: One last word. You have a sister in the Army stationed back East. She must think you are pretty tough to ride to work every day.

B.T.: My sister is stationed in Fort Jackson, North Carolina. She told me I'm crazy but I could see in her eyes that she is proud that I keep up with my work and do my best do to succeed with what I do.

C. U.: Blair, Thank you very much with sharing your bike-commuting story with the readers of Cycling Utah. I would like to conclude by thanking Nate Foulger of The Bike Shoppe in Ogden for this bike commuter recommendation.

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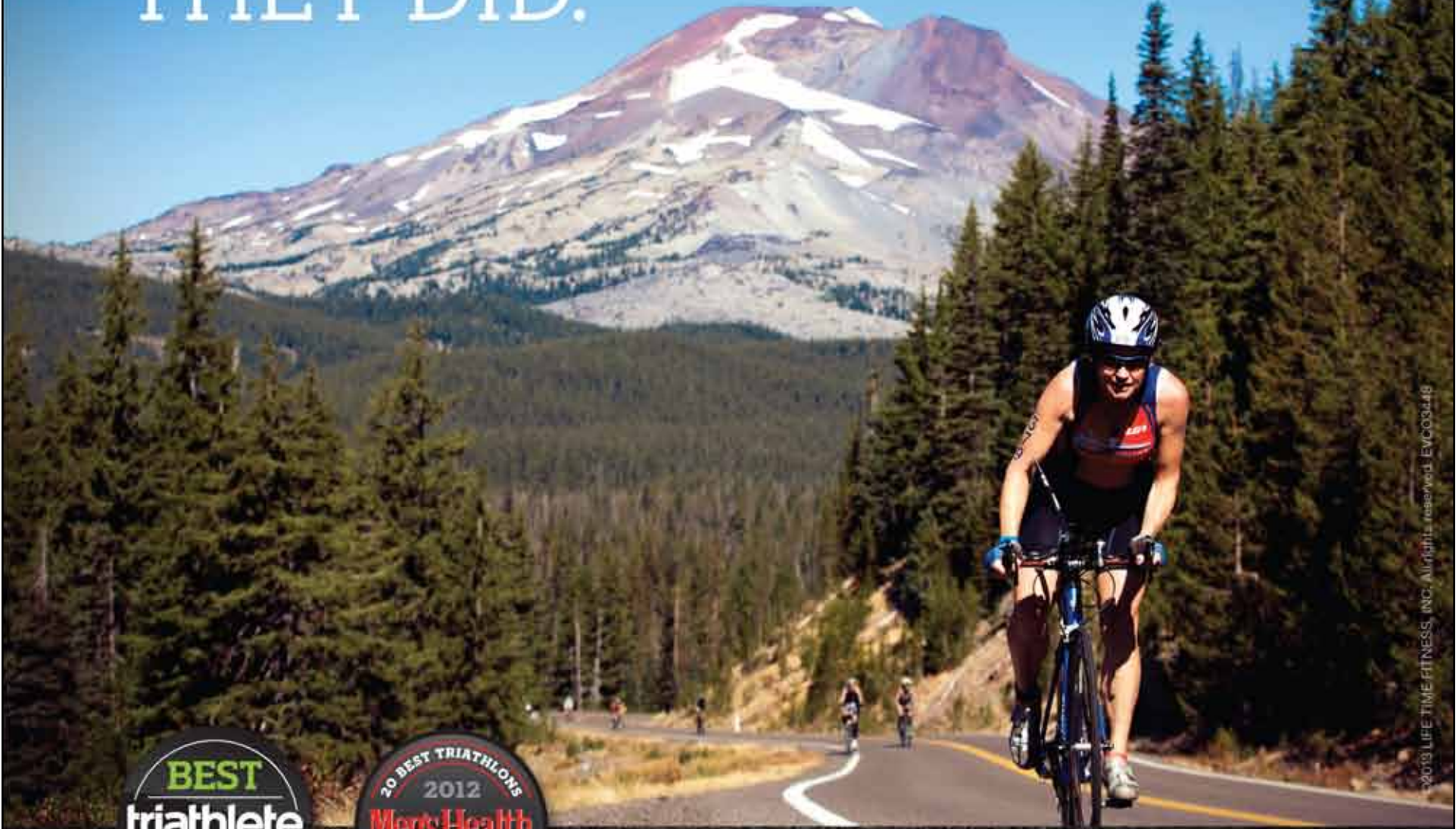
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ROAD RACING

Peterson Takes Third in Time Trial; Ogden Hosts Collegiate Nationals

Above: Mitchell Peterson (Utah) finished third in the men's Division 1 Individual Time Trial.

Right: The Division One field lined out at the bottom of Ogden Canyon.

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



McCrae College's Spencer Oswald. Teal Buchi of Utah Valley University was 21st in the individual time trial.

Buchi placed 28th in the Division I criterium with Utah State's Kodey Myers and Utah's Scott Bauer placing 37th and 38th in a crowded field with 40 riders all within five seconds of the winner – Marian's Colton Barrett.

The women's Division I crit was

also a crowded competitive race with Utah State's Joan Meiners just five seconds off Rivera's winning pace, but had to settle for 30th overall as the field sprint was huge.

While Howard Grotts took the Division I road race title for Fort Lewis College in a solo breakaway, Buchi had a respectable 18th and Cortlan Brown, the 2012 Division II national champ, rolled across the line in 20th for the University of Utah. USU's Myers was 23rd.

For complete results, see usacycling.org.

By Jared Eborn

For the second year in a row, Ogden and the Ogden Valley near Huntsville hosted USA Cycling's Collegiate National Championship races and the action was as thrilling as one might have expected.

Powerhouse schools such as Marian College and various Colorado schools brought loaded teams to northern Utah for three days of racing from May 3-5, 2013 as stars

and stripes jerseys were awarded to numerous athletes.

Marian's Kaitlin Antonneau recorded another dominating performance. The Exergy/2016 rider captured her third consecutive Division I omnium title while teammate and classmate Coryn Rivera was second. Antonneau beat Rivera in a sprint at the line for the road race title, was second to Rivera in the criterium and was part of an overwhelmingly dominant team time trial championship.

In all, Antonneau was virtually unstoppable as she wrapped up her

collegiate career.

The road race victory on May 5 was difficult with all racers leaving nothing in the tank, but Antonneau and Rivera were simply too strong at the finish line.

"I just knew I had to climb within myself," Antonneau told media at the finish line. "It was really windy and hard. When we were maybe a half-mile from the top, I really started to dig and go hard to make sure I caught them before we started to descend. That worked out well for me."

On the men's side, Marian was also unbeatable in the omnium with Adam Leibovitz taking top honors

over Fort Lewis College's Renan Maia.

In the team omnium competition, which combined men's and women's results, Marian scored an overwhelming 553 points with Colorado-Boulder checking at second with 417 and Fort Lewis College third at 345.

Utah schools had a strong contingent of racers and posted some solid results.

Mitchell Peterson of the University of Utah, a pro mountain biker, cranked out an incredible individual time trial to take third place in the Division I results with a time of 28:48.05 – 1:32.11 back of Lees-

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TRIATHLON

Utahns Excel in Ironman 70.3 St. George

By Jared Eborn

Some lamented the fact the Ironman triathlon series dropped its fledgling St. George race from a full 140.6 mile, Kona-qualifying event to a 70.3 race.

Others celebrated the move as a chance to compete in the early-season race with proper training especially for those coming from colder-weather communities such as the Wasatch Front where finding training days from November to May is either expensive or really uncomfortable.

Based on the sold out field of 2,000-plus athletes, however, the move to a half iron distance race and naming the event the U.S. Pro championships was an obvious winning move as pros from across the country and around the world descending on St. George and Washington County on May 4 to race.

“Washington County Tourism did an amazing job of transitioning the race from 140.6 to 70.3,” St. George triathlete and fitness coach Colleen Rue said. “There is a huge difference between the finish line of those two events. This year at Ironman St. George 70.3 you would never have known it was a different race. Spectators and volunteers were there in force just like in years passed.”

While half the distance, the St. George course was still among the most challenging on Ironman’s calendar.

“There is nothing easy about the new course but as we saw, it can be incredibly fast. I think it is a perfect course for the pro championships,” Rue, who placed third in her age group, said. “Very challenging but really gives you a glance into the talent in the professional triathlete field.”

Canadian Brent McMahon recorded a blazing fast time of 3 hours, 51 minutes and 10 seconds to win the event with Kevin Collington claiming the U.S. Pro crown finishing second overall at 3:53:38. Andy Potts rounded out the overall podium with a time of 3:54:21 while Matty Reed was the third place American at 3:56:58.

Meredith Kessler took top honors on the women’s side, with a 4:17:11 time. Sweden’s Svenja Bazlen (4:18:46) was second and Heather Wurtele from Canada clocked a 4:4:20:26 time to take third overall.

Utah pro Malaika Homo (4:40:30) placed 19th among the women while Ali Black (4:58:08) checked in at 27th.

Several Utahns used their homefield advantage to a certain degree and earned podium finishes and invitations to the world championship race to be held in Las Vegas in on September 8.

Spencer Woolston continued his dominating performances with a killer bike leg of 2:20:45 (a pace of 23.87 miles per hour over 56 miles) to win the men’s 35-39 division with a time of 4:28:37 good enough for 49th overall including the stacked field of professionals.

St. George’s Diane Tracy took top honors in the women’s 60-64 field at 6:30:04 with Liberty’s Marty Smith placing third in the women’s 55-59 class at 5:55:06. Sandy’s Sue Pope was third in the women’s 50-54 division at 5:22:21.

Tooele’s Teri Cashmore placed second in the women’s 45-49 race with a time of 5:20:49 and Sandy’s Cherell Jordin also landed in second place with a time of 5:06:34 in the women’s 40-44 category.

Salt Lake City’s David Ference captured the winner’s trophy in the 45-49 field with his 4:32:37 time while Santa Clara’s Doug Wells took second in the men’s 70-74 class with a time of 7:20:43.

Salt Lake’s Kathryn Throolin was third in the women’s 35-39 field at 5:11:20 while St. George’s Rue was fourth at 5:17:33.

Park City’s Emily Ure landed in third in the women’s 30-34 class with a time of 4:51:40 and Price’s Christie Krompel took second at 5:05:10 in the women’s 25-29 race.

Utah youngsters Jesse Dunn (4:54:16) and Michael Radcliffe (5:10:47) placed second and fifth, respectively, in the men’s 18-24 division. Spencer Peterson of Salt Lake City placed fourth in the 25-29 division at 4:31:08.

Park City’s Rob Lea finished second in the Men’s 30-34 field at 4:26:04.

The 2014 edition of Ironman St. George has already been announced and will be held on May 3.

For more information, visit ironmanstgeorge.com.

Cyclists young and old save these dates!



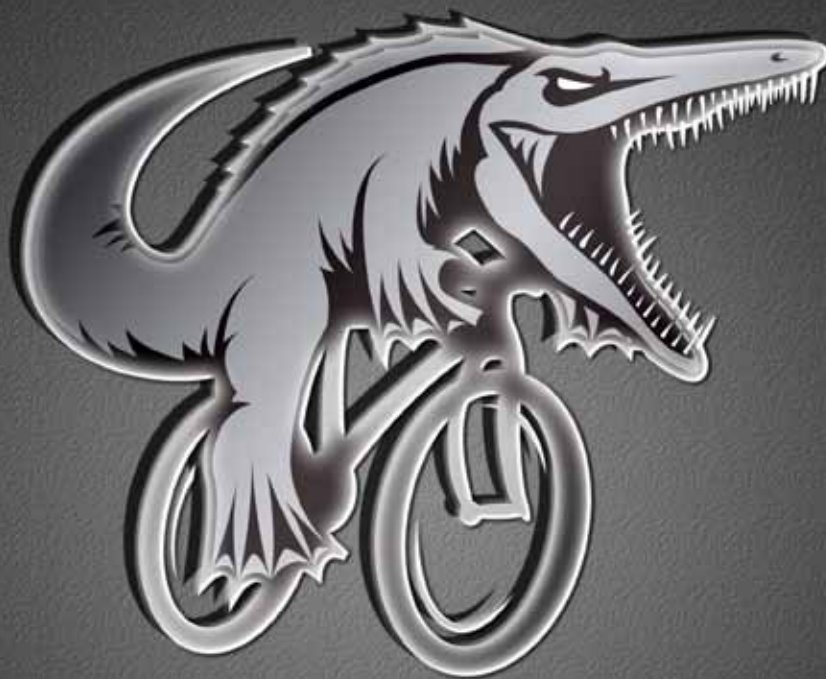
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COACH'S CORNER

Control & Neutralize: The Art of Blocking

By Mark Deterline

Shut It Down

Blocking is an essential component of team racing. Generally it happens when riders have a teammate up the road and they are seeking to protect that breakaway or pack split by controlling the pace back in the pack or in a chase group. Blocking can also be implemented when a teammate has been dropped due to a technical, or is trying to bridge back up to a group that contains awaiting members of her/his squad.

Blocking is sometimes criticized as a less exalted component of racing than others, yet its efficacy is proven race after race, and can be implemented ethically in a variety of different ways. One exciting aspect of blocking is the role it can play as an equalizing element when smaller teams implement it against bigger teams.

Once you have a rider in a move, you should do your best to ease the pace and control the pack. Riding tempo at the front is one way to do this: Keep the pace high enough to make it harder for opponents to recover from previous efforts and therefore more difficult for them to attempt to bridge or reel in the move, while keeping the pace slow enough so that riders up ahead – including your teammate(s) – will continue to gain ground on the pack or at least maintain the lead.

One form of blocking is “checking” or neutralizing opponents’ initiatives. Teammates ride at or near the front, ready to follow opponents’ moves then sit on the rider or group attempting to bridge up to the breakaway or a front group.

Taking away options before they even materialize is another effective form of blocking. Opponents and opponent teams inadvertently “broadcast” their intentions with body language, directional movements and gear shifts as they prepare to improve their position, launch an attack or significantly lift the pace. Take the initiative and neutralize such threats

before they materialize by subtly closing down angles or by filling potential openings. Sometimes it takes significant effort on your part in the form of a strong yet subtle acceleration.

These impending threats represent important opportunities for teammates to gather at the front and ride tempo. Riding tempo means setting a pace that will discourage attacks by being strong enough keep opponents on their heels, but slow enough to allow one or more teammates up ahead to continue gaining ground, or at least to maintain their lead.

As always, the safety of your fellow riders is the absolute priority. You must be able to safely move among your competitors and quickly, smoothly position yourself where you need to be before anyone else can, without cutting people off or “chopping (front) wheels”. Ethical blocking doesn’t imply – nor does it require – aggressively taking competitors into a barrier or curb. On the contrary, it requires assertiveness, initiative and often hard work as you and your teammates proactively position yourselves where you can inhibit other teams from getting organized. This makes it possible to dissipate threats before they happen, or to quickly check and neutralize competitors’ moves as they develop.

Break Through

Conversely, a rider can also take the initiative to beat a team’s effort at blocking. Blocking efforts are likewise broadcasted and therefore be anticipated by an assertive rider who is willing to put in a little extra effort at just the right time.

If a team gets one or more of its riders up the road, you can generally count on them to begin gathering at the front, ready to cut off angles and gradually slacken the pace. If you don’t have a teammate in that move or are riding on your own, seek to counter these efforts by moving decisively toward openings while they still exist and launching an early bridge attempt while you still can.

The longer you hesitate, the bigger the gap you’ll need to try and close.

This can be referred to as “punching” through. Remember the concept of a decisive moment in a race? When a team gets a rider away and is setting up to block when you don’t have a rider in that move, it’s a decisive moment! If you’re strong enough on your own or have teammates to support, immediately work your way to the front and punch through before the blocking team can seal off openings.

Work with teammates or now friendly opponents unified against the common enemy – i.e. the team(s) with one or more riders up the road. Ideally, you won’t let the pace of the chasing group slacken, but will ride right past blocking riders and keep the momentum going.

After getting to the front of the chasing group, or peeling off from a slowing bunch to lead a newly formed chase, organize a paceline with other willing riders and set a strong tempo. Work smoothly and steadily together to conserve energy, calmly reeling in the escapees.

It all goes back to working with teammates – or other allies – to control a race, keying off of opponents’ moves and leveraging their efforts to your own benefit. The more numerous and better organized the teams, generally the more dynamic and strategic the racing. And the savvier each rider, even those competing on their own, the better equipped each will be to anticipate and participate in the unfolding strategic drama that is bike racing.

Mark Deterline coaches some of Utah’s and California’s top cyclists, as well as triathletes, distance runners, cross-country skiers, motocross racers and boxers. Leadout Endurance Coaching provides completely customized training plans, bike fitting, biomechanics and performance testing for athletes of all backgrounds and levels. Contact: mark@2thefront.com.

PHOTO HIGHLIGHT

Big Air on the Bobsled

Above: Kevin Dwyer catching big air on the Bobsled Trail in Salt Lake City. Photo: Dave Iltis

West Yellowstone Mountain Bike Biathlon Mixes Bike Racing and Shooting Skills

Looking for something new to try on your mountain bike? The West Yellowstone Ski Education Foundation is promoting the West Yellowstone Mountain Bike Biathlon in West Yellowstone, MT on June 22-23, 2013. The race combines mountain bike racing with target shooting, similar to a ski biathlon.

On Saturday, there will be a sprint race of 9k for adults and 4.5k for youth, and two shooting bouts. On Sunday, there is a 12k pursuit race for adults, 5k for youth.

For youth and novice participants, the event will provide safety clinics, rifles, and ammunition. No shooting experience is required to participate.

For more information, visit www.rendezvouskitrails.com/events or contact Moira Dow at 617-697-6126 or info@rendezvouskitrails.com.

-Dave Iltis

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Above: Incredibly scenery and remote roads await those who ride dirt road races such as the Fire Road Cycling event in Cedar City. Photo: Asher Swan

entry fees. No intense focus on the 'top three.' "

That's right: A 1,600 rider race with no entry fee.

"The biggest barrier we've eliminated is expectation. By not charging an entry fee, riders have no idea what to expect," Skogen said. "By not offering aid stations, riders come prepared for anything."

The events are also incredibly popular with community leaders in the typically small towns that serve as race headquarters.

The Crusher in the Tushar rolls out of tiny Beaver, Utah. Bear Lake Monster Cross will start in Montpelier, Idaho. But while each of the events has its own unique style, they share a common vibe – riding on lesser-traveled roads and seeing

sights cyclists rarely get a chance to see.

"What we're trying to accomplish is inspiring others to go further and do more under their own power," Skogen said.

While the Almanzo 100 has been able to carve a legacy, other events are trying to emulate that success but with their own twist or local flavor.

The Crusher, not surprisingly with ex-pro cyclist Swindlehurst at the helm, throws in a heavy dose of pure competition that attracts pro road cyclists, cyclocross superstars and mountain bike legends.

The event has everything a pro cycling event would expect with equal parts dirt and asphalt mixed in. Swindlehurst said the terrain, road surfaces and even a weather forecast

turn the Crusher into something few can perfectly prepare for.

"Add into that the fact that equipment choice can be critical to one's success, be it tires, gearing or even style of bike and you have a cerebral challenge thrown-in as well," Swindlehurst said. "All in all I think it makes for a style of racing that captures the imagination of the participants, which I think is really refreshing."

Of course, races such as the Crusher have caught the attention of USA Cycling and the UCI. As 'unsanctioned' events, they make and play by their own rules. Obviously, that's part of the allure for such events, but it's also a bit of a necessity as each event is different and can't be categorized into one specific cycling discipline.

And though the UCI and USAC have granted a bit of a reprieve for the events in 2013, the future is still cloudy in regards to whether or not pro cyclists will even be allowed to race without fear of fines or suspensions by the sport's governing bodies.

Regardless, the events are booming in number and popularity. The Crusher sold out quickly even with an increased number of participants.

Paul Huddle, director of the Fire Road Cycling event in Cedar City, said this new style of racing is growing for a reason.

"Simple – ease of access. Races like the Crusher, Fire Road, and Leadville don't put a premium on technical skills," Huddle said. "Fitness is a definite requirement but

you don't have to have a BMX or X-Games background to be able to confidently participate."

The ability for cyclists of virtually all backgrounds to compete well is also adding fuel to the fire.

"There's a huge demographic of riders (road, triathletes, recreational, etc.) who love riding a bike and would love riding off road if they didn't feel like they had to risk life and limb," Huddle said. "We feel like mountain biking is many things to many people and, while the technical single track & downhill component is the sole reason many people ride off-road, it's also the sole reason many others are scared away. We want to provide an avenue for those who love riding off-road but might otherwise be scared off by the thought that technical skills are required."

Is it a fad or truly the next big thing?

"We believe this style of riding is here to stay primarily because it's accessible to anyone and everyone. There's very little barrier to entry – it accommodates a wide variety of bike types and abilities," Huddle said.

"Obviously we want to get as many people into this event as possible but, more importantly, we'd like to be a 'gateway drug' for mountain biking specifically and cycling in general. How many folks who might ride our 25km or 60km event as their first event will go on to other events? Who knows? Maybe some will get into road racing, cyclocross, cross country or, heaven forbid, downhill! At the end of the day, cycling wins

and healthy lifestyles win. To us, that's the ultimate goal."

Bear Lake Monster Cross is billed as a dirt-road century with cyclocross bikes in mind. Of the 100-plus miles on the course, roughly 85 are on dirt roads or jeep trails past a wildlife refuge and over foothills surrounding the valley. With more than 3,500 feet of climbing with limited technical sections and plenty of long flat stretches, Bear Lake Monster Cross will favor a roadie on a cross bike. But its official non-competitive classification means anyone can enjoy the ride or they can chase after the KOM prizes along the course.

Fire Road Cycling follows a similar script with distances from 12 to 62 miles, but is a Leadville Trail series qualifying event and is geared more toward a mountain bike audience.

Some events try to capture the spirit of Paris-Roubaix, others want to be their own animal.

Whatever the case, the growing brand of cycling is attracting more riders in search of the next thrill, the next challenge and the next adventure.

For more information:

Fire Road Cycling, July 6, Cedar City, UT, fireroadcycling.com
 Bear Lake Monster Cross, June 29, Bear Lake, UT, BearLakeMonsterRide.com
 Crusher in the Tushar, July 13, Beaver, UT, tusharcrusher.com
 Dirt Bag Dash, July 20, Mountain Home, ID, dirtbagdash.com

Speaking of Spokes Continued from page 2

As I look at the photo of Marielle and me, the first of these six photos hanging in the stairway, I remember how, one year later, Marielle and I joined up again with my nephew and his friends, and we had a great time riding the STP on our tandem. One particular memory from that ride occurred toward the end of the first day. We were cruising along and, as tandems tend to do, we had picked up a following in our draft. Then, we came to a series of rolling hills. As we climbed the first roller, about six fairly strong riders in our draft came around as we slowed on the incline. However, we managed to crest just a short way behind them, and quickly caught them on the downhill, with them jumping in our draft. This continued for the next several miles while these rollers lasted. It was like a tag team ride up and down these hills, and great fun for us and them.

My gaze moves on to the next photo, this one of me with my daughter, Rachel. She was getting married in August, 1999, so we decided to ride the STP together on the tandem as a final daddy/daughter date before she married. Again, we hooked up with my nephew's friends, who by now were my friends also. Rachel has a very even pedal stroke, and I marveled at how smooth our ride together was. We had the benefit that year of training by riding with a briefly formed tandem club, ULTRA (Utah League of Tandem Riding Addicts).

The next photo, taken in 2000, is with my daughter, Jessica. She had recently returned from serving as a missionary for our church. So, since the trend had started to take shape, we signed up and trained for the STP. ULTRA was no longer around, but we managed to get ourselves trained anyway. This year will always be known by us as the "Gold Bond" year. Paul, one of the friends who

had done this ride with us in previous years, had not ridden much at all this year. So, after the first day, his bottom was not only very sore, but quite raw. Someone recommended Gold Bond, and later we received a very colorful and descriptive narration of the pain associated with his application of Gold Bond to his very sore derriere. Indeed, the story has been retold by Paul and others for years.

The fourth photo, taken in 2002, is of Karma and me. Karma was amazed that, at any given point in the ride, there were riders in front of you and behind you for as far as you could see. The STP annually draws 10,000 riders, and anymore it sells out in a matter of days after registration has opened. Karma and I will forever remember that year as the year of the bus. Paul and his brother had purchased an old Greyhound type bus that had been converted into a motor home. It was old and unique, but it got the support job done.

We missed a couple more years before the next photo of my son, Kimball, and me when we mounted the tandem in 2005 for that year's STP. He was the first, and frankly only, male I have ridden the tandem with. Not to demean the females of my family, but I just remember how strong it felt doing the ride with Kimball. That year, we found a great campground a few miles off the beaten path, but off in the pines. Though it added a few miles, it made for a great place to camp after the first day of riding.

The final photo of this series of six is with my youngest daughter, Marinda, taken in 2007. With this ride and photo, the circle was complete. I had ridden the STP on our tandem with my wife and each of my children. This ride was memorable for several reasons. First, I had tried to hook up with Paul about doing the STP, but he had never responded to my email. Marinda and I were riding the event alone, that is with 10,000 people we did not know.

We had stopped at the first feed stop, a veritable party sponsored by REI. Naturally, there are hundreds of riders arriving and leaving at any given time. As Marinda and I were leaving, I heard someone yell, "Hey, Dave!". Being as egocentric as I am, I assumed that out of all the hundreds of Daves likely participating in this ride, someone was calling for me. And I was right. Standing on the side of the road was my good friend, Paul. It was amazing that he would actually find me among these masses of people.

Next, after having ridden a 100 miles the first day to the official midpoint in Centralia, we still had a ride of 3-4 miles to our campground, the same one we had stayed at the year before. Though Marinda was tired and ready to be done, she gamely jumped on the bike and we were off. Unfortunately, I missed a turn, having only ridden to this campground once before. Several miles later, I knew I was well astray. We had to double back those several miles to where I had missed the turn. Marinda was not happy with me, having to put in nearly ten miles extra, and wouldn't speak to me for several hours.

Finally, Paul and his group decided to join us at our campground, having made no plans for themselves. This was good fortune, actually, as this is a group of people I truly enjoy, with Paul being the very funny comedian of the group. The next morning, my sister, who had driven up from Portland and planned our breakfast meal for us, was providing a healthy meal of fruit, yogurt, whole grain cereal and nuts. Meanwhile, Paul's sister was frying up bacon and pancakes. While we appreciated my sister's efforts, we eagerly accepted the invitation to also share in the bacon and pancakes.

All these memories and more flowed into my mind as we mounted these pictures on the wall. While I have been by far the most avid cyclist



Above: Dave Ward and daughter Rachel Ward in the Seattle to Portland Ride in 1999. Photo: MarathonFoto.

in our family, my wife and children have enjoyed the sport as well. The STP is the one event that became a tradition to do with each the member of my family. It was exotic, being an event we had to travel to participate in. It was a unique experience, riding with 10,000 other people. It is a beautiful ride through mostly rural countryside. And it gave us an excuse to get to Portland to visit my

two sisters and their families.

I have many memories associated with my nearly thirty years of active cycling. But as with most memories, the most poignant are those in which the people I know and love figure prominently. Walking down the stairs of my home is a stroll through a set of such memories, with the photos to bring them sweetly to my mind.

TRAVEL

Belgium Embodies the Culture of Cycling



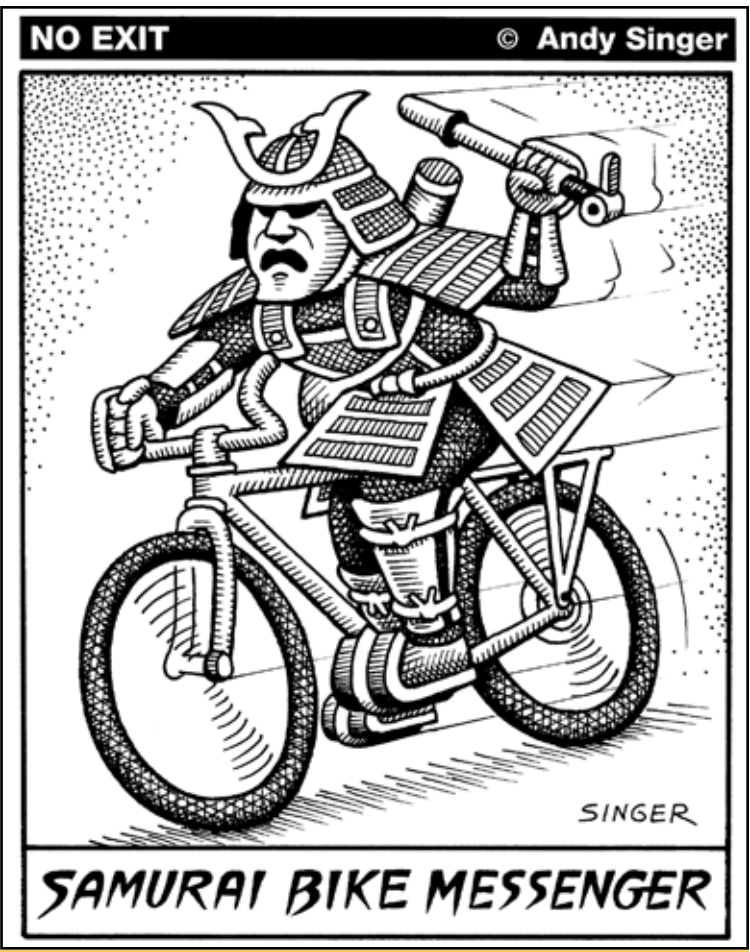
A older rider on a cycletrack in Belgium. Photo: Jennifer Barth

By Jennifer Barth

On a recent trip to Belgium, I was not only captivated by the multitude of perfectly manicured hedges ordaining the yards of every pristine brick house, but also by the enormity of the cycling culture. Every day, in any type of weather, cyclists can be seen riding around town. They are young, old pudgy, and thin, pedaling to work, the store, picking up laundry, or just leisurely riding along enjoying the freshness of a new day. In every picturesque small town in Belgium, red paths, or specific lanes for cyclists connect throughout the city. Every path is clearly marked, and the concrete smooth and maintained. Cyclists have their own traffic lights, and outside of every store or business a bike rack is conveniently located. Belgium is truly a commuting cyclists dream. Riding the safe bike paths of Belgium was pure relief and enjoyment after commuting on treacherous roads in the US and South America — roads that were built with complete

disregard to a cyclist, or pedestrian. If you've ever faced the arduous task of navigating your bike through a busy city during rush-hour traffic without a bike lane, or tried to maneuver your way to a traffic light while avoiding an obstructive concrete barrier then I would definitely recommend a visit to Belgium. One morning I was in utter disbelief watching swarms of senior citizens pedaling their way through a town. It was after a recent snow storm and frigid temperatures that would make even the toughest cyclist want to huddle in front of a fireplace. I saw nothing but a sea of grey hair flowing swiftly past, with some ladies sporting new frocks, tights and high-heeled shoes. Not far behind this old folks brigade was at least 100 children on their way to school; riding in packs with barely a fingers space between each handlebar. It was an impressive sight, especially compared to the US where even on some of the nicest days you wouldn't see anyone commuting by bicycle. I remember recently, in the US, being told that I was not allowed to

ride my bike through the bank drive-up window. The teller said I could be hit by a car. The other day I saw a newly posted sign prohibiting bikes on a wide sidewalk by my house. While riding to the gym I hopped on a sidewalk where the road shoulder was tight and dangerous. I was accosted by a blaring horn and a furious passing motorist. Last summer, while riding my bike to work I was honked and swore at by a driver of a Ford Excursion towing a large water-ski boat. This would never happen in Belgium. By experiencing and contrasting the cycling culture of Belgium with that of the US I feel that serious improvements still need to be made. Although many cities throughout the US have devoted considerable resources to enact changes in civil engineering for cyclists, they are still so far from making a serious difference in the public's commuting habits. From what I observed, Belgium's cycling culture enhances the community and promotes a peaceful society. The people are healthier because they ride their bikes so often. They ride for social occasions as well, which enhances the congruity and strength of the community. Motorists are extremely polite and drive with a reserved awareness. Everyone in the community knows that at any time, day or night they may encounter a fellow cyclist, so it seems they curtail their driving habits accordingly. I must confess that I feel a twinge of envy observing the cyclists in Belgium. I can't imagine many of its citizens realize how fortunate they are to have such an ideal country dedicated to encouraging and fostering the use of bicycles. To the people of Belgium; cycling is simply a way of life. I hope one day the US will look toward Belgium as a model of the multitude of benefits a community based on cycling has to offer.



Taylor Wiles Top 10 In USAC Pro Road Champs

Utah native Taylor Wiles (Specialized-lululemon) finished ninth in the 2013 USPRO Championship Road Race on May 27th in Chattanooga, TN. The race was won by Jade Wilcockson (Optum p/b Kelly Benefit Strategies) eleven seconds in front of teammate Lauren Hall. Mara Abbott was the victim of bad luck during a wheel change for a flat tire while leading with less than 25 miles to go, eventually finishing tenth. Wiles teammates Carmen Small and Evelyn Stevens finished in seventh and eleventh places respectively. On May 25th Wiles finished eighth in the USPRO Championship Time Trial, which was won by her teammate Carmen Small. -Bruce Ewert

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NUTRITION

Nutrition Series, Part 1 of 3: Protein Needs for Cyclists

By Katherine A. Beals, PhD, RD, FACSM, CSSD and Breanne Nalder, MS

Katherine A. Beals, PhD, RD, FACSM, CSSD and Breanne Nalder, MS

The word “protein” is derived from the Greek word, “proteos” meaning first and, when it comes to reputation of this macronutrient in the diets of athletes, the name seems to fit. Surveys assessing the nutrition knowledge of athletes often find that they believe protein is more important than either carbohydrate or fat in athletic performance. But, is protein deserving of this position on the pedestal of the athlete’s diet? In this month’s nutrition article—the first of a three-part series—we will take a look at the role of protein in cycling performance as well as protein recommendations for endurance athletes, considering the amount and timing of protein intake around training. In subsequent articles we will address the topics of meeting protein needs on a vegetarian diet and protein supplementation.

The Importance of Protein

Protein serves a number of structural and functional roles in the body. Structurally, protein is required for the synthesis of muscle tissue, tendons, ligaments, and even bone. Functionally, protein is involved in nutrient transport, endocrine control, immunity, and metabolic regulation. While protein can be used as fuel (i.e. ATP) to support muscular work, using protein for energy severely compromises its structural and functional roles.

Protein is comprised of amino acids. There are twenty amino acids that have biological significance—eleven are non-essential, meaning that the body can synthesize them, while nine are essential, meaning that the body cannot synthesize them and, thus, they must be consumed as part of the diet. The essential amino acids include leucine, isoleucine, valine, phenylalanine, tryptophan, threonine,

histadine, methionine, and lysine.

Unlike carbohydrate and fat, which can be stored in the body for later use, there is no inert storage of protein in the body; rather, all of the protein in the body is functional (i.e., muscles, tendons, ligaments, transport proteins, hormones, bones are all carrying out functions). Thus, it is important that athletes consume an adequate amount of protein on a daily basis to support the multitude of structural and functional roles.

How Much Is Enough?

Some controversy exists regarding the amount of protein athletes need to consume on a daily basis; however, there is a significant body of research to suggest that athletes do require slightly more protein than their sedentary counterparts. The current recommendation for protein intake among adults is 0.8 grams per kilogram of body weight. Most sport nutrition experts recommend endurance athletes consume between 1.2-1.6 grams per kilogram of body weight. Exactly how much protein within this range an individual athlete needs depends on the intensity, duration, and frequency of training as well as the athlete’s training status. So long distance rides, intense interval workouts, and how often you train or race all contribute to higher protein needs.

It should be emphasized, however, that while protein requirements are likely higher for endurance athletes compared to sedentary individuals, dietary intake surveys reveal that the majority of endurance athletes either meet or exceed the current protein recommendations, so there is no need to go crazy to get large boluses of protein. In fact, our bodies can only process about 15-30g at a time (depending on body size and digestibility). Aim for adequate amounts of protein spaced among each of your meals and snacks throughout the day. Nonetheless, there are certain athletic populations such as female endurance athletes, vegetarians, weight-class athletes, or those restricting energy intakes that may be at risk for inadequate protein intakes.

How Much is too Much?

If the body has no place to “store” excess protein, then what happens if an athlete consumes too much protein? The answer to this question depends largely on the rest of the athlete’s diet. If the diet is excessive in protein but inadequate in carbohydrate, then some of the excess protein will be used to synthesize carbohydrate—a process known as gluconeogenesis (literally the making of new glucose). If the athlete is getting adequate carbohydrate then the excess protein will be converted to fat and stored (yes as body fat).

What likely won’t happen as a result of excess protein consumption is kidney damage or brittle bones. In fact, excessive protein intake will only cause kidney damage if the athlete already has compromised kidney function. And, research suggests that higher protein intakes actually result in greater peak bone mass among adolescents and may actually reduce the risk of osteoporosis and related fractures in older individuals. Indeed the only real concern regarding consuming too much protein is the impact on the rest of the athlete’s diet (crowding out other important macronutrients like carbohydrate) and, perhaps, his or her waistline (as protein consumed in excessive will be stored as body fat).

Is Timing Everything?

