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**WEST MOUNTAIN CYCLING MAGAZINE**

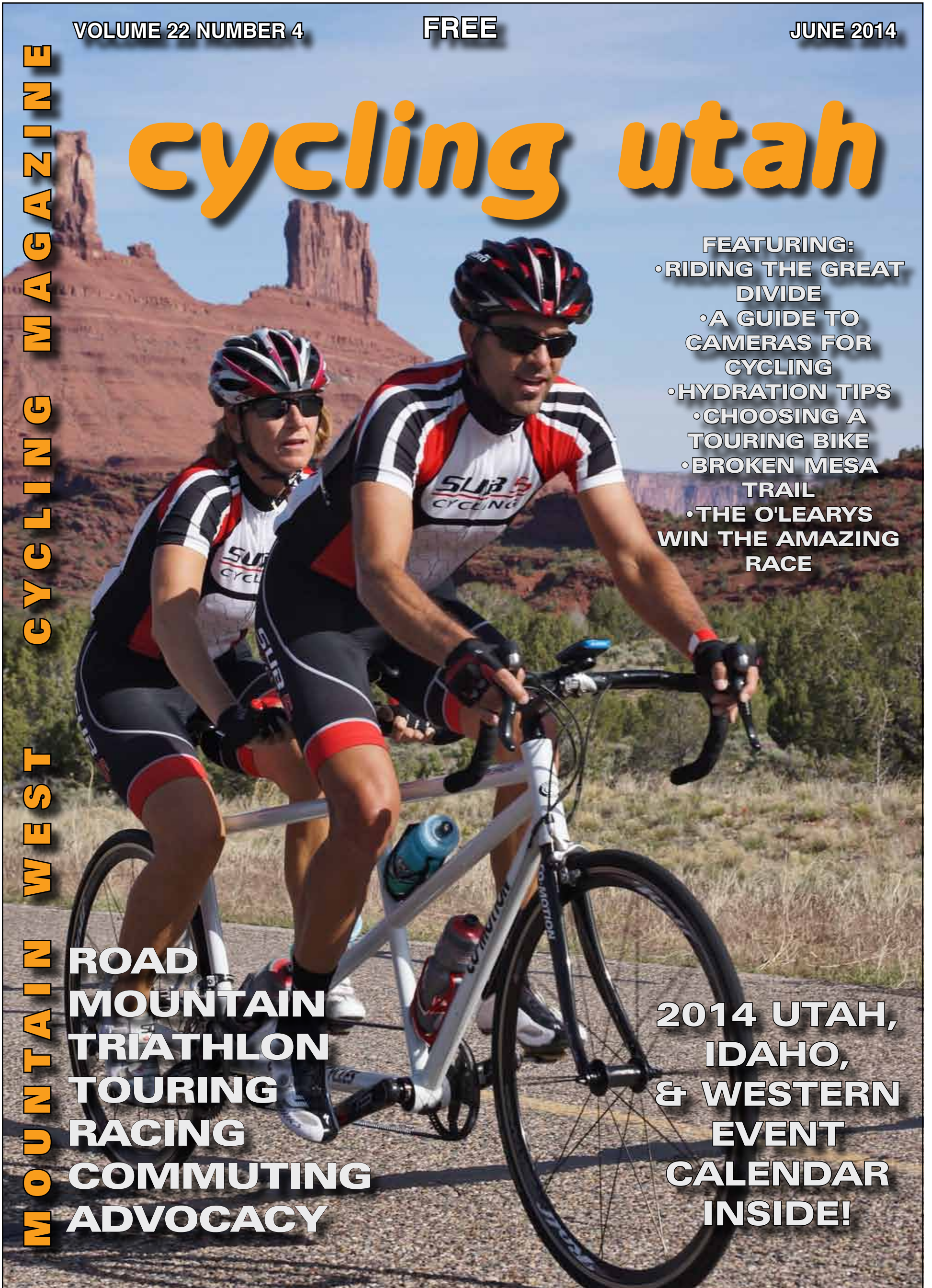
# *cycling utah*

FEATURING:

- RIDING THE GREAT DIVIDE
- A GUIDE TO CAMERAS FOR CYCLING
- HYDRATION TIPS
- CHOOSING A TOURING BIKE
- BROKEN MESA TRAIL
- THE O'LEARYS WIN THE AMAZING RACE

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## SPEAKING OF SPOKES

## My Need to Ride

By David Ward

My life just seems to get more complicated. I always thought that when my children were raised and on their own, I would have more free time. I also thought that as I approached retirement (still a few years away), I could lighten my work load. And I figured the overall demands on my time would decrease. As it has turned out, it's just not true.

It fact, it seems just the opposite.

Either that, or my ability to juggle everything is diminishing as I get older. Whatever the reason, and it is likely a combination of both, my time to ride seems to be decreasing. That's my life in microcosm. Complicated, too many irons in the fire, and overwhelmed at times.

So, more and more, I find myself going several days, a week or even more without getting on a bike.

When that happens, it does not

take long till I start to feel out of sorts. My body seems not to function as well as it should, my mind becomes fatigued, and my emotional outlook begins to feel unsettled. I feel tired, and I even lack the desire to ride. It is at that point that I realize that I just need to make the effort to get on my bike, and that if I do so, I will feel refreshed, regenerated and re-energized.

For nearly 35 years now I have been riding regularly. I believe my

mind and body now need, indeed crave, a good ride when I go too long without one. They have become accustomed, addicted if you will, to a steady diet of riding, and all the good fitness and feelings that come from that. Without it, my world starts to unravel a little bit.

Two weeks ago, I was assaulted by a sinus infection. For several days, it was all I could do to drag myself to work and home again. I even skipped church on Sunday, but thereafter finally started to feel a little better. A week after it had come on, I had overcome the worst of the sinus infection, and I began to crave a ride. So, since I had no business outside the office the next day, I commuted to work and back home. It felt good.

But then for the next several days, I had too much going on to get out and ride, and then we were headed out of town for the Memorial Day weekend to work on our cabin. I took my bike along in hopes of finding a few hours to break free, but by Sunday evening, it had not happened. And by then, I was feeling tired and lethargic. That's when I felt it, when I recognized it: The need to ride, even though the thought of doing so made me feel more tired.

We were in Idaho, and our plan was to visit my wife's sister on our way home. So, before leaving for home, I donned my cycling garb, and told my wife that we were going to stop in Rexburg, from where I would ride the last 21 miles to her sister's home. She agreed I could. (I never do anything without my wife's blessing, of course.)

So in Rexburg, I climbed on my bike and headed out into a dry, stiff headwind. This headwind buffeted me around, but it felt great. The legs were pumping and the blood was flowing. Soon, my body and bike were in a good synergy and my mind was clearing. It was exactly what I needed



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Cover Photo: The Sub 5 Cycling tandem team of Jeff and Kerri Gemar rides past Castle Rock during the Moab Gran Fondo, May 3, 2014 in Moab, Utah.  
Photo courtesy [MoabActionShots.com](http://MoabActionShots.com). Find your event photo on their website.

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COMMUNITY

Utah Cyclists Connor and David O'Leary Win The Amazing Race



recently-completed Amazing Race All-Stars competition by winning six of the competition's 12 legs.

Connor, a former professional cyclist for the Bontrager-Livestrong team, joined his father, a real estate developer, were invited back after an Achilles tendon injury shortened what appeared to be a run at victory two years earlier. This time, the father and son duo didn't let anything stand in their way as they traveled the globe for challenges and became fan favorites in the process.

"I'm proud of my son. I can think of anything better than to win The Amazing Race with my best friend," David O'Leary said while choking up with emotion during the series finale.