Research suggests that there is an anabolic window—approximately 1 hour prior to and/or after resistance training—during which protein should be consumed to optimize strength gains and muscle hypertrophy (increase in muscle mass). However, whether consuming protein prior to, during, and/or after endurance exercise is more advantageous remains unclear. Protein digestion is a fairly complicated process; thus, consuming protein along with carbohydrate before endurance exercise will likely only delay gastric emptying (the time for the food to leave the stomach) and intestinal absorption, which would NOT be beneficial for performance.

There is some research suggesting that consuming protein along with carbohydrate during endurance exercise may provide performance benefits over pure carbohydrate. However, a closer look at that research highlights some major flaws in the methodology. For one, the studies failed to use isocaloric drinks, meaning the protein + carbohydrate drinks contained more total calories than the carbohydrate drinks. In addition, the “performance” measure used was time to exhaustion (that is, the length of time the athlete could cycle or run until fatigue). In real life there are no events in which the winner is the one who cycles or runs as long as possible until fatigue. Rather the

goal of most endurance events is to go a set distance as fast as you can. Studies that have used isocaloric drinks and have tried to mimic real-life endurance events, have found no endurance performance benefits when protein is added to a carbohydrate solution consumed during endurance exercise.

When it comes to post exercise, cyclists are advised to consume a recovery drink with protein (i.e., chocolate milk) to minimize muscle damage and speed recovery.

But, is there any research supporting a recovery benefit from consuming protein along with carbohydrate post endurance exercise? The research is somewhat mixed on this topic. Early studies seemed to indicate that protein based recovery drinks/chocolate milk were superior to carbohydrate only replacement beverages post exercise. However, once again, these studies suffered from flaws in the methodology, most notably not equalizing the calories of the recovery beverages. More recent research in which the calorie levels of the recovery beverages are matched, have found little benefit from the added protein (assuming that total carbohydrate and calories is sufficiently high). Still, there is no disadvantage to consuming some protein along with carbohydrate post exercise and it may be more palatable to the athlete.

Remember that if you have another workout or race within 24 hours of finishing a hard training bout, you have a 30-minute window to get your recovery nutrition according to your body size and the effort you just finished and replenish depleted glycogen and repair tissues. If you keep your tank well fueled, you will be more equipped to perform to your

optimal abilities in your next ride or race!

Examples of foods to help achieve adequate protein needs

1. Animal sources: meat, poultry, fish, eggs, dairy
2. Plant sources: beans, lentils, nuts, seeds, soy products, whole grains

Foods	Protein
Peanut Butter (2 Tbsp)	9g
Milk (1 cup/8 oz)	8g
Plain Yogurt (1cup)	9-14g
Chicken Breast (4oz)	34g
Deli Turkey (4 oz)	16g
Canned Tuna (3 oz)	21g
Black Beans (1/2 cup)	8g
Quinoa (1 cup cooked)	8g
Tofu (1/2 cup)	16g
Whole Wheat Bread (1slice)	4g
Egg (1 whole)6g	
Clif Bar	10g

Stay Tuned! Part 2 will cover protein needs for athletes on a vegetarian/vegan diet.

Breanne Nalder, MS recently completed her master’s degree in nutrition with an emphasis in sports dietetics at the University of Utah and is a competitive Category 2 cyclist. For personal nutrition coaching, you can reach Breanne at 801-550-0434 or breannenalder@gmail.com.

Katherine Beals, PhD, RD, FACSM, CSSD is an associate professor (clinical) in the Division of Nutrition at the University of Utah. She is a registered dietitian, a certified specialist in sports dietetics and a fellow of the American College of Sports Medicine.



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MOUNTAIN BIKING

Bike Shuttles Make Riding the Wasatch Easier

By Lou Melini

Have you ever shuttled 2 cars up and down the canyons in order to ride the Wasatch Crest trail? What did it cost you in gas plus wear and tear on your vehicle? How much time did the shuttle take? Have you ever considered taking a professional bike shuttle? Get a ride up, ride your bike down and you are done!

In 2012 I purchased a \$60 season pass for my #1 son Ben from Wasatch Crest Shuttle (www.weschuttle.com/) in order to do a story about the mountain bike shuttle services. In addition he used Big Rack Shuttle (<http://bigrackshuttle.webs.com/> or 801-882-rack) to go mountain biking. In total he used each service about 8 times. (A disclaimer: I know Andrew Duggins, the owner of Wasatch Crest Shuttle through my professional employment. No discounts or free services were provided to me, or my son who works at Millcreek Bicycles for this article.)

Cycling Utah: Ben, you work and go to school so when did you utilize the shuttles?

Ben Melini: I would take the early morning shuttle. The first Wasatch Crest shuttle leaves at 7 AM and Big Rack at 7:30. I would do a 90-minute ride down, shower, and then go to

work by 10 AM. The departure times were perfect for me and both companies were very dependable. I never worried about being late for work. There are other scheduled shuttle times for both services.

C.U.: I bought you a season pass so how much did I save over day passes?

B.M.: Wasatch Crest is \$12 per shuttle to the top of Big Cottonwood Canyon and Big Rack is \$10. At this time Big Rack does not have a season pass.

C.U.: How was your experience finding a spot on the shuttles? Did you have to make reservations?

B.M.: Reservations were very necessary. For Wasatch Crest Shuttles you should plan on making reservations several days in advance. Big Rack Shuttles was nice in that I could get a reservation with shorter notice. Call or go on-line for reservations.

C.U.: Where is the pick-up place?

B.M.: At the park and ride just north of Mill Creek Canyon. Wasatch Crest Shuttle also has a Mt. Dell pick-up to Jeremy Ranch.

C.U.: Did the bike shop make custom runs up the mountain? How did that work?

B.M.: We did a few shop runs. We would hire the shuttles when we had a bunch of employees and customers that wanted to ride the Crest trail. We met Wasatch Crest at the standard pick up place that is very close to our shop. Big Rack would come to the shop and pick us up. These shuttles can be reserved at other times from the scheduled runs. I'll always remember the time a drug representative took you and some of the doctors you work with on a custom shuttle trip. I was able to come along and beat you down the hill for the first time. I think I was 15 or 16 at the time.

C.U.: How was the service from each of the companies?

B.M.: Both companies gave great service. They were reliable and took very good care of my bike. Despite being nearly full, I never felt squeezed and uncomfortable riding up the canyon. The drivers were very courteous. As an added bonus, Big Rack always had a granola bar for the riders.

C.U.: So, was the season pass worth it?

B.M.: Absolutely, thanks Dad. Do I get another one this year?

C.U.: Nope.



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LETTER TO THE EDITOR

Cyclists in Summit County Need to be Good Ambassadors

By Kimber Gabryszak

Cycling in Summit County, which includes much of what is considered to be Park City (but actually isn't) as well as the rural areas and small towns extending to Wyoming, is a wonderful thing. It's an incredibly beautiful area with many fantastic rides and I count myself lucky to have access to this environment.

But I don't take it for granted.

Eastern Summit County (Coalville, Kamas, Wanship, Oakley, SR 32, Chalk Creek, Henefer, Francis, etc.) has a difficult situation. Here we have residents that have lived in the area for 4, 5, 6 generations. They farm the land, work hard, and have a rich connection to the community. In their eyes, the weekly

cycling events are damaging to their livelihood, bringing in 'outsiders', and clogging narrow country roads, while leaving any economic benefit elsewhere - wherever the event originated.

With the Park City and Summit County area having 4-5 events nearly every weekend during the summer, 'special events' start to become something other than 'special.' Residents also confuse casual group rides with formal events; to the residents the distinction is irrelevant as both types of rides have the same impacts. They become angry, distrustful, and ever more anti-cyclist.

It's a two-way street. There are a lot of drivers with a sense of entitlement that don't know the rules, and a lot of drivers that know the rules

and disregard them to make a point. There are also a likely equal number of cyclists that don't know the rules of the road and unintentionally misbehave, and a lot of cyclists that know the rules and disregard them - or flaunt them - to make a point.

As cyclists, we have a legal right to be on these roads. But taking the attitude of entitlement is only going to damage our fragile relationship with the residents and add fuel to the fire. It's tempting to flip the bird at an angry driver, and plant our flag on the hill of our rights to the road. A smile, a shrug, a friendly wave instead will go a long way...

For an example, Chalk Creek Road up to Wyoming and back is a popular ride. As you may not be aware, Chalk Creek is one of the

most dangerous and controversial roads in Summit County, with SR 32 (Wanship to Heber) a close second. Chalk Creek was considered as a no-event road by the County at one point due to the controversy; miles of blind corners and no shoulder combined with cyclists both out and back result in drivers stuck behind cyclists for miles getting angry, and then passing dangerously. Cyclists often stay in the drive lane due to lack of shoulder and high-speed descents. It is a safety issue, not an issue of rights.

In short, please obey the law of the road, and also the spirit of the law. It's designed to help us share the road and get along. If you can snug over on these sensitive roads, do it. Smile and wave the car past. Just a suggestion: stop and get lunch at a local restaurant or buy Gatorade at a local gas station. Be visible making a positive impact in the community! But at a minimum, single file always when vehicles are present, give way / make room for vehicles to pass, don't litter, respect livestock, share the road, and don't engage with angry drivers.

I know there are some of you reading this, getting upset and thinking "those drivers need to learn some respect" and "why don't you educate those residents on the law instead of us?" Please know that we have educated and communicated and done what we can, and remember to try on the other group's shoes. We are dealing with long held traditions and ways of thinking and it is going to take time and ambassadorship. It's not Us-versus-Them...we are all ambassadors for the cycling community, so get out there and ride, and leave a trail of good will in your tire tracks.

The acts of the few impact the privileges of the many, and a little will go a long way.

Thanks, and happy responsible riding!

Kimber Gabryszak, AICP
Special Events Coordinator /
Summit County Planner
Cyclist
435.336.3132 or 435.615.3132
kgabryszak@summitcounty.org



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ROAD RIDING

Team Brain Rides For MS



Photo: Team Brain out on the road (l to r) Andrea White, Rachel and Pete Taylor. Photo courtesy Rachel Taylor/Bike MS

By Julie Kiefer and Juliann Fritz

Rachel Taylor, 55, has reduced mobility in her left leg and occasional numbness in her left arm. Yet she does not look or act like someone suffering from a chronic illness.

In 2000, she discovered she has multiple sclerosis. While on an overseas trip, she experienced dimming eyesight in her left eye. Taylor was already familiar with the symptoms of MS because, oddly enough, she and her husband Pete were regular participants in, and volunteers for the annual Utah Bike MS ride. In fact, Pete, who owned a sporting goods store at the time, was recruited to organize the first Utah tour in 1986, and has ridden and been involved ever since.

After returning home from their

trip, a formal diagnosis confirmed her fears. "I remember being filled with terror because I didn't know what direction my life was going to take," she recalled. Taylor, who had an active lifestyle – runner, biker, outdoor enthusiast – was determined to do something about her disease and also not let it slow her down.

Now with a new perspective, Taylor joins close to 3,000 cyclists the last weekend of every June in Cache Valley for Bike MS: Harmons Best Dam Bike Ride. Many of the participants ride for the fun and the personal challenge like she once did but learn more about the disease and become eager to support the cause.

"I encourage everybody to participate in this ride," shared Taylor. "It's great for beginners and for serious riders too. Plus, it's the best organized ride available, and has some-

thing magical about it that will keep bringing you back." In fact, her own Bike MS team – Team Brain, keeps growing year after year as friends share with others how they enjoyed it. In 2012, Team Brain had 60 members, including eight riding with MS.

Bike MS 2013 takes place the weekend of June 29-30 and participants have the option to ride up to 175-miles (various route options from 40 to 100 miles) over the course of the two days. The routes take cyclists past beautiful farms and mountain vistas, through canyons and into Idaho.

While it is a critical fundraiser for the Society – raising \$1.6 million for MS research and local support for people impacted by the disease, it also is described as "a party with a bike ride" by many. That sentiment hails from the camaraderie felt out

on the road, at the various festive rest stops along the way and back at the event's home base, the Cache County Fairgrounds, where teams gather and camp during the weekend.

Taylor has participated in a mix of ways from riding a tandem bike with her husband and doing a shorter route to pedalling on her own and finishing her first century last year. Depending on the state of her MS – symptoms can be aggravated by exertion and summer heat, she's training to ride 100 miles again this year and will sport a special "I Ride with MS" bike jersey. The jersey program, provided by Genzyme and MS One to One, celebrates those riding with MS while also connecting all cyclists, inspiring and empowering them to pedal a bit harder along their journey.

"For someone like me who doesn't have MS, I look at everyone riding with MS and think to myself 'If they can do this, I can do it too'," explained Safia Keller who plans to ride 75 miles on Saturday and 40 miles on Sunday.

While Keller is inspired by her friend, chances are you also know someone with MS. It's believed 1 in 300 Utahns has MS, giving the state one of the highest incidence rates in the country. The disease arises when the body's immune system attacks its own central nervous system, the brain and spinal cord. The most common sites of damage are myelin, an insulating layer that coats nerve fibers, and the nerves themselves. As a result, nerve impulses are crippled or blocked. Many of the disease's variable symptoms – including tingling, numbness, pain, and paralysis in different parts of the body – are not immediately obvious to others.

"Many patients do quite well, and can continue working at their jobs and participate in a bikeathon. Others accumulate physical disabilities over time and may end up in a wheelchair," said John Rose, M.D., an MS specialist and professor of neurology at the University of Utah. He noted that what is often most difficult for new patients is the unpredictability of the illness.

MS results from multiple causes which may help explain why the

disease's course can vary widely between individuals. Though the causes are still unknown, there are clues that will help researchers to one day determine what they are. Women with MS outnumber men nearly 3 to 1. It is most prevalent in people of northern European descent, and is more common in northern locales far from the equator. "There are clearly environmental factors involved," said Rose. "Susceptibility to MS is also due to numerous genetic factors."

With so many different factors at play, MS can be a difficult illness to treat. Today, there are 10 FDA approved drugs – the 10th just approved in March – that can slow or stop the onset of new symptoms. One patient may respond best to drug A, and another to drug B, or to a combination, but there are many with MS for whom currently available drug therapies are ineffective. Money raised through Bike MS helps to fund research toward new therapies for alleviating MS as well as programs to help people manage the symptoms of MS.

"If you can't ride, sponsor someone who is," says Taylor. We are making real progress through the fundraising we do at these events. In 2000 when I was diagnosed, I had only three options for an MS therapy and all of them injectibles." In just the last three years, the first oral treatments were approved by the FDA adding to the MS treatment arsenal. "That's real, measurable progress, and it's making a huge impact in the quality of life for so many of us with MS."

Taylor's motivation for riding Bike MS has changed from when she first started riding. "Before my diagnosis, riding the tour was about physical achievement. Now it's spiritual, physical, emotional - the works."

For more information:
Bike MS: Harmons Best Dam Bike Ride
June 29-30, 2013
www.bikeMSutah.org
800-Fight-MS (344-4867), #2
Registration fee – use discount code SAVE10 for a \$10 discount – and minimum fundraising requirement of \$250.

Cycling With MS

For people with MS, preparing for an athletic event whether it's a 5K walk or a 100 mile bike ride, is not an option but a necessity. Just as anyone with a history of limited physical activity or a health condition, it is important to consult a doctor before starting any strenuous activity.

Training and being in good shape will help to offset MS symptoms. But it also helps people with MS to better understand the onset of symptoms from exertion so they are better prepared to take counter action to hydrate, fuel up on energizing snacks, or, take a break from activity and the summer sun. Regardless, a stronger and healthier body contributes to overall good health.

Exercise – While exercise is essential to general good health and well-being for anyone, exercise is helpful in managing many MS symptoms. A 1996 study published by researchers at the University of Utah was the first to demonstrate clearly the benefits of exercise for people with MS. Those patients who participated in an aerobic exercise program had better cardiovascular fitness, improved strength, better bladder and bowel function, less fatigue and depression, a more positive attitude, and increased participation in social activities. Since 1996, several additional studies have confirmed the benefits of exercise with MS.

Bike MS offers a general training manual that can help anyone get started with preparing for the event. Many people with MS also work with a physician or a physical trainer knowledgeable about the impact of the disease to help guide them in their exercise regime.

Also, for people with MS, symptoms such as fatigue, poor balance, weakness, and muscle spasticity can make traditional bike riding seem difficult or impossible. There are a variety of adaptations now available, so that someone who wants to ride, might just find wheels that will work including recumbent bikes, electric bikes, handcycles and specially fit bikes.

Heat – Many people with MS experience a temporary worsening of their symptoms when the weather is very hot or humid or they run a fever, sunbathe, get overheated from exercise, or take very hot showers or baths. These temporary changes can result from even a very slight elevation in core body temperature (one-quarter to one-half of a degree) because an elevated temperature further impairs the ability of a demyelinated nerve to conduct electrical impulses.

Regular and good hydration from water as well as sports drinks is important for all active people. Others actions people with MS can take including wearing cooling products like neck wraps, bandanas and special cooling vests as well as lightweight "breath-able" clothing, but also knowing their bodies and when it is time to stop or take a break from the heat is key.

Nutrition – Maintenance of general good health is very important for people with MS or any chronic disorder. A well-balanced and carefully planned diet will help to achieve this goal. MS specialists recommend that people with MS adhere to the same low-fat, high fiber diet that is recommended for the general population.

The MS Society has various programs to help people with MS get started on a path of regular exercise and wellness from better living workshops, informational resources, and Self-Improvement Grants, to exercise programs like yoga and peer support health activities like the Society's MS Smart Moves, a nine-week health and wellness program.

-Julie Kiefer and Juliann Fritz

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METAL COWBOY**The Mean Streets Of Springtime**By **Joe Metal Cowboy Kurmaskie**

Winter commuting by bicycle; cold, wet, quiet mornings, just the sound of water slicking the fenders and one or more of my sons sniffing back a runny nose and asking me, from the back of the bike, about why only some of the geese have flown fly south by January. Sometimes the ride feels like that scene from Twelve Monkeys, when the Bruce Willis character comes up to the surface and finds snow and silence. There are still clashes between cars and riders trying to share the road, but winter seems to lower the frequency and intensity.

But once the sun shines for more than a few days straight, once the April Showers give way to May Flowers and a few less showers, the streets of Portland, Oregon come alive with two wheelers. The confrontations scale up as well. Blame it on the numbers and new riders finding their way. Add to that drivers ignorance of the laws that give cyclists rights to the roads. This year it could have something to do with the rising price of gas, matching up with drivers having to get up that hour earlier, increased distracted/driving while texting, local news doing scare tactic stories about how bikes don't pay their way and spring fever.

An unscientific survey of my fellow commuters finds drivers throwing things from cars, revving engines,

yelling obscenities and cutting off lanes. To be sure, cycling is still a very fun and safe way to travel, but once in awhile I get pushed too far and have to push back:

Lexus driver rolled the crosswalk and stop sign in a school zone while on her cell phone, slammed the brakes - came inches from our bike train and Matteo's knees.

Her sheepish grin wasn't gonna cut it. I spoke in an Eastwood whisper growl into her window. "In your sealed compartment you might have missed the sound my son screaming! All the money you are rushing off to make or spend won't bring my family back, using a school zone as a short cut to work or coffee is a shit the bed idea... and I have memorized your plate. If I ever see that phone in your ear while you're operating a 3000 pound piece of machinery, I will hunt you down and enjoy throwing your precious gadget into the Willamette River."

She started to cry. I suggested she marry that emotion, store it up and pull it out for a minute or two every time she starts her car.

I don't regret a word. I will say that it kept me from grabbing her phone on the spot... that and I didn't have the bail money.

While I can't recommend doing what I did that morning. I do recommend calling 911 if you get into a road rage incident, taking down a driver's plate, and riding defensively no matter what time of year it is.

Something else I've noticed each

spring. The road rage drops off as everyone gets more comfortable with the large number of cyclists taking to the streets. Ride safe, but don't stop riding. In fact, the more cyclists on the road, the safer those roads become.

And when anyone tells you that you don't have a right to the road because you don't pay for it...

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Jans Mountain Outfitters

1600 Park Avenue
P.O. Box 280
Park City, UT 84060
(435) 649-4949
jans.com

Mountain Velo

6300 North Sagewood Drive, Unit F
Park City, UT 84098
(435) 575-8356
mountainvelo.com

Slim and Knobby's Bike Shop

520 N. Main Street, #D
Heber City, UT 84032
(435) 654-2282
slimandknobbys.com

Stein Eriksen Sport

At The Stein Eriksen Lodge 7700 Stein Way
(mid-mountain/Silver Lake)
Deer Valley, UT 84060
(435) 658-0680
steiners.com

White Pine Touring

1790 Bonanza Drive
P.O. Box 280
Park City, UT 84060
(435) 649-8710
whitepinetouring.com

Vernal

Altitude Cycle

580 E. Main Street
Vernal, UT 84078
(435) 781-2595
altitudecycle.com

Wasatch Front WEBER COUNTY

Eden/Huntsville/Mountain Green

Diamond Peak Mountain Sports

2429 N. Highway 158
Eden, UT 84310
(801) 745-0101
diamondpeak.biz

Needles Peak Ski and Bike

4883 W. Old Highway Road
Mountain Green, UT 84050
(801) 876-3863
needlespeak.com

Ogden

Bingham Cyclery

1895 S. Washington Blvd.
Ogden, UT 84401
(801) 399-4981
binghamcyclery.com

Skyline Cycle

834 Washington Blvd.
Ogden, UT 84401
(801) 394-7700
skylinecyclery.com

The Bike Shoppe

4390 W. Washington Blvd.
Ogden, UT 84403
(801) 476-1600
thebikeshoppe.com

DAVIS COUNTY

Biker's Edge

232 N. Main Street
Kaysville, UT 84037
(801) 544-5300
bebikes.com

Bingham Cyclery

2317 North Main Street
Sunset, UT 84015
(801) 825-8632
binghamcyclery.com

Bountiful Bicycle Center

2482 S. Hwy 89
Bountiful, UT 84010
(801) 295-6711
bountifulbicycle.com

Masherz

1187 S. Redwood Road
Woods Cross, UT 84087
(801) 683-7556
masherz.com

Top Gear

145 S. Main Street
Bountiful, UT 84010
(801) 292-0453
topgearbicycleshop.com

SALT LAKE COUNTY

Central Valley

Cottonwood Cyclery

2594 Bengal Blvd
Cottonwood Heights, UT 84121
(801) 942-1015
cottonwoodcyclery.com

Millcreek Bicycles

3969 Wasatch Blvd.
(Olympus Hills Mall)
Salt Lake City, UT 84124
(801) 278-1500
millcreekbicycles.com

Salt Lake City

Beehive Bicycles

1510 South 1500 East
Salt Lake City, UT 84105
(801) 839-5233
beehivebicycles.com

Bicycle Center

2200 S. 700 E.
Salt Lake City, UT 84106
(801) 484-5275
bicyclecenter.com

Bicycle Transit Center (BTC)

600 West 250 South
Salt Lake City, UT 84101
(801) 359-0814
bicyclertransitcenter.com

Bikewagon

680 West 200 North
North Salt Lake, UT 84054
(801) 383-3470
bikewagon.com

Bingham Cyclery

336 W. Broadway (300 S)
Salt Lake City, UT 84101
(801) 583-1940
binghamcyclery.com

Blue Monkey Bicycles

4902 South State Street
Murray, UT 84107
(801) 608-5138
BlueMonkeyBicycles.com

Contender Bicycles

875 East 900 South
Salt Lake City, UT 84105
(801) 364-0344
contenderbicycles.com

Cyclesmith

250 S. 1300 E.
Salt Lake City, UT 84102
(801) 582-9870
cyclesmithslc.com

Fishers Cyclery

2175 South 900 East
Salt Lake City, UT 84106
(801) 466-3971
fisherscyclery.com

Go-Ride.com Mountain Bikes

3232 S. 400 E., #300
Salt Lake City, UT 84115
(801) 474-0081
go-ride.com

Guthrie Bicycle

803 East 2100 South
Salt Lake City, UT 84106
(801) 484-0404
guthriebike.com

Hyland Cyclery

3040 S. Highland Drive
Salt Lake City, UT 84106
(801) 467-0914
hylandcyclery.com

Jerks Bike Shop (Missionary Depot)

4967 S. State St.
Murray, UT 84107
(801) 261-0736
jerksbikeshop.com

Performance Bicycle

291 W. 2100 S.
Salt Lake City, UT 84115
(801) 478-0836
performancebike.com/southsaltlake

REI (Recreational Equipment Inc.)

3285 E. 3300 S.
Salt Lake City, UT 84109
(801) 486-2100
rei.com/saltlakecity

Salt Lake City Bicycle Company

177 E. 200 S.
Salt Lake City, UT 84111
(801) 746-8366
slcbike.com

Saturday Cycles

605 N. 300 W.
Salt Lake City, UT 84103
(801) 935-4605
saturdaycycles.com

SLC Bicycle Collective

2312 S. West Temple
Salt Lake City, UT 84115
(801) 328-BIKE
slcbikecollective.org

Sports Den

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

The Bike Guy

1555 So. 900 E.
Salt Lake City, UT 84105
(385) 218-1649
bikeguyslc.com

Wasatch Touring

702 East 100 South
Salt Lake City, UT 84102
(801) 359-9361
wasatchtouring.com

Wild Rose Sports

702 3rd Avenue
Salt Lake City, UT 84103
(801) 533-8671
wildrosesports.com

South and West Valley

Bingham Cyclery

1300 E. 10510 S.
(106th S.)
Sandy, UT 84094
(801) 571-4480
binghamcyclery.com

Canyon Bicycles

762 E. 12300 South
Draper, UT 84020
(801) 576-8844
canyonbicycles.us

Canyon Bicycles

11516 S District Drive
S. Jordan, UT 84095
(801) 790-9999
canyonbicycles.us

Infinite Cycles

3818 W. 13400 S. #600
Riverton, UT 84065
(801) 523-8268
infinitecycles.com

Lake Town Bicycles

1520 W. 9000 S.
West Jordan, UT 84088
(801) 432-2995
laketownbicycles.com

REI (Recreational Equipment Inc.)

230 W. 10600 S.
Sandy, UT 84070
(801) 501-0850
rei.com/sandy

Revolution Bicycles

8801 S. 700 E.
Sandy, UT 84070
(801) 233-1400
revolutionutah.com

Salt Cycles

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

Taylor's Bike Shop

2600 W. 12600 S.
Riverton, UT 84065
(801) 253-1881
taylorsbikeshop.com

Taylor's Bike Shop

3269 W. 5400 S.
Taylorsville, UT 84118
(801) 969-4995
taylorsbikeshop.com

UTAH COUNTY

American Fork/Lehi/Pleasant Grove

Bike Peddler

24 East Main
American Fork, UT 84003
(801)-756-5014
bikepeddlerutah.com

Infinite Cycles

1678 East SR-92
Highland/Lehi, UT 84043
(801) 766-5167
infinitecycles.com

Timpanogos Cyclery

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

Trail This

120 S 1350 E
Lehi, UT 84043
(801) 768-8447
trailthis.com

Trek Bicycle Store of American Fork

Meadows Shopping Center
356 N 750 W, #D-11
American Fork, UT 84003
(801) 763-1222
trekAF.com

Payson

Utah Trikes

40 S. Main
Payson, UT 84651
(801) 804-5810
utahtrikes.com

Wild Child Cycles

36 W. Utah Ave
Payson, UT 84651
(801) 465-8881
wildchildcyclesutah.com

Provo/Orem/Springville

Bingham Cyclery

187 West Center Street
Provo, UT 84601
(801) 374-9890

cycling utah

RACE RESULTS


Mountain 19th Annual Bike Racing
Showdown at 5-Mile Pass, Intermountain Cup, Eagle Mountain, Utah, April 27, 2013
Beginner Men

1. Dane Hess; 1:02:29
2. Bogdan Balasa; 1:03:44
3. Caldy Buhler; [Utahmountainbiking.com](#); 1:07:00

Beginning Women

1. Kathryn Nafus; 1:23:00

Clydesdale

1. Karl Shuman; Revolution Peak Fastener; 0:58:43
2. John Twitchell; [UtahMountainBiking.com](#); 1:03:29
3. Richard Ewell; [UtahMountainBiking.com](#); 1:05:07

Expert Men 19-29

1. Josh Brown; Boutiful Bicycle; 2:19:22
2. Josh Bromley; Revolution Peak Fasteners; 2:26:33
3. Devan Wiggins; Bike Fix; 2:29:04

Expert Men 30-39

1. Christian Foatz; Kuhl/Rocky Mountain; 2:22:25
2. Jared Millington; Bountiful Bicycle p/b Threshold Sports; 2:23:30
3. Josh Mortensen; Diamond Peak/Utah Orthopaedics; 2:25:46

Expert Men 40+

1. Mitt Stewart; [Utahmountainbiking.com](#); 2:20:39
2. Jonas Croft; Revolution; 2:22:51
3. Mark Fisher; KUH/L/Utah Mountain; 2:25:02

Expert Women

1. Debbie Mortensen; Diamond Peak/Utah Orthopaedics; 2:43:34
2. Haley Batten; White Pine Powered by Jans; 2:44:07
3. Nicole Tittensor; Revolution/Blaine Nielson Trucking; 2:52:37

Junior Men 12-15

1. John Andersen; Canyon Bicycles; 0:49:42
2. Tristan Gunn; Canyon Bicycles; 0:49:48
3. Josh Peterson; KUH/L; 0:53:00

Junior Men 16-18

1. Matthew Behrens; Summit Bike Club; 0:50:38
2. Jordan Pope; Kuhl; 0:50:48
3. Isaac Sargent; 1:05:11

Junior Women 12-15

1. Sydney Palmer-Leger; Summit bike club; 0:57:08
2. Elisse Shuman; Revolution Peak Fastener; 1:24:30

Junior Women 16-18

1. Lia Westermann; Revolution/peak fasteners; 1:07:00
2. Katelin Shuman; Revolution Peak Fastener; 1:14:54

Men 50+

1. Chris Bingham; Summit Bike Club/DNA; 1:33:01
2. Kevin Moffitt; 4 Life/Mad Dog; 1:33:53
3. Paul LaStayo; Ski Utah; 1:40:28

Men 60+

1. Joel Quinn; [UtahMountainBiking.com](#); 0:55:33
2. Bruce Argyle; [UtahMountainBiking.com](#); 0:56:18
3. Bradley Rich; Millcreek Bicycles; 0:59:26

Pro Men

1. Cary Smith; Team CF; 2:06:20
2. Chris Holley; Kuhl/Rocky Mountain; 2:11:44
3. Jon Russell; Kuhl/Rocky Mountain; 2:12:40

Pro Women

1. Meghan Sheridan; [UtahMountainBiking.com](#); 2:34:31

Sport Men 19-29

1. Jordan Andersen; Canyon Bicycles; 1:36:35
2. Brock Jeske; [UtahMountainBiking.com](#); 1:37:01
3. Drew Palmer-Leger; Summit bike club; 1:37:51

Sport Men 30-39

1. Britt Hawke; Hawke Inc; 1:41:40
2. Jared Kirkham; 1:42:43
3. Ian Shockley; Bike Fix; 1:43:38

Sport Men 40-49

1. Greg Sironen; [UtahMountainBiking.com](#); 1:44:48
2. Bobby Lincoln; White Pine Racing; 1:45:40
3. Racer Gibson; Racer's Cycle; 1:49:30

Sport Women 19-34

1. Jenna Johnston; Bingham Cyclery; 2:40:59

Sport Women 35+

1. Catherine Kalivies; [UtahMountainBiking.com](#); 2:28:59

Single Speed

1. Alex Smith; 3B Yoga; 1:31:00
2. Brad Thurgood; 3B Yoga; 1:44:53
3. Michael Burton; White Pine Touring/[Jans.com](#); 1:45:25

Women 40+

1. Sally Reynders; [UtahMountainBiking.com](#); 1:26:34

Mag 7 Enduro, Enduro Cup, Moab, UT, May 4, 2013
Open Men

1. Ross Schnell
2. Jeremy Horgan-Kobelski
3. Macky Franklin

Open Women

1. Heather Irmiger
2. Kelli Emmett
3. Heidi Rentz

Amateur Men 19-29

1. Steve Goodman
2. Bryce Straka
3. Aaron Russell

Men 30-39

1. Joseph Saperstein
2. Joe Hanrahan
3. Christian Gauvin

Amateur Men 40+

1. Zach White
2. Scott Crabill
3. David Beeson

Junior Men

1. Dylan Crane
2. Preston Bagley
3. Joshua Anderson

Amateur Women

1. Debbie Preller
2. Carly Clifton
3. Tschana Schiller

8th Annual Racers Cycle Service's Call to Sundance, Intermountain Cup, Sundance Resort, UT, May 11, 2013
Youth 10-12

1. Payton Anderson; Canyon Bicycles; 0:13:00
2. Bentley Vandervele; Utah Mountain Bike; 0:16:00
3. Marshall Lee; 0:18:00

Sport Women 19-34

1. Micah Reiss; KUH/L; 1:23:08
2. Emily Wittman; KUH/L; 1:29:07
3. Lauren Stover; 1:29:35

Expert Women

1. Haley Batten; White Pine p/b Jans; 1:12:22
2. Kelly Crawford; Bountiful Bike p/b Threshold Sports; 1:17:49
3. Nicol Tittensor; Revolution/Blaine Nielson Trucking; 1:21:14

Sport Men 19-29

1. Drew Palmer-Leger; Summit Bike Club; 1:07:25
2. Daniel Fendler; Summit Bike Club; 1:07:47
3. Tristan Gunn; Canyon Bicycles; 1:08:42

Sport Men 40-49

1. Sean Hoover; Canyon Bicycles; 1:14:08
2. Greg Roberts; Melissa and Jasper; 1:15:10
3. 1:16:13

Men 50+

1. Stephan Warsock; COTBR; 1:09:44
2. Rob Westermann; Go West; 1:11:06
3. Paul LaStayo; Ski Utah; 1:11:32

Sport Men 30-39

1. Todd Hamblin; Noble Sports; 1:10:47
2. Jared Kirkham; 1:12:24
3. Ryan Thompson; 1:14:41

Single Speed

1. Darrell Roundy; Wild Child Cycles; 1:50:51
2. Brandon Thurgood; 3B Yoga; 2:04:12

Pro Women

1. Erica Tingey; Team Jamis; 1:51:24
2. Meghan Sheridan; [UtahMountainBiking.com](#); 1:55:43
3. Emma Garrard; Specialized Triathlon; 1:57:28

Expert Men 19-29

1. Bryson Deppe; Bountiful Bicycle p/b Threshold Sports; 1:51:52
2. Adam Lee; 1:53:11
3. Paul Davis; Top Gear Bicycle Shop; 2:01:39

Pro Men

1. Jason Sager; Team Jamis; 1:33:35
2. Cary Smith; Team CF; 1:35:42
3. Troy Heithecker; Roosters Bikers Edge; 1:36:36

Women 40+

1. Robin McGee; Hoback Sports; 0:48:17
2. Misti Timpson; MadDog; 0:50:10
3. Angela Johnson; Bountiful Bicycles p/b Threshold Sports; 0:58:05

Men 60+

1. Joel Quinn; Utah Mountain Biking; 0:48:21
2. Bruce Argyle; [UtahMountainBiking.com](#); 0:50:33
3. Bradley Rich; Millcreek Bicycles; 0:53:28

Jr Women 12-15

1. Sydney Palmer-Leger; Summit Bike Club; 0:44:44
2. Sierra Pogue; Revolution; 1:11:33
3. Maggie Ressa; [Utahmountainbiking.com](#); 1:31:26

Jr Women 16-18

1. Sienna Leger; Redel Cane Creek/Summit Bikes; 0:45:48
2. Lia Westermann; Revolution; 0:57:32

Beginner Women

1. Susan Kertesz; 1:00:39
2. Katy Nafus; [Utahmountainbiking.com](#); 1:03:36
3. Jessica Walker; 4Life/Mad Dog Cycles; 1:06:23

Jr Men 12-15

1. Josh Peterson; KUH/L; 0:41:14
2. Jon Jon; Drain Jans/White Pine; 0:41:31
3. Conner Grimes; Canyons Bicycling; 0:45:48

Jr Men 16-18

1. Jordan Pope; Kuhl; 0:40:08
2. Matthew Behrens; Summit Bike Club; 0:42:12
3. Christopher Marston; Canyons Bicycles; 0:47:50

Clydesdale

1. Matt Frentheway; Dad; 0:51:19
2. John twitchell; Utah Mountain [bike.com](#); 0:56:44

Beginner Men

1. Darin Giles; KraNk MunkYz; 0:51:48
2. Rob Kertesz; 0:52:56
3. Corey Spencer;

UtahMountainBiking.com; 0:59:37
Expert Men 30-39

1. Stewart Goodwin; Kuhl; 1:40:42
2. Andrew Medlock; 1:42:34
3. Christian Faatz; Kuhl/Rocky Mountain; 1:46:09

Expert Men 40+

1. Mitt Stewart; [UtahMountainBiking.com](#); 1:41:09
2. Dennis Barrett; Bountiful Bicycle p/b Threshold Sports; 1:43:21
3. Richard Abbott; Revolution/Peak Fastners; 1:46:37

1. Max Herran; Slim and Knobbs Bike Shop; 0:04:05.94
2. Graham Reynolds; CanfieldBros/Spy/DualCrown/DemonDirt; 0:04:08.43
3. Chris Kading; Salt Cycles; 0:04:12.88

Cat 1 Men 13-18

1. Galen Carter; Transition/Laketown/Smith; 0:03:59.70
2. Demetri Triantafillou; Mjs Cannonball Racing-Yeti-Go Ride; 0:04:06.92
3. Tanner Hart; Lake Town Bicycles/Maxxis; 0:04:13.87

Cat 1 Men 19-29

1. Tim Morris; Cole Sport/Team IMBA; 0:10:13.47
1. Joni Wirts; 0:09:55.12
2. Whitney Thompson; Whitneys Wallet; 0:10:25.31

Cat 2 Men 13-18

1. Alan Klebenow; Azonic-Spy-Monster-Leatt-Duro-Go Pro; 0:09:15.79
2. Dakota Janes; 0:09:23.96
3. Chandler Harr; 0:09:24.54

Cat 2 Men 19-29

1. Aaron Russell; 0:08:39.06
2. Joshua DeMann; Laketown Bicycles; 0:09:04.20
3. Matthew Shirley; 0:09:16.93

Cat 2 Men 30-39

1. Jason Hawkins; Salt Cycles; 0:09:11.60
2. Judd Zimmerman; 0:09:12.06
3. Aaron Crowder; 0:09:15.95

Cat 2 Men 40-49

1. George Rogers; 0:09:23.36
2. JD Schiller; 0:09:33.81
3. Sheridan Damuag; Lake Town Bicycles; 0:09:39.55

Cat 2 Men 50+

1. Dan Lockwood; 0:09:47.85
2. George Triantafillou; 0:09:50.41
3. Blayn Corwin; Summit Cycling; 0:10:22.90

Cat 2 Women 19+

1. Nora Pincus; 0:10:23.99
2. Lauren Stover; Ramrod; 0:10:27.25
3. Elizabeth Meeber; 0:10:45.01

Cat 3 Men 13-18

1. Jordan Pope; 0:09:21.90
2. Joey Foresta; Lake Town Bicycles-GT-ENVE; 0:09:30.26
3. Trenton Christiansen; 0:09:52.89

Cat 3 Men 19-29

1. Bryson Allison; Dual Crown Films; 0:09:34.66
2. Christopher Slough; 0:09:43.88
3. Elliott Casper; 0:09:52.61

Cat 3 Men 30-39

1. Grant Collins; 0:10:15.78
2. Lance David; 0:11:46.61
3. Scott Jenkins; 0:12:00.55

Cat 3 Women 19+

1. Allissum Stensen; 0:11:22.79
2. Leslie Zimmerman; 0:11:35.26
3. Taylor Horton; 0:11:55.41

Pro Men

1. Cody Butler; Fly Racing - Wild Child Cycles; 0:08:19.34
2. Aaron Butler; 0:08:48.48
3. Brandyn Mann; 0:10:38.17

Pro Women

1. Ana Rodriguez; 0:09:48.85

1. Stan Crane Memorial XC Race, Intermountain Cup, Draper, UT, May 27, 2013
1. Michelle Ridd; Lake Town Bicycles; 0:05:30.47

Pro Men

1. Mitch Ropelato; Factory Specialized; 0:03:43.41
2. Nic Hadley; [Go-Ride.com](#); 0:03:55.46
3. Cody Butler; Fly Racing - Wild Child Cycles; 0:03:59.21

Pro Women

1. Amanda Batty; Battyakes; 0:04:20.46

2. Ana Rodriguez; 0:04:46.39
Sundance Showdown Super D, Utah Gravity, Series, Sundance Resort, Utah, May 25-27, 2013
Cat 1 Men 13-18

1. Galen Carter; Transition/Laketown/Smith; 0:08:33.89
2. Demetri Triantafillou; Mjs Cannonball Racing-Yeti-Go Ride; 0:08:35.54
3. Jaren Lockwood; Cannonball Racing; 0:09:13.16

Cat 1 Men 19-29

1. Zach Ahleen; 0:08:35.28
2. Chris Kading; Salt Cycles; 0:09:06.57
3. Griffin Rowland-Hutchinson; Wild Rose; 0:09:08.27

Cat 1 Men 30-39

1. Kris Baughman; Go-Ride; 0:08:35.65
2. Ryan Stensen; Your Team; 0:08:37.95
3. Joe Hanrahan; Go-Ride; 0:08:52.74

Cat 1 Men 40-49

1. Scott Crabill; [Go-Ride.com](#); 0:08:42.06
2. Samuel Fox; Beater; 0:08:59.91

Cat 1 Men 50+

1. Tim Morris; Cole Sport/Team IMBA; 0:10:13.47
1. Joni Wirts; 0:09:55.12
2. Whitney Thompson; Whitneys Wallet; 0:10:25.31

Cat 2 Men 13-18

1. Alan Klebenow; Azonic-Spy-Monster-Leatt-Duro-Go Pro; 0:09:15.79
2. Dakota Janes; 0:09:23.96
3. Chandler Harr; 0:09:24.54

Cat 2 Men 19-29

1. Aaron Russell; 0:08:39.06
2. Joshua DeMann; Laketown Bicycles; 0:09:04.20
3. Matthew Shirley; 0:09:16.93

Cat 2 Men 30-39

1. Jason Hawkins; Salt Cycles; 0:09:11.60
2. Judd Zimmerman; 0:09:12.06
3. Aaron Crowder; 0:09:15.95

Cat 2 Men 40-49

1. George Rogers; 0:09:23.

1. Melinda McCutcheon; 2:00:56
 2. Alison Frye; 2:00:59
 3. Kandice Lund; 2:00:59
Cat 1/2/3/4 Male Master 65-69
 1. Ken Louder; 2:06:51
 2. Gary Simmons; 2:07:08
 3. Jon Rowlings; 2:32:22
Cat 1/2/3/4 Male Master 70-99
 1. Alan Stockland;
Junior Male 13-14
 1. Abraham Torres; 1:08:39
 2. Erich Ziegler; 1:11:59
 3. Van Higley; 1:25:35
Junior Male 12
 1. Wesley Ziegler; 1:01:47
 2. Jeck Shuckra; 1:13:39
 3. Dallin Gavin; 1:15:35
Junior Female 15-16
 1. Kameron Sandoval; 1:04:56
Junior Female 10
 1. Ava Higley;
Cat 4 Male
 1. Gary Hurst; 2:14:07.3
 2. Nathan Steele; 2:14:08.0
 3. Branson Yantes; 2:14:08.1
Cat 1/2/3 Male Master 35-44
 1. Jason Castor; 3:04:44
 2. Aaron Olsen; 3:05:31
 3. Simon Parsons; 3:05:31
Cat 1/2/3/4 Female Masters 35-44
 1. Megan Lowe; 1:51:49
 2. Dulce Altabella; 1:51:49
 3. Catherine Kim; 1:52:12
Cat 5 Male
 1. Michael Raemisch; 1:55:28
 2. Josh Brown; 1:55:29
 3. Jacob Bouck; 1:55:33
Cat 1/2/3/4/5 Female Masters 45-99
 1. Margaret Douglass; 1:52:12
 2. Robynn Masters; 1:52:25
 3. Karen Christoffersen; 1:52:41
Cat 4/5 Male Masters 35-99
 1. Rick Sunderlage; 2:20:50
 2. Christoph Heinrich; 2:20:52
 3. Forest Dramis; 2:20:53
Junior Male 17-18
 1. Ryan Kingsolver; 1:46:07
 2. Sam Trop; 1:46:10
 3. Chris Epply; 1:46:45
Junior Male 15-16
 1. Charles Macfarlane; 1:46:19
 2. Evan Clouse; 1:46:19
 3. Jordan Meyer; 1:46:32
Cat 1/2/3/4/5 Male Masters 45-54
 1. Mark Zimelman; 3:07:01
 2. Mark Schaefer; 3:07:03
 3. Louis Riel; 3:07:05
Cat 1/2/3/4/5 Male Master 60-64
 1. Dwight Hibdon; 2:06:53
 2. Norman Mecham; 2:06:53
 3. Shannon Storrud; 2:06:55
Cat 1/2/3/4/5 Male Masters 55-59
 1. Jerald Hunsaker; 2:14:49
 2. Charles Palmer; 2:14:55
 3. Zan Treasure; 2:16:29
Cat 3/4 Female
 1. Katie Clouse; 1:57:51
 2. Summer Dunn; 1:58:00
 3. Ali Knutson; 1:58:05

1. Juel Iverson; Canyon Bicycles; 36:44.5
 2. Heidi Roundy; CA Pools/CS; 36:45.1
 3. Colleen Neider; Simply Mac Racing p/b Bountiful; 36:46.0
Cat 1/2/3/4 Female Master
 1. Kelly Dailey; Bountiful Mazda Cycling Team; 38:49.1
 2. Margaret Douglas; Bountiful Mazda Cycling Team; 38:49.2
Cat 5 Male
 1. Kirk Campbell; 29:12.1
 2. Stewart Gray; Sugar House Cycling Club; 29:12.1
 3. Justin Hogge; 29:12.5
Cat 4 Male
 1. Tate Litchfield; the church of the big ring; 40:48.8
 2. Don McClure; Infinite Cycles; 40:48.8
 3. Michael Young; Velocity Cyclists/ Canyon Bicycle; 40:49.2
Cat 3 Male
 1. Mike Underhill; Infinite Cycles; 48:51.5
 2. Scott Bauer; Skullcandy p/b think architect; 48:51.8
 3. Taylor Fletcher; US Nordic; 48:52.1
Pro/1/2 Male
 1. Tim Mulvihill; Contender Bicycles; 15:03.4
 2. Tyler Riedesel; Canyon Bicycles; 15:05.3
 3. David Harward; Team Plan 7; 15:08.0

Salt Lake City Downtown Criterium, UCA Series, Salt Lake City, Utah, May 11, 2013
Road Race
Cat 1/2/3/4/5 Male Junior 14
 1. Abraham Torres;
 2. Wesley Ziegler;
 3. Erich Ziegler;
Cat 3/4 Female
 1. Lyle Rachelle; Harristone Sun Valley Mortgage;
 2. Maria Holmberg; Canyon Bicycles-Shimano;
 3. Tracy Anderson;
Cat 1/2/3/4 Female Master 35-99
 1. Margaret Douglass; Bountiful Mazda Cycling Team;
 2. Karen Christoffersen; Live Well p/b Bountiful Bicycle;
 3. Robynn Masters; Ski Utah Cycling Marketstar Utah;
Cat 1/2/3 Female
 1. Laura Howat; Ski Utah Marketstar;
 2. Amber Brown; DNA Cycling p/b Plan 7;
 3. Breanne Nalder; DNA Cycling p/b Plan 7;
Cat 4/5 Male Master 35-99
 1. Christoph Heinrich; Contender Bicycles;
 2. Chris Hard; The Contender Club;
 3. Jon Rose; Adobe;
Cat 1/2/3/4/5 Male Master 55-99
 1. Dirk Cowley; FFKR Architects Racing;
 2. Norman Frye; Ski Utah;
 3. Jerald Hunsaker; Bountiful Mazda Cycling Team;
Cat 1/2/3 Male Master 35-99
 1. Joshua Frick; DC Velo Limited;
 2. Benjamin Rabner; The Contender Club;
 3. Anthony Johnson; FFKR Architects Racing;
Cat 5 Male
 1. Tj Stone; Revolution Café Rio;
 2. Joe Luna; Roosters/ Bikers Edge-UT;
 3. Adam Loomis; Cole Sport;
Cat 3/4 Male
 1. Liam Odonnell; Cicada Racing, Inc;
 2. Weston Woodward; Intermountain Live Well;
 3. Scott Buccambuso; Cicada Racing, Inc;
Pro 1/2/3 Male
 1. Leon Bergant; Roosters Bikers Edge;
 2. Clint Carter; FFKR Architects Racing;
 3. Michael Wilcox; Canyon Bicycles-Shimano;

Sugarhouse Criterium, UCA Series, Salt Lake City, Utah, May 25, 2013
Road Race
Cat 1/2/3/4 Male Master 55-99
 1. John Lauck; Bountiful Mazda Cycling Team; 37:47.8
 2. Joseph Brubaker; Ski Utah Cycling Team; 37:48.4
 3. Ken Louder; FFKR Racing; 37:48.7
Masters Male 40-99
 1. Andrew Love; RMCC; 42:21.0
 2. Mark Miller; VeloCity Cyclists/ Canyon Bicycle; 42:21.9
 3. Paul Lastayo; Ski Utah-Marketstar Cycling; 42:21.9
Masters Male 35-99
 1. Michael Yount; VeloCity Cyclists/ Canyon Bicycle; 10:22.0
 2. Eric Balog; 10:22.0
 3. Stephen Bloch; 10:22.0
Cat 1/2/3/4 Female Junior 14
 1. Katie Clouse; Cole Sport; 35:00.0
Cat 1/2/3/4 Male Junior 14
 1. Noah Putt; Cole Sport; 30:34.0
 2. Evan Clouse; Cole Sport; 30:35.0
 3. Charles Macfarlane; 30:52.0
Cat 1/2/3 Female
 1. Breanne Nalder; Ski Utah Cycling; 47:19.3
 2. Laura Howat; Ski Utah Marketstar; 48:41.5
 3. Alison Frye; Ski Utah; 48:42.1
Cat 1/2/3 Female Master
 1. Jodi Rohovit; Primal Utah Racing; 38:47.0
Cat 4 Female

Bicycle Collective Hires New Executive Director

Salt Lake City, May 21, 2013—The Bicycle Collective is pleased to announce the appointment of a new Executive Director, David Eyer Davis. He will assume the role from Jonathan Morrison, Founding Director, on June 1st. A long-standing contributor to bicycling in Utah, Davis will build on the Collective's eleven years of community bicycling initiatives, promoting cycling as an effective and sustainable form of transportation and as a cornerstone of

a cleaner, healthier and safer society.

Davis has worked as an educator with the 337 Project and UMOCA, a freelance journalist, a documentarian for PEN American Center, and a fundraiser for 2013 Sundance award-winning documentary The Square. Davis came to the Collective in 2007 with no knowledge of bicycle mechanics and left years later as a core volunteer. He has integrated bicycles into his life, serving as an editor of Saltcycle.com, organizing races and events, and outfitting friends and strangers with bicycles

for every purpose.

Since its inception in 2006, the Collective has expanded from a humble garage in Salt Lake to five locations along the Wasatch Front from Ogden to Provo. It is supported by hundreds of volunteers, employs ten people at competitive rates and has put over 10,000 butts on bikes. Davis will expand the successful structure of the downtown Salt Lake location to the newer branches, and continue to refurbish donated bikes, teach bicycle skills, and integrate cycling into community events.

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COMMUTER COLUMN

The Perfect Commuter Bike?

Above: Pashley Princess Sovereign requires very little maintenance and is set up for urban commuting.

By Lou Melini

If you have read the bike commuter profile column over the past 9 years, you will know that the cyclists profiled have had a variety of tastes in bikes. In Europe you will find bikes built for transport as common as road and mountain bikes in America. So is it time for the manufacturers to make a bike specific for commuting and if so what are some of the features it should have. Bike commuter gurus Mark Kennedy owner of Saturday Cycles and shop employee Steve Wasmund, discuss what to look for in a commuter bike (or cyclomuter bike).

Cycling Utah: Mark, what are some of the questions you would ask

if someone wanted a commuter bike?

Mark Kennedy: First, is this going to be your only bike so that it is commuter specific or will it need to do other duties? Do you own another bike that will do many of your non-commuting bike needs? Will this bike be replacing a car so that you are car-less or car-lite? This might establish what 'bike priorities' the person has. In addition I also may weigh a price point. What the budget is for the bike is always an important question. What else is the bike going to be used for such as shopping or some recreational riding? Will this bike be used for some off road trails or will you perhaps do an overnight tour?

Other questions would depend on the commute. What is the commute distance, the terrain (steep hills) and

will part of the commute involve getting on a bus or train? What are your commuting expectations; for example do you expect to do a 20-mile commute in under an hour, etc.

In addition I would want to know what one would be carrying on the bike; nothing, a change of clothing, a laptop, dropping a child off at school? Do you have a physical limitation such as a bad back, or other conditions that I may need to tweak the choice of bike?

And finally I would want to know where the bike will be "parked" such as will the bike be going up elevators or be carried up stairs.

C.U.: Great questions. So let us suppose that a young couple live in downtown Salt Lake City. The husband rides to Research Park to work (hilly) while his wife rides south to say South Salt Lake (flat) for her work. They ride year-round for perhaps upwards of 3,000 miles/year of commuting, plus some shopping and other errands on their bikes. The husband and wife come to you for advice to purchase commuter bikes. He wants an "all-around" bike that is responsive and fun to ride and of course can get him up the hills without feeling sluggish. She wants a "maintenance-free" bike, no flats, perfect shifting, requires little cleaning won't get her clothes greasy.

M.K.: Without knowing answers to the above questions, I would venture the following as my recommendations for your couple:

Him: The All City SpaceHorse: Cool bike funny name. The Space

Horse fits in what I would call a modern 'sport tourer'. It has a versatile steel frame with accommodations for racks, fenders and substantial tires up to 32mm with fenders all in a package that would be great for hills, longer day rides (century) or even weekend tours, while still being fun to ride unloaded.

Her: Pashley Princess Sovereign: The Pashley is a handmade in England throwback Euro City bike. It is as maintenance free as you can get these days. While being a bit on the pricey side at \$1400, it is ready to roll out the door with built in hub driven dynamo lights front and rear (no batteries), fenders, rack, kickstand, chain guard and basket. It has an internally geared 5 speed hub, weather protected hub brakes, skirt guard, fully enclosed chaincase and virtually flat proof Schwalbe Marathon Plus tires. This bike fits the European model, with a bit of panache thrown in. A bike intended to be ridden everyday, year around, with virtually no maintenance.

These 2 bikes fit what I might describe as the 2 Salt Lake City centric ideals for a suburban, or distance, commuter and an urban downtown city commuter. If transit gets thrown in to the fray, I might lean a different way.

C.U.: Steve, do you have anything to add?

Steve Wasmund: I would concur with Mark and make the same bike recommendations. If one is going to incorporate mixed-mode transportation (TRAX or a bus) to their daily

commute, a folding bike could prove beneficial. However, you are giving up a lot of the potential of a versatile all-around cyclomuter, akin to trading in your sedan for a scooter because the scooter wins in the gas mileage and parking departments.

C.U.: How close can a bike be "maintenance free"? Are the European commuter bikes the answer here in the U.S.?

M.K.: There is truly no such beast but with that being said the closest thing to "maintenance free" might be a singlespeed-fixed gear track or MTB bike, while being, in my opinion, the least desirable commuter (besides a BMX bike or Razor scooter). They are usually pretty maintenance free other than the flat tires which come with the skinny tired track bikes.

The Pashley British Roadsters described above are probably the closest to being a 'no maintenance' bike on market.

The minimum I would suggest for an everyday commuter would be an annual tune up. Of course this might infer that the operator of vehicle takes care of the bike between services (i.e. keeping bike clean, especially after exposure to poor road conditions like winter grime and grit and salt covered roads) and can attend to minor issues like gear and brake pad adjustments, lubing of chains and gears and keeping the tires properly inflated.

With regard to cables and housings, a well-kept bike should be good for 5+ years. This might be ideal for a commuter and can be influenced by miles ridden, the weather conditions



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Above: The All City SpaceHorse is a sport-touring bike that has mounts for racks, fenders, and waterbottles and room for large tires and makes a great longer distance commuter.

the bike is used in, and the amount of exposed vs. completely enclosed inner brake or gear cables. If chain is kept clean it might go 5000 miles for a lighter rider. On other hand a single season of 'extreme' commuting (lots of riding in the wet with dirt and lack of cleaning thrown in) can wear out a chain.

The US market is slowly coming around to embrace the euro-style urban commuter. This type of bike is intended for a city type environment and is probably not the best choice for anybody that is out of the city proper. The infrastructure in Europe makes these bikes ideal there. The cities are more condensed, and people tend to live closer in and commutes are less than 5 miles. The longer commutes that Americans are accustomed to, make the 'fully integrated' bikes not always the optimal solution.

S.W.: This is a pretty difficult question to answer without significant speculation, especially in a city like Salt Lake, where weather, street conditions (if you ride anywhere near one of the gravel companies), the amount of climbing and descending, how often you carry heavy loads, among a plethora of other variables, can greatly affect how often one needs to replace (or even adjust) their brake pads, chain, chainring or cogs. The service interval for brakes and chains on heavily used cyclomuters is so much shorter than anything else; I think most customers basically forget about their cables, et al. During one of their shop visits they will need new cables and maybe some bearings. I really think that "miles" are not the most useful gauge. I have been cyclomuting every day for the last 8 years. Even though I am a data addict, I have no idea how many miles the chain on my Big Dummy cargo bike lasts. I just know that a heavy cargo bike really goes through brake pads and chains. Bike shops should have a sticker they put on the stem that says, "See us in 4 months or 1500 miles!"

Dedicated cyclomuter bikes, with internal hubs, integrated lighting etc., are already in the U.S. They are becoming more popular. We just need to convince more people that they will be happier on these bikes than on 'corrected' racing bikes.

C.U.: There is a lot of new technology that could possibly trickle down to commuter bikes such as sealed cables, hydraulic and disc brakes, electronic shifters and the Gates belt drive. Do you see commuter bikes with some of these features?

M.K.: Sealed cable systems: While adding a bit of weight, enclosing brake and shifter cables makes a lot of sense for the truly all weather, all season bike.

Hydraulic Brakes: I view these as a bit of overkill for most commuters,

as most systems are targeted at the off road, downhill mountain bike crowd. As road bike specific applications develop, this may change, but tuning and maintenance of hydraulics systems is beyond reach of most home mechanics. I see hydraulics making sense for a small very directed percent of the commuter market. They really aren't necessary for most folks.

Disc Brakes: I like discs. Steve has written about disc brakes so you should look at his remarks below.

Electronic Shifters: This is only available now on high end racing bikes. Trickle down to the lowly commuter? I don't see this happening for many years, or at least not in the foreseeable future.

A belt drive combined with an internally geared hubs make a lot of sense. The belt drive combined with an internal geared hub is my pick for future state commuter bikes. The main drawback in today's market is the cost and efficiency. A belt drive requires a bike frame that is purpose built, and the spec for the remainder of the bike generally sets these bikes outside the budget that most bike commuters establish for themselves. Most of these bikes are well over \$1000.

S.W.: I like the idea of full-length cable housing if it works with a given bike. I am a fan of disc brakes for cyclomuters and mountain bikes. Since the rim is not the braking surface, they can be lighter, different shapes or even colored with reflective paints. They usually offer more stopping power, especially in inclement conditions by moving the braking surface away from the road surface. I also like the idea of hydraulic disc brakes. I personally like drop bars on a cyclomuter, but hydraulic brakes are not yet common on road levers. They are more expensive and more difficult to service, but the potential is there.

I think electronic shifters should go away in their current incarnation. Regular charging of a battery is not low maintenance. If they come back, they should be redesigned from the ground up; possibly a self-powered system that shifts an internally geared hub.

There are definitely advantages to an internally geared rear hub. The chain lasts longer (no side to side movement); there is the option of having an oil free belt, a chain case or at least just a chainguard to protect your hems. However, internally geared hubs are heavier, a bit less efficient than a derailleur system and do make the already unenviable task of changing a flat tire all the more tedious since removing the rear tire now requires disconnecting the shifting cable and removing bolts instead of a quick release.

C.U.: Would you comment on

"more puncture resistant tires"?

M.K.: ". The best puncture performance comes at a price: first off the tires are more expensive, the flat protection means the tires have to be belted and have heavier sidewalls to resist road obstacles. Some of these tires might weigh as much as 2 lbs each. (Contrast that to the lightest road tires at under half pound). All that material comes at expense of added rotational weight (weight that is more critical to bike performance than just dead weight that is along for the ride). In general: the heavier the tire construction the worse the ride. On a typical rigid road bike the only real suspension are the tires. A heavy brick of a tire doesn't feel or perform as well as a lighter tire. The lighter tire is more supple. I think the phrase with regard to bike parts: "Strong. Light. Cheap. Pick Two." This applies to bike tires as much as any other parts of the bike.

The Schwalbe Marathon tires are my favorite and have the best reputation in the industry for puncture resistance, and that's why you see them spec'ed heavily on European bikes that are used for loaded touring or commuting.

C.U.: Utah is a fairly dry state, but we do salt the roads during snowstorms. Do moisture and/or salt make internal hubs, sealed shifting systems, belt-drives, or traditional chain/cassette systems more or less desirable?

M.K.: Salt, and associated road grime, makes life really tough on a commuter bike. Internal gears and belt drive is the best way to avoid some of the issues that the gunk brings with it. In time we will see more and more bikes migrate this direction.

S.W.: While any "sealed" system helps keep the elements away from the important parts, it always does so at a cost. More weight, more seals to rub against one another, more complexity, more up front expense are all things that need to be considered when one is figuring out what their ideal commuter bike looks like. Sealed cable systems are a nice option. Belt drives require an internally geared hub, and the drawbacks mentioned. A one-speed bicycle is an option, but probably not best for a cyclometer in Salt Lake City. I think a traditional chain/cassette still works pretty well in most situations.

C.U.: The couple in the above scenario has one car. They figure they save at least \$2500/year by not having a second vehicle. If the couple above were to ride their commuter bikes for 5 years at about 3000 miles/year (or more) how soon would they have their investment in the bikes paid back?

M.K.: The total cost of the 2 bikes I described above would be around \$3000 for the pair. I see the couple described able to pay back their investment in just over a year, and they will be happier, more fit, and the envy of their sedentary neighbors to boot.

S.W.: The second these two ride their bicycles home they will realize their set-ups are oh so very cost effective. Their happiness, fitness levels and circle of friends will all improve. They will be making themselves and those around them better. The bicycle: Good for the mind, body, soul and planet. Priceless.

They will spend under \$4000 dollars for the two bicycles recommended above and all of the needed acces-

sories. They will be ready to ride to their respective jobs. Bare minimum maintenance costs probably won't be much over \$500 over the next 5 years so, technically, the bikes will have "paid for themselves" in 2 years.

However, there will be many fun and practical cyclomuter outfits to buy; a cyclist he meets on an extended detour home during an enjoyable fall evening will convince them to try out a cyclocross race, and a co-worker will suggest that she try Little Red Riding Hood; the thought of riding their bikes out to Saltair or up Mill Creek Canyon or to Jackson, WY will come up over the dinner table. The math gets complicated.

C.U.: Any last words from the two of you?

S.W.: The lowly bicycle is already the most efficient vehicle in existence and even a decent, inexpensive bicycle is probably 88% as efficient at the most expensive one out there. Imagine if we put the effort and money that we put in to motorized vehicles in to the perfect cyclomuter. We could probably have a very light, maintenance-free bicycle, but at the

risk of saying, "you'll eat your brussel sprouts and you'll like it!" We don't need to put that much effort in to the lowly bicycle. It works pretty well the way it is. But on the other hand, I'm very glad people are developing products that make a cyclomuter even more easy to use. Let's just make sure everything stays relatively simple so that we don't need a computer to fix it.

In summary (the perfect commuter is) a burly steel frame with a wide range of gearing and multiple hand positions, metal fenders, dynamo lighting and the ability to carry lots of stuff. Anything less is a toy. You will soon forget that the bicycle in your garage isn't a car. You'll be able to hop on it without a second thought and be prepared for anything out there. You might also get a bit of a reputation, but that shouldn't slow you down. Now go ride someplace!

C.U.: Thanks Steve and Mark. If any bike shop has a "perfect commuting bike" that it wants to talk about please contact lou@cyclingutah.com

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Park City Early Summer 2013 Trail Report

The trails are all coming together very nicely as we head into summer, as this is being written (May 28) high trails from Mid-mountain and above are still snow covered.

Trail Systems Good-to-Go:

- Glenwild
- Round Valley
- Lost Prospector
- Trails in the lower Deer Valley and Park City Mountain Resort area (CMG, Johns 99, Empire Link, etc)
- Armstrong to Mid-Mountain and down Spiro
- Robs, Collins, Ambush

Mid-Mountain between Canyons Resort and Park City Mountain Resort is still needing some clean-up and time for snow melt. Our estimate on opening would be around June 10 or so (maybe sooner).

New ride idea: go hit the Riverview Trails just north of Heber. For details visit the Wasatch Trails Alliance website at wasatchtrailsalliance.org. This new trail system is fantastic for mountain biking.

If you'd like details on trails conditions visit the interactive map on the mountaintrails.org website (Click Trail Conditions). Also, we have a new page outlining events that could impact a visit to the Park City trails, located under "Local Events" on the website.

Be a great trail user, hikers and runners always have the right-of-way over bikers, and please use your bell!

-Jay Burke



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MECHANIC'S CORNER

Disc Brakes for Road Bikes are on the Way



Disc brakes are coming soon to road bike near you. Photo: Dave Iltis

By Tom Jow

Back in the mid-1990's when disc brakes were being introduced for mountain bikes, who would have known then that there would be a time when nearly all mountain bikes would have them. And shortly after that, almost all cyclocross bikes. Now in 2013, disc brakes are poised to enter the performance road bike market.

It hasn't been easy for brake and bike manufacturers. In 2008 the International Cycling Union (UCI) prohibited disc brakes from being

used on cyclocross bikes in international competition. While this rule may have discouraged the elite cyclocross market, brake manufacturers continued to develop cable disc brakes for use on mid level 'cross and touring bikes. Despite the Avid BB7 being the de facto standard, Hayes, Shimano and TRP continued to hold their fair share of the market. And each company develop new products. There were, however, obstructions to producing higher level brakes. One was the UCI's ban on disc brakes. Few manufacturers were interested in building high end bikes that would not be allowed

to use these components. Another obstacle was the lack of frames available with disc mounts. Why build more bikes if there are not enough bikes to put them on?

That all changed at the end of 2011 when the UCI reversed its decision to allow disc brakes for use in international "cross competition. Since that time, 700c specific disc brake improvements has exploded. Avid redesigned its cable disc brake products with two road specific brakes. Shimano has also released new cable disc brake products. In 2011 a Utah based company, TRP, introduced the Parabox hybrid road disc brake. These brakes use cables to actuate hydraulic master cylinders to operate hydraulic brake calipers. TRP has also developed a cable actuated hydraulic brake caliper.

In addition, bike manufacturers increased their production of disc brake bikes. And not only the big American companies. European companies such as Colnago, Pinarello and BH also took advantage of this moment to produce high end cyclocross bikes. In fact, in 2013 Colnago has introduced the C59, a top of the line carbon bike equipped with Campagnolo EPS and Formula hydraulic disc brakes. The builders that are really driving the road disc brake at this time are the custom frame makers. At the 2012 National Handmade Bicycle Show, top of the line cyclocross and road bikes were

on display with disc brakes. So what is the high end road market waiting for?

The high end road market (read: pro peloton) is waiting for top of the line brakes. These brakes also need to be integrated with shift levers. And the way the big three component manufacturers operate is on the trickle down theory. First they develop the best, and when that catches hold, they trickle down the technology to more affordable groupsets. The opposite of the way smaller companies operate sometimes.

The high end road market must wait no longer. For 2013, SRAM has become the first of the big three to release a high end hydraulic brake/shifter set. Named "Red 22", it features hydraulic disc rim brakes with 160mm rotors and a new 11speed cassette.

Soon road riders will be experiencing all the same advantages of disc brakes that mountain bike riders have for years. These include more powerful braking, more consistent in all conditions wet or dry. Since hydraulic fluid does not compress, modulation (control) of the brakes is also increased. Disc brakes are also a boon to carbon rim makers because they will no longer have to work around the high surface temperatures of the braking surface.

There are, however, some hurdles for road disc brakes to overcome. For example, even after 15 or more

years, mountain bike disc brakes are not perfect. Many mountain bikers have learned to put up with loud, screechy brakes or the "ching, ching, ching" of a caliper that needs to be aligned because of the braking power it affords them. Road riders will likely find this to be unacceptable. For this reason, disc brake designers have a task ahead of them. Also, many mountain bikers needed an adjustment period, because disc brakes are much more powerful than rim brakes. On solo rides it can be easy to make learn how much brake to apply. However, on a group ride or in a peloton this disparity in braking power between riders could be hazardous. Finally, current road bikes are not adaptable to disc brakes so in order to use them requires nearly a complete bicycle upgrade.

Many of these challenges are the same ones that mountain bikes faced 20 years ago. Look at where brake technology is now. This is only the first year of true road hydraulic disc brake availability. It's going to take a while. For those that do not have a disc brake compatible bicycle, be patient and save your pennies. For those that do, it may be a good time to take advantage of all the great new brakes that have been developed in the last year.

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

35th Annual Snowbird Bicycle Hill Climb

10 Miles - 3,500' Vertical — Sandy to Snowbird
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 Info: misty@snowbird.com

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 Ride the Bicycle Hill Climb then ride your MTB up Gad Valley to finish on Hidden Peak.




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All Hill Climb and Ultra Hill Climb riders and their families are welcome. Proceeds benefit Cancer Wellness House in Salt Lake City.





cycling utah

CALENDAR OF EVENTS

Calendar Guidelines:

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

Submit your event to:

calendar@cyclingutah.com

with date, name of event, website, phone number and other appropriate information.

Let us know about any corrections to existing listings!

Utah BMX

RAD Canyon BMX — Farmington, UT, Indoor BMX racing going on at the Legacy Events center 151 South 1100 West, Farmington, UT., Ron Melton, 801-699-9575, radcanyonbmx@radcanyon-bmx.com, radcanyonbmx.com

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

June 1, 2013 — USA Cycling Amateur BMX National Championships, Nashville, TN, Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

Utah Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group., Scott Lyttle, 435-901-4191, stlyttle@bikeutah.org, bikeutah.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are on the hiatus. Send an email to join the listserv., Dave Iltis, 801-328-2066, dave@cyclingutah.com, Julian Tippets, 801-535-7704, Julian.Tippets@slcgo.com, bikeslc.com

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 Pathways — Ogden, UT, Weber County's trails group. We are committed to the idea that a non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life., Mark Bedel, 801-393-2304, wp@weberpathways.org

Rod Kramer, 801-393-2304, rod@weber-pathways.org, weberpathways.org

Davis Bicycle Advisory and Advocacy Committee — Farmington, UT, Not currently meeting. Organizers needed., davisbike.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@mooseknuckler-alliance.org, mooseknuckleralliance.org

Park City Alternative Transportation Committee — Park City, UT, Normally meets the second Wed. of the month, location TBD, Michael Watson, redtail@sina.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-Lareta, 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@hooleking.com, tinyurl.com/holladaybac

Provo Bike Committee — Provo, UT, Come join us every second Thursday of the month at 5:30 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., Zac Whitmore, 801-356-1378, zwhitmore@gmail.com, Heather Skabelund, 971-404-1557, bikeprovo@gmail.com, bikeprovo.org

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, slcriticalmass.org

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, facebook.com/groups/189631497724953/

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 1, 2013 — Bike Prom, Utah Bike Month, Salt Lake City, UT, Pierpont Place, 163 W Pierpont Ave, Wear your prom outfits. Pre-prom ride: Liberty Park 6:00 pm., Jonathan Morrison, 801-FAT-BIKE, jonathan@slcbikecollective.org, Syhalla Bales, 801-815-5508, syhalla@gmail.com, bicyclecollective.org, bikeprom.com

June 10, 2013 — 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 22, 2013 — Tweed Ride, Utah Bike Month, Salt Lake City, UT, Come prepared to mogie around the city on your finest velocipede, while dressed in your best early 1900's threads. Congregate at Library Square at 6pm and enjoy a scenic ride around Salt Lake City., Christy Jensen, cannjensen@gmail.com, saltcycle.com

June 28-29, 2013 — Velo Weekend, Salt Lake City, UT, A whole weekend of urban cycling events beginning with Critical Mass and a Tall Bike Joust on Friday and continuing into Saturday with an Alleycat, Freestyle Trick Comp., Sprints and a Raffle. Lots of fun and prizes., Nathan Larsen, 801-916-0884, contact@velocitybags.com, veloweekendslc.com

June 28-30, 2013 — Park City Cycling Festival presented by KPCW, Park City, UT, 3 day festival celebrating cycling; fat tires, skinny tires and training wheels. Showcases the trails and terrain of the Park City area and combines the best of road riding, mountain biking and classic cruising, teaming it up with a first class outdoor festival featuring live music, exposition center, clinics, vendors, food & beverages and fun for the whole family. Hosted by Park City Mountain Resort and KPCW. Proceeds support KPCW, "Your Community Voice", a local, non-profit community radio., Cindy Bywater, 435-649-9004, cbywater@kpcw.org, kpcw.org

July 27, 2013 — DealerCamp 2013 Consumer Expo, Park City, UT, Consumer day at DealerCamp 2013, 9am-6pm. Booths from lots of national bike companies. Free admission., Chad Battistone, chad@lifeboatevents.com, bikedeadler-camp.com

August 17, 2013 — Tour de Fat, Boise, ID, Rolling Revival of Sustainable Folly!, Various Western Locations., 888-622-4044, nbb@newbelgium.com, newbelgium.com/tour-de-fat

September 21, 2013 — Edible Wasatch - Bites & Bikes, tentative, 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., Rachel Hodson, 801-742-1592, rachel@ediblewasatch.com, ediblewasatch.com

September 22, 2013 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclingutah.com, worldcarfree.net

America's toughest one-day cycling adventure™
the **ULTIMATE CHALLENGE**



AMERICA'S TOUGHEST ONE-DAY CYCLING ADVENTURE™

For 2013, the Ultimate Challenge, Presented by the Larry H. Miller Tour of Utah will follow a new route: Snowbasin Resort to Snowbird Ski and Summer Resort; 112 grueling miles and 12,000+ feet of climbing. A superb corps of volunteers will assist riders every mile of the way. And regardless of where you choose to complete your personal Ultimate Challenge ride, you'll find a good meal, a cool piece of shade, and a chance to watch Stage 5 of the Tour of Utah via Adobe Tour Tracker® on a big screen HDTV waiting for you at the end.