Making the victory and the million dollar prize more sweet is the fact that both O'Learys are cancer survivors. David O'Leary survived a bout with prostate cancer several years ago while Connor beat testicular cancer as a teenager.

David, 59, is the oldest to ever win the show, Connor is the youngest at 22. They are also the first parent-child combo to win CBS television's The Amazing Race.

Connor's name should be familiar to Utah cycling fans. As a member of the Bontrager-Livestrong team and part of the USA Cycling develop-



Utah's Connor and David O'Leary won CBS's the Amazing Race this spring.

"Baby Bear's Soup" --In this Road Block, Father/son team Connor (left) and David (right) must assemble a toy car and then deliver it to the Guangzhou Children's Cultural Center in order to receive the next clue, on the All-Star edition of THE AMAZING RACE. Photo: Robert Voets/CBS ©2013 CBS Broadcasting, Inc.

"Do You Believe in Magic?"-After 4 continents, 9 countries, and over 35,000 miles Father/Son team David and Connor O'Leary arrive first to the finish line and are awarded the 1 million dollar prize, on the season finale of the All-Star edition of THE AMAZING RACE on the CBS Television Network. Pictured L-R: Host Phil Keoghan, David O'Leary, Connor O'Leary Photo: Sonja Flemming/CBS ©2013 CBS Broadcasting, Inc.

By Jared Eborn

Utah has long produced a variety of reality show contestants. We've seen David Archuleta, Julianne Hough and Carmen Rasmusen sing and dance their way to fame on American Idol and Dancing With the Stars.

But Utah has also been well represented in shows requiring physical

fitness and endurance – especially in the past several months.

The latest Utah products to capture fame and a certain amount of fortune on a reality show are the father-son tandem of David and Connor O'Leary.

After an injury-shortened run on The Amazing Race in 2012, the Salt Lake City residents capped a dominating shot at redemption on the

ment program, O'Leary raced against the world's best in Europe, North America and in many other places – a fact that may have come in handy during the globe-trotting Amazing Race competition. For a couple of stages, O'Leary wore the best young rider or best Utah rider jersey in the Larry H. Miller Tour of Utah.

His membership on the Livestrong team resulted in numerous articles highlighting his recovery from cancer back to the professional peloton.

Following his win, Connor O'Leary said he intended to donate a portion of his winnings to cancer research, travel the world under a little bit less stressful circumstances

and then figure things out later on.

Though not currently an active cyclist – the television show occupied much of his ability to train and compete – O'Leary hasn't left the cycling world behind. He'll be involved with the Tour of Utah again this year working behind the scenes.

The O'Learys aren't the only Utahns to take advantage of cycling fitness to win. Utah's Tyson Apostle, a former pro racing domestically and in Europe, has been a frequent competitor on CBS's Survivor series and won his own million dollar prize a few months ago when he outwitted, outplayed and outlasted the rest of the field in Survivor Blood vs. Water.

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## COMMUTER COLUMN

**Robert Brigance: Transitioning from Bike Commuter to Bike Traveler**

Robert Brigance commutes in Utah County. Photo courtesy Robert Brigance.

By Lou Melini

Commuting by bike to school and work has been a big part of Robert's life. With his recent retirement, he is now focusing on a new use for his bike, riding across the U.S.

Cycling Utah: Tell me a little about yourself.

Robert Brigance: I am originally from the East Coast—Maryland to be exact. I have been living in Utah since 1991. My lovely wife Linda and I have been married 43 years. We have two awesome sons, both married with kids. Our oldest son lives in Sandy. Our younger son lives in Basel, Switzerland. I attended the University of Maryland, College Park, and earned my M. Ed at Utah State. My career has been varied: early on I spent time in the Army involved in Veterinary Research, many years in the private sector as an Instructional Designer and most recently at UVU as a Career and Academic Counselor. I will retire in February 2014.

C.U.: How long have bicycles been a part of your life?