Saturday, August 10th, 2013

Same day, same route as the Queen Stage (Stage 5) of the Larry H.

Miller Tour of Utah
(Snowbasin Resort to Snowbird Ski and Summer Resort)

Start Time: TBD

Three distance options:

- Option 1: 52 mi. Nutritional support/hydration stops
- Option 2: 82 mi. Nutritional support/hydration stops
- Option 3: 112 mi. Nutritional support/hydration stops

NEW! Ultimate Challenge Femme, specifically designed for women!

Two Ultimate Challenge Femme distance options:

- Option 1: 30 mi. Dedicated vehicle support
- Option 2: 60 mi. Dedicated vehicle support

Note: Women are welcome to ride the entire 112-mile route, if they choose.



Register Now: www.tourofutah.com/ultimatechallenge

**Mountain Bike
Tours and Festivals**

June 1, 2013 — National Trails Day, Park City, UT, Meet at 9am, coffee and bagels. Location & Project TBA, Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

June 1, 2013 — National Trails Day, Salt Lake City, UT, Volunteer on Trail Projects., Celeste Eppler, 801-486-2100, ceppler@rei.com, rei.com/saltlakecity

June 1, 2013 — National Trails Day, Weber County, UT, Weber Pathways Trail Day. Come out on a build trails! Check website for details., Rod Kramer, 801-393-2304, outreach@weberpathways.org, weberpathways.org

June 1, 2013 — Buena Vista Bike Fest, Buena Vista, CO, 15th Annual - produced by Colorado Springs Cycling Club, a recreational ride featuring scenic and challenging routes through some of Colorado's highest mountain peaks. Registration includes rest stops and SAG support, a colorful t-shirt for the first 800 registrants, detailed route maps, Saturday afternoon party. McPhelamy Park, 112-134 West Lake Street., Aaron Rosenthal, 719-313-2994, arjopedal@hotmail.com, bvbf.org

June 7-August 16, 2013 — Kids' Mountain Bike Summer, Wood River Cup, Hailey, ID, June 17-22, July 22-26, August 12-16. Kids will learn the following skills: Bike Handling, Pump Track Riding, Trail Course Riding., What to bring: BMX or Mountain Bike, Snacks, Cycling Gloves, Helmet, Sun Glasses, Extra T-Shirt, Hat, sweatshirt, Pants, Rain Jacket, Sun Screen., Billy Olson, 208-788-9184, billy@powerhouseidaho.com, powerhouseidaho.com

June 8, 2013 — Wine Wench Winery Cruise, 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 9-September 20, 2013 — 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 15-18, 2013 — Stone Temple Mountain Bike Camp, Cheyenne, WY, Curt Gowdy State Park, IMBA Epic singletrack, Ages 13-18, Boys & Girls, Riding-Skills-Education Sessions, 4 Days-\$125, Richard Vincent, 307-745-4499, enduro.rv@gmail.com, laramieenduro.org

June 16, 2013 — 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 23-28, 2013 — Grand Staircase Escalante Intro (MTB), Panguitch, UT, 6-days, Also available 7/7-12, 8/4-9, 9/1-6., Barbara Goff, 800-596-2953 x4, 702-596-2953, info@escapeadventures.com, escapeadventures.com

June 23-28, 2013 — Grand Staircase Escalante Singletrack (MTB), Panguitch, UT, 6-days, The Grand Staircase Lower Canyons provide exploring, camping, and backcountry mountain biking opportunities so vast and picturesque that the rest 7/14-19, 8/18-23, 9/15-20, Barbara Goff, 800-596-2953 x4, 702-596-2953, info@escapeadventures.com, escapeadventures.com

June 28-30, 2013 — Park City Cycling Festival presented by KPCW, Park City, UT, 3 day festival celebrating cycling; fat tires, skinny tires and training wheels. Showcases the trails and terrain of the Park City area and combines the best of road riding, mountain biking and classic cruising, teaming it up with a first class outdoor festival featuring live music, exposition center, clinics, vendors, food

& beverages and fun for the whole family. Hosted by Park City Mountain Resort and KPCW. Proceeds support KPCW, "Your Community Voice", a local, non-profit community radio., Cindy Bywater, 435-649-9004, cbywater@kpcw.org, kpcw.org

June 29-July 7, 2013 — Ride Sun Valley Mountain Bike Festival, Sun Valley, ID, Eight days of races and events geared for anyone who can balance on two wheels. Saturday, June 29, Day 1: Sun Valley Super Enduro; Apple's Street Party; Sun Valley Dirt Rally, Sunday, June 30, Day 2: Sun Valley Super Enduro; Sun Valley Dirt Rally, Monday, July 1, Day 3: Sun Valley Bike Demo; Local Stoker Rides, Tuesday, July 2, Day 4: Sun Valley Bike Demo; Local Stoker Rides; 4th Annual Idaho Pump Track State Championships, Wednesday, July 3, Day 5: Local Stoker Rides; Ketchum Criterium, Thursday, July 4, Day 6: Local Stoker Rides; Hailey 4th of July Criterium Bike Race, Friday, July 5, Day 7: Local Stoker Rides; MASSV Music Festival; Kids Mountain Bike Race, Saturday, July 6, Day 8: MASSV Music Festival; USA Cycling Marathon Mountain Bike National Championships; Sun Valley Bald Juan XC; Sun Valley Beer Festival., Greg Randolph, 800-634-3347, info@visitsunvalley.com, Ellen Gillespie, 208-726-2777, ellen@sunvalleyevents.com, ride-sunvalley.com, visitsunvalley.com

June 29-30, 2013 — Sun Valley Dirt Rally Bicycle Tour, Ketchum, ID, The Arthritis Foundation brings a new charity ride to Sun Valley, Idaho, featuring the forests, canyons, summits and open country surrounding Ketchum and Sun Valley. Takes place on paved and hard-packed dirt roads, perfect for cyclocross and hard-tail mountain bikes. Experienced cyclists

may also opt for a standard road bike with 28+ mm tires. Local bike rentals are available. Ride takes place at roughly 6,000-8,000 feet above sea level. Each day's out-and-back route is roughly 50 miles, uphill on the way out., Tai Lee, 206-547-2707, lee@arthritis.org, sunvalleydirtally.kintera.org

July 21-22, 2013 — Trek Dirt Series Mountain Bike Camp, Winter Park, 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, 604-484-6238 (Canada), lu@dirseries.com, dirseries.com

July 27-28, 2013 — 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, 604-484-6238 (Canada), lu@dirseries.com, dirseries.com

August 2-4, 2013 — 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

August 30-September 1, 2013 — TVTAP WYDAHO Rendezvous Mountain Bike Festival, Teton Valley, ID, 4th Annual WYdaho Rendezvous Mountain Bike Festival, Grand Targhee Resort WY and Teton Valley ID. Super D (4300 descent from chairlift), Downhill, Hill-Climb and Cross-Country trail races. For-fun Strava events with prizes. Fat Bike race, includ-

ing high mark. All races included in Festival registration., Tim Adams, 208-201-1622, tim@TVTAP.org, TVTAP, 208-201-1622, BikeFest@TVTAP.org, tetonbikfest.org, tvtap.org

September 19-22, 2013 — Alison Dunlap Adventure Camps Intermediate/Advanced MTB Ride Camp, Moab, UT, 4 day advanced ride camp with World Champ Alison Dunlap in Moab, Utah. All-inclusive: 3 full days of rides, lodging, massage, all meals included., Alison Dunlap, 719-439-9041, alisdunlap@comcast.net, alisdunlap.com

September 20-22, 2013 — 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

September 21-22, 2013 — 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, 604-484-6238 (Canada), lu@dirseries.com, dirseries.com

September 27-29, 2013 — 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, biketheswell.org

October 2-6, 2013 — Outerbike, Moab, UT, An opportunity to ride your dream bike on world class trails and roads. Participants will receive bike demos for 3 days, swag bag, lunch and beer, and admission to evening parties and films., Sean Hazell, 800-845-2453, sean@outerbike.com, outerbike.com

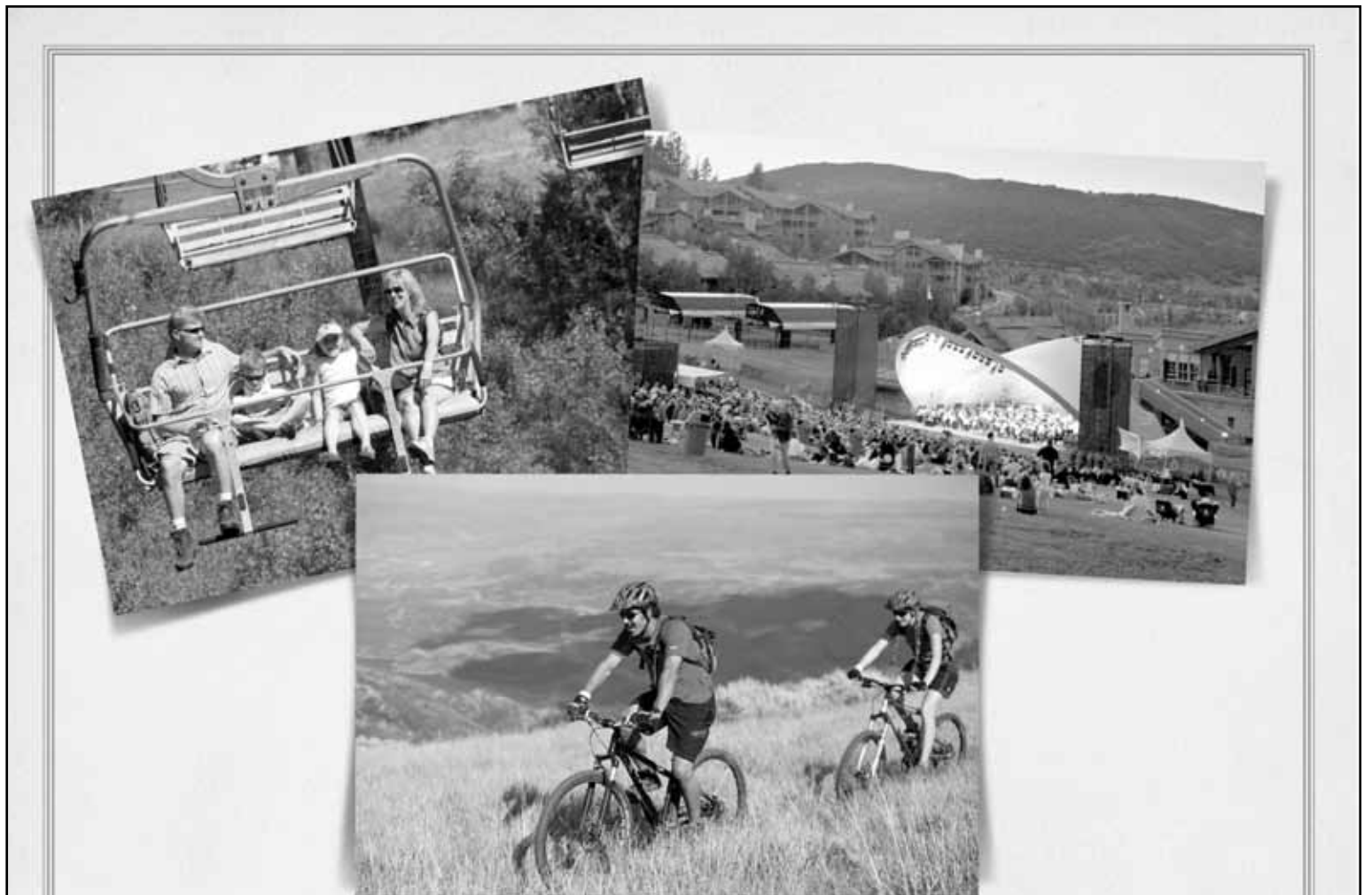
October 18-20, 2013 — BetterRide MTB Camp, Fruita, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net, betterride.net

October 24-27, 2013 — Moab Ho-Down Mountain Bike Festival & Film Fest, Moab, UT, 8th Annual - Mountain bike festival with dual stage enduro race, group shuttle rides, bike film festival, townie tour, dirt jump comp and an outrageous costume party!, Tracy Reed, 435-259-4688, info@chlebikes.com, moabhodown.com

**Utah Weekly MTB
Race Series**

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

April 30-August 27, 2013 — Mid-Week Mountain Bike Race Series, Mid-Week



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co.**

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. 4/30 to 8/27., Brooke Howard, 385-227-5741, brooke@midweekmtb.com, midweekmtb.com, [facebook.com/midweekmtb](https://www.facebook.com/midweekmtb)

May 1-August 7, 2013 — Sundance/Soldier Hollow Weekly Race Series, WWRS, 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. 2013 Dates: • May 1, 15, 29, • June 12, 26, • July 10, 24, • August 7, Tyson, 435-200-3239, 801.223.4849, aces@euclidoutdoors.com, weeklyraceseries.com

May 8-August 14, 2013 — Sundance/Soldier Hollow Weekly Race Series, WWRS, Sundance, UT, Wednesday nights, May - Aug. Venue alternates between Soldier Hollow and Sundance, 6:30 pm. Pros/Experts 1hr race time, Sports 45mins, Beginners 30mins. 2013 Dates: • May 8, 22, • June 5, 19, • July 3, 17, 31, • August 14, Tyson, 435-200-3239, 801.223.4849, aces@euclidoutdoors.com, weeklyraceseries.com

Regional Weekly

MTB Race Series

June 18-August 13, 2013 — Laramie Mountain Bike Series, Laramie, WY, 6/18, 6/25, 7/9, 7/23, 8/6, 8/13. Local mountain bike series, great for riders of any age and ability., Evan O'Toole, info@laramiemtbseries.com, laramiemtbseries.com

Utah Mountain

Bike Racing

June 8-9, 2013 — Wolf Mountain Mayhem, UT Gravity 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 8, 2013 — Wasatch Back 50, USC Series, Heber, UT, 2 25 Mile laps, the premier urban 50 miler on Onetrack!!!! 25 mile option for jrs' and adults., Bob Saffell, 801-588-9020, info@raceuscs.com, raceuscs.com

June 22, 2013 — Dixie 200, Parowan, 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. Start: 7am, intersection of 2nd Left Hand Canyon and Hwy 143., Dave Harris, hairball.dh@gmail.com, 2-epic.com, events/dixie200.html

June 22, 2013 — Round Valley Cross Country, USC Series, Park City, UT, 8-9 mile laps, mostly singletrack. Rolling hills,

swoopy turns., Bob Saffell, 801-588-9020, info@raceuscs.com, raceuscs.com

June 28, 2013 — 6th Annual Sundance Single Speed Challenge, Sundance Resort, UT, As the only TRUE Single Speed Race in Utah the Sundance Challenge proves to be an incredible event. Single Speeders get a unique chance to race head to head in this event. A purest category, Single Speed draws in many who feel a connection to the roots of Mountain Biking., Czar Johnson, 801-223-4121, 801.223.4849, czarj@sundance-utah.com, sundanceresort.com/explore/sum_biking_races.html

June 29, 2013 — Sherwood Hills, Intermountain Cup, Logan, UT, ICS #6, Sherwood Hills Resort, Multiple laps, winding single track through trees, 9 am., Kayleen Ames, 435-757-4310, amespromoting@comcast.net, Marek Shon, 801-209-2479, intermountaincup@gmail.com, intermountaincup.com, amespromoting.com

July 4 — North Fork Park, Intermountain Cup, North Ogden, UT, ICS #7, Marek Shon, 801-209-2479, intermountaincup@gmail.com, intermountaincup.com

July 6, 2013 — The Rage at Snowbird - UT State Championship, Intermountain Cup, Snowbird, UT, ICS #8, Snowbird, Utah State Open XC Championship, 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., Marek Shon, 801-209-2479, intermountaincup@gmail.com, intermountaincup.com

July 6, 2013 — Fire Road Cycling, Cedar City, UT, 25k, 60k, 100k distances, starts at Main Street Park, 8am, 7000 ft. total elevation gained for 100km; 4000ft total for 60km. Equal prize \$ for overall men & women in the 100km. 25-qualifying slots for the Leadville 100 up for grabs for 100km event., Paul Huddle, 858-518-0042, 760-936-7459, huddle@multisports.com, fireroadcycling.com

July 13, 2013 — The Crusher in the Tushar, Beaver, UT, A 70 mile "road/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 of Utah's highest and most scenic roads., Burke Swindlehurst, roadrtr@msn.com, tusharcruiser.com

July 19-20, 2013 — Wasatch Enduro, Park City, UT, At the Canyons Resort, European style enduro race, \$12,000 Cash and Prizes, 17 miles, 3,200' of technical descents / 1,300' climbing, Ali Goulet, 801-560-6479, therealaligshow@gmail.com, bellwasatchenduro.com, endurocupmtb.com

July 27, 2013 — The Solitude Cup, Intermountain Cup, Solitude Resort, UT, ICS #9, Course combines Cruiser (upper) and Serenity (lower) loops, First start

at 8:15am., Marek Shon, 801-209-2479, intermountaincup@gmail.com, intermountaincup.com

August 3, 2013 — The Bash at Snowbasin, Intermountain Cup, Snowbasin, UT, ICS #10, Series finals, an 8.5-mile loop consisting of 90% wide single-track that winds across the lower mountain with about 1,300' of climbing per lap, Marek Shon, 801-209-2479, intermountaincup@gmail.com, intermountaincup.com

August 10-11, 2013 — Flyin' Brian Gravity Festival, UT Gravity Series, Brian Head, UT, Downhill and Super-D Schedule of events T.B.D., Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

August 31, 2013 — Park City Point 2 Point, NUE Series, Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race will never be on the same trail twice. Over 90% of the race is single-track. 78 miles & 14,000' of climbing., Jay Burke, 801-330-3214, info@thepcpp.com, thepcpp.com

September 8, 2013 — Utah High School Cycling League Race #1, Utah High School Cycling League Race Series, Park City, Round Valley, UT, Races are for 9th through 12th grades only. Categories for individual scoring are Freshman, Sophomore, JV, and Varsity for boys and girls separately. Team scoring for division I and II teams. Race starts Saturday at 10 am. Bring your family and cowbells for a great day of fun cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

September 14, 2013 — 12 Hours of Sundance, Sundance Resort, UT, With Solo, 2-Man, 4-Man and Coed options this event has something for everyone. Race goes from 7am - 7pm., Czar Johnson, 801-223-4121, 801.223.4849, czarj@sundance-utah.com, John Woodruff, 801-223-4044, 801.223.4849, johnw@sundance-utah.com, sundance-resort.com/explore/sum_biking_races.html

September 14, 2013 — Widomaker Hill Climb, tentative, Snowbird, UT, Starts in Gad Valley 10 AM, 3000' vertical race to the top of the Tram for awards, food and fun. Snowbird Resort., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

September 15, 2013 — Tour de Suds, Park City, UT, 7-mile mountain bike climb from City Park, to the top of Guardsman Pass with a 2,700ft elevation gain. Participants are urged to don "festive" costumes and celebrate the beginning of the fall mountain bike season in a spirited manner., Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

September 21, 2013 — Draper Fall Classic 50, USC Series, Draper, UT, 2 25 Mile laps, the premier urban 50 miler on Onetrack!!!! 25 mile option for jrs' and adults., Bob Saffell, 801-588-9020, info@raceuscs.com, raceuscs.com

September 21, 2013 — Utah High School Cycling League Race #2, Sherwood Hills Resort, UT, Race for 9th through 12 graders only. Sherwood Hills Resort. First wave going off at 10 am, with 3 waves during the day. Spectator friendly 4-6 mile laps, total length depends on category. Both individual scoring and team scoring., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

September 28-30, 2013 — Big Mountain Enduro #5, Big Mountain Enduro Series, Moab, UT, epic, backcountry enduro rides., Sarah Rawley, 720-407-6142, sarah@bigmountainenduro.com, bigmountainenduro.com

October 6, 2013 — Utah High School Cycling League Race #3, Utah High School Cycling League, Snowbasin, UT, Race for 9th through 12 graders only. Snowbasin Resort, up Ogden Canyon. First wave going off at 10 am, with 3 waves during the day. Spectator friendly 4-6 mile laps, total length depends on category. Both individual scoring and team scoring., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

October 12, 2013 — 6 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

October 12-14, 2013 — Moab Rocks, Moab, UT, Incorporates the region's best classic and new routes and combines them into a 3-day masterpiece of xc and timed descents in a fully supported format. All this wrapped up in a fun and friendly atmosphere, combining camaraderie and competition. Presented by TransRockies Events, in partnership with Poison Spider Bicycles, Moab's leading bike shop. The race presents not only the best in Moab riding, but also the best in Moab culture, with beer from Moab Brewery and a fabulous wrap up party at Bar M Chuckwagon. Held in partnership with the Moab Trails Alliance, Trail

Mix, and under permit from the Bureau of Land Management and the Manti-La Sal National Forest., Yuri Lortscher, 866-373-3376, info@transrockies.com, TransRockies.com

October 14-15, 2013 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, hwsq@infowest.com, Merrill Barney, seniorgames.net

November 2-3, 2013 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

November 9, 2013 — Utah High School Cycling League State Championships, Utah High School Cycling League, Moab, UT, Final race & State Championship. Held at Bar M Trails. First wave goes off at 10 am. Registration for races will be done through team coaches. Categories include Freshman, Sophomore, JV and Varsity for both boys and girls. Individual scoring and team scoring and awards., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

Regional Mountain

Bike Racing

June 1, 2013 — Wood River Cup Race #1, Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, billy@powerhouseidaho.com, powerhouseidaho.com

June 8, 2013 — Wood River Cup Race #2, Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, billy@powerhouseidaho.com, powerhouseidaho.com

June 8, 2013 — Knobby 9 to 5, Knobby Tire Series, Avimor, ID, High speed rolling double-track. Tight, technical sagebrush single-track, water crossings, quick steep drops, nasty little granny gear climbs. Single speeders' dream., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytire-series.com

June 8, 2013 — Grand Mesa Grind MTB Race and Palisade Bike Festival, Palisade, CO, Expert Course is 35 miles with 4800 feet of climbing around the slopes of the Grand Mesa, and a 24 mile Sport and 20 mile beginner race. Race Start: 8am., Rondo Buecheler, 970-464-9266, rapidcreekcycles@aol.com, rapidcreekcycles.com

June 15, 2013 — Soldier Mountain, Knobby Tire Series, Fairfield, ID, Soldier Mountain Resort XC course, known for the big climbs and big descents. Racers will climb over 8000' to see views that others dream about., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

June 15, 2013 — Wood River Cup Race #3, Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, billy@powerhouseidaho.com, powerhouseidaho.com

June 15, 2013 — Fear, Tears & Beers, Ely, NV, Enduro mountain bike event. Timed sections mostly downhill, combined time wins. Men's and women's events for all classes. Fun run, beginner, sport, and expert classes., Kent Robertson, 775-289-6042, krobeg@mwpower.net, greatbasintrails.org

June 15-16, 2013 — USA Cycling 24-Hour MTB National Championships, Gallup, NM, Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

June 20-23, 2013 — Crested Butte Bike Week, Crested Butte, CO, 32nd Anniversary year: Fat Tire 40 endurance race, Aided Rides, Mountain States Cup Wildflower Rush races, pure Crested Butte classics like the Chainless Race & the 24 Hour Bridges of the Butte, as well as some premiere entertainment., Scott, scott@cbchamber.com, cbchamber.com, crested-butte-bike-week-2012.html

June 21-22, 2013 — City Creek Pedalfest, Pocatello, ID, Mountain Bike Race. Kids Race and Spaghetti Dinner Friday night. Saturday, Race Day! Beginner, Sport and Expert Classes (12, 17, 27 miles) Awards, Prizes, Raffle, music, food & fun., Lindi Smedley, 208-251-5915, indijo@mac.com, pocatellopedalfest.com

June 22, 2013 — Jug Mountain Ranch XC, Wild Rockies Series, McCall, ID, 2-3 hr XC course and 1.5 hr trail run. 5 min Super D--XC on fast, flowing single track route and wooden bridges. On the 10 mile lap XC and run course, you'll find deep woods, single track and wide-open fire road. Qualifier for USA Cycling Mountain Bike National Championships., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

June 22, 2013 — Wood River Cup Race #4, Wood River Cup, Hailey, ID, Hailey Community Bike Park, Short Track Cross Country., Billy Olson, 208-788-9184, billy@powerhouseidaho.com, powerhouseidaho.com

June 23, 2013 — Jug Mtn. Ranch Super D and 10K/10mi. trail run, Wild Rockies Series, McCall, ID, 5 min Super D Enduro--XC on fast, flowing single track route and wooden bridges. On the 10 mile lap XC and run course, you'll find deep woods, single track and wide-open fire road. Qualifier for USA Cycling Mountain



nevada's best bicycling events



Sunday - June 2, 2013
Stateline, South Shore Lake Tahoe, NV - 22nd Annual. A great Century Ride around beautiful Lake Tahoe in conjunction with the Leukemia & Lymphoma Society's Team in Training program. 3000 participants.



Sunday - June 23, 2013
Genoa, NV - 6th Annual Tour of the beautiful Carson Valley. 44-Mile, 20-Mile Bike and Hike & Family Fun Ride. New this year is a 60-Mile Course! Live music, BBQ & Ice Cream Social.



Sunday - Sept 8, 2013
Lake Tahoe, NV - 11th Annual. Another opportunity to enjoy the end of summer and ride around Tahoe's 72-mile shoreline. 2000 participants.



Sept 22 - 28, 2013
22nd Annual "One Awesome Tour Bike Ride Across Nevada." Fully supported multi-day tour across the Silver State on US Hwy 50 - America's Loneliest Road, from Lake Tahoe to the Great Basin National Park. Limited to 50 riders.

For More Info call 1-800-565-2704
or go to bikethewest.com

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July 19, 2013

Starting at 10:00 pm on Antelope

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Bike National Championships, Darren Lightfield, 208-608-6444, wildrockies-mail@yahoo.com, wildrockiesracing.com

June 28-July 4, 2013 — San Juan Huts 200, Pure Austin Endurance Mountain Bike Series, Durango, CO. Choose from 2 events: (1) a 7-Day supported tour from Durango, CO to Moab, UT, (6 nights, 7 days staying overnight in tents using the San Juan Huts southern route and hut system for community camp area). Finish to a celebration party in Moab, UT, 214 miles of fun. (2) There is also an Epic race, that starts on July 2nd and finishes in Moab. This race is nonstop and the first one to Moab wins. Last year's winner finished in 25.5 hours!, Kathy Hudson, 972-966-1300, kathy@terrafirmaracing.com, terrafirmaracing.com

June 29, 2013 — Wood River Cup Finals, Wood River Cup, Hailey, ID, Hailey Community Bike Park, Short Track Cross Country, Billy Olson, 208-788-9184, billy@powerhouseidaho.com, powerhouseidaho.com

June 29, 2013 — Bear Lake Monster Cross, Montpelier, UT/ID, A Dirt Fondo along the back roads of the Bear Lake Valley. 100 Mile or 62 Mile options with KOM and other challenges for those with competitive streaks. Cyclocross or Mountain Bikes are your best options. Race it, ride it, love it., Jared Eborn, 801-599-9268, jared@extramileracing.com, BearLakeMonsterRide.com

June 29-30, 2013 — Big Mountain Enduro #2, Big Mountain Enduro Series, Crested Butte, CO, epic, backcountry enduro rides., Sarah Rawley, 720-407-6142, sarah@bigmountainenduro.com, bigmountainenduro.com

June 29-30, 2013 — Sun Valley Super Enduro, Sun Valley, ID, 2 day enduro stage race, four different, hair-on-fire downhill trails on Bald Mountain. Racers will use a combination of lifts and good old pedal power to reach the start of each course. Bike choice: 29'er hardtail to a 6" travel all-mountain bike. Suitable for all levels of technical skill. Same bike and configuration for all stages mandatory., Greg Randolph, 800-634-3347, info@visitsunvalley.com, Ellen Gillespie, 208-726-2777, ellen@sunvalleyevents.com, ridesunvalley.com, visitsunvalley.com

July 3, 2013 — Ketchum Criterium, Ketchum, ID, Downtown Ketchum. Road bike, mountain bike, and team relay categories. Prize money and cash prizes for men's and women's MTB and road divisions. Beer gardens, course-side eats, and unbridled enthusiasm make it a great night out on the town., Greg Randolph, 800-634-3347, info@visitsunvalley.com, Ellen Gillespie, 208-726-2777, ellen@sunvalleyevents.com, ridesunvalley.com, visitsunvalley.com

July 5, 2013 — Kids MTB Race, Ketchum, ID, Down at River Run on the eve of the National Championships we lay out a course for kids of all ages and abilities allowing them the chance to race before the pros take over on Saturday. Free to all kids (12 and under) with medals for all finishers., Greg Randolph, 800-634-3347, info@visitsunvalley.com, Ellen Gillespie, 208-726-2777, ellen@sunvalleyevents.com, ridesunvalley.com, visitsunvalley.com

July 6, 2013 — USA Cycling Marathon MTB National Championship, Sun Valley, ID. The top marathon racers from all over the United States descend on Sun Valley for the glory of the stars and bars. A challenging course will take riders from downtown Ketchum through Sun Valley Resort, over Dollar Mountain and out to tackle two loops of Cold Springs Trail - Warm Springs Trail - Warm Springs Traverse - River Run Trail before finishing at the River Run Base area. Fast flowy and buff singletrack with an ideal singlespeed gradient make this course one for the ages. Approx distance: 50 miles; 7,000' climbing., Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

July 6-7, 2013 — Big Mountain Enduro #3, Big Mountain Enduro Series, Keystone, CO, epic, backcountry enduro rides., Sarah Rawley, 720-407-6142, sarah@bigmountainenduro.com, bigmountainenduro.com

July 6-7, 2013 — OuterLocal Summer Games, Jackson, WY, 9:00am in Phil Baux Park at the base of Snow King. This "adventure festival for mountain athletes" will feature four events in mountain biking, trail running, bouldering, and paragliding; capped off with two free concerts at the end of the night., Jeremy Dodge, jerdodge@gmail.com, outerlocal.com/member-profile/the-outerlocal-summer-games

July 7, 2013 — Sun Valley Bald Juan XC, Ketchum, ID, Same start and loop as Marathon National Championship but only one lap in length. Approx 30 miles 4,000' climbing., Greg Randolph, 800-634-3347, info@visitsunvalley.com, Ellen Gillespie, 208-726-2777, ellen@sunvalleyevents.com, ridesunvalley.com, visitsunvalley.com

July 10-13, 2013 — Southeast Idaho Senior Games, Pocatello, ID, Cross country MTB., Jody Olson, 208-233-2034, jodyolson01@gmail.com, seidahoseniorgames.org

July 13, 2013 — Silver Rush 50, Leadville Race Series, Leadville, CO, Cut the Leadville Trail 100 in half, remove all the easy parts, throw in technical descents, burning lungs and wild animals and you'll have a good understanding of what you're about to get into., Keith Hughes, 208-340-4837, khughes@lifetimfitness.com, Josh Colley, 719-219-9357, JColley@lifetimfitness.com, leadville-raceseries.com

July 18-21, 2013 — USA Cycling Cross-Country MTB National Championships, Bear Creek Resort, PA, Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

July 20, 2013 — Tahoe Trail 100, Leadville Race Series, Truckee, CA, Host location: Northstar CA; Straddling the borders of Nevada and California, the Sierra Nevada is a mountain biker's dream. The Tahoe Trail 100 offers athletes a 2-loop, 50 kilometer course filled with beautiful views of Lake Tahoe. Athletes have many options at the Tahoe Trail 100. Racers ride solo or as part of a two-person team., Keith Hughes, 208-340-4837, khughes@lifetimfitness.com, Josh Colley, 719-219-9357, JColley@lifetimfitness.com, leadville-raceseries.com

July 27, 2013 — Laramie Enduro, Wyoming Marathon Championship, Laramie, WY, 111K (69 miles), Happy Jack Recreation Area, 8600' elevation gain, 7am start, Richard Vincent, 307-745-4499, enduro.rv@gmail.com, laramieenduro.org

July 27, 2013 — Butte 100, Butte, MT, Continental Divide Trail, Single Track, Big Sky Country, 100 and 50 mile options., Gina Evans, 406-498-9653, eatdirtpigpen@gmail.com, butte100.com

July 27-28, 2013 — Pomerelle Pounder DH, UT Gravity Series, Wild Rockies Series, Albion, ID, 20-30 min SUPER-D course. Newer route with fast, flowing single track and individual time trial! On this course, you'll find small drop-offs, and flowing boulders. Lots of fun all day and super easy shuttle., Ron Lindfield, 801-375-3231, info@utahdh.org, Darren Lightfield, 208-608-6444, wildrockiesmail@yahoo.com, wildrockiesracing.com, utahdh.org

July 28, 2013 — Bogus Basin Marathon, Knobby Tire Series, Boise, ID, XC/ Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

August 2-4, 2013 — USA Cycling Gravity MTB National Championships, Angel Fire, NM, Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

August 3, 2013 — Pierre's Hole MTB Race, NUE Series, Alta, WY, 5th Annual will offer more single track trail for the 2013 race, which will now be a 3 lap 100 mile or try a 2 lap 100K, we'll also offer a 50k race.nuemtb.com., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com, ph100.org

August 3-4, 2013 — Tamarack Resort, Regional Championship XC (National qualifier) and State Champs- Super D on Super G, Wild Rockies Series, Tamarack, ID, 20-30 min SUPER-D course. Newer route with fast, flowing single track and

individual time trial! On this course, you'll find small drop-offs, and flowing boulders. Lots of fun all day and super easy shuttle., Darren Lightfield, 208-608-6444, wildrockiesmail@yahoo.com, wildrockiesracing.com

August 10, 2013 — Whit Henry Memorial Galena Grinder, Knobby Tire Series, Galena Lodge, ID, XC/Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

August 10, 2013 — Big Hole Challenge MTB Race and Duathlon, Driggs, ID, Mountain bike mass start first, at 10 am, 9.4 miles, then either bike a second lap or run 6 miles. Awards, Raffle and results 1 pm at the South Horseshoe Trail Head. Net proceeds benefit Teton Valley Trails and Pathways, Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peaked-sports.com

August 10-11, 2013 — Tamarack Resort SUPER Enduro and DH, Wild Rockies Series, Tamarack, ID, Tamarack Resort SUPER Enduro and DH, Darren Lightfield, 208-608-6444, wildrockiesmail@yahoo.com, wildrockiesracing.com

August 10, 2013 — Leadville Trail 100, Leadville Race Series, Leadville, CO, One hundred miles across the high-altitude, extreme terrain of the Colorado Rockies. Created for only the most determined athletes. Starting at 10,152 feet and climbing to 12,424 feet., Keith Hughes, 208-340-4837, khughes@lifetimfitness.com, Josh Colley, 719-219-9357, JColley@lifetimfitness.com, leadville-raceseries.com

August 11, 2013 — Adventure Xstream Summit County, AXS Series, Frisco, CO, Solo's or teams of 2 will mountain bike, kayak, trail run, and orienteer in either a 3-6hr "sprint", or 6-12hr "sport" course., Will Newcomer, 970-403-5320, events@gravityplay.com, gravityplay.com

August 30-September 1, 2013 — TVTAP WYDAHO Rendezvous Mountain Bike Festival, Teton Valley, ID, 4th Annual WYdaho Rendezvous Mountain Bike Festival, Grand Targhee Resort WY and Teton Valley ID. Super D (4300 descent from chairlift), Downhill, Hill-Climb and Cross-Country trail races. For-fun Strava events with prizes. Fat Bike race, including high mark. All races included in Festival registration., Tim Adams, 208-201-1622, tim@VTAP.org, TVTAP, 208-201-1622, BikeFest@TVTAP.org, tetonbikefest.org, vtap.org

August 30-September 1, 2013 — The Grand Junction Off-Road, Grand Junction, CO, Featuring the world class Lunch Loops and neighboring trail systems, the "Grand" courses will start and finish riders on Main Street in downtown Grand Junction traverses the Tabeguache trail system to the distant reaches of the Magellan loop.Choose a challenge - 15, 30 or 40 Grand routes (1 Grand = 1 mile), \$20,000 Pro Cash purse (equal payout to male/female categories), Sallye Williams, 520-623-1584, info@epicrides.com, epicrides.com