R.B.: As long as I can remember—so about 50+ years! We all rode bikes as a kid and I certainly did. I got my first bike in grade school and boy did I like the freedom to go explore! I also had my first and only crash resulting in turf rash, along with my pride being hurt. I face planted after

hitting a tree stump on a small hill in my neighborhood in the fading light of a summer night. I wore a big scab on my right cheek for weeks!

I continued two wheel adventures collecting pop bottles for money, riding all over my neighborhood and nearby communities. I even had a paper route that I serviced by bike. Now, I ride because I can, it has become a lifestyle choice, and I stay fit doing something I love.

C.U.: Tell me about your bike commuting.

R.B.: As an under grad college student I commuted to the University of Maryland on my Schwinn Varsity circa 1971 for about a year. My wife also had a Schwinn Varsity, but was more of a recreational rider. My commute was about 5 miles as I remember over some horrible roads with next to no shoulders. No helmet either!!! After college, I also commuted to my job at Ft. Detrick, Maryland while in the Army for a year. I experienced another crash during this time, but it was uneventful.

We relocated to Utah from Maryland in 1991. As an aside, during these early years in Utah, I participated in about a dozen MS Utah Best Dam century rides. A highlight was a week-long ride of the Southern Utah Parks back 2005. I used to ride with a group out of Cottonwood Heights Rec center until I moved south in 2008. Now, when my schedule permits, I ride with the Boat Doc

Bandits, a subset of the Utah Velo Club. Without this roadie history, I am not sure I would be commuting full-time. I am planning a self-supported Trans-America ride in 2014.

My introduction to commuting along the Wasatch Front started in 1999. I was working for a computer-based training firm in South Salt Lake. The commute was about 16 miles round-trip that I did once a week. I must add I had access to a shower. This worked well until the company relocated to Park City! So, that ended my commuting, until the next opportunity presented itself. Let me say that I did have more opportunities after this time, but the best opportunity was with Salt Lake Community College (SLCC), Redwood Campus starting in 2006. The bait was, a part-time job with access to a locker room and shower. To a commuter, it doesn't get much better. My commute was, gosh, maybe 20 miles RT, using the road and the Jordan River Parkway. It was a dream commute.

Let me just say at this point, I commute because I am just at home on a bike. It is part of me and I like the health benefits, along with helping the planet. During this time at SLCC, I also owned a vintage '89 Saab Turbo. Commuting saved wear and tear, and gas money. Now, I own only one car, a motorcycle, and 5 bicycles.

In 2007, I changed jobs and started work at Utah Valley University (UVU) in Orem. My commute from my home in Cottonwood Heights to the UTA Trax/bus depot in Sandy became about 21 miles round-trip. I rode mostly in the Spring, Summer and Fall about three days a week. Upon relocating to Springville in 2008, I began commuting daily from early Spring to late Fall, to the UTA bus, until darkness, snow, and ice became an issue. When I did not ride, I walked. During this time, I had a choice of a quick 10-minute commute (this was really great when running behind) or a more enjoyable 30-minute ride. In 2011, I began

riding full-time. In 2013, we had a bus stop change and my connection became the Provo FrontRunner Station. This was great news—a longer ride via the backroads of Utah County! It also gave me the option of riding all the way to campus in the cool spring and summer mornings and taking the bus or not, back home in the evenings. I have been on the bike in snow, sleet, rain and pitch black darkness. I rode three days a week to start and then moved to everyday after a year.

C.U.: Tell me about your bike, accessories and what else you use the bike for.

R.B.: I ride an old Schwinn Highlander MTB that was my older son's bike. This is my dedicated commuter ride. Talk about recycling. I added some Planet Bike fenders, head lights (Bell and Cyclolite Metro 300), rear light (Planet Bike Super Flash) and rear rack for combo bag with fold out panniers (Top Peak Quick Trax MTX). I also wear Jogonalite Reflective straps on both ankles to more visibility. In the dead of winter when it is pitch dark, I add my reflective vest (a.k.a. DOT gear) to my riderobe. I ride to the store for groceries, library and to play tennis.