August 31-September 1, 2013 — Big Mountain Enduro #4, Big Mountain Enduro Series, Durango, CO, epic, backcountry enduro rides., Sarah Rawley, 720-407-6142, sarah@bigmountainenduro.com, bigmountainenduro.com

September 1-1, 2013 — Targhee Enduro DH and Super-D, Alta, WY, The DH races will be run on a 1.75 mile long single track DH course, with race times around 9-plus minutes for the winners, DH race, chain-

less DH and a Super D., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

September 7, 2013 — Avimor Demo Days Race, Knobby Tire Series, Boise, ID, This is real mountain bike racing; not for the weak. High speed rolling double and single track with a ton of climbing. Tight, technical sagebrush single track, water crossings, quick steep drops, nasty little granny gear climbs., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com, brokenspokecycling.com

September 14, 2013 — Eagle Bike Park Enduro, Wild Rockies Series, Eagle, ID, 12K trail run. Saturday morning. Two-person dual slalom course on Sunday, that was built by World Champion Eric Carter., Darren Lightfield, 208-608-6444, wildrockiesmail@yahoo.com, wildrockiesracing.com

September 21, 2013 — Adventure Xstream Glenwood Springs, tentative, AXS Series, Glenwood Springs, CO, Solo's or 2 person teams will kayak, trek, rappel, and mountain bike, riverboard and cave this spectacular course., Will Newcomer, 970-403-5320, events@gravityplay.com, gravityplay.com

September 21, 2013 — Jurassic Classic, Lander, WY, Mountain bike race at Johnny Behind the Rocks. Start time - 9:00 am. Beginner, Intermediate, Advanced/ Pro categories. BBQ, t-shirt and swag bag for registered participants., Tony Ferlisi, 307-690-3952, ferlisi1@gmail.com, landercycling.org

September 28, 2013 — Stone Temple 8, Curt Gowdy State Park, WY, 8 hour, 15.1 mile loop, Curt Gowdy State Park, Aspen Grove Parking Area, Tentative start 9AM, IMBA Epic singletrack, additional High School Race., Richard Vincent, 307-745-4499, enduro.rv@gmail.com, laramieenduro.org

October 5, 2013 — Tour of the White Mountains, Show Low, AZ, At 7,000 ft. over 900 riders will discover the challenges and gratification from riding awesome smooth flowing single track among a Ponderosa pine forest backdrop while witnessing the endless beauty (and perfect distraction) of the Apache-Sitgreaves National Forests., Sallye Williams, 520-623-1584, info@epicrides.com, epicrides.com

October 5-6, 2013 — Fruita Fall Flyer, Fruita, CO, Cross Country and Short Track Mountain Bike Races, Mike Driver, 970-904-5708, mdriver@livetainrace.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrevents.com

October 18-20, 2013 — USA Cycling Collegiate Mountain Bike National Championships, Banner Elk, NC, Chad Sperry, chad@gorge.net, usacycling.org

Utah Weekly Road Race Series

Cyclesmith Rocky Mountain Raceways Criterium Series — Utah Crit Series, West Valley City, UT, Saturdays A and B Flite off at 12:30, C and D Flite off at 1:25, 6555 W. 2100 S. March 9,16,23 - Tuesdays at 6pm April 2, 9,16, 23, 30 - through September 24, Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com

Salt Air Time Trial Series — Salt Lake City, UT, Every other Thursday April 5 - September 6, I-80 Frontage Road West of the International Center., Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com

DLI (DMV) Criterium Presented by Ski Utah — Utah Crit Series, West Valley City, UT, Weekly Training Crit at the

Driver's Training Center, 4700S. 2780W., A flite - 6 pm, B flite between 6:45 and 7:05, Call for information regarding C flite. Wednesdays - beginning 4/17 4/24, through 9/4., Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com, sk Utahcycling.com

Emigration Canyon Hillclimb Series — Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April 19 thru August 30., Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com

June 25-July 30, 2013 — Top of Utah Crit Series, Ogden, UT, Tuesdays - New course will be around South Ogden Jr High. Perfect venue for pre-race fitness or introduction to racing in the C-Flight. We will be racing every Tuesday starting June 25th - July 30st. Women's Flight - 5:15pm (25 min), C Flight: 5:50pm (30min), Kids Crit: 6:20pm (10 min), B Flight: 6:30 pm (40min), A Flight: 7:20pm(50min), Joel Rackham, 801.721.6952, joel@simplymacracing.org, thresholdevents.org

June 26-July 24, 2013 — Top of Utah Crit Series, Logan, UT, Wednesdays - Course has four corners and is relatively flat. Start line is at 3065 N. 200 W Logan, UT. Perfect venue for pre-race fitness or introduction to racing in the C-Flight. We will be racing every Wednesdays starting June 26th - July 24th. Women's Flight - 5:15pm (25 min), C Flight: 5:50pm (30min), Kids Crit: 6:20pm (10 min), B Flight: 6:30 pm (40min), A Flight: 7:20pm(50min), Joel Rackham, 801.721.6952, joel@simplymacracing.org, thresholdevents.org

Utah Road Racing

June 7-8, 2013 — Rockwell Relay: Moab to St. George, Moab, UT, Four person relay, three legs per rider, covering 528 miles. Starts 8 am at Sweeney Park in Moab and goes non-stop to St. George., Cortney Stewart, 801-643-4673, cort@rockwellrelay.com, Tyler Servoss, 801-888-3233, velo11@gmail.com, rockwellrelay.com

June 8, 2013 — Cache Valley Classic - Don't text-n-drive and ruin-the-ride, UCA Series, Clarkston, UT, This 100, 50 or 25 mile race is fun, challenging, with only one major climb (1 mile, 7-10% grade between Trenton and Clarkston - Little Mountain) and one minor climb (1 mile, 4% grade 1-mile south of Clarkston. Starts and finishes in Clarkston. All new race course; only climb Little Mountain one time (50 and 25 miles); twice for 100 miles., Kevin Rohwer, 435-770-9852, krohwer@engineeringexcitement.com, race2raceevents.com

June 15, 2013 — High Uintas 10,000 Road Race, UCA Series, Kamas/Evanston, UT/ WY, 1 Day, 80 mile, point to point road race from Kamas, UT to Evanston, WY over Bald Mountain Pass. Gran Fondo for citizen riders and touring riders., Dirk Cowley, 801-699-5126, dcowley@cm-cast.net, racedayeventmanagement.com

June 20-23, 2013 — Utah Summer Games, Cedar City, UT, Time Trial, Hill Climb, Criterium, Road Race with overall Omnium., Casey McClellan, 435-865-8421, 435-559-2925, usgpress@suu.edu, utahsummergames.org

June 22, 2013 — Sanpete Classic Road Race, UCA Series, Spring City, UT, Start and finish: Main Street, Spring City, loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Races start at 10:00 a.m. BBQ lunch, awards, and raffle after race. Fun ride also., Eric Thompson, 801-541-3840, ethompson@visitsaltlake.com, sk Utahcycling.com

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 WWW.BETTERRIDE.NET

June 22, 2013 — Three Kings Cycling Event. North Salt Lake, UT, Winding through North Salt Lake, the Three Kings offers some of the steepest climbs of the season. Cyclists can choose to tackle one, two, or all three kings. The cyclists who tackle them fastest will take home the prizes., Matt Jensen, 801-550-0778, matjensens@gmail.com, threekings.nslcity.org

June 29, 2013 — Utah State Time Trial Championship. UCA Series, Salt Lake City, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahbikeracing.com

June 30, 2013 — Utah City Criterium - #1. Wasatch Front, UT, Dirk Cowley, 801-699-5126, dcowley@comcast.net, race-dayeventmanagement.com

July 1, 2013 — Utah City Criterium - #2. Salt Lake City, UT, Held at this is the Place Monument Park, Dirk Cowley, 801-699-5126, dcowley@comcast.net, race-dayeventmanagement.com

July 2, 2013 — Utah City Criterium - #3. Salt Lake City, UT, Held at Specialized, Dirk Cowley, 801-699-5126, dcowley@comcast.net, racedayeventmanagement.com

July 3, 2013 — Utah City Criterium - #4. Midvale, UT, Dirk Cowley, 801-699-5126, dcowley@comcast.net, racedayeventmanagement.com

July 4, 2013 — Utah City Criterium - #5. Holladay, UT, With a start/finish on Holladay Blvd, this course incorporates a hill climb on 4500 South, a descent down 2300 East and a wicked turn on to Laney Avenue back onto Holladay Blvd. This course has something for every racer., Dirk Cowley, 801-699-5126, dcowley@comcast.net, racedayeventmanagement.com

July 6, 2013 — Porcupine Hill Climb for the Fight Against Cancer. UCA Series, Salt Lake City, UT, 12th Annual, Start: Porcupine Pub & Grille finishing at the Brighton Ski Resort, Big Cottonwood Canyon., Mike Meldrum, 801-424-9216, mikeside@gmail.com, Dirk Cowley, 801-699-5126, dcowley@comcast.net, porcupinehillclimb.com

July 13, 2013 — Utah Tour de Donut. American Fork, UT, 6th Annual event - most fun you'll have on a bike. 3.7-mile laps, eat donuts to reduce your time. Starts at 8:30 am., Rodney Martin, 801-427-6400, rotaryrod@live.com, Ronald Tolley, 480-285-6281, rtolley@clearvision-reserve.com, utahfourdonut.org

July 17-21, 2013 — Cache Valley Stage Race. tentative, Cache Valley, UT, Dirk Cowley, 801-699-5126, dcowley@comcast.net, racedayeventmanagement.com, utahcitycrits.com

July 20, 2013 — Rockwell Relay: Ladies Pamperfest. Wasatch Front, UT, 4, 3, and 2 lady relay teams race or ride, with massages, mini-manicures, etc. at exchangesbegins.com 8 am at Snowbasin, 160 or 67 miles finishing in Midway. For all levels!, Courtney Stewart, 801-643-4673, cort@rockwellrelay.com, Tyler Servoss, 801-888-3233, velo11@gmail.com, rockwellrelay.com

July 26-27, 2013 — Saints to Sinners Bike Relay. Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 600 miles with elevations from 1500 to 10500 feet. Race in teams through the night, fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, Steven@SaintstoSinners.com, SaintstoSinners.com

July 27, 2013 — Heber Valley Circuit Race. UCA Series, Heber, UT, Scenic but challenging 8-mile circuits in Heber Valley, Utah, Mike Meldrum, 801-424-9216, mikeside@gmail.com, porcupine-cycling.com

August 3, 2013 — Tour de Park City. UCA Series, Park City, UT, Classic Road Race and Tour starting and finishing in Park City. 170, 100, 50 and 15 mile timed courses through Northern Utah's beautiful mountain valleys. Food, prizes and more!, Ben Towery, 801-389-7247, team-excelerator@gmail.com, tourdeparkcity.com, teamexcelerator.com

August 3, 2013 — Snowbird Hill Climb. Snowbird, UT, 34rd Annual, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry ll., Misty Clark, 801-933-2115, misty@snowbird.com, snowbird.com/events/summer/hillclimb.html

August 3, 2013 — Mammoth Creek Race. Cedar City, UT, There will be a USAC race that will be 100 miles. There will be a "casual" Killer Loop of 65 miles. Registration is \$60 through usacycling.org, Brian Jeppson, 435-586-5210, 435-559-2925, brian.jeppson@gmail.com, colorcountrycyclingclub.org

August 6-11, 2013 — Larry H. Miller Tour of Utah. UT, America's Toughest Stage Race is one of the top pro bicycle races in North America. More than 17 international and national pro teams will compete over 500+ miles in six days. Free for spectators. UCI 2.1 stage race. Stages run through Brian Head, Cedar City, Panguitch, Torrey, Richfield, Payson, Salt Lake City, Snowbasin Resort, Snowbird Ski and Summer Resort and Park City., Tour of Utah, 801-325-2500, info@tourof-utah.com, tourof-utah.com

August 17, 2013 — Wildflower Hill Climb. Mountain Green, UT, The Wildflower Hill Climb is a 5.5 mile timed climb to Big Mountain from Morgan County averaging a 5-6% grade. It is held in conjunction with the Wildflower Pedalfest. Awesome prizes will be awarded to the 3 fastest overall and the top age group winners. Women only., Stacie Palmer, 801-644-9940, 801-391-2819, wildflower-pedalfest@gmail.com, wildflowerpedalfest.com

August 24, 2013 — Powder Mountain Hill Climb. UCA Series, Eden, UT, Utah State Hill Climb Championships. 6 miles and 3000 feet up Powder Mountain Road, start at Wolf Creek Balloon Festival Park, finish in Timberline parking lot., Ben Towery, 801-389-7247, teamexcelerator@gmail.com, teamexcelerator.com

September 7, 2013 — LOTOJA Classic Road Race. Logan, UT, 31st Annual, 1 day, 3 states, 206 miles from Logan, UT to Jackson Hole, WY., Brent Chambers, 801-546-0090, info@lotojaclassic.com, lotojaclassic.com

September 14-16, 2013 — Hoodoo 500. St. George, UT, 500 mile loop race along the best roads in Southern Utah. Solo and relay team divisions., Deb Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.com

September 20-21, 2013 — Salt to Saint Relay. Salt Lake City, UT, 400ish mile relay race from Salt Lake City to St. George following Hwy 89. Broken into 24 legs. Ride Solo, or as 4 or 8 person relay teams. Men, Women, and Mixed categories., Clay Christensen, 801-234-0399, info@salttosaint.com, salttosaint.com

September 21, 2013 — Harvest Moon Criterium. UCA Series, Ogden, UT, 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets., Ben Towery, 801-389-7247, team-excelerator@gmail.com, teamexcelerator.com

October 8-11, 2013 — Huntsman World Senior Games. St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. Skill divisions I, II, and III., Kyle Case, 800-562-1268, hwsg@infowest.com, seniorgames.net

October 12, 2013 — City Creek Bike Sprint. Salt Lake City, UT, Race starts at the mouth of City Creek Canyon and finishes at Rotary Park where we will have awards, food, music and fun., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

Regional Weekly Road Race Series

May 7-August 14, 2013 — ICE BAR Time Trial/Hillclimb Series. ICE BAR Series, Pocatello, ID, Time Trials are flat, hill climb is up either Scout Mountain or Pebble, tentative dates: May 7th - Flat TT; May 23rd - Uphill TT, Mass Start, Crystal

Summit; June 6th - Flat TT; June 18th - Uphill TT, Scout Mountain; July 3rd - Flat TT; July 17th - Uphill TT, Scout Mountain; August 14th - Uphill TT, Crystal Summit; August 21st - Flat TT., Bryan Gee, 208-406-8477, bryan_gee_of@yahoo.com, idahocycling.com

May 14-July 9, 2013 — EXPO IDAHO SWICA Criterium Series. SWICA Criterium Series, Boise, ID, Tuesdays starting in May 2013. Local training crit series at Expo Idaho West lot. May 14, 21, 28 June 4, 11, 18, 25, July 2, 9, Kurt Holzer, 208-890-3118, idahobikeracing@yahoo.com, idahobikeracing.org

Regional Road Racing

June 1, 2013 — Lyle Pearson 200-mile Team Challenge. Boise to Sun Valley, ID, 7th Annual - Team relay road race from Boise to Sun Valley., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

June 1, 2013 — High Stakes Criterium. Las Vegas Crit Series, Las Vegas, NV, USAC Sanctioned Races; Held at Las Vegas Motor Speedway; Registration opens at 6:00am - closes 15 minutes before each start. Course is 1.2 miles, flat with 6 corners and 2 chicanes. Amazing pavement with no curbs., David McDonough, 702-823-1680, dmdonough6@mac.com, brokenspokebikeslv.com

June 6-20, 2013 — Eagle Rock Criterium Series. Idaho Falls, ID, Wednesday Night Criterium series down at Snake River Landing., Mike Collaer, 208-681-0919, 208-533-5445, dadcollaer2@hotmail.com, eaglerockcycling.com

June 15, 2013 — Nampa Belle District Criterium. Nampa, ID, Located in Belle District at the heart of historical Nampa, this spectator orientated 1.1 km Criterium course has long straight-aways with fast left- and right-hand turns., Vernon Padaca, 208-571-1730, dobbia-coboard@cableone.net, teamdobbia.co.com

June 15, 2013 — Blazing Saddles Omnium, Speedweekend. Phillipsburg, MT, Morning 25km mostly flat TT followed by afternoon RR with 7.5 miles of good hard-packed dirt and two significant climbs. Shorter TT and RR for juniors., Don Russell, 406-531-4033, montanacycling.net

June 16, 2013 — Food Truck Criterium. tentative, ID, bcparker21@gmail.com

June 22-23, 2013 — Dead Dog Classic Memorial Stage Race. Laramie, WY, Two day, 3 stage road race, Sat: RR (85 miles or 53miles) elevation to 10,200 feet, Sun: Critand TT (10 miles), Approx \$8,000 purse, USAC/BRAC sanctioned., Michael Harokopis, 307-760-4797, deaddogclassic@hotmail.com, deaddogclassic.com, laramiebikenet.com

June 22, 2013 — Idaho State Time Trial Championships. Nampa, ID, Rudy Estrada, 208-713-3705, elitacycling@msn.com, Howard Roose, 208 484 8342, hkroose@gmail.com, idahobikeracing.org

June 22-23, 2013 — BYRDS Junior Stage Race. Boise, ID, 10th annual BYRDS Junior Tour of Idaho. All junior categories represented., Douglas Tobin, douglas@tobin-coaching.com, byrds-cycling.com

June 28-30, 2013 — Baker City Cycling Classic. Baker City, OR, Stage race. Three days and four stages in beautiful eastern Oregon, with great support and unparalleled scenery. Over 8000 ft of climbing over the three days in one of the country's most beautiful cycling regions. Pros and amateurs race the same courses and the women's and men's prize purses are matched by sponsor BELLA Main St. Market., Brian Vegter, dagbri@a.com, bakercitycycling.org

June 29, 2013 — Allan Butler Memorial Criterium. Idaho Falls, ID, This is a six-corner downtown criterium in the heart of Idaho Falls. The racing will start at 4:00 and finish with the Pro/1/2 race. We also have a kids race prior to the racing at 3:00., Nathan Starnes, 208-534-8095, nathanstarnes@gmail.com

June 29, 2013 — Sick Hill Climb. Hansen, ID, This is a timed event, a 22 mile cycling hill climb, summit finish. The climb is a 3000 foot climb The first 15 miles are gradual and the last 7 miles limbs 1800 feet. Starts at Rock Creek General Store. 3048 North 3800 East. This is a USA Cycling non-competitive event., Ken Stephens, 208-430-4514, sak41@pmf.org, sick-riders.com

June 29, 2013 — Bear Lake Monster Cross. Montpelier, UT/ID, A Dirt Fondo along the back roads of the Bear Lake Valley. 100 Mile or 62 Mile options with KOM and other challenges for those with competitive streaks. Cyclocross or Mountain Bikes are your best options. Race it, ride it, love it., Jared Eborn, 801-599-9268, jared@extamileracing.com, BearLakeMonsterRide.com

July 3-7, 2013 — USA Cycling Amateur & Para-cycling Road National Championships. Madison, WI, Elite, U23 and Junior Road National Championships., Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

July 4, 2013 — 4th of July Hailey Criterium. Hailey, ID, Downtown Hailey Criterium, Exciting four corner course. \$5,000 in cash prizes., Janelle Conners, 208-578-5453, 208-720-7427, jconners@bcrd.org, bcrd.org

July 5-7, 2013 — Single Track Bicycle Shop Road Race. Flagstaff, AZ, Three day Omnium starting with a 20K TT, Six mile Snowbowl Hill Climb on Saturday and Sunday is a 45 mile Road Race. Pedal to the Peaks for Pediatrics, Joe Shannon, 928-523-1740, joseph.shannon@nau.edu, FlagstaffCycling.Squarespace.com

July 10-13, 2013 — Southeast Idaho Senior Games. Pocatello, ID, Hill Climb Cherry Springs to Crystal Summit - 5 miles to 6 % grade. Criterium Holt Arena Parking lot - ISU Campus. 5K - 10K Time Trial. 20K - 40K Road Races Held in Arimo., Jody Olson,

208-233-2034, jodyolson01@gmail.com, seidahoseniorgames.org

July 13, 2013 — Boise Twilight Criterium. National Criterium Calendar, Boise, ID, 26th Annual, NCC race., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, boisewillightcriterium.com, georgescycles.com

July 14, 2013 — Idaho State Criterium Championship. Hidden Springs, ID, Start/Finish at Hidden Springs Community-Village Green., 9 am., Kurt Holzer, 208-890-3118, kurtholzer@hotmail.com, los-trivercycling.org

July 20, 2013 — Dirt Bag Dash. Mountain Home, ID, Hard packed dirt road race. Short puchy climbs. Post race party. Mountain Home, ID. Pro/AM/Jr 45mi-20mi. No day of race registration., James Lang, 208-571-1853, 208-344-9182, lang83702@yahoo.com, dirtbagdash.com

July 27, 2013 — Grand Targhee Hill Climb. Driggs, ID, Time trial starts at 10 am with 30 sec intervals. Starts at Peaked Sports in Driggs, climbs Ski Hill Road and ends half a mile from the Grand Targhee Resort. Course covers 12 miles and 2200 vertical feet. Awards, Raffle and results 1 pm at Peaked Sports. Net proceeds benefit Teton Valley Trails and Pathways, Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peakedsports.com

July 27, 2013 — USA Cycling Professional Criterium National Championships. High Point, NC, Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

August 10, 2013 — Lamoille Canyon Hill Climb. Elko, NV, 12 mile 3000 ft hill climb road race up beautiful Lamoille Canyon Road in Nevada's Ruby Mountains; post event picnic, awards., Annette White, 775-842-9125, annette.white4@gmail.com, Troy Wouters, 775-401-0826, troy-bea@yahoo.com, elkovelelo.com

August 10, 2013 — Sick 55 Road Race. Albion, ID, This is a sanctioned mountain

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course road race. It starts and finishes in Albion, Idaho. There are two category climbs and two fast downhill. It is 53.7 miles challenging race., Ken Stephens, 208-430-4514, sak41@pmtf.org, sick-riders.com

August 17, 2013 — Bogus Basin Hill Climb, Boise, ID, 40th Annual, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

August 17, 2013 — Garden Creek Gap Road Race, UCA Series, Arimo, ID, Courtney Larson, courtars@gmail.com, idahocycling.com

August 24, 2013 — The Werst Race, LaGrande, OR, The race is open to Runners, Walkers, and Cyclists. The race starts on the corner of 2nd & B streets, approximately 6 blocks (2 south, 4 west) from the Eastern Oregon University Campus, to the top of Morgan Lake Road. It is a challenging uphill, with a distance of roughly 2.35 miles. The first male and female to the top of the hill will be crowned King and Queen of the hill., sean williams, sean.williams607@gmail.com, mountiecrossandtrack.com/werstrace.htm

August 25, 2013 — Mormon Lake Road Race, Flagstaff, AZ, Sunday 8 am: Road Race - beautiful rolling circuit race - 16 miles 361 ft climbing/lap, Joe Shannon, 928-523-1740, joseph.shannon@nau.edu, flagstaffcycling.squarespace.com

September 4-8, 2013 — USA Cycling Masters Road National Championships, Bend, OR, Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

September 7, 2013 — Race to the Angel, Wells, NV, 12.6 mile course climbs 2,784 feet to Angel Lake, entirely on pavement. Runner and walkers at 8 am, road bikers at 8:30. Shirt, Lunch, water and fruit provided in entry fee., Matt Holford, 775-752-3540, 775-934-1481, wellschamber@wellsnevada.com, racetothetheangel.org, wellsnevada.com

September 9-14, 2013 — World Human Powered Speed Challenge, Battle Mountain, NV, Cyclists from around the world will gather on SR305, perhaps the fastest stretch of road in the world to see who is the fastest cyclist in the world. The 2009 record was 82.19 mph!, Al Krause, 707-443-8261, a.krause@sbcglobal.net, ihpva.org, whpva.org

September 19, 2013 — USA CRITS Finals, Las Vegas, NV, Criterium, Part of USA CRITS Championship, during Interbike, Mandalay Bay Resort, Men and Women Pro races, various amateur classes, and an Industry Cup Challenge., Casey Lamberski, 706-549-6632, casey@swagger.us, usacrits.com, swagger.us

October 5, 2013 — Mt. Charleston Hill Climb, tentative, Las Vegas, NV, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort, Begins at the base of Highway 156. 10 am., John Tingey, 702-449-6842, info@everykidabike.org, everykidabike.org/mount-charleston-hill-climb

Utah Road Touring

June 1, 2013 — Little Red Riding Hood, Lewiston, UT, Women only century ride, 15, 35, 62, 80 and 100 mile distances in Cache Valley, fundraiser for Women's Cancer Research at the Huntsman Cancer Institute. Reg. opens in February. This event sells out quickly., Penny Perkins, 801-474-2282, penperk@centurylink.net, Curt Griffin, 801-474-2282, lrh@bbtc.net, bccutah.org

June 1, 2013 — Ride the Gap Century, Parowan, UT, Enjoy cooler weather in the high country of beautiful Southern Utah., Ryan Gurr, 435-674-3185, info@spingeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeks.com, spingeeks.com

June 1, 2013 — Double Loop Four 400K Brevet, Nephi, UT, Unsupported figure-8 ride begins in Nephi and travels south past Gunnison Reservoir, climbs to Kooshare and returns via Richfield. A brevet (bruh vay) is a nationally certified, timed, ultra distance event. Sponsored by Bonneville Cycling Club and the Salt Lake Randonneurs., Richard Stum, 435-462-2275, richard@distancebiker.com, saltlakerandos.org

June 1, 2013 — Race for Justice, Tooele, UT, 52-mile bike ride through the beautiful Tooele Valley and Rush Valley areas. There are prizes/medals for various

brackets of racers, drawings for door prizes, and event t-shirts for participants. There is also a "Finish Line BBQ" for racers, volunteers, sponsors, and anyone who'd like to purchase a ticket for the BBQ to support the cause but have no interest in the race. Proceeds benefit the Tooele County Children's Justice Center., Gloria Kershaw, 801-810-6834, gloria@clickaudiovideo.com, raceforjustice.eventbrite.com

June 8, 2013 — American Diabetes Association Tour de Cure, Brigham City, UT, Fully supported 100, 80, 60, 25 and family-fun mile with rest stops, food, medical support, SAG vehicles. Funds American Diabetes Association research, education and advocacy., Dustin Stark, 801-363-3024 ext. 7071, dstark@diabetes.org, main.diabetes.org/utahfourdecure

June 8, 2013 — Tour de Habitat Lakes to Peaks Ride, Orem, UT, The official ride of Orem SummerFest. Utah Lake to top of Squaw Peak, South Fork and Alpine Loop. 65 miles, 4,000+ climbing, well supported. Proceeds benefit Habitat of Utah County, 9 am., Eric Bennett, 801-796-9888, eric@thebarefootgroup.com, habitatuc.org

June 8-9, 2013 — Utah Bicycle Touring Society's 7th Annual Overnight Bike Tour, Salt Lake City, UT, This event is for new and experienced bicycle travelers. It involves traveling by bicycle in a self-sufficient manner to an overnight destination. We will camp overnight and then return the next day., Louis Melini, 801-487-6318, lvmelini@comcast.net

June 8, 2013 — Cache Valley Classic - Don't text-n-drive and ruin-the-ride, Clarkston, UT, 62.5 mile metric century fun, challenging, with only one major climb (1 mile, 7-10% grade between Trenton and Clarkston - Little Mountain) and one minor climb (1 mile, 4% grade 1-mile south of Clarkston. Starts and finishes in Clarkston., Kevin Rohwer, 435-770-9852, krohwer@engineeringexcitement.com, race2raceevents.com

June 9-12, 2013 — Bicycle Barnstorming Tour, Richfield, UT, Experience and learn the history and culture in Utah's designated National Heritage Area along Heritage Highway 89 on this unique supported bike ride., Susan Crook, 435 773 7920, susan@iodesigncollaborative.com, Brad Smith, 801 532 3113, travelutah@aol.com, utahheritagefoundation.org

June 13-21, 2013 — Rocky Mountain Tour, Cross Country Challenge, Salt Lake City, UT, Tackle the Wasatch Mountains, Soldier Summit, pass Book Cliffs and north of Arches Nat'l Park. Challenging at times, rolling to finish in Pueblo, CO. 594 miles, 9 riding days., Bill Lannon, 888-797-7057, abbike@aol.com, abbike.com

June 13-15, 2013 — Road Respect Wasatch Front Tour, Salt Lake City, UT, The Road Respect Campaign is sponsored by UDOT, DPS, UHP and Bike Utah. Provo (6/13), SLC & SLC (6/14), Ogden & Weber Co. (6/14), Keri Gibson, 801-243-7571, kgibson@utah.gov, utah.gov, roadrespectutah.org

June 15, 2013 — Canyons of Cache, BCC SuperSeries, Brigham city, UT, Meet Box Elder HS in Brigham City for a ride west through Corrine and Bear River City. Store stops for water and food., Don Williams, 801-641-4020, roadcaptain@bccutah.org, bccutah.org

June 15, 2013 — Huntsman 140 Cycling Event, Delta, UT, Non-competitive 140-mile ride from Delta to SLC, UT and a 75- & 25-mile out-and-back ride beginning and ending in SLC, UT. Raises funds for cancer research., Jen Murano, 801-584-5815, jmurano@huntsmanfoundation.org, huntsman140.com

June 15, 2013 — High Uintas 10,000 Gran Fondo, Kamas/Evanston, UT/WY, 1 Day, 80 mile, point to point road race from Kamas, UT to Evanston, WY over Bald Mountain Pass. Gran Fondo for citizen riders and touring riders., Dirk Cowley, 801-699-5126, dcowley@comcast.net, racedayeventmanagement.com

June 15, 2013 — Ride for the Angels, Copperton, UT, Start: 8:00am; 8655 West 10390 South Copperton Park; Routes: 25 miles and Metric Century 62.5 miles; \$50.00 With each registration you will be entered to win a NEW BIKE. Drawing to be held Saturday at 2:00., Steve McIntyre, 801-560-6954, stevemcintyre44@yahoo.com, angelsands.org/schedule/1168/

June 22, 2013 — Sanpete Classic Fun Ride, Spring City, UT, Main Street, Spring City will serve as the Start/Finish for loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Fun Ride starts at 9 am and Road Races start at 10 am. BBQ lunch, awards, and raffle after race., Eric Thompson, 801-541-3840, ethompson@visitsaltlake.com, skiutahcycling.com

June 22, 2013 — Three Kings Cycling Event, North Salt Lake, UT, Winding through North Salt Lake, the Three Kings offers some of the steepest climbs of the season. Cyclists can choose to tackle one, two, or all three kings. The cyclists who tackle them fastest will take home the prizes., Matt Jensen, 801-550-0778, mat-jensensn@gmail.com, threekings.nslcity.org

June 22, 2013 — Provo A Go-Go, BCC SuperSeries, Draper, UT, Start Cracker Barrel to Nephi and back thru orchards. FREE Self Supported with shorter 30 and 60 mile options. Store stops enroute, Don Williams, 801-641-4020, roadcaptain@bccutah.org, bccutah.org

June 22, 2013 — Sanpete Classic Road Tour, Spring City, UT, Start and finish: Main Street, Spring City, loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Races start at 10:00 a.m. BBQ lunch, awards, and raffle after race. Fun ride also., Eric Thompson, 801-541-3840, ethompson@visitsaltlake.com, skiutahcycling.com

June 24, 2013 — R.A.N.A.T.A.D., Sundance Resort, UT, Ride Around Nebo And Timpanogos, UT, Ride Around Nebo And Timpanogos in a Day. Start at Sundance and ride down and around the Nebo Loop to Nephi and then back to the mouth of American Fork Canyon, over the Alpine Loop, finishing back at Sundance, 165 miles with over 12,000feet of climbing, 100 mile option., Czar Johnson, 801-223-4121, 801.223.4849, czarj@sundance-utah.com, sundance-resort.com/explore/sum_biking_races.html

June 29-30, 2013 — Bike MS: Harmon's Best Dam Bike Ride, Bike MS, Logan, UT, For cyclists and all those seeking a personal challenge and a world free of MS, Bike MS is the premier fundraising cycling series in the nation. The Bike MS experi-

ence is the ride of your life with options to ride 40-175 miles. Friendly to all abilities with rest stops every 8-12 miles. One of the most scenic routes in Utah! Camping, meals and entertainment based out of Cache Valley Fairgrounds (400 South 500 West), Becky Lyttle, 801-424-0112, becky.lyttle@nmss.org, bikemsutah.org

June 29, 2013 — Timpanogos Gran Fondo, Orem, UT, 7:00 AM, Start and Finish: Timpanogos High School, timed ride from the Ranger Station at the entrance of American Fork Canyon to the trailhead parking lot at the summit (roughly 10.5 miles), Josh Rohatinsky, 801.830.2420, josh@brooksee.com, timpgranfondo.com

July 4, 2013 — Tour de Riverton, Riverton, UT, 12th Annual, Part of Riverton Town Days. Fun family ride. 25 mile loop through Riverton and Herriman., Brad Rowberry, 801-523-8268, tdr@infinitecycles.com, tourderiverton.com, infinitecycles.com

July 6, 2013 — Jim Bridger Century, BCC SuperSeries, Brigham City, UT, Meet at Box Elder HS for a ride west through Corrine and Bear River City; Store stops for water and food; FREE., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Tom Coffey, 801-737-3241, bccu-fah.org

July 12-13, 2013 — Raspberry Ramble Series 300K, 400K, 600K Brevet, Brigham City, UT, Raspberry Ramble Series. 300K, 400K & 600K Brevets (125 to 375 miles). These minimally supported rural rides start together in Logan and climb up Strawberry Canyon (LoToJa route). The longer routes then go around Bear Lake before heading north to Soda Springs. The 600K stops in Logan for an overnight stop before making a 200K loop to Golden Spike National Monument. A brevet is a nationally certified, timed, ultra distance event. Sponsored by Bonneville Cycling Club and the Salt Lake Randonneurs., Richard Stum, 435-462-2275, richard@distancebiker.com, saltlakerandos.org

July 13, 2013 — RACER Century, Roy, UT, A comfortable ride through Weber and Davis County in the prime of Utah's diverse summer weather. Enjoy an exciting mixture of plains and hills through-

out Northern Utah. Fully supported with lunch provided for the 103 and 73 mile routes. Post ride bbq. Supports Huntsman Cancer Foundation and Roy High School Athletics. Distances - Full Century = 103 Miles; Silver Medal Century = 73 Miles; Half Century = 50 Miles; Quarter Century = 34 Miles, Tim Bell, 801-476-3631, royalriders.rhs@gmail.com, TheRacer.org

July 13, 2013 — Cache Valley Gran Fondo, Logan, UT, 100 and 50 mile gran fondo style ride & tour. Canyons, hills, long flats & beautiful Cache Valleyvistas. Benefit to provide breast cancer screening. Join us for Gran Fun & Gran Prizes., Troy Oldham, 435-716-5378, 435-764-2979, Troy.Oldham@gmail.com, cachegrantfondo.com, loganhospitalfoundation.org

July 13, 2013 — Swiss Miss, Heber, UT, Women only bicycle ride, starts at Homestead in Heber, 30, 65, 100 mile options through Heber Valley and Wasatch and Summit counties, 65 and 100 mile rides go through Wolf Creek Ranch., Carol Vails, 435-654-2282, sales@slmandknobbys.com, swissmisscentury.com

July 14, 2013 — Stage 6 Climber, BCC SuperSeries, Park City, UT, Treasure Mtn MS over the Stage 6 route covered by the Tour of Utah - 60 miles massive climbs, Free Self Supported Sunday morning event over quiet roads., Don Williams, 801-641-4020, roadcaptain@bccutah.org, bccutah.org

July 14-19, 2013 — Zion-Bryce Utah Bike Tour, St. George, UT, Showcases southern Utah by creating a point to point ride across the rugged backbone of the state while visiting three National Parks and Cedar Breaks National Monument. Total mileage is 297 up to 390 miles over 7 days of riding with daily mileage ranging from 18-92 miles., John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

July 19, 2013 — 20th Annual Antelope by Moonlight Bike Ride, Antelope Island, UT, 10pm. Open to participants of all ages and starts at 10pm. Open to participants of all ages and starts at the Antelope Island's White Rock Bay. The half way point is the historic Fielding Garr Ranch where refreshments are

JUNE 29, 2013

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served. The entire route is 24 miles on an asphalt road. , Neka Roundy, 801-451-3286, tour@co.davis.ut.us, daviscountyutah.gov

July 20, 2013 — Pedal Away Parkinson's, Kaysville, UT, The 8th Annual 10 mile family fun ride begins at 8 am at Gailey Park in Kaysville. All proceeds benefit the Utah Chapter of the American Parkinson Disease Association., Meredith Healey, 801-451-6566, 801-336-6579, senditmyway@gmail.com, pedalawayparkinsons.com

July 20, 2013 — Desperado Dual, Panguitch, UT, 200 mile double century in Southern Utah, 100 and 50 mile option, Utah's only fully supported, 200 mile, one-day cycling adventure., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com

July 20, 2013 — Rockwell Relay: Ladies Pamperfest, Wasatch Front, UT, Four- and two-lady relay teams race or ride, with massages, mini-manicures, etc. at exchanges. Begins 8 am at Snowbasin, 160 miles finishing in Provo. For all levels!, Courtney Stewart, 801-643-4673, cort@rockwellrelay.com, Tyler Servoss, 801-888-3233, veo11@gmail.com, rockwellrelay.com

July 20, 2013 — Aptalis Cystic Fibrosis Cycle For Life, Ogden, UT, Benefit for the Cystic Fibrosis Foundation, Ogden Valley, Laura Hadley, 801-532-2335, 801-558-8310, lhadley@cff.org, cff.org

July 21, 2013 — Upland Roller 100, BCC SuperSeries, Wasatch, UT, Wasatch Trailhead thru Coalville Echo over Hogsback to Morgan and back self-supported 30-50 mile options also. FREE, Don Williams, 801-641-4020, roadcaptain@bccutah.org, bccutah.org

July 24, 2013 — Red Rock Ranch Monte Cristo 100, BCC SuperSeries, Huntsville, UT, Red Rock below Causey Dam 10 miles above Huntsville up and over Monte Cristo to Randolph and back. Free, but self supported., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Jim Halay, 801-641-4020, jameshalay@oval-levy.net, bccutah.org

July 26-27, 2013 — Saints to Sinners Bike Relay, Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night, fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, Steven@SaintstoSinners.com, SaintstoSinners.com

July 27, 2013 — RAW (Ride Around the Wellsvilles), Logan, UT, 25, 70, 100 mile options all starting/ending from the Rotary Pavilion at Willow Park in Logan. The 70 & 100 offer a challengingly beautiful ride/circuit-navigating the Wellsvilles, the steepest mountains in North America., Larry Hogge, 435-757-0977, larry.hogge@comcast.net, Ben Jarvis, 435-757-0376, LoganRotaryRAW@gmail.com, rotaryraw.com

July 27, 2013 — GLMR Ride for Hope, Healing, Happiness, Springville, UT, 100, 69, or 43 miles. Ride in honor of Gary Ludlow. Proceeds raised go to support the National Alliance on Mental Illness (NAMI Utah) and the American Foundation for Suicide Prevention (AFSP Utah). Start 7:00 am, 143 W. 900 N., at the Park & Ride., Zach Ludlow, 801-808-2569, gliminfo@gmail.com, Stan Sadowski, 801-830-6655, gliminfo@gmail.com, theglmr.com

July 27, 2013 — Ride 2 Recovery Honor Ride Park City, Honor Ride, Park City, UT, Held in conjunction with Dealer Camp in Deer Valley. 20, 50, 100 mile options. Ride 2 Recovery's mission is to improve the health and wellness of healing heroes through mental and physical rehabilitation programs that feature cycling as the core activity. Proceeds support outdoor cycling programs and Spinning Recovery Labs at Military and VA locations, as well as local rides for healing heroes., Maryann Lekas, 828-752-0922, 818-888-7091, maryann@ride2recovery.com, ride2recovery.com

August 3, 2013 — Tour de Park City, Park City, UT, Fully supported Tour starting and finishing in Park City. 170, 100 and 50 mile timed courses through Northern Utah's beautiful mountain valleys. Food, prizes and more!, Ben Towery, 801-389-7247, teamaccelerator@gmail.com, tourde-parkcity.com, teamaccelerator.com

August 3, 2013 — ULCER, Lehi, UT, 28th annual, 5th year for Gran Fondo style timed Century Tour around Utah Lake, 100, 65 mile, 30 mile options, start at Thanksgiving Point in Lehi., Mary-Margaret Williams, 801-641-4020, president@bbtc.net, BCC, ulcer@bccutah.org, bccutah.org

August 3, 2013 — Mammoth Creek Century, Cedar City, UT, There will be a USAC race that will be 100 miles. There will be a "casual" Killer Loop of 65 miles. Registration is \$60 through usacycling.org, Brian Jeppson, 435-586-5210, 435-559-2925, brian.jeppson@gmail.com, colorcountrycyclingclub.org

August 3, 2013 — Mt. Nebo Century, Payson, UT, Benefiting local charitable groups including Huntsman Cancer Institute and Southern Sudan Humanitarian. Challenge yourself to climb over Mt. Nebo one of the highest and most picturesque peaks in Utah, enjoying mountain scenery and the secret Goshen Canyon. One of Utah's most challenging road courses. The course was picked for its level of difficulty in order to parallel those challenges faced by those it benefits. Fully supported. 7am start with 75 and 100 options. Begins at 7:00 a.m. at Noble Sports in Springville, 1851 West 500 South., Jeff Sherrod, 801-654-2886, jeff@myreasontoride.org, Shawn Snow, 801-230-0914, shawn@myreasontoride.org, myreason2ride.org

August 10, 2013 — The Ultimate Challenge Presented by the Tour of Utah, Park City, UT, Park City to Snowbird Ski and Summer Resort, 100 miles, with shorter options. Ride the course of the Queen stage of the Tour of Utah., Dirk Cowley, 801-699-5126, dcowley@comcast.net, tourofutah.com

August 10, 2013 — Promontory Point 120, BCC SuperSeries, Ogden, UT, 5 Points Ogden to Brigham City, Corrine, Golden Spike, Tremonton and back 120 miles self-supported, shorter loop options available. Free event., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Jen Green, 435-562-1212, pecan314@xmission.com, bccutah.org

August 16-17, 2013 — Bear Pa Challenge Charity Cycling Tour, Park City, UT, Challenging, fun, and fully supported ride from Bear Lake to Park City over the Mirror Lake Highway. Benefits Shriners Hospitals for Children., Tyler Hooper, 801-292-9146, 801-927-8310, tyler.hooper@gmail.com, bearpachallenge.com

August 17, 2013 — Bike the Bear Century, Garden City, UT, 100 and 50 mile rides.

Begins at Camp Hunt on Bear Lake, UT. Support the Trapper Trails Council, BSA with a ride around the south end of scenic Bear Lake on the Utah/Idaho border., Jason Eborn, 801-479-5460, jeborn@bsaemail.org, Nelson Palmer, nrpalmer@comcast.net, trappertrails.org/Programs/Activities%20and%20Civic%20Service/Bike%20the%20Bear

August 17, 2013 — Utah's Toughest Century, Riding 4 a Reason, tentative, Salt Lake City, UT, Can you handle it?! Charity Bike ride, Emigration Canyon to East Canyon to Henefer to Coalville and back., Briana Thomas, 801-590-2704, 801-703-5233, briana.thomas@alpineheme.com, riding4areason.com

August 17, 2013 — Wildflower Pedalfest, Mountain Green, UT, Fully-supported, women only ride. 20,35,50 & 75 mile courses thru scenic Morgan Valley. Gift for those who complete the Wildflower Hill Climb. T-shirt, goodie bag, catered lunch, raffle, live band. Ride Limited., Stacie Palmer, 801-644-9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowerpedalfest.com

August 17, 2013 — Ultimate ULCER 200 K Brevet, Nephi, UT, Ultimate ULCER 200K Brevet (125 miles). Self-supported ride from Lehi and going around Utah Lake. Includes a short out-and-back up Hobbie Creek Canyon too. A brevet is a nationally certified, self-supported, timed, ultra distance event. Co-sponsored by Bonneville Cycling Club. Salt Lake Randonneurs., Richard Stum, 435-462-2275, richard@distancebiker.com, saltlakerandos.org

August 17, 2013 — TriathaMom, Herriman, UT, Women only triathlon at Kearns Oquirrh Park Fitness Center, 300 yard swim, 12 mile bike ride, and 5k run. Carnival style cheering section provided for families of participants., Dani Lassifer, 801-635-9422, dani@goldilocksride.com, gotriathamom.com

August 18, 2013 — The Big Ride 150-Wasatch Back Route, BCC SuperSeries, Salt Lake, UT, Start Draper Park climb Emigration and Big Mtn to Park City loop Brown Canyon Peoa Oakley Kamas Heber City, west to Provo Canyon thru Provo and Lehi and Pt of the Mtn. 100 mile option omits Browns Canyon loop., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Jen Green, 435-562-1212, bccutah.org

August 24, 2013 — Cache Valley Century Tour, Logan, UT, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 8 am, in Richmond (12 mi north of Logan on Hwy 91), Bob Jardine, 435-713-0288, 435-757-2889, info@CacheValleyCentury.com, CacheValleyCentury.com

August 24-31, 2013 — Tour of Southern Utah, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day., Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

August 24, 2013 — Summit Challenge, Park City, UT, Riders of all ages and abilities will hit the pavement for a 102, 52, or 18-mile road ride event in support of the National Ability Center's mission. All three fully-supported routes of this event follow paved roads in and around the beautiful Park City mountainside. This exciting event promises to serve up a challenge for a wide range of cycling levels and abilities. And don't forget — all Summit Challenge riders who have a disability can register and ride for free!, Rena Webb, 435-649-3991, events@discovernac.org, summitchallenge100.org, discovernac.org

August 25, 2013 — Twin Creeks 100, BCC SuperSeries, Coalville, UT, Start Coalville to Lost Creek Dam rolling course back to coalville then climb Chalk Creek, self-supported, 50 mile option first leg., Don Williams, 801-641-4020, roadcaptain@bccutah.org, bccutah.org

August 26, 2013 — Free Fee days in Arches and Canyonlands National parks, Moab, UT, The perfect time to ride your road bike in the parks., 435-259-8825, lohn@moabcity.org, nps.gov/findapark/feefreeparks.htm

moabcity.org, nps.gov/findapark/feefreeparks.htm

August 31-September 7, 2013 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Blanding, UT, World's most scenic bicycle ride - includes up to 5 national parks, 6 amazing state parks, 2 national monuments, and various national forests. Blanding to Springdale., Les Titus, 801-654-1144, lestitus@lagbrau.com, lagbrau.com

August 31, 2013 — Hooper Horizontal 100, BCC SuperSeries, Salt Lake City, UT, West Point Park (SLC) to West Weber and Hooper, self-supported century, 30 and 65 mile options, 8 am., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Greg Allen, 801-450-1861, greg.allen@mhn.com, bccutah.org

August 31, 2013 — 2013 Hero Ride, Provo, UT, Distance options: 30,60,100mi; Provo, UT - LaVell Edwards Stadium is the start/finish; Registered riders will receive t-shirt, admission to the Ruby River Celebration Dinner and finisher medal for 100mi. Proceeds from the event benefit children and families throughout Utah who face significant life challenges., Mark Staffier, mstaffier@gmail.com, bronco-mendenhall.com

September 7, 2013 — Wonder Woman Century, Payson, UT, Ride for women by women, fun surprises, great food and awesome finisher's jewelry, 7:30 am 100 milers, 9 am 70 miles, 10 am 30 milers., Mahogani Thurston, 801-318-1420, wonderwomanride@gmail.com, wonder-womanride.com

September 7, 2013 — Epic 200, Saratoga Springs, UT, The Epic 200 is a fully supported one day 200 mile cycling adventure. We also offer a 160, 100, and 66 mile options., Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

September 14, 2013 — Wildflower Trailfest, Ogden, UT, Utah's First and only Mountain Bike Challenge for women. Held at Snowbasin Ski Resort. 3 timed courses. Awards for age group winners., Stacie Palmer, 801-644-9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowerpedalfest.com

September 15-21, 2013 — Epic Bike 5 National Parks, Cycling Escapes, Zion NP, UT, 5 National Parks and Scenic Byways in 6 days! Starting in Zion National Park in southern Utah, on this spring and fall cycling vacation; from Zion National Park to the red rock hoodoos of Bryce National Park, then onward to Grand Staircase Escalante National Monument, Capitol Reef National Park, Lake Powell, and then up the little known Burr Trail., Cycling Escapes, 714-267-4591, info@cyclingescapes.com, CyclingEscapes.com

September 20-22, 2013 — Moab Century Tour, Moab, UT, Weekend of road cycling with rolling and climbing route options including the infamous "big Nasty" (3000 feet elevation in 7 miles). Warm Up ride Friday, recovery ride Sunday, century route and timing chip option., Beth Logan, 438-260-8889, 435-259-3193, info@skinnytireevents.com, skinnytireevents.com

September 21, 2013 — Tour of Heber, Heber, UT, Slim & Knobby's Bike Shop presents. Ride options include a full 100 mile century, a metric century of 66 miles and a fun ride of 25 miles. Come challenge and reward yourself with this fun new century that will soon become a favorite among riders of all abilities., Carol Vails, 435-654-2282, sales@slimandknobbys.com, tourofheber.com

September 21, 2013 — Gnarly Nebo Brevet and Populaire, tentative, Payson, UT, Self-supported ride during the beautiful fall season. From Payson, up and over the Mount Nebo Loop road to Nephi and back. A brevet is a nationally certified, self-supported, timed, ultra distance event. Co-sponsored by Bonneville Cycling Club. Salt Lake Randonneurs., Richard Stum, 435-462-2275, richard@distancebiker.com, saltlakerandos.org

September 21, 2013 — A Cure in Sight Ride, Salt Lake City, UT, A family fun bike ride

to raise funds needed to restore sight to those who are blind in the local and international communities. Make a difference to those who can no longer see — by giving the gift of sight. 5, 10, 20 mile options. Benefits Moran Eye Center community outreach., Deborah Harrison, 801-585-6645, deborah.harrison@hsc.utah.edu, tinyurl.com/sightride2013

September 28, 2013 — Josie Johnson Memorial Ride, Salt Lake City, UT, This low key, casual memorial ride is dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, Sugarhouse Park at 10:30 am, to mouth of Big Cottonwood Canyon and back., Ken Johnson, 801-205-1039, kjlvetobike@gmail.com, josiejohnsonride.com

September 28, 2013 — Penny's Legacy Bike Ride, Farmington, UT, Start: Farmington Frontrunner Station parking lot), benefits Sego Lily programs to raise awareness of domestic abuse in our community, ride along the Legacy Parkway trail, 10, 15, 25 mile options. Walk and ride along the Legacy Parkway Trail next to the Foxboro Regional Park, North Salt Lake (Located at the intersection of 1100 North and Skipton Drive). Come with hearts and cycles of gold to join the fight against abuse towards the Deaf Community! , Sego Lily, 801-590-4920, info@slcad.org, slcad.org

September 28, 2013 — Million Miles at Miller, Tooele, UT, Century, Metric, 30-mile-through Tooele County, start and end at Miller Motorsports Park. Family 4.5-miler around track. All-day celebration, BBQ, Kids Zone! Benefits Special Olympics Utah., Carisa Miller, 801-563-4139, camiller@lhm.com, Anne Marie Gunther, 801-563-4140, amgunther@lhm.com, millionmilesatmiller.com

September 28, 2013 — The Watchman 100, St. George, UT, A beautiful fall century ride from Washington Utah to Springdale Utah near Zion National Park. Fully supported with sag vehicles, rest stops and lunch., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com

September 28, 2013 — Moab Double Whammy, Moab, UT, Moab is ground zero to mountain biking, yet also offers great potential for endurance roadie events. Join us for this minimally-supported ride in two of Utah's best National Parks (Arches and Canyonlands). 6,000+ feet of climbing. A brevet is a nationally certified, timed, ultra distance event. Co-sponsored by Bonneville Cycling Club. Salt Lake Randonneurs., Richard Stum, 435-462-2275, richard@distancebiker.com, bccutah.org, SaltLakeRandos.org

September 28, 2013 — Cruising to Stop Abusing, Wellsville, UT, 10, 46, and 72 miles routes to choose from with the longer ride a perfect post-bike ride for all you LOTOJA riders). There will be fully stocked aid stations as well as lunch, Shawn Didericksen, 435-512-6192, shawndider@yahoo.com, cruisingto-stopabusing.com

September 29-October 5, 2013 — Epic Bike 5 National Parks, Cycling Escapes, Zion NP, UT, 5 National Parks and Scenic Byways in 6 days! Starting in Zion National Park in southern Utah, on this spring and fall cycling vacation we'll bike from Zion National Park to the red rock hoodoos of Bryce National Park, then onward to Grand Staircase Escalante National Monument, Capitol Reef National Park, Lake Powell, and then up the little known Burr Trail., Cycling Escapes, 714-267-4591, info@cyclingescapes.com, CyclingEscapes.com

October 5, 2013 — Zion Canyon 200K, Southern Utah Brevet Series, St. George, UT, Brevets are self supported, timed distance cycling events. This route begins in St. George, continues on to Zion and returns via Toquerville and Leeds., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org, rusa.org

October 5, 2013 — Honeyville Hot Springs 100, BCC SuperSeries, Salt Lake City,

Ride with the Angels

3RD ANNUAL

Saturday, June 15

Copperton Park
Salt Lake City, Utah

- 25 and 50 mile course
- Start 9 AM
- All entries will be entered in a drawing for a new bike

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July 27, 2013

23, 66 and 96 Mile Bike Ride

Ride begins and ends in Logan, Utah.
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Logan, Utah!
Cache Valley VISITORS BUREAU



UT, Start 5 Points Ogden to Brigham City, climb sardine, Loop Cache Valley and return over SR 30 to Tremonton and Honeyville for a hot springs soak then return to Ogden, Self Supported., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Jim Halay, 801-641-4020, jameshalay@ovalley.net, bccutah.org

October 12, 2013 — Breast Cancer Awareness Ride, American Fork, UT, 22 mi casual ride for women and men; food, SWAG, & raffle prizes; Registration fees go to The Breast Cancer Research Foundation., 801-763-1222, info@trekaf.com, trekaf.com

October 26, 2013 — Fall Tour de St. George, St. George, UT, Ride around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile options., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com

November 9-11, 2013 — Free Fee days in Arches and Canyonlands National parks, Moab, UT, The perfect time to ride your road bike in the parks., 435-259-8825, john@moabcity.org, nps.gov/findapark/feefreeparks.htm

November 30, 2013 — Saturday Fatter-day Ride, Saratoga Springs, UT, 5th annual ride to benefit the Utah Food Bank. Burn off a bit of turkey and pie calories. Bring a donation for the Food Bank as your "entrance fee.", Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

Regional Road Touring

June 2, 2013 — America's Most Beautiful Bike Ride - Lake Tahoe, Stateline, NV, 22nd annual, in conjunction with the Leukemia & Lymphoma Society Team in Training program. Fully supported with rest stops, Tech support and SAG. 100 mile century, 72 miles, boat cruise, and 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, tgft@bikethewest.com, bikethewest.com, bikeandskita-hoe.com

June 8, 2013 — Bob LeBow Bike Tour, Charity, Nampa, ID, Routes from 3-100 miles, ride benefits the Terry Reilly Zero Poy Fund, helping support primary health care for our neediest patients., Ann Sandven, 208-467-4431, asandven@trhs.org, trhs.org

June 8, 2013 — Tour of Marsh Creek Valley, Pocatello, ID, Fully supported ride with snack and drinks at Inkom, McCammon and the Downey turns. Options of 25, 62, or 100 miles between Pocatello and Malad Pass., Mike Collaer, 208-681-0919, 208-533-5445, dadcollaer@hotmail.com, idahocycling.com, pebblecreekraceteam.com

June 8, 2013 — Fremont Area Road Tour (FART), Lander, WY, 25m, 100k, 100mile options, includes breakfast, bbq, t-shirt and bottle, in conjunction with Brew Fest, Mike Lilygren, 307-840-3131, fart@lander-cycling.org, lander-cycling.org

June 9-14, 2013 — Whiterock Canyons Tour, Grand Junction, CO, The topography explodes with desert, deep canyons

and mountains all twisted by mammoth forces to produce an otherworldly landscape. Cyclists ride through Capital Reef National Park, Bryce National Park, and Grand Staircase National Monument., John Humphries, 970-728-5891, info@lizardhead-cyclingguides.com, lizardhead-cyclingguides.com

June 10-July 4, 2013 — Great Alaska Highway Ride, Dawson Creek, BC, AK, Annual supported ride up the full length of the Al-Can Highway, Dawson Creek, BC to Delta Junction, AK. The ultimate wilderness road bike trip., Pedalers Pub & Grille, 877-998-0008, rides@pedalerspubandgrille.com, pedalerspubandgrille.com/bike_tours/alaska/Great_Alaska_Highway_Ride.htm

June 15, 2013 — Spinderella, Pocatello, ID, Women's only ride featuring five scenic routes, from 10 to 100 miles. Roll-out begins at 7:30 AM at Ross Park in Pocatello, ID., DaNae Young, 208-221-9300, spinderella33@gmail.com, spinderella33.com

June 15, 2013 — The Great Owyhee Ride Against Hunger, Charity, Ontario, OR, 50 mile, 62.5 miles, or 100 miles, experience all that Scenic Rural Oregon has to offer! Start: Historic Train Depot in Downtown Ontario, tour through the rustic country side, experience the majesty of the High Desert landscape, and make your way towards the stately Owyhee Dam before circling back towards town., Kurt Holzer, 208-890-3118, kurtholzer@hotmail.com, Kevin Goade, tarmacdog@gmail.com, greatowyheeride.com

June 15, 2013 — Eagle Rock Century, Idaho Falls, ID, Join Eagle Rock Cycling Club's Century, 63, and 25 mile rides. Featuring great training climbs and rolling hills., Mike Collaer, 208-681-0919, 208-533-5445, dadcollaer2@hotmail.com, Gretchen Houston, 208-557-2823, ghouston@mvhospital.net, eaglerockcycling.com

June 22, 2013 — Blue Cruise - Meridian, Charity, Meridian, ID, Recreational bike ride with 15, 30, 50 and 100 distances. Beginning at 7 am. Lunch & t-shirt included in registration. Benefits Garden City Community Clinic., Karri Ryan, 208-387-6817, 208-331-7317, kryan@bcidaho.com, bluecruiseidaho.com

June 22, 2013 — Bear Lake Monster Century Ride, Montpelier, UT/ID, Bear Lake Monster is a 100, 75, 50 or 25 mile fully supported ride from Montpelier, ID. A climb to Minnetonka Cave and prize awaits each 100-mile rider and a backyard barbeque welcomes every finisher. Utah's best century ride ... is on Idaho!, Jared Eborn, 801-599-9268, jared@extramileracing.com, BearLakeMonsterRide.com

June 22, 2013 — Holly Frontier Tour de Prairie, Cheyenne, WY, Course heads west out of Cheyenne along Happy Jack Road - WYO 210, past Curt Gowdy State Park and through Medicine Bow National Forest, to the Lincoln Memorial at the I-80 Rest Area. 3,000ft of elevation gain. Courses ranging from 10-100 miles, start at Lyons Park, road and dirt., Scott Phillips, 307-637-6456, 307-637-6423, sphillips@cheyennecity.org, cheyennecity.org

Save the Date!

Sunday, August 25

Community Hospital's

Tour of the Valley

Grand Junction, CO

25th Annual

YourCommunityHospital.com

DOUBLE TREE THE DAILY SENTINEL ROBERTS CYCLES SKI & CYCLERY Community Hospital

Register at fightstigmaandride.org

NAMI Bikes Fight Stigma & Ride!

National Alliance on Mental Illness

Start Time: 7:00am

Start Location: Spanish Fork, Ut
Young Living Oils
142 E 3450 N

Registration Fees:
Century / \$55
Metric Century / \$50
45 Miler / \$45

Ride for FREE by raising \$200-\$250
See more details and Pre-Register at FightStigmaAndRide.org

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JULY 27TH, 2013

Join us in a Ride for Hope, Healing and Happiness.

NamiBikes Utah: The GLMR is a 100 mile ride to raise an awareness of mental illness and suicide prevention. In 2008 an avid cyclist, Gary Ludlow was taken by mental illness. We ride in honor of him and to enjoy the great sport that he loved. Proceeds raised go to support the National Alliance on Mental Illness (NAMI Utah).

NAMI, the National Alliance on Mental Illness, is the largest grassroots mental health organization in the country. We are dedicated to building better lives for the millions of Americans affected by mental illness. By riding with us, you are ensuring that help and hope are available to the families and individuals in need.

Smart Phone QR Code.

www.theglmr.com

glmrinto@gmail.com 801-830-6655

June 22, 2013 — Lemhi Valley Century Ride, Salmon, ID, 100 miles or 100 kms through the picturesque Lemhi River Valley., Marla Huntteman, mhuntteman@hotmail.com, lemhivalleycenturyride.weebly.com/

June 23, 2013 — Tour of the Carson Valley - Barbecue & Ice Cream Social, Genoa, NV, Mormon Station State Park, 6th Annual. Fully supported with rest stops, tech support and SAG. 11 mile Family Fun Ride, 20-mile Bike & Hike & 44 / 60 miles., Curtis Fong, 800-565-2704, 775-588-9660, tgft@bikethewest.com, bikethewest.com, bikeandskitahoe.com

June 29, 2013 — RATPOD (Ride Around the Pioneers in One Day), Dillon, MT, RATPOD is a 130-mile one-day charity ride for Camp Mak-A-Dream. The ride takes place in the beautiful Big Hole Valley of SW Montana., Jennifer Benton, 406-549-5987, info@ratpod.org, ratpod.org, campdream.org

July 6-7, 2013 — Gran Fondo Kootenai, Libby, MT, A two-day, point-to-point, "stage" gran fondo featuring fully supported riding through the spectacular landscapes of Montana's remote northwest corner. Located on National Forest Scenic Byways, routes take in the stately Cabinet Mountains, serene Lake Kootenai, and the legendary Yaak Valley. Stellar climbs, thrilling descents, plenty of fantastic scenery and -- best of all -- nonexistent traffic. Proceeds benefit charities in Libby and Eureka, Montana., John Weyhrich, 406-241-2829, john_veyhrich@yahoo.com, gfkootenai.com

July 6, 2013 — Ride 2 Recovery Honor Ride Denver, Honor Ride, Denver, CO, A non-competitive cycling event that offers 3 fully supported routes, 15, 27, 61 mile options, with great rest stops, festive start/finish in honor of our healing heroes. Ride 2 Recovery's mission is to improve the health and wellness of healing heroes through mental and physical rehabilitation programs that feature cycling as the core activity. The funds raised through the Honor Ride Series support outdoor cycling programs and Spinning Recovery Labs at Military and VA locations around the US, as well as local rides for healing heroes. The ride will start at 9am at Bicycle Village, 2802 S. Havana Street Aurora, CO., Maryann Lekas, 828-752-0922, 818-888-7091, maryann@ride2recovery.com, ride2recovery.com

July 6, 2013 — Gran Fondo Taos-Mora-Angel Fire, Taos, NM, 7:00 am start, 105, 84, or 46 miles. Timed event. All proceeds from this event will go to the Taos Sports Alliance whose goal is to bring more sporting events to Taos and make more sports opportunities available to the youth of Taos. Start/finish for all three distances is at the Taos Youth and Family Center, 407 Paseo del Canon East, Taos NM, 87571., Jennifer Buntz, 505-306-1443, bikefunsafe@gmail.com, taosportsalliance.com

July 7-19, 2013 — B.E.A.R.S. - Bicycling the Extraordinary Alaskan Roads, Anchorage, AK, Explore a variety of Alaskan landscapes, from Denali to Prince William Sound. Fully supported trip with both camping and motels., Pedalers Pub & Grille, 877-998-0008, rides@pedalerspubandgrille.com, pedalerspubandgrille.com/bike_tours/alaska/Bears.htm

July 13, 2013 — Goldilocks Idaho, Meridian, ID, Fully supported, non-competitive, women only bike ride. Beautiful (flat) route, yummy food, pretty t-shirt, good lookin' Papa Bears. Start: Settlers Park, 7:00 am., Dani Lassiter, 801-635-9422, dani@goldilocksride.com, goldilocksride.com

July 13, 2013 — Bike for Kids Idaho Falls, Idaho Falls, ID, 2, 4, 15, 25, 65 & 100 mile cycling options, food, games and activities for families. All proceeds help special needs children receive adaptable bicycles., Kristy Mickelsen, 208-522-1205, 208-680-9397, kristy@bikeforkidsidaho.com, bikeforkidsidaho.com

July 14-19, 2013 — Tour de Wyoming, Cody, WY, Starts and ends in Cody. Begin the tour pedaling through the northern Bighorn Basin for the first two days. Then head north and west into Montana to overnight in Red Lodge before pedaling up and over the Beartooth Highway and into Wyoming's Sunlight Basin. Spend two days in the Basin before returning to Cody on the final day. Total distance covered - 330 miles with 2 significant mountain passes., Amber Travyk, 307-742-5840, atravsky@wyoming.com, cycleywoming.org

July 20, 2013 — Jerdemann Gran Fondo, Cheney, WA, A timed 112 mile, 66, or 30 milw cycling ride and cycling festival., Marla Emde, 509-953-9924, 509-939-0552, marla@emdesports.com, emdesports.com

July 20-27, 2013 — Montana Bicycle Ride, Missoula, MT, 7-day fully-supported road tour beginning and ending in Missoula, Montana - visiting Darby, Jackson, Wise River, Philipsburg and Ovando., Sanna Phinney, 541-382-2633, 541-410-1031, info@oregonbicycleride.org, bicycleridesnw.org

July 20, 2013 — Absolute Bikes Taylor House Benefit Century Ride, Flagstaff, AZ, Benefit ride in the high-altitude cool pines of Northern Arizona. There are 30, 45, 65, and 95 mile route options., Anthony Quintile, 928-779-5969, flagstaff@absolutebikes.net, Ashley Hammarstrom, 877-527-5291, Ashley.hammarstrom@nahealth.com, absolutebikes.net/taylor

July 21, 2013 — Durango 100 Bicycle Century Tour, Durango, CO, A loop ride from Durango, Colorado to Farmington, New Mexico and back. Riders can choose between 50, 84 and 100 mile rides, which are on a mix of small country roads and county highways with short, gradual hills in one of the most majestic areas of the Southwest., Keith Ashmore, 505-258-0592, kashmore@advantas.net, durango100.com

July 27, 2013 — Four-Summit Gran Fondo Challenge, Charity, Cascade, ID, Options include 75, 60, 50, 30 or 8.2 Mile Options. Course covers two mountain passes along Warm Lake Road. The ride starts at the American Legion Hall in downtown Cascade and proceeds down Main Street to Warm Lake Road. Money raised by the Cascade to Warm Lake Four Summit Challenge will support various charitable and community projects within the area of Cascade. Ride support will be handled by George's Cycles of Boise, and post ride barbecue, beer garden and music will be hosted by the Community of Cascade., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

July 29-August 9, 2013 — Klondike Gold, Dawson, YT, Ride through history, retracing the route of the notorious 1897 Klondike Gold Rush, in reverse from Dawson, YT to Skagway, AK., Pedalers Pub & Grille, 877-998-0008, rides@pedalerspubandgrille.com, pedalerspubandgrille.com/bike_tours/alaska/Klondike_Gold_Rush.htm

August 3-10, 2013 — Oregon Bicycle Ride, Athena, OR, Participate in our 7-day fully-supported roadtour beginning and ending in Athena, OR visiting LaGrande, Joseph, Asofin (WA), and Dayton (WA), Sanna Phinney, 541-382-2633, 541-410-

1031, info@oregonbicycleride.org, oregonbicycleride.org

August 3-11, 2013 — BlomFest - OccupySalmon, Salmon, ID, We will be leading big Mtn Bike rides and shuttles all around the Salmon Area.Basecamps. BYO food, beer, bikes, camp equipment. FREE event, but donations accepted to support the shuttle rigs., Marc Landblom, 435 260 0991, blom@ridesalmon.com, ridesalmon.com

August 4-10, 2013 — Ride Idaho, Charity, North Idaho, ID, 7-day supported bicycle tour in N. Idaho, 425 miles, Coeur d'Alene, Sandpoint, Thompson Falls, Wallace, Heyburn State Park, Trail of the Coeur d'Alenes, Route of the Hiawatha Trail, Centennial Trail., Susy Hobson, 208-830-9564, ridaho@rideidaho.org, rideidaho.org

August 9-14, 2013 — BOTOBO, Bozeman, MT, 5 days, 5 centuries - no relay! Bozeman to West Yellowstone, West Yellowstone to Jackson Hole, Jackson Hole to Montpelier Idaho, Montpelier to Brigham City, Brigham City to Bountiful, 20,000 feet of elevation gain., Jaon Unruh, 801-390-0036, jason@botobocycling.com, botobocycling.com

August 10, 2013 — HeART of Idaho Century Ride, Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho., Miyai Griggs, 208-524-7777, 208-766-6485, mabe@theartmuseum.org, theartmuseum.org/Century.htm

August 10, 2013 — Le Tour de Koochanusa, Libby, MT, Fully supported 83 mile bike ride which tours the breathtaking shoreline of Lake Koochanusa. Ride finishes with a Blues Festival Finale. Fundraiser for Search & Rescue., Dejon Raines, 406-291-3635, dejonraines@hotmail.com, le-tour-dekoochanusa.com

August 10, 2013 — Stonewall Century Bicycle Ride, La Veta, CO, This challenging, scenic and delicious ride benefits local non-profits. The Stonewall climbs from La Veta, along beautiful and lightly-traveled Colorado Highway 12, to Segundo and back, over 8,000 feet of climbing., Sandy Borthick, 719-742-5702, borthick@amigo.net, spcycling.org

August 11-26, 2013 — AK.CAN.AK Adventure, Haines, AK, Four of Alaska & the Yukon's most scenic highways in a fully supported, awesome wilderness ride - Haines Highway, Al-Can, Tok Cutoff & Richardson Highway., Pedalers Pub & Grille, 877-998-0008, rides@pedalerspubandgrille.com, pedalerspubandgrille.com/bike_tours/alaska/Alaska_Canada_Adventure.htm

August 17-18, 2013 — Bike MS Wyoming: Close Encounters Ride, Bike MS, Sundance, WY, Ride through the rolling hills surrounding grasslands and ponderosa forest at the foot of the Black Hills., Alexis Johnson, 303-698-5403, alexis.bradley@nmss.org, bikemswyoming.org

August 18, 2013 — Bike for Kids Rupert, Rupert, ID, Scenic course is a loop of 33 miles starting from the Rupert Town Square. The route takes you through country roads to Walcott State Park and back to Rupert via different route. Barbecue and music in Rupert Square. Two aid stations. Ride is by donation to Bikes for Kids. Includes a meal ticket., Ken Stephens, 208-430-4514, sak41@pmt.org, bikeforkidsidaho.com

August 24, 2013 — BCRD Sawtooth Century Tour, Hailey, ID, Benefit for BCRD Galena Summer Trails. Road bike tour from Ketchum to Alturas Lake and back. 50 or 100 mile tour options. Aid stations along

the way. Optional timed hill climb up Galena Summit., Janelle Conners, 208-578-5453, 208-720-7427, jconners@bcrd.org, bcrd.org

August 24, 2013 — CASVAR 2013, Afton, WY, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley., Howard Jones, 307-883-7997, 307-413-0622, info@casv.org, casv.org

August 25, 2013 — Jackson Hole Grande Fondo, tentative, Jackson, WY, Grande Fondo in the shadows of the Tetons and the Greater Yellowstone Area., Scott Horn, 307-739-2676, scotth@jacksonhole.com, teammjacksonhole.com

August 25, 2013 — MS Wine Ride, Boise, ID, Ride 35 miles through the beautiful scenery of the Sawtooth Winery in Nampa, Idaho and raise money for multiple sclerosis., Megan Nettleton, 208-336-0555, Megan.Nettleton@nmss.org, georgescycles.com

August 25, 2013 — Tour of the Valley, Grand Junction, CO, The Tour is not a race; we encourage you to set your own pace and enjoy beautiful Western Colorado. 30, 50, 75 route options and the full century, 100-mile route, that includes the famous ride over the Colorado National Monument. Start and finish at DoubleTree Hotel, 743 Horizon Drive, Morgan, 800-621-0926, webguest@ghosp.org, yourcommunityhospital.com/Tour_of_the_Valley.cfm

August 25, 2013 — Pedal For Patients, Charity, Fruitland, ID, Chose the distance: 100, 68, 40, or 20 miles. The ride starts and ends at Saint Alphonsus Medical Group-Dominican Health in Fruitland, Idaho 1118 NW 16th St. Lunch, rest stops, and seg wagons will be provided along with plenty of food., Chose the distance: 100, 68, 40, or 20 miles, pedalforpatients.com

September 7, 2013 — Wild Horse Century, Cody, WY, Benefits the wild mustangs of the McCullough Peaks outside Cody and Cody Youth Cycling. The joint sponsorship of Friends of a Legacy (FOAL) and Park County Pedalers (PCP) bicycle club. 100 and 60 mile options. Great mustang viewing., Werner Noesner, pcbike@tctwest.net, wildhorsecentury.com

September 8, 2013 — Tour de Tahoe - Bike Big Blue - Ride to Cure Diabetes, Lake Tahoe, NV, 11th Annual, ride around Lake Tahoe's Shoreline with the Juvenile Diabetes Research Foundation, fully supported with rest stops, tech support and SAG. 72 miles, 4300 vertical gain. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, tgft@bikethewest.com, bikethewest.com

September 8-13, 2013 — The Amgen People's Coast Classic, Astoria, OR, 6-day charity event benefiting the Arthritis Foundation. Join us for 2, 4, and 6-day options along the beautiful Oregon Coast., Tai Lee, 206-547-2707, lee@arthritisis.org, thepeoplescoastclassic.org, arthritisis.org