C.U.: What is your commute like to UVU?

R.B.: My commute is 24 miles RT from Springville to UVU. If I ride to campus it takes about an hour one way. Since I ride with my work clothes on, I ride both ways more in late Spring, early Summer and Fall months. I have access to showers, but it's more of a bother these days. When it gets really hot during the summer months, I will ride to Provo Station (6 miles), load my bike on the bus and ride home from campus. So I get an 18-mile ride.

Most of the time, I ride to Provo Station and pick up the UTA to the UVU campus. That's 12 miles RT. Once I leave my community, the highlight is taking roads through farm fields with sheep, horses and cattle. In the winter sometimes I will ride through a fog-bank, but I know the road well. I take Kuhni Road north to the Provo Frontrunner Depot. It parallels the Union Pacific tracks with next to no traffic. So, the best part of the commute is to FrontRunner and home. I like hills, so enjoy the brief hill climb at 800 North when I ride to campus.

The only bugger is sometimes the freight trains get in my way riding North in the morning. It's stressful not knowing whether I will get

caught at the crossing, causing me to miss my bus connection. When this happens, I can catch the later bus and just be late to work. I am the only person in my office that commutes.

On the whole, it's a great ride. If I ride all the way to campus, I pick up Freedom Blvd. from FrontRunner and follow it to 100 N in Provo. I then head west to 800 W. I turn north at this point to 800 N. I go east to the traffic circle and up a short 4% grade to Grand Ave to 1460 N. I take a left to Sandhill Lane off 2100 W in Orem right to Walmart. At McDonald's, I cross under University Parkway using two tunnels and I am just about on campus. One short quad burner up Campus Drive north brings me to the stream side parking lot. Now, I am on-campus.

C.U.: Is there a fairly robust number of students that commute by bike on the campus? Is there adequate bike parking?

R.B.: You know, I really do not see many students on bikes. I am starting see more and more bikes locked up in wayward places. I see a lot of one speed "fixie" retro bikes around. Not the best commuter bikes. One of the professors who rides my bus does commute. I have seen only a handful of bikes with panniers, etc. UVU is built in such away that you never need to go out into the weather unless you want to... most campus buildings are interconnected. Quite the design! No riding needed once on campus. There are bike racks around campus, but not all over.

Utah County is waking up to bike commuting and most folks are still getting used to spandex and flashy jerseys. I believe there is still a cowboy mentality down here and I have experienced some full birds, along with diesel smoke screens. I just take it in stride.

C.U.: Are there any campus wide bike organizations?

R.B.: UVU has a vibrant cycling club, mostly racing types. Here is the blog link: <http://www.uvucyclingteam.blogspot.com/>

C.U.: What is it like to ride in your area?

R.B.: I actually feel blessed to live here in Springville. We have a tremendous amount of opportunity to ride for any purpose—racing, touring and for recreation. The benches provide hill work and flats for putting the hammer down if you want.