September 8-28, 2013 — Santa Fe Trail Bicycle Trek, Santa Fe, NM, Ride all or part of the Santa Fe Trail (approx. 1100 miles) on paved public roads only. After the first four days, riders can leave the group at any place along the route., Willard Chilcott, 505-982-1282, willard@bikermesa.com, SantaFeTrailBicycleTrek.com

September 8, 2013 — Ride For Red, Charity, Boise, ID, Blue Chip ride through the vineyards and orchards of the Southern Treasure Valley. Rest stops will keep you fueled for a 100, 75, or 50 mile trip, with ride escorts to help you reach your timed goals. Then back to Barber Park for exceptional food, fun and Ride for the Red gift bags with cool swag. Start and Finish at Barber Park 4049 South Eckert Road., redcross.org/news/event/Greater-Idaho-Ride-for-the-Red

September 14, 2013 — Tahoe Sierra Century, Squaw Valley, CA, 30-60-100 mile routes with 2500-6800 vertical gain. Starts at Squaw Valley Ski Resort, goes to Donner Lake and over the Donner Summit, Nancy Lancaster, ride@sierracentury.com, sierracentury.com

September 14, 2013 — The Ride Westcliffe: The High Peaks Century, Westcliffe, CO, Takes place in the Wet Mountains of Southern Colorado. Part of Ride Westcliffe - the High Peaks Century is one of 5 rides offered. The Century has 10,000+ feet in elevation gain. The rides have 4 fully supported rest area, SAG Support, entrance to the High Peaks Music Festival, a T-Shirt, pasta feed and access to a pool and sauna. The other rides are a metric century, the West Mountain 60, a New Guys Ride and a family ride and kids bike rodeo., Rob Tobin, 719-783-3229, rtobin@msn.com, ridewestcliffe.com

September 15, 2013 — Jason Werst Memorial Owyhee Century, Ontario, OR, Kurt Holzer, 208-890-3118, kurtholzer@hotmail.com, treasurevalleycycling.com

September 21, 2013 — RTC Viva Bike Vegas Gran Fondo, Las Vegas, NV, Ride with five-time Tour de France Champion Miguel Indurain through the Las Vegas Strip, Red Rock Canyon & near Lake Mead., Amy Maier, 702-967-2296, amai@bpadv.com, rcsnv.com, vibabikevegas.com

September 21, 2013 — Ride the Rails Bike-a-Thon, Hailey, ID, 20 mile ride on the BCRD Wood River Trail., Janelle Conners, 208-578-5453, 208-720-7427, jconners@bcrd.org, bcrd.org

September 21, 2013 — West Yellowstone Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots. Supported ride., Moira Dow, 617-697-6126, director@rendezvouskitrills.com, cycleyellowstone.com

September 22-28, 2013 — OATBRAN, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 22nd Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully supported motel style tour., Curtis Fong, 800-565-2704, 775-588-9660, tgft@bikethewest.com, bikethewest.com

October 5, 2013 — No Hill Hundred Century Bike Tour, Fallon, NV, 30 mile, a 60 mile, and a 100 mile tour, fully supported. Event shirts, gift bags, lunch (for metric and century riders), post event BBQ at noon for all riders, 8:30 am, Churchill County Fairgrounds., Danny Gleich, 775-423-7733, dgleich@churchillcounty.org, churchillcounty.org/parksnrec/index.php?ctr=152, churchillcountycyclists.com

October 5, 2013 — Santa Fe Gourmet Classic, Santa Fe, NM, The annual Santa Fe Gourmet Classic is a fun, challenging 65 mile bike tour with delicious, creative Southwest style foods at five gourmet refueling stops. The noncompetitive ride winds through Santa Fe and into the surrounding areas taking you through beautiful meadows overlooking the Sangre de Cristo Mountains. This year the ride will be limited to 150 riders., Kathleen Davis, 505-795-3286, lavinmz@gmail.com, santafegourmetclassic.com

October 5, 2013 — Tour of the Moon, Grand Junction, CO, Cyclists will start and finish at Two Rivers Convention Center in downtown Grand Junction, Colorado. The courses have been changed in 2013 so that everyone will finish with the spectacular ride over the Colorado National Monument. You may choose between the "metric century" (62 miles) which includes the beautiful farm country surrounding areas of Fruita or the "classic" 41 mile route. The 2013 ride will be limited to the first 2,000 registered participants., 303.282.9020, touinfo@tourofthemoon.com, tourofthemoon.com

October 12, 2013 — Goldilocks Las Vegas, Las Vegas, NV, 4th Annual! Fully supported, non competitive, women only bike ride with 20, 40, 60, 80 and 100 mile route options. Wayne Bunker Family Park at 7:00 am., Dani Lassiter, 801-635-9422, dani@goldilocksride.com, goldilocksride.com

October 12, 2013 — Park to Park Pedal Extreme Nevada 100, Kershaw-Ryan State Park, NV, Starts and finishes at Kershaw-Ryan State Park. 103 mile starts 7:30 am. Metric Century starts 7:30am. 40 mile starts 8 am. Registration 5 pm Friday / 7 am Saturday., Dawn Andone, 775-728-4460, cathedralgorge_vc@lcturbonet.com, Jonathan Brunes, 775-726-3564, kershaw@lcturbonet.com, lincoln-countynevada.com/Lincoln-County-Nevada-Pedal.html

October 19, 2013 — Tri-States Gran Fondo, Mesquite, NV, 112 miles, 7,500' of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deb Bowling, 818-889-2453, embassy@planet-ultra.com, tristatesgranfondo.com

November 9-10, 2013 — Bike MS Las Vegas, Bike MS, Las Vegas, NV, Fundraiser for the National Multiple Sclerosis Society. Fully supported. 30,65,100 mile on Saturday to Red Rock Canyon Loop, 35, 50 miles on Sunday to Lake Las Vegas. Start/Finish Ruvo Center for Brain Health., Kari Boatner, 310-479-4456, 310-481-1135, kari.boatner@nmss.org, bikemsnvada.org

November 9, 2013 — Ride 2 Recovery Honor Ride Las Vegas, Honor Ride, Las Vegas, NV, A non-competitive cycling event that offers 3 fully supported routes, 20, 40, 80 mile options, with great rest stops, festive start/finish in honor of our healing heroes. Ride 2 Recovery's mission is to improve the health and wellness of healing heroes through mental and physical rehabilitation programs that feature cycling as the core activity. The funds raised through the Honor Ride Series support outdoor cycling programs and Spinning Recovery Labs at Military and VA locations around the US, as well as local rides for healing heroes. The ride will start at 9am on the Las Vegas Strip in Conjunction with one of the MGM Hotel/

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Multisport Races

June 1, 2013 — Salem Spring Triathlon. RACE TRI, Salem, UT, Sprint distance triathlon. 10-year anniversary., Aaron Shamy, 801-518-4541, aronshamy@hotmail.com, raceetri.com

June 1, 2013 — Adventure Xstream Buena Vista. AXS Series, Buena Vista, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike., Will Newcomer, 970-403-5320, events@gravityplay.com, gravityplay.com

June 1, 2013 — Cottonwood Heights Sprint Triathlon. Cottonwood Heights, UT, Held in the foothills of the Cottonwood Canyons., Patti Hansen, (801) 943-3190 x106, phansen@cottonwoodheights.com, cottonwoodheights.com

June 1, 2013 — XTERRA Lory. XTERRA America Tour, Bellvue, CO, Features a 1/2 mile swim in the clear waters of Horsefooth Reservoir (Eltuk Bay), it's one of the most scenic swims in the state with canyon walls on both sides. Then a 2-Lap 12.2 mile single-track bike over rolling terrain, and across valley bridges at Lory State Park. Finish things off with a fun and challenging 4.8 mile (8k) run through the clouds on single-track trails! , Lance Panigutti, lance@withoutlimits.co, www.withoutlimits.co/#!_xterra-lore

June 1, 2013 — XTERRA Four Corners. XTERRA America Tour, Farmington, NM, Traditional Swim / Bike / Run format: 1 mile out and back Swim at Farmington Lake; Fast and fun 17 mile Bike Course; New scenic 5 mile Run Course that skirts Farmington Lake;\$1,000 Pro Purs., Ingrid Gilbert, 877-751-8880, fmcvcb@earthlink.net, <http://xterrafourcorners.farmingtonnm.org/>

June 8, 2013 — Ironman Boise 70.3. Boise, ID, 1.2 mile swim, 56 mile bike, 13.1 mile run., Mike Cooley, 208-343-3782, mccooley@georgescycles.com, ironmanboise.com

June 8, 2013 — XTERRA Moab Triathlon Festival. XTERRA America, TriUtah Points Series, Moab, UT, XTERRA sport and full open water off-road triathlons, Moab sprint and Olympic open water road triathlons, Trail Run, and Kids' Triathlon. , Dan Aamodt, 801-635-8966, info@triatlah.com, triatlah.com

June 8, 2013 — The Point Adventure Race. South Jordan, UT, Graffiti Racing presents a multi-sport endurance event featuring mountain biking, running/trekking, paddling, a climbing challenge, and navigation using a map and a compass to attain check points. A multi-city race using urban paved trails and wilderness trails to travel a course covering approximately 30-60 miles in a 6 hour period., Scott Browning, 801-867-5039, graffitiracing@gmail.com, graffitiracing.com

June 15, 2013 — Utah Summer Games Triathlon. St. George, UT, 7 am, swim and T-1 area will be at the Gunlock Reservoir, T-2 and finish area will be at the Snow Canyon High School track in St. George. USA Triathlon sanctioned., Jeff Gardner, 435-635-6012, tailwindraces@gmail.com, utah-summergames.org/sports/triathlon.html

June 15, 2013 — Desert Sharks Shark Attack Triathlon and Kids Triathlon. Riverton, UT, Pool sprint distance triathlon with a kids' distance triathlon, too!, Steve Avery, 801-450-4136, stevea@desert-sharks.com, Elizabeth McLain, sharkattacktriathlon@desert-sharks.com, desert-sharks.com

June 22, 2013 — Provo Triathlon. T3TRI EVENTS, Provo, UT, 8th annual race. Provo Tri is a premier local event put on by triathlon professional. Family-friendly, open water event which offers both Sprint and Kids distances., Shaun Christian, 801-769-3576, 801-678-4032, shaun@t3triathlon.com, Amy Perez, amy@t3triathlon.com, provotri.com

June 22-23, 2013 — West Yellowstone Mountain Bike Biatathlon. West Yellowstone, MT, Match class division for experienced biathletes and a Sport class for novices that includes a safety clinic and loaner rifles. All racers must provide their own mountain bike and wear a helmet., Moira Dow, 617-697-6126, director@rendezvouskitrills.com, rendezvouskitrills.com/events

June 22, 2013 — Lunatic Triathlon. Price, UT, Fourth Annual Lunatic Triathlon under the full moon. Includes a 5K run, 9-mile bike ride, 300 yard swim. Individual and Relay Teams, Starts at 4 am., Steve Christensen, 435-636-3702, steven.christensen@carbon.utah.gov, Frank Ori, 435-636-3702, frank.ori@carbon.utah.gov, carbonrec.com

June 23, 2013 — Tri Boulder. BBSC Twin Tri Series, Boulder, CO, Challenge yourself at mile high elevation, Sprint, Olympic distances., Cedric Keppler, 318.518.7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

June 23, 2013 — XTERRA Curt Gowdy Triathlon. XTERRA America, Curt Gowdy State Park, WY, 1200m swim, 1-Lap 14.1 mile mountain bike, and finishes with a 5.3 mile run. Lance Panigutti, lance@withoutlimits.co, withoutlimits.co/page-0#!_xterra-curt-gowdy/race-info

June 25-26, 2013 — Great Basin Tri Clinic. tentative, Murray, UT, Geared towards kids who have never participated in a triathlon or children who have done one or two, but without formal instruction., Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, greatbasin-coaching.com

June 29, 2013 — DinoTri. Vernal, UT, Sprint and Olympic Distance Triathlon. Huge cash purse for 1, 2, 3 place winners of both Sprint and Olympic Distance. Many speed prizes for both distances as well. Race starts at Red Fleet State Park in Vernal, 7 am, Finishes at Uintah High School. Kids Tri on 6/28 at Uintah Recreation Center., Mark Mason, 435-828-6436, mmason@macu.com, dinoTri.com

June 29, 2013 — Rock Cliff Tri at Jordanelle. RACE TRI, Salt Lake City, UT, Sprint and Olympic Distances: Fresh Mountain Water, Scenic Bike course, Run on the beautiful boardwalks at the Utah State Park., Aaron Shamy, 801-518-4541, aronshamy@hotmail.com, raceetri.com

June 29, 2013 — River Rampage Triathlon. TriUtah Points Series, Green River, UT, Utah's fastest growing tri! Smooth down-river swim! Sprint and Olympic open water road triathlons. Come and enjoy a bike ride along the river at the base of the Book Cliffs Mountains. The Green River State Park is the site for the run, transition area and finish line. No two transition area hassles!, Dan Aamodt, 801-635-8966, info@triatlah.com, triatlah.com

July 6, 2013 — Cache Valley Super Sprint Triathlon. Logan, UT, 8th year, short distances, course is flat and straight in Logan City. Swim is in Logan Aquatic Center 500 Meters, bike is out and back on farm roads, and run is out and back in a park area with trees and stream., Joe Coles, 801-335-4940, joec@onhillevents.com, cvst.com, onhillevents.com

July 6, 2013 — Rigby Triathlon. Rigby Lake, ID, Sprint and Olympic Triathlon, and Duathlon, Michael Hayes, 208-521-2243, events@pb-performance.com, pb-performance.com

July 8, 2013 — Daybreak Triathlon. Salt Lake Triathlon Series, Salt Lake City, UT, Get ready for the best spectator swim a round, a killer bike course near the Quairrh Mountains and a run that is unparalleled., Cody Ford, 801-558-2503, cody@ustrisports.com, ustrisports.com

July 10-13, 2013 — Southeast Idaho Senior Games. Pocatello, ID, Triathlon, Jody Olson, 208-233-2034, jodyolson01@gmail.com, seidahoseniorgames.org

July 12-13, 2013 — San Rafael Classic Triathlon. Huntington, UT, Huntington State Park, Olympic distance tri, Olympic team relay, Sprint Tri, Sprint team relay, spring swim/bike duathlon, sprint bike/run duathlon, youth tri. Friday night activities offer live music during the pasta dinner. Body marking and packet pickup available Friday night., Wade Allinson, allinson2@gmail.com, sanrafaelclassic.com

July 13, 2013 — Echo Triathlon. TriUtah Points Series, Coalville, UT, Warm July temperatures, a scenic ride in Utah's unique Echo Canyon, and a run on the Historic Rail Trail. The perfect event for both seasoned athletes and beginners., Dan Aamodt, 801-635-8966, info@triatlah.com, triatlah.com

July 13, 2013 — Blanding Hillman Triathlon. Blanding, UT, Swim .50 mile, Bike 15 miles, Run 3.2 miles, (Kids' triathlon July 20), Recapture Reservoir.Race starts at 7AM., Stephen Olsen, 801-243-3559, 208-258-3145, stephensolsen@gmail.com, hillmantriathlon.info

July 20, 2013 — XTERRA Mountain Championship. XTERRA America Tour, Avon, CO, The last of four regionals in the XTERRA America Tour, featuring sprint and championship distance off-road triathlon options., Raena Cassidy, 877-751-8880, info@xterraplanet.com, xterraplanet.com, xterrautah.com

July 20, 2013 — XTERRA La Grande Offroad Triathlon. XTERRA America, La Grande, OR, This offroad triathlon boasts a rugged mountain bike course and scenic run in the Blue Mountains of Northeast Oregon. It remains one of the few sanctioned and long-standing race events featuring the terrain of Northeast Oregon., Brian Sather, 915-247-2633, bsather@lagrande-ride.com, lagrandeide.com/XTERRA

July 27, 2013 — Burley Idaho Lions Spudman Triathlon. Burley, ID, The race starts at 7 am with the world's fastest 1.5K swim (current aided) Then a 40K Bike and 10K run., Cade Richman, spudman@burleylions.org, burleylions.org/spudman.html

July 27, 2013 — Layton Triathlon. Layton, UT, Sprint, Mini Sprint, Relay Sprint, and Kids Triathlon options in the Layton Surf N Swim and Layton City Parks. Great event that repeats the entire course on the Sprint., Joe Coles, 801-335-4940, joec@onhillevents.com, laytontriathlon.com, onhillevents.com

July 27, 2013 — Hurt in the Dirt. Ogden, UT, Offroad Duathlon at Ft. Buenaventura. Individuals and Relay Teams welcome. MTB race and trail run combined. 3 Full events in one day!, Goal Foundation ,

801-399-1773, info@goalfoundation.com, hurtinthedirt.com

July 27, 2013 — Mountain Tropic Triathlon. PowerTri Triecta Series, Garden City, UT, Experience the "Caribbean of the Rockies" at the first race of the Triecta Series at Bear Lake State Park; Sprint, Olympic, and Half distances., Cedric Keppler, 318.518.7303, info@bbsctri.com, bbsctri.com

July 27, 2013 — XTERRA Indian Peaks. XTERRA America Tour, Nederland, CO, Held at Eldora Resort west of Boulder. Using the trails of the Eldora Mountain Resort it is 1000m swim, 600m dash, 22km mtn. bike and 7km trail run type of event- Off-road triathlon., Paul Karlsson, 303-960-8129, info@digdeepsports.com, digdeepsports.com

July 27, 2013 — Bear Lake. BBSC Twin Tri Series, Garden City, UT, The first race of the Twin Tri series at Sand Hollow State Park, with Sprint, Olympic, and Kids' distances., Cedric Keppler, 318.518.7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

August 2, 2013 — Ultimate Relay Triathlon. TriUtah Points Series, Ogden, UT, Friday - Single-day triathlon relay covering over 126.5 miles of Northern Utah's best water, roads, and trails! Four ultimate swims, four ultimate bike rides, and four ultimate trail runs! Teams will consist of 3 to 6 athletes and as many spectators as you can fit into 2 vehicles., Dan Aamodt, 801-635-8966, info@triatlah.com, triatlah.com

August 3, 2013 — Aspen Triathlon and Duathlon. Aspen, CO, 800-yard indoor pool swim, 17-Mile bike (gaining 1,500 feet in elevation) to the spectacular Maroon Bells, and a 4-mile run in the Elk Mountain range and the scenic Maroon Creek Valley. USA Triathlon sanctioned event., Sandra Doeblner, 970-920-5140, aspen-special-events@cityofaspen.com, aspen-recreation.com

August 9-10, 2013 — Emmett's Most Excellent Triathlon. Emmett, ID, Kid's Tri on Friday, Olympic/Aquabike, Sprint on Saturday., Kristen Seitz, (208) 365-5748, gemcountyrecreationdistrict@gmail.com, emmetttri.com

August 10, 2013 — Herriman Escape from Black Ridge Triathlon. RACE TRI, Herriman, UT, The Escape from Blackridge is fast and fun! Athletes swim 500 yds in the reservoir, ride a 14 mile bike and run a 5k run loop., Aaron Shamy, 801-518-4541, aronshamy@hotmail.com, raceetri.com

August 11, 2013 — Adventure Xstream Summit County. AXS Series, Frisco, CO, Solo's or teams of 2 will mountain bike, kayak, trail run, and orienteer in either a 3-6hr "sprint", or 6-12hr "sport" course., Will Newcomer, 970-403-5320, events@gravityplay.com, gravityplay.com

August 17, 2013 — Rush Triathlon. Rexburg, ID, Intermediate and Sprint Distances., Bob Yeatman, 208-359-3020, 208-716-1349, boby@rexburg.org, rushtriathlon.com, rexburg.org

August 17, 2013 — Jordanelle Triathlon. TriUtah Points Series, Park City, UT, Enjoy everything from the wildlife and boardwalks on the river bottoms in Rock Cliff Recreation Area at Jordanelle to the local country backdrop of the towns of Francis and Woodland. Special 15th Anniversary Gift to all participants! , Dan Aamodt, 801-635-8966, info@triatlah.com, triatlah.com

August 17, 2013 — Saratoga Springs Tri. Saratoga Springs, UT, USA Triathlon sanctioned Sprint Tri, 600 meter swim, 12 mile bike, 3.1 mile run, held at the Saratoga Springs Marina at Pelican Bay, 200 E Harbor Parkway., Gabe Granata, splash@saratogaspringstri.com, Jared Mason, 801-310-0609, splash@masonfam.net, saratoga-springstri.com

August 17, 2013 — XTERRA Incline Village. XTERRA America, Incline Village, NV, Course Distance: Full Course: 2X 750 meter swim laps with a 50 meter beach run, 22 mile bike, 6 mile run; Racers start with a swim in famous Lake Tahoe. The bike starts up Tunnel Creek, and then onto the area's famous Flume Trail, which skirts the mountain side overlooking Lake Tahoe to the Tahoe Rim Trail. Both the Short and Long course complete the 22 mile bike with approximately 4000 feet of climbing. The trail running course is relatively flat, fast and scenic with tall pines, aspens, and creek crossings., Todd Jackson, 877-751-8880, info@bigblueadventure.com, bigblueadventure.com/pub/main2.asp?daEvent=60&daPageName=INTRO_xterraPlanet.com

August 17, 2013 — Colorado Dirt. Fraser, CO, A 130+ mile cyclocross/gravel grind endurance bike race. This self supported race will be a one day, 4 leg race that rises above 10,000' four times. Can ride it solo, duo relay, 4 person relay or a 5-6 person Gentlemen's Race type of event- cyclocross endurance bicycle race., Paul Karlsson, 303-960-8129, info@digdeepsports.com, digdeepsports.com

August 18, 2013 — XTERRA Wild Ride Mountain Triathlon (American Tour Points). XTERRA America / Wild Rockies Series, McCall, ID, Ponderosa State Park at Payette Lake, 3/4-mile swim, a 19-mile mountain bike and a 6.2-mile trail run, mass start at 9 am in the Park and the finish line festivities begin at noon with the racer feed and music.. Darren Lightfield,

208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com, xterraplanet.com

August 23-24, 2013 — Uinta Mountain Adventure Relay. Heber, UT, Running, mountain biking, cycling and a leg of canoeing make the Uinta Mountain Adventure Relay one of the highest, toughest yet most beautiful relays around., Jon Johnson, 801-367-2575, uintamountainadventurerelay@gmail.com, uintamountainadventurerelay.com

August 24, 2013 — Vikingman. Heyburn, ID, Downstream Snake River Swim, Loop Bike Course, flat and fast run - lots of opportunities for your fans to cheer you on! 1/2 and Olympic distance triathlon, Duathlon, Aquabike and a Half Marathon., Lisa Clines, 214-236-1917, info@vikingman.org, vikingman.org

August 24, 2013 — Utah Half Triathlon. RACE TRI, Provo, UT, Longest multisport race on the Wasatch Front 70.3 Ironman. 1.2 mile swim, 56 mile bike, and 13.1 mile run triathlon., Aaron Shamy, 801-518-4541, aronshamy@hotmail.com, raceetri.com

August 24, 2013 — Expedition Man. Reno, NV, This epic triathlon begins athletes at one of the most beautiful and desired beaches in Lake Tahoe, Zephyr Cove Resort. Athletes will be challenged by a climb to Spooner Summit at over 7,100 ft followed by a screaming 1,400ft drop into Carson City! The peaceful and scenic views of Washoe Valley leads riders to the bike finish. A scenic run in south Reno will cap off this extraordinary race!, Ryan Kolodge, 775-762-8526, info@expeditionman.com, expeditionman.com

August 24, 2013 — Little Cottonwood Adventure Race. South Jordan, UT, Graffiti Racing presents a multi-sport endurance event featuring mountain bikes, running/trekking, Tyrolean Traverse, and navigation using a map and a compass to attain check points. Snowbird will be a multi-discipline race using urban paved trails and wilderness trails to travel a course covering approximately 25-50 miles in a 6 hour period., Scott Browning, 801-867-5039, graffitiracing@gmail.com, graffitiracing.com

August 24, 2013 — XTERRA Buffalo Creek. XTERRA America Tour, Bailey, CO, The XTERRA Buffalo Creek Triathlon features a 1500m Swim, 22 mile mountain bike, and 5m run. , Lance Panigutti, lance@withoutlimits.co, withoutlimits.co

September 2, 2013 — Youth and Family Triathlon. Murray, UT, Start time: 8 AM, Murray Park. Youth 7-10 years: 75 yard swim, 2.3 mile bike, 6/10 mile run. Adults/ Youth 11+ distances: 150 yards, 4.3 miles, 1 mile., Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, greatbasincoaching.com

September 7, 2013 — Camp Yuba Triathlon. RACE TRI, Yuba State Park, UT, Camp Yuba sprint and olympic triathlons are all about indian summers, camping, and good ol' fashion swimming, biking, and running., Aaron Shamy, 801-518-4541, aronshamy@hotmail.com, raceetri.com

September 7, 2013 — I Can Triathlon. Sandy, UT, Alta Canyon Sports Center, 9565 S. Highland Drive - 400m swim, 9 mile bike and 5K run., Lois Spillion, 801-568-4602, ispillion@sandy.utah.gov, sandy.utah.gov/government/parks-and-recreation/special-events/triathlon.html

September 14, 2013 — Ogden Valley Triathlon. TriUtah Points Series, Ogden, UT, open water triathlon event, Dan Aamodt, 801-635-8966, info@triatlah.com, triatlah.com

September 14, 2013 — Bear Lake Man Triathlon. Gold Medal Racing Championship, Laketown, UT, Half, Olympic, and Sprint distances and Ultra/

Full 140+ distance over the prettiest water in Utah., Joe Coles, 801-335-4940, joec@onhillevents.com, bearlakebrawl.com, onhillevents.com

September 14, 2013 — Kokopelli Triathlon. BBSC Twin Tri Series, St. George, UT, The "twin" to the SG Triathlon at Sand Hollow State Park, with Sprint, Olympic, and Kids' distances., Cedric Keppler, 318.518.7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

September 15, 2013 — XTERRA Pagosa Springs. XTERRA America Tour, Pagosa Springs, CO, 1km (1000m) swim/18.5 mile bike/6.9mile trail run. , Raena Cassidy, 877-751-8880, info@xterraplanet.com, joingecko.org/info.asp?uid=339

September 21, 2013 — Bear Lake Brawl Triathlon. Gold Medal Racing Championship, Laketown, UT, Half, Olympic, and Sprint distances over the prettiest water in Utah., Joe Coles, 801-335-4940, joec@onhillevents.com, bearlakebrawl.com, onhillevents.com

September 21-22, 2013 — XTERRA USA National Championship/ XTERRA Utah. XTERRA America Tour, Ogden, UT, XTERRA Utah, two distance options: 750m / 19K mountain bike / 5K trail and 1.5k swim/ 30k mountain bike/ 10k trail run; XTERRA USA Championships (invite-only): 1.5k swim / 30k mountain bike / 10k trail run., Raena Cassidy, 877-751-8880, info@xterraplanet.com, Jason Dyer, 801-620-1013, jdye@snowbasin.com, xterraplanet.com, xterrautah.com

September 21, 2013 — Adventure Xstream Glenwood Springs. tentative, AXS Series, Glenwood Springs, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike., Will Newcomer, 970-403-5320, events@gravityplay.com, gravityplay.com

September 21, 2013 — LeadmanTri - Bend. Bend, OR, Finishers of LeadmanTri Bend - voted Best New Race of 2012; Leadman 250 | 5K swim * 223k bike * 22K run; Leadman 125 | 2.5K swim * 106K bike * 16.5K run., Keith Hughes, 208-340-4837, khughes@lifetimefitness.com, leadmantri.com

October 5, 2013 — Cache Classic Duathlon. Wellsville, UT, 5 km run, 20 km bike, Kevin Rohwer, 435-770-9852, krohwer@engineeringexcitement.com, race2raceevents.com

October 12, 2013 — Huntsman World Senior Games. St. George, UT, Triathlon. Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K., Kyle Case, 800-562-1268, hwsg@infowest.com, seniorgames.net

October 12, 2013 — Powell3 Triathlon Challenge. Page, AZ, Olympic and Sprint Distances in Lake Powell. The transition area over looks Wahweep Marina and some incredible red rock cliffs., Joe Coles, 801-335-4940, joec@onhillevents.com, powell3.com, onhillevents.com

October 19, 2013 — Pumpkinman Triathlon. BBSC Double Down Series, Boulder City, NV, Point-to-point race begins in Lake Mead National Recreation Area and ends in Boulder City, with Sprint, Olympic, and Half Courses; costumes welcome!, Cedric Keppler, 318.518.7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

October 19, 2013 — Trick or Tri. St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 9 am and 2 pm. Indoor swim, outdoor run and bike legs., Aaron Metter, 435-627-4954, aron.metter@sgcity.org, sgcityrec.org

November 9, 2013 — Telos Turkey Triathlon. T3TRI EVENTS, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k , Bike 12 miles., Shaun Christian, 801-769-3576, 801-678-4032, shaun@t3triathlon.com, t3triathlon.com

UTAH BIKE INDUSTRY

Lone Peak Packs Moves to Washington



Above: Lou and Julie Melini's bikes are fully equipped with Lone Peak Packs.

By Lou Melini

Since 1979 Lone Peak Packs has been a Salt Lake manufacturer of panniers, seat packs, and other bicycle related soft goods. At the time Lone Peak was founded, being a cyclist meant that you were a bike tourist. Lone Peak started in a garage on Bryan Avenue just west of 9th East by Tom Kullen. The business outgrew the garage and moved to Millcreek Township. There it was sold to Scott Sterrett, eventually moving to its final Utah location in Holliday. In late 2012 Lone Peak was again sold, this time to Gary Hubbert, a former employee, who moved the business to the state of Washington.

Cycling Utah: Is Lone Peak the only American-made pannier?
Gary Hubbert: I know that we

are not the only made in the USA pannier. Out here in Seattle there is a guy making panniers here. But he has only been around a few years. And there is another one in Portland doing the same thing. But Lone Peak is the only one that has been around since it all began. There was a renaissance of biking in the 70's, and that is when Lone Peak came around. Now there is another one. I like Lone Peak, because we have never left the U.S. We made it through the Wild China days.

C.U.: Do you see resurgence in utilitarian bike travel? What are some of the plans for Lone Peak products in the near future?

G.H.: Yes I do see resurgence. With the price of gas going to \$4 per gallon and higher, more and more people are looking at bikes, and

mass transit. We are seeing a shift in the way people see themselves going to work and getting around. Of course out here in Seattle, that is nothing new. There are many who already bike around like you do Lou. I remember the news when Hurricane Sandy hit the east coast, and thousands hit the bikes to get around.

What I see is that when we all decide to get to work, not in our cars, we will all need a way to carry our stuff along with us, and this is where Lone Peak can come into play. I want to be the leader in commuter bags for bikes.

C.U.: Over the past decade the pannier market has been shifting to a fully waterproof product at the high end of the market and some bags from China at the lower end. What can we expect in the future from Lone Peak?

G.H.: I want to grow in the commuter line of bags. People want to get around on their bikes, and there are many ways to do that. I want to play to the customer base. So I will be coming out with a waterproof pannier. And, some top tube bags, so you can carry your iPhone. There seems to be a resurgence of frame bags, so I will do more of that. I am also planning on different panniers for carrying smaller things. I am being a little vague here on purpose. But the plan is to eventually redesign the whole line. The bags we have in line now have been around for going on 20 years. Some of them have been tried and true, so I don't want to spill that apple cart, but then we need better styling and adapting to today's technology.

Bike Utah Update June 2013

May was National Bike Month – the events surrounding Bike Month in Utah have been endless. Everything kicked off on April 26 at the fifth annual Utah Bike Summit where 175 attendees heard from Utah Senators Niederhauser and Weiler, Salt Lake County Mayor Ben McAdams and keynote speaker Tim Blumenthal from Bikes Belong.

Mayors across the state hosted Bike to Work days, highlighted by Provo City's Bike to Work Day on May 14 when UTA joined Mayor John Curtis, that featured complimentary bike tune-ups, free helmets for kids and a ride with the Mayor.

On Friday, May 10 Salt Lake City saw over 200 people enjoy its first Bike Party, Bike Party's give bicyclists of all types an opportunity to ride through Salt Lake in a safe, fun and friendly environment.

UTA hosted the annual Bike Bonanza in Gallivan Center with free helmet giveaways and an opportunity for attendees to learn about upcoming cycling events in Utah.

During the last week of May the Road Respect Tour kicked off with a Southern Utah tour with rides in Cedar City, Brian Head, St. George and Parowan City. The Road Respect tour will continue in mid-June along the Wasatch Front. www.roadrespect.utah.gov.

May also saw UDOT promote Deputy Director Carlos Braceras to Executive Director. Carlos joined us at the Utah Bike Summit and was even spotted riding the Cycle Salt Lake Century in the cold rainy weather. This is a great opportunity for Utah to continue our climb to becoming the premier cycling destination in the U.S.

Make your next trip to the grocery store, church, work or school by BIKE!

-Scott Lyttle
Executive Director
Bike Utah

C.U.: I still have a set of panniers from the early 1980's. I had them updated with new hardware. I also had a handlebar bag from 1980 upgraded to fit the newer stems and handlebars on the market. Can I assume that the same quality and service will be available?

G.H.: Absolutely. Warranty work is being taken over by me. Our phone numbers will not change; only our address. I am also updating the

website with this info as well. Please contact me for wholesale and retail sales, event sales, warranty work or custom bags.

For more information on Lone Peak Packs, contact:

Gary Hubbert
lonepeakpacks@hotmail.com
www.lonepeakpacks.com
7225 78th Dr. NE
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ADVOCACY

Moab and Grand County Earn Silver Bicycle Friendly Community Award; Orem Gets Honorable Mention

By Charles Pekow

Sometimes 1 + 1 equals one. 1 mountain biking mecca outside town + one good on-street bike lane system with a phenomenal bike-to-work percentage in town = one combined Silver Bicycle Friendly Community (BFC). The City of Moab and surrounding Grand County jointly applied to the League of American Bicyclists (LAB) for designation as a BFC. Cyclists don't necessarily end their trips where government jurisdiction changes and the city and county effectively work together to advance all forms of cycling. So the combined application worked in their favor.

"Regional planning is very important. We like to see shared applications," says Nicole Wynands, LAB's BFC program manager. "Usually, cities do better than counties but here the county has a lot to offer."

Indeed, the Moab Trails Alliance and Trail Mix Committee "have been doing a heck of a lot of good things inside the city and outside the city limits," so a combined application made sense, notes David Olsen, Moab community development director.

The city also took the county trail plan and adopted it as its own.

But the city and county each know their strengths. The Moab Area Travel Council gets right to the point: the opening paragraph on its website

states "(l)et Moab be your base camp for world famous mountain biking..." and later invites people to try its multitude of trails suitable for all levels of riders.

And when people aren't mountain biking around Klondike Bluff or elsewhere, they're likely to be biking to or from work in the city. LAB praised Moab for its amazing 7.6 percent of workers who commute by bike, considering that the national average is only .55 percent. (Of course, it's easier to get a big ratio in a small town where fewer people live far from work.)

Additionally, LAB praised the city and county for sponsoring bike events, ample bike parking and Safe Routes to School (SRS) programs in all schools. Some stores even give free coffee if you bike to work.

So why didn't they receive a higher rank (gold, platinum, yet-to-be-reached-by-anybody diamond)? What they've done is good enough to get there in the areas they've worked on "but they are not fulfilling other requirements. They have the potential because they have such a strong bike culture," Wynands explains.

While Moab has created plenty of bike lanes, it hasn't put them in key places on main roads and some aren't up to standards, LAB judges noted. "We are very concerned about safety on the roads. If the city addresses that issue, it can get more people riding," Wynands suggests. "They really need to get kids to school

safely" and make roads safer for less skilled cyclists.

LAB also noted that while the city provides plenty of parking, the racks don't all meet LAB's recommended standards.

As to LAB's suggestions, Olsen notes that the main drag through town, US 191 is in state, not local hands. To provide bike lanes, "they'd have to replace parking or reduce a lane or two. They won't do that." Olsen says he doesn't agree that the parking facilities aren't adequate. But he acknowledges that "half the people do and half the people don't like to lift their bikes up" to use the racks at Dead Horse Point State Park, where people come to ride the popular Intrepid Trail System.

Meanwhile, the City of Orem applied and didn't quite make BFC status this year but got an Honorable Mention, one of 18 American communities to achieve that status this year. (Nine applicants got nothing, Wynands says).

The judges were impressed with Orem's low speed limits, road guides, Bike Month celebration, bicycle master plan and good SRS program. Its 1.6 percent bike-to-work share is treble the national average. The 34 miles of bike lanes "is pretty good" for a town of about 91,000, Wynands says. LAB likes the ordinance requiring bike parking for all new development.

Just in May, the city celebrated the opening of the Murdock Canal

Trail and the mayor enthusiastically participated in a Bike to Work Day event.

"If they actually did something in all categories, they could easily get bronze (the level between honorable mention and silver) but they don't do much encouragement and education beside SRS and we want to see a good amount of effort in all categories," Wynands explains.

She also complained that "none of the bike lanes are on arterial streets. They may have them on low-traffic streets that may not need bike lanes. The ones that go places are the ones that need bike structure."

The town has made great strides in the last few years, says Paul Goodrich, Orem's transportation engineer. It started a plan in 2010 and more than 1,000 people participated in some way, mainly responding to requests to suggest infrastructure improvements. In two years, the town trebled the number of bike lanes from 11.6 to 34.2 miles. The city is planning to connect them, Goodrich adds. "We have a lot of bicycle advocates on the Transportation Advisory Commission."

He states that "the only thing keeping us from moving any faster than we are moving are the budget constraints. We have had to do attrition on city staff. We have gone down from 18 to eight in engineering alone," as about 50 positions were cut. "I'd love to have a bicycle planner on staff or an intern or somebody

to help me. But it is one of those things when you have that much attrition and people expect the same level of service."

Goodrich hopes the state can fill in some of the infrastructure and education components that the city can't afford.

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MOUNTAIN BIKE TOURING

A Mountain Bike Adventure in the La Sals

By Adam Lisonbee

Every great adventure begins with a map.

I was sprawled out on my living room floor. Unfolded around me were three different maps of the Moab desert, La Sal mountains, and Colorado Plateau. On the screen of my nearby laptop was a fourth, a digital topographic map of the same areas. I was writing notes on a scrap of paper about possible road combinations—deciphering elevation profiles, looking for possible water sources, and making unsubstantiated guesses about the quality of the roads and trails.

The objective, and the reason for the map-scouring and route-planning, was to spend two days riding a circle around the La Sal mountains. Could it be done? Geographically, yes. But physically? I'd have to do some pedaling to find out the answer to that question.

I continued to pour over the maps. Dirt roads dead-ended in box canyons, on mesa tops, and at the bottom of cliffs. A few connected with others, which looked promising, until they too terminated abruptly. But a few others did intersect with others still, until at last, a circle started to emerge.

On paper, the different route possibilities were legion. Lines, some solid, others dotted, criss-crossed the map arbitrarily and indiscriminately. Where many roads ended, many did not. Utah is, after all, a labyrinth of old mining, jeep, and forest roads. But which ones, if any, were rideable roads? Which ones were maintained? How many were covered in loose baby-head boulders? Would mud or snow be a hindrance? And did the Carpenter Basin Trail, clearly marked on the map, even still exist?

Sometimes maps can invoke more questions than they can answer.

I searched for information on the Internet, hoping to glean even a little bit of visual evidence about the conditions, scenery, and terrain. My searches mostly turned up empty. And that wasn't entirely surprising. The La Sal mountains, and the world

around them, are empty and vast. Some of the old roads are well traveled. But most of them seldom see any significant traffic.

After a couple of hours staring at the topographical reliefs, making notes, and drawing lines on the digital map, I felt like I had a reasonable route put together; starting and finishing in Moab, the line drawn on the map stretched just over 100 miles and climbed almost 13,000 vertical feet over forest roads, double-track, and maybe even a little bit of singletrack.

I passed along the circle to Ty Hopkins, my ride partner. "Yeah, looks fine. Should be fun." He was right. It was a good circle. And it rounded some fantastic mountains.

I packed up the maps, and everything else I needed for the ride—8,000 calories, 4 liters of water and a UV purifier, a sleep system, bike tools, and other various necessities—and set out to circle the La Sals. The questions sparked by the map were going to be answered on the ground, one pedal revolution at a time.

I've always loved maps. A map is a lot more than a representation of terrain, distance, and topography. And it's a lot more than a guide. A map is a possibility, and potential. Every road and trail, elevation contour, relief and landmark is an opportunity for adventure and discovery. A map is a mystery with but one solution: on-the-ground exploration.

Maps conjure expectation and possibility. They spark energy, and an eager exploratory ambition that flows through the heart and mind. Learning the myriad ways that trails connect, roads intersect, and mountains and valleys become one or the other is invigorating and exciting. And having a map with a well-researched circle drawn on it only compounds those feelings.

And so, it was with great excitement that Ty and I set out on another map-inspired adventure. "Time to make the donuts," he said, as we pedaled into the unknown.

The wind was blowing from the south, into our faces. We pedaled through the outskirts of Moab, Utah, along the chip-sealed Spanish Valley



Ty Hopkins riding on 2 Mile Road with the La Sals in the background. La Sal Peak is on the right.

Road. Cars whizzed past us in the summer sun. The nearby pastures and fields were already turning yellow. It was only May, but summertime had long displaced spring in this desert.

We rode past old trailer parks, farm houses, and junkyards. There was a disconnect between the natural beauty around us, and the crumbled, neglected housing it surrounded. Carcasses of old cars, rotting barns, and unidentified junk littered the corners of yards and fields. Dilapidated fences separated property lines. If a home had a lawn, it was dry and brown. Paint was peeling off of old siding, doors, and mailboxes, in thick, dry chips.

We followed the pink line that I drew on the map and had transferred to my GPS, now conveniently mounted to my handlebars. The line led upward. Away from town, away from the junk, and away from the encroaching summer heat. Slowly, the valley fell away as we climbed through the tawny tablelands and scrub oak. Red cliffs and sandstone domes became visible to the west. On the horizon behind us, Arches and Canyonlands National Parks were crowded with tourists. Beyond, the canyon country unfolded into a haze of time and space.

Juniper trees displaced the sagebrush and scrub oak. A rocky double track that lacked switchbacks or subtlety began where the pavement had ended. It went up. Straight up. We would soon learn that the west side of the La Sals are striped with roads just like this one.

But our spirits were high, and so were our energy levels. We happily struggled over the loose rocks and up the steep grade. We knew, or rather, we hoped, that we would soon be riding flowing mountain singletrack through patches of aspen shade. After

all, the trail we were looking for was clearly marked on the map.

Originally named by Spanish explorers Sierra La Sal, or The Salt Mountains, the La Sals are laccoliths, formed through volcanic intrusions that pushed the sediment upward, forming domes and peaks. The La Sals are capped by abrupt, bald peaks that reach over 12,000 feet above sea level. Flanking the peaks is a defined timberline where the forest stops suddenly. Scree fields of shale, boulders, and year-round snow fields top the rounded summits.

The mountains are a dramatic contrast and backdrop to the canyon country that erodes away at the foot of the range. The red sandstone of Arches is offset beautifully by white snowy peaks, green pine and aspen groves, and a vertical incongruity that only the Rocky Mountains can provide. The Moab area is, as Edward Abbey claimed, "the most beautiful place on Earth."

As early as the 1500s, Spanish explorers and traders were traveling through Sierra La Sals. The mountains were a part of what is called today the Old Spanish Trail, a rigorous, rugged trade route that connected Santa Fe, New Mexico and Los Angeles, California. John C. Fremont and Kit Carson followed the route in 1844, and upon learning that the Spanish had been using the network of trails for centuries, gave the trail its present-day name. Pack trains of horses and mules would carry hand-woven goods to California, where they'd be traded for the same horses and mules used to carry the cargo back and forth across the route.

As Ty and I pedaled, however, none of that history was on our minds. Our own exploration of the mountains, difficult in its own pneumatically enhanced manner, was starting

to get rocky.

After riding through the windy and barren Spanish Valley, and climbing 2,000 feet through the boxed canyons of the La Sal foothills on loose, stony roads, we had finally arrived at where the Carpenter Basin Trail was supposed to begin. But there was no trail. We wandered around, looking for any sign of the singletrack. We found nothing. From our perch on the ridge, however, we could see dirt roads meandering below, in the direction that we ultimately needed to go. We abandoned the Carpenter Basin route, and improvised.

I was glad that I had brought the paper map. It, more than the GPS, guided us through the re-route. Eventually, we found our way back to where we had planned to go. But we lost several hundred feet of elevation in the process, and had to climb another no-switchback, no-mercy road. By the time we reached the top of that road, we were tired and hungry. "Time to stop. I need to eat," Ty announced. I agreed.

The shadows were growing longer. The dull ache in our legs had migrated to our backs, shoulders, and wrists. We were thirsty, and out of water. Far below, Highway 46 snaked into the distant horizon, and into Colorado, where it became Highway 90. We ate a modest dinner while we watched the sun splash warm light onto the warm rocks of Canyonlands. The Abajo mountains to the south were a deep blue. The peaks behind us caught the afternoon light eagerly.

Doubt crept into our hearts. Why were we here? To prepare for the Colorado Trail Race, of course. But really, why were we here? That is, why had we each goaded the other into committing to do something like the Colorado Trail Race? If just a few hours of navigational frustration were taking such a toll, what sort of physical and emotional havoc would several days of difficulty incur? I forced food into my mouth, and swallowed it

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Map data from Adam Lisonbee, Google Maps, and GPSVisualizer.com



Above: Ty Hopkins climbing up Lackey Basin Road.
Below: Adam at Seldom Seen Rd.



into a deep pit of despair.

There was nothing for it. And so we continued, uncertain of what the next bend would uncover, and increasingly worried about where, and when, we'd find water. "Time to make the donuts."

Finding water didn't take long. We heard it before we saw it. A running stream is always a wonderful sound. It's musical, happy, and comforting. A stream doesn't roar intimidatingly and dangerously like a river. And it doesn't sit silent and stagnant like a pond. Instead, it trickles with an inviting melody.

The spring water was icy cold, and crystal clear. We filled our plastic bladders, our bellies, and washed our dust-crust faces. The road turned mellow, and the riding became faster. The sunlight was golden, and for a few minutes, the world was perfect. The desert surrendered to the mountains, and suddenly we were riding through twinkling aspen groves and fir trees. We spun happily and joyfully. We had forgotten about the heat, the thirst, and the fear that had clouded our minds only minutes earlier.

The Colorado Trail race no longer seemed quite so impossible. Our enthusiasm for that adventure, and for this one, returned in a rush of natural wonder. We were sieged by beauty.

Mount Peale, the tallest of the La

Sal range, was shrouded in shadow. Its snowy slopes were faded blue in the waning light. The vast approach to the steep slopes was covered in thick trees and open meadows. The moon rose in the west, round and bright. A pale light flooded the plain. "The most beautiful place on Earth".

We made camp in a small meadow, built a fire, and ended the first day of our ride with a kingly meal of homemade rice cakes, beef jerky, and blueberry licorice.

There are easier ways to explore the wilderness. Motors for example—trucks, all-terrain-vehicles, motorbikes. There are even easier ways than motors too—the Internet, television, books. But the mountains and the deserts were not created to be easily experienced. They are not tame, forgiving places. Instead, they demand respect, intelligence, and reverence. And the best way to meet those demands is human powered. It's too easy to forget the remote and terraced nature of nature while speeding effortlessly along a graded or paved road. Laborious and slow progress, along with blood, sweat, and tears, can create understanding, respect, and even joy.

Maybe that's why so many mountain bike riders are trying to do things that the rest of the world says are stupid, crazy, or ridiculous. There has to be something more than physical accomplishment to riding a bike from Canada to Mexico, or from Durango to Denver. Something intangible is motivating this small but powerful ultra-racing movement. Maybe it's the connection, and the understanding that accompanies the physical effort that is pushing more people beyond the established boundaries of sport.

Our technology is far superior than anything the Spanish traders, or Fremont ever used. But despite the lightweight bikes, the GPS computers, the water purifiers, the

laser-accurate maps, and the other high-tech gear that we use today, the mountains and deserts are still difficult and dangerous places. Our reasons for traveling through them are different as well. But the pain and the fear is similar, if not identical, to what all men, in every age, have had to overcome in our efforts to move through inhospitable terrain. Those feelings of inadequacy connect us to Domiguez, Escalante, Fremont, Carson, and Powell. Our travels help us slowly understand, just as they did, the intimacies of the wilds.

A group of motorbikes sped by us. Ty and I were half way up La Sal Loop Road, with about 1200 feet behind us, and another 1200 to go. Below us, Castle Valley was distant and quiet. The small cluster of homes looked far away, and

empty. The green grass in the front yards looked neon, compared to the brown and gray of the desert floor. Castleton Tower split the blue sky. North Beaver Mesa cast a long shadow over the valley. We could hear the engines of the motor bikes long after they had gone out of sight.

We both slept fitfully during the night. The moon was too bright, our bodies, too tired. And the bivvies, a little too cramped. Every hour a dog howled at the moon like a lunatic. The bellowing echoed through the still mountain valley. When dawn finally rose through the night, we broke camp, loaded our bikes, and set out once again. "Time to make the donuts."

The morning was beautiful, and the scenery, too. We pedaled happily. Indeed, we were still happy, mostly, as we climbed the long twisted Loop Road. At last we topped out, and left behind the pavement for more dirt, dirt that tilted almost entirely down-

hill, all the way back to Moab. When we finally did arrive back where we had begun, only 24 hours had elapsed. But it felt like a lot more time than that had passed. We felt like strangers in a strange land.

But those foreign feelings soon conceded to the familiar rhythms of modern life—hot showers, hot food, cold milkshakes, and a fast car on a smooth highway.

When I returned home I unpacked my gear. As I did so, the feelings of uneasy excitement returned. "Can I really ride the 520 miles from Durango to Denver?" I pushed the thought away. Of course I can. One day at a time. One hour. One pedal. Just like riding a circle around the La Sal mountains.

The next day I pulled out a map of the Wasatch trails and spread it out on my floor, a notepad and my laptop nearby. "Now, where to next?"

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TOURING

Bike Touring from Steamboat Springs to Grand Junction, Colorado

Above: Ashley chugging up a classic Great Divide road with a thunderstorm imminent.

Right: A great campsite on the shores of Dillon Lake, with the cyclists' prayer flag flying in the wind.

Below: Nearing Schofield Pass, by the Maroon Bells between Crested Butte and Aspen.

Below right: Chasing down day riders heading to Schofield Pass.



By Tom Diegel

Many years ago, while in Keystone, Colorado for some work, I awoke one midweek morning to seeing hundreds of cyclists streaming by in what seemed to be a never-ending peloton. Since it wasn't a weekend I figured it couldn't be a century, and I was sort-of correct; it was the annual Ride the Rockies: a huge, fully-supported rolling tour that happens annually in Colorado with ever-changing routes. I checked out their route that year and it looked great: There are a ton of beautiful, relatively quiet roads that wind up into and then over the many well-connected sub-ranges of the Rockies. And since that time Adventure Cycling created the Continental Divide route that goes from Canada to Mexico on mostly really quiet gravel roads. So while it has loomed large for us a

destination for a great tour, we had seemed to focus our efforts more in Utah and internationally and we had neglected our Colorado aspirations. Finally, however, the opportunity arose for us to head to our neighbor state to see what the Rockies were all about.

The fundamental plan was to start in Steamboat Springs, take the Great Divide Route then veer west through the mountains to eventually end up in Grand Junction. Of course, doing a point to point bike ride creates the problem of getting to and from your start/finish points, and in this case we were super pleased to have the opportunity to get a ride from the Family Southwick (great friends and former Cycling Utah Commuters of the Month – July 2011 issue), who were headed out to do a backpack in the Rabbit Ears Pass area above Steamboat. And I had remembered that Amtrak has a service from Grand Junction back to Salt Lake via Green

River and Price (we had talked about using it as a way to get down to ride in Fruita for a weekend, but had never had) so we bought a ticket and were therefore committed to getting from Steamboat to Grand Junction in a week.

After showing up promptly at the appointed time (for once; good practice for later needing to meet the train!) at the Southwick's we loaded us, our bikes, the Southwick kids, their camping gear, and Andy and Megan into Andy's beloved Vanagon and started chugging our way eastward. An uneventful drive ended with them dropping us off alongside the road a few miles up the pass from Steamboat late that night, and as the Vanagon trundled off into the darkness we hoped that we had grabbed everything out of it!

The next morning we awoke to voices, which was a bit surprising given that we were a few miles outside of town, but it was some cyclists working their way up the pass, that became some more, and then a veritable crowd. I couldn't believe it; was it coming full circle to me and the Ride the Rockies was coming past me again, right at the beginning of my tour, after all these years? But it turns out that we had stumbled into the annual Tour de Steamboat, a century-plus ride that goes over a couple of nice passes in the area.

From downtown Steamboat we easily found our way onto the Great Divide Route (GDR) and quickly left virtually all traffic behind as we wound our way into the mountains on one-lane gravel roads. The route rambled and rolled with no major climbs but plenty of staircase stuff to culminate in a final 10 mile plunge — described as one of the best descents on the GDR — down to the Colorado river near the famous Gore Canyon and Pumphouse white-water sections of the Colorado.

The new morning provided a bit of a surprise: I went down to the little creek that we camped alongside to get some water for tea, came back up to our camp, and asked Ash "why is your handlebar bag in the middle of the creek?" Sure enough, although she had put the bag in the vestibule of the tent to keep it out of the gratuitous CO thunderstorm, somehow over the course of the night some varmint — we think — hauled it down to the creek to check its contents, which were now downstream. Fortunately Colorado's 2012 drought meant that there was very little water in the creek and everything — including her wallet — was recovered, including a couple of soggy bagels bobbing merrily in an eddy! (Why said varmint didn't actually eat the bagels, and for that matter took the thing to the creek in the first place.... we'll never know).

From the river we climbed up and over a smallish pass and cruised into Kremmling — an unlikely home of mountain bike nationals for two years prior to it moving to Sun Valley — and then into some high plains. Our progress was momentarily halted as we cruised into a thunderstorm complete with ground lightning less than a mile away, but a scrabbly farm provided a bit of shelter until it passed. A climb up our first "big" pass — Ute Pass, at 9500' — followed, and en route we passed first a national forest sign with its requisite eco-friendly look and verbiage, and then a full-on wasteland of an enormous hillside-



Nuts and Bolts:

•7 days

•450 miles

•Steamboat Springs, CO to Grand Junction, CO, about half of it was spent following the Great Divide Route.

•Train — Grand Junction to Salt Lake City on the way back. The Amtrak train from Grand Junction does sell out - and it's a lot more expensive on a same-day purchase - so it's worth making reservations. From Salt Lake City to Steamboat, one must hitchhike. Or, if you were up for a longer trip, one could take the train to Glenwood Springs or Granby, CO and ride to Steamboat. It leaves around 4pm and arrives in SLC around 11:30pm. The station there actually has bike boxes to use - and they only charge \$5 for bikes - and the bike shops in Grand Junction are open on Sundays

•Tires - It's nice to have tires that can handle at least gravel roads: fat slicks, semi-slicks, 38+ c cross tires, etc.

•Bike choice — We used a steel mountain bike and a steel cross bike.

•Guide Book — Cycling the Great Divide by Michael McCoy was useful. The Great Divide Mountain Bike Route map from AdventureCycling.org would have been helpful too.

•Weather - Colorado is notorious for summer afternoon thunderstorms, so cyclists need to plan accordingly.

•Food availability — Food was easy to obtain in the local towns.



decimating, toxic waste sludge pond-infested mine halfway up the pass. The National Forests...protecting our watersheds. Check.

Carrying on, we ended up in the outlet mall paradise of Dillon and after a bike-path climb of the Dillon Dam we found an awesome campsite just off the same bike path a half mile from a campground. This was notable because due to the severe Colorado drought the reservoir was quite low, so the "lakeside" campground had become a long mudflat-side campground, but at least it was expensive and stuffed with RV's, so the ability to find an adjacent spot that actually was lakeside and super quiet was another great example of the elegant simplicity and flexibility that bike touring enables.

The next day we proceeded up the bike path to Breckenridge, and again veered off the main highway to climb beautiful Boreas Pass, which though over 11,000 feet was first done as a train route back in the day and the resultant gradual grade — on a gravel road — made it feel quite cruisy. After plunging down Boreas



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Above: A map of the adventure. Map credit: Tom Diegel and State of Colorado.

we found ourselves out on some of Colorado's high plains with the mountains fading into the distance and a long, desolate section of mostly nice – but some washboard – gravel roads taking us straight south. At the little hardscrabble hamlet of Hartsel – recommended as a camping spot on the GDR map – we found ourselves with 75 miles under our belt in the middle of the afternoon with plenty of daylight left. As we were debating what to do I went into the gratuitous small town seedy bar to get some water. I was told that the tap water there “wasn't really that good” – by a guy who had clearly drunk too much of it, but didn't want to elaborate – we elected to throw down another 30 miles or so to veer off the GDR and take the highway to end up in Buena Vista, which proved to be a wise choice, despite a minor soaking by a short-lived thunderstorm.

Buena Vista is a great little town supported in large part by the huge rafting business there on the Arkansas and tourists hiking the big passes through the Collegiate range. Figuring that we couldn't be right there without giving at least one of the much-vaunted Colorado Fourteeners a go, we decided to do a “rike” (ride-hike – see the August 2009 Cycling Utah) up Mt. Princeton, the massif that looms right above town. So leaving our camping gear to collect later and only toting our running shoes we rode the 10 miles of increasingly-steep grade up into the mountains and finally – when we realized we weren't riding any faster than we'd be walking – ditched the bikes (throwing our shorts chamois-side out over the frame as a theft-deterrent; a long-time technique

employed by experienced Rikers) and started marching. We didn't quite make the summit due to thunderstorm concern, but had a nice hike up and down, then a fun cruise back into Buena Vista, where we retrieved our gear and headed up Cottonwood pass; the route that goes straight up into the Collegiates and over into the Taylor River/Crested Butte area.

We camped near the trailhead for Mount Yale in order to give us the opportunity for an earlier start to get up and down before the daily thun-

derstorms, and that worked out well. I noted that the climb was comparable in elevation gain and distance to our local Pfeifferhorn, but realized that starting that high means that it does take a bit longer. However, being in running shoes without backpacks and therefore the inability to carry much meant that going light meant going a lot faster than our waffle-stomper wearin', big pack with ten – or 20? – essentials – totin' fellow hikers. And even midweek there were a lot of them. Coloradans – and tourists – love them Fourteeners. But we were right there with them and of course



Above: Technical bike touring far above Marble.

the view from the top was great.

Back down at our steeds a guy we had passed earlier asked us how long our round trip took, and our answer of “we're not sure” was clearly perceived as a lie/affront; he was certain that we were holding out on him, and clearly how fast we went was far more important to him than to us. Ah well, we all have different reasons for tromping around the mountains.

That day was a good one for vertical; after summiting Mount Yale we then rode over Cottonwood, which was going to be crossed shortly after in a stage of the Tour Of Colorado (which Jens Voigt won in an epic solo effort). Like many Colorado passes, it's a long, but not too-step grind through mostly open woods to a few switchbacks above treeline to top out well over 12,000 feet. The east side is paved, and the west side is fast easy dirt (the Tour of CO

climbed the dirt side from the West). We descended to Taylor Reservoir, a huge ATV enclave where hundreds of the local motorheads were going to undoubtedly look at the spindly lycra clad racer boys with as much disdain and curiosity as they did to us dundering along with our loaded bikes.

Cumberland Pass goes from kinda nowhere – aforementioned Taylor reservoir – to nowhere – 15 miles east of Gunnison, so it's nearly devoid of traffic and is another great pass. It seems like the old mining industry of Colorado meant that they made a lot of small roads going up and over the mountains, which makes for great bike touring. And upon arrival in Gunnison we realized that a better way to get to Crested

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RIDE OF THE MONTH

Skull Valley Classic



Just off the route of the featured ride, a cyclist heads up South Willow Canyon, toward Deseret Peak. Photo: Wayne Cottrell
Right: A map of the Skull Valley Classic.

By Wayne Cottrell

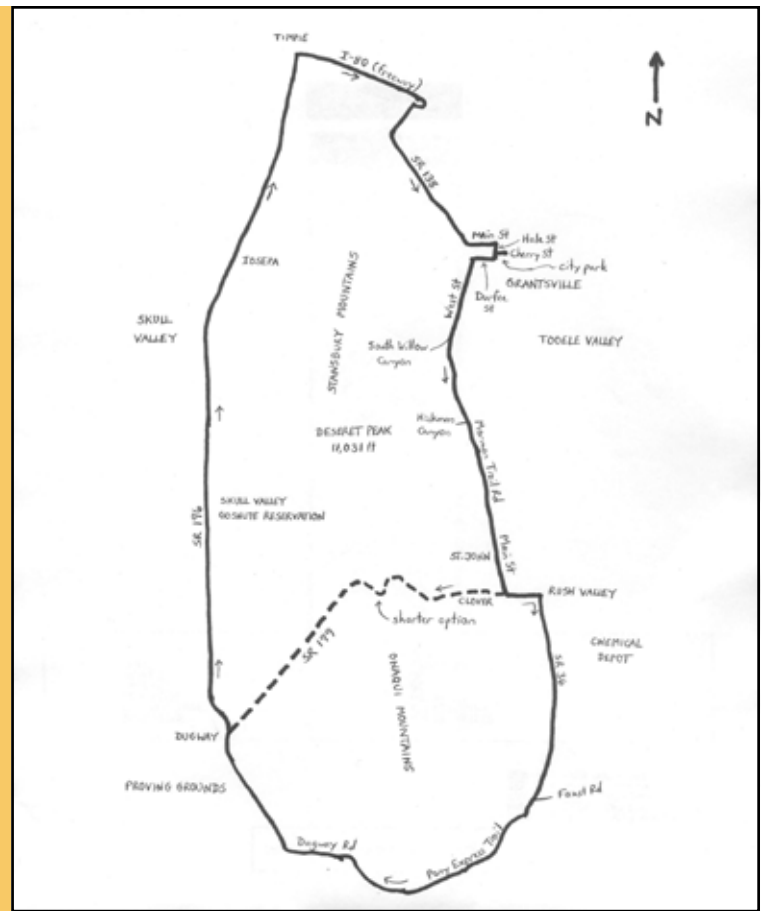
The Skull Valley Classic is a 110-mile loop featuring a significant climb and descent on a graded dirt road, long false flats through the Tooele and Skull Valleys, and a brief segment along the shoulder of the I-80 freeway in rural western Utah. The elevation ranges from 4,223 feet along I-80, west of Grantsville, to 6,192 feet at Lookout Pass along the Pony Express Trail.

Skull Valley is located west of Salt Lake City, southwest of the Great Salt Lake. The valley is sandwiched between the Cedar Mountains to the west, and the Stansbury Mountains to the east. The legend of Skull Valley is that sun-drenched bones – possibly

those of a slaughtered clan of Native-Americans – were discovered by pioneers near Timpie, near the present-day junction of State Highway 196 and the I-80 freeway. The Stansbury Mountains form the western boundary of Tooele Valley, which is the last urban settlement when heading west from Salt Lake for some 100 miles. In between are the broad, arid expanses of the Great Salt Lake Desert – generally inhospitable and lacking development, although there are or have been a few settlements. A large chunk of the desert expanse is consumed by the Dugway Proving Grounds, which is used by the U.S. Army for testing biological and chemical weapons. Also, training flights from Hill Air Force Base, located about 35 miles to the north of Salt Lake City, generally

head for the Dugway area.

The Skull Valley Classic is a LONG ride, with few or no provisions along the way, so be sure to bring enough sustenance and liquids for at least six hours in the saddle. Be sure to be mechanically self-sufficient, as well. The ride starts in Grantsville at Grantsville City Park. Grantsville is a pleasant, residential city located 35 miles west of Salt Lake City, and a few miles to the south of I-80. Leave the park by heading west on Cherry Street. Turn left onto Hale Street, and then right onto Durfee Street. The pavement was rough in spots when I checked this route, particularly at the Cooley Street crossing. One mile into the ride, turn left onto West Street and head south. West Street later becomes Willow Road, Mormon



Trail Road, and then Main Street. The road surface was fair (i.e., not good, but not poor) when I checked it. Watch out for potholes. Cross a cattle guard shortly after the turn, and begin a gradual uphill. The Stansbury Mountains tower to your right, and the Oquirrh Mountains are off in the distance, to your left. Another cattle guard, at mile 3.6, suggests that this is open range territory. Access to South Willow Canyon is on the right at mile 4.1; one of several canyon roads that penetrates the Stansbury Mountains here, which rise to an astonishing 11,031 feet (Deseret Peak). Cattle guards regularly cross Willow Road (Mormon Trail Road) every 1.5 miles or so. The road finally crests at Hickman Canyon Road (5,470 feet), at mile 11.1.

From Hickman Canyon, it is generally downhill. There is not much to see out here, except for the dramatic mountain ranges. Pass through the small community of St. John at mile 16.9, where the road levels. St. John, which later became part of Rush Valley, was one of many towns settled in Utah during the 1850s. Turn left onto State Highway 199 at mile 19. The highway has a narrow shoulder. (Alternatively, to shorten the ride by about 23 miles, to 87 miles, turn right onto State Highway 199. This shorter option follows the route of the Old Lincoln Highway, while the featured option follows the route of the Pony Express. Paved Highway 199 climbs to and descends from Johnson Pass, while straddling the saddle

between the Stansbury and Onaqui Mountains. Rejoin the featured ride at State Highway 196, near Dugway). Continuing with the featured route, turn right onto State Highway 36 at mile 20.8, and head south, through Rush Valley. That large array of low domes to your left is the Deseret Chemical Depot, where chemical weapons are stored and destroyed. Mustard gas, anthrax and other poisons have been held here at one time or another. The main piece of advice would be to stay far, far away. Merge with the Pony Express Trail at the intersection with Faust Road, which comes from the left. Turn right about one-half mile later, at mile 32.9, where the signs read "Fish Springs North" and "Pony Express Route." There is a cattle guard at the turn.

This road, which is literally along the Pony Express route, rolls for a few miles, and then begins to climb at mile 39.9. The pavement ends one-half mile later, as the surface switches to a rideable, graded dirt. There were occasional spots of gravel when I did this route. The road crests at Lookout Pass (elevation 6,192 feet), at mile 41.2. A Pony Express station was once located here. From here, the road descends, steeply for a segment, toward the vast Great Salt Lake Desert. Although this area is indeed remote, there is a steady recreational traffic flow. At the "Y" intersection, at mile 44.7, bear right, toward Dugway, on the aptly-named Dugway Road. You are still riding on dirt, occasionally rough, and there are intermittent cattle guards. Bear right onto Government Creek Road at the end of Dugway Road (no sign) at mile 46.7. The fencing to the left marks the boundary of the Dugway Proving Grounds – totally off limits!

The dirt road (finally) ends at mile 54.3, at the junction with

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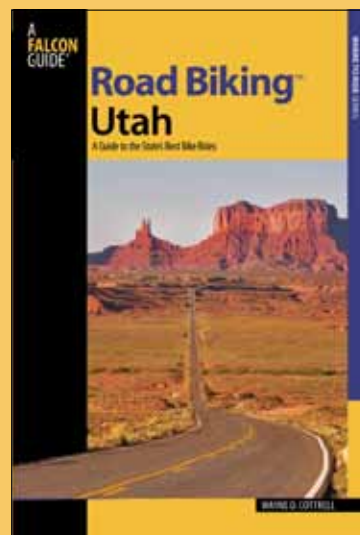
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**Colorado Bike Tour -
Continued from page 41**

Butte was to go over Ohio Pass: another virtually car-free, dirt-road climb up to about 10 or 11k through one of the biggest aspen groves on earth and a seven-mile downhill cruise into Crested Butte, one of the truly-cool and relatively unspoiled mountain towns in the West.

Some years ago Ashley had ridden Schofield Pass up from the north side – above Carbondale – and over to Crested Butte and back in a day on a mountain bike, and she remembered it as being pretty burly. Our initial thought was that we might take the Pearl Pass route to Aspen instead, but we were a little concerned that might put us a bit behind schedule to make our train and there was some question about the possibly-higher level of burliness of that route. So up from CB to Schofield we went, where Ash identified an awesome 8 mile hike up to West Maroon pass, which provides an incredible view of the West Elks, the mountains that some Boulder-based friends feel are the best in Colorado. There is a ton of relief there, and in the next 10 miles we plunged over 4000 feet down into the Crystal drainage on a pretty full-on 4WD road, complete with 20% grades and both embedded and loose baby-head rocks. It was challenging and time consuming on our loaded, rigid bikes, but was super cool. We ended in the little hamlet of Marble – made famous, not surprisingly, for its striking marble that has been mined for a gazillion years, some of which

is in the Salt Lake City LDS temple – where we ended up on the porch of the Beaver Pond Inn, which is normally booked months in advance but had a cancellation for that night. As we pondered our options (it was pretty expensive) the classic Rocky thunderheads opened up yet again and made our choice quite apparent. And the news that the only restaurant in town was a Deadhead-run bar-beque sporting Colorado microbrews on tap definitely sweetened the deal!

Marble marked the end of the babyhead-fest, and a nice cruise down to the base of McClure pass – signifying the break between the Rockies and the ‘West Slope’ – made for yet another climb and a long buzz down towards the cool town of Paonia. Once in town we found out about a place that was sort of a turbocharged fruit stand complete with a café, music, their own cider, and local fare, so we were able to mow into an succulent meal of locally-sourced meat, slow fire-roasted peppers (done by an old employee of a Salt Lake City’s Liberty Heights Fresh), local cheese, etc. We got some beta from locals to utilize great roads winding up towards the Grand Mesa (the huge mesa that separates the Gunnison and Colorado River Valleys; very similar to the Manti-LaSal Skyline), and we ended our day at a campground that was just welcoming a 600-strong crowd of sober “bikers” (of the throttle kind)!

By now it was Saturday night and our train was leaving Grand

Junction at 4 pm the next day, so as we pored over the maps (and our daily Colorado microbrews) we were concerned that we might have a hard time making the 80 miles up and over the Grand Mesa and back to GJ by the time we needed to be at the train station to box up our bikes. The climb up the Grand Mesa was apparently 17 miles and topped out over 10k feet, and as much as we had our climbing legs well tuned by this point we decided it would be prudent to expedite our journey. Our campground host turned out to be former pro triathlete turned biker-cum-campground host, and pretty much couldn’t wait to haul us and our steeds up onto the mesa. So in the morning we took her up on her generous offer and watched the climb zip by from the windows of her truck. What we didn’t realize is that the southern side of the “mesa” is more of a peak, and once back on our bikes we basically coasted almost 25 miles down to I-70, where it was only 20-odd miles to the Junction. So we had tons of time after all.

On the way was Palisade, which is the peach capital of Colorado, and the harvest was in full swing, of which we partook at one of the many farm stands. Some fellow Sunday cyclists gave us the beta of the scenic route into Grand Junction, so we climbed up onto a low mesa that was nearly car free with the aroma of ripened peaches in the air. We rattled leisurely along that mesa until we saw central Grand Junction looming below, and a final descent brought us into their nice downtown and the train station.

Riding the train back was both great and a bit frustrating; we hadn’t been on a domestic train since we had been in France a couple of years prior, and we were as disillusioned with “our” trains as we had been amazed at the French trains. Super-



Above: Bobbing through one of Colorado's innumerable beautiful aspen glades.

confusing seat/car arrangements that had literally ALL of the customers bumbling from one car to another asking the same questions of a tiny handful of officials, the meal service situation was painfully obtuse (but at least they kept calling out names over the intercom well into the night as we tried to sleep) and even barely-perceptible grades slowed our blue bullet to a crawl. But the fact that they only charged us \$5 extra for the

bikes and had boxes at the station for us to use was slight mollification. And it was a very comfy and relaxing way to wind our way home.

We rolled into the Salt Lake City train station around midnight; quickly put the bikes back together, and wobbled back into Sugarhouse, weary and happy. Our journey through Colorado – many years in the coming – had proved to be some most-excellent riding indeed.

State Highway 199. The community of Dugway (home to about 800 residents), and the entrance to the Proving Grounds, is to your left. Keep straight onto the paved State Highway 196. The Stansbury Mountains are now to your right. The highway stretches out over the horizon, seemingly into infinity. Enter the Skull Valley Indian Reservation (Goshute) at mile 62.7. There is a mini-mart on the right within the reservation. Skull Valley scenery includes livestock, the mountains to your right and far left, an occasional structure, plentiful sagebrush, and the false flats of the broad expanses in front of you. North of the Goshute reservation, however, somewhat off the beaten highway, are the remains of Iosepa. This was a community of converted Polynesians who journeyed from Salt Lake City in the late 19th century to establish their own community. The town survived until 1917 in relatively inhospitable conditions; however, the founding of a Mormon church in Hawaii was the primary reason for the town’s abandonment. Lone Rock, which has an interesting formation, is on the left at mile 85.3. The highway ends at the I-80 freeway, at mile 90.6, just south of Timpie (see above). To return to Grantsville, there is no other choice but to turn right and head east, along the freeway shoulder. Stay to the far right to avoid the rumble strips.

While riding along the freeway, it is possible to see three mountain ranges: the Stansbury Mountains in the foreground, the Oquirrh Mountains in the distance, and the Wasatch Mountains in the far distance. There may be large basins of water to the freeway’s left and right, seemingly having overflowed from the Great Salt Lake. Exit I-80 at exit 84 (“Grantsville”) at mile 97.7 of the ride. The exit ramp makes

a loop; turn left at the end. Head into Grantsville on State Highway 138. The highway makes a sharp bend to the left at the 99.9 mile mark. Bonneville Sea Base is near here, on the left. Scuba divers can view tropical fish in geothermally-heated saltwater ponds. After a lengthy stretch, with civilization on the horizon, enter Grantsville at 108.4 miles. Head straight into town; after the road bends to the left, you are now on Main Street. Turn right onto Hale Street at mile 109.6. Turn left at Cherry Street and return to Grantsville City Park to conclude the ride.

Note: Use caution on this ride and make sure you have plenty of water, don't ride it if it's too hot, and be prepared to fix your bike.

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

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



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