Continued on page 24

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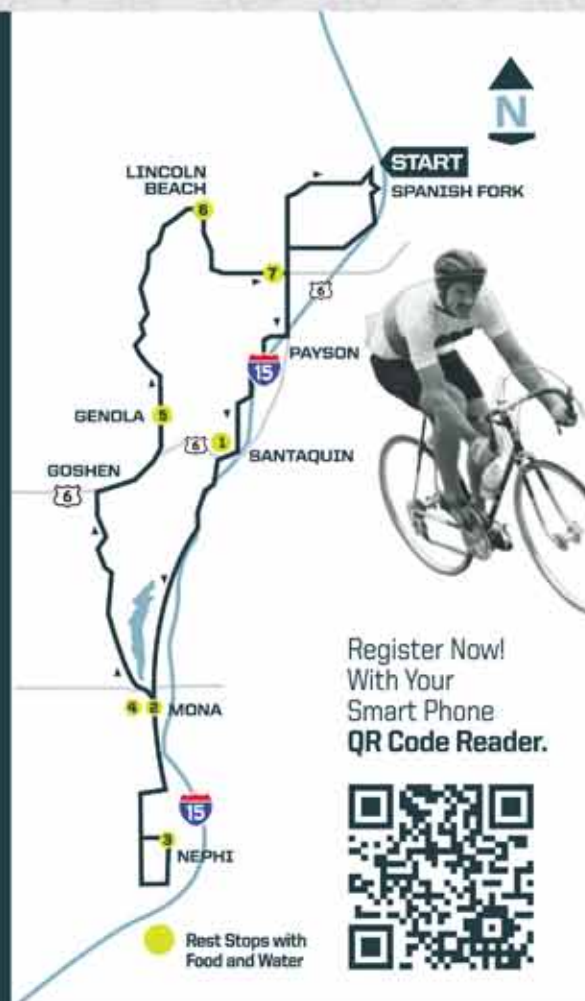
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## ESSAY

### Retirement and Cycling



Lou Melini plans on riding more once he retires.  
Photo: Julie Melini

By Lou Melini

For a number of years I have been making a bucket list of bike tours and some backpacking trips for the time after my retirement. Juggling when I retire for financial security for my family, yet being young and healthy enough for my planned excursions that will last upwards of 6 months has not been easy. I've lost some sleep over the decision. Who knows what "financial security" means and who knows what will become of my current relatively good health. I have many good days but there have been more than a few with muscle aches, stiffness and fatigue. My ability to retire is aided by my wife Julie, who is younger than I. She will continue to work for a couple of years until 2016 when we hike the Appalachian Trail. Health insurance is an issue. I will be on Medicare in 2016. Julie will need to buy insurance in 2016 until she receives retired military benefits and insurance when she turns 60 in 2018.

This month, on June 20th at the young age of 63, I will be officially retired. That's the good news. The bad news is that I no longer have a daily excuse to ride my bike. There were days during the past 35 years that I have lived in Salt Lake City that riding to work was less than pleasant. I will no longer need to leave in sub 10° temperatures or ride home in darkness and a howling snowstorm. In the past 2 years riding in miserable conditions has especially become less appealing. There was a time that I considered riding in bad weather as a means to condition me for adverse weather during bike tours or for cyclocross racing. I

have no regrets to cycling in bad weather but I no longer do I care to have foul weather "conditioning". Now I can choose to ride to work when the weather is beautiful, and keep on riding.

This month is also the 10th anniversary of the commuter column. Ashley Patterson, who has been helping me with the commuter column profiles for Cycling Utah over the past 2 years, was the first bike commuter profiled in my column in July of 2004. The column, to my knowledge,

is the longest running column devoted to bike commuting in any U.S. bicycle journal in the past 50 years. The purpose of the column is to inspire others that using a bike for commuting is not difficult. I have profiled people who ride once a week during good weather to the "supercommuters" that ride all the time. From the feedback that I have received, the column has been well-read and achieved its purpose. I will no longer be commuting to work so I would like to turn the column over to someone else, or at the very least recruit one more person that is willing to submit 2 or 3 columns/year. Contact me ([lou@cyclingutah.com](mailto:lou@cyclingutah.com)) or editor Dave ([dave@cyclingutah.com](mailto:dave@cyclingutah.com)) if you are interested.

Over the next several years my focus will be to also inspire others that overnight travel by bike is also not very difficult. A similar column running 2 or 3 times a year will feature people that travel on their bike. This column will be an addition to or substitution for the bike commuter column in Cycling Utah. In retirement I will have more time to do some self-supported bike tours. In less than 48 hours after my retirement I will be joining a group for a 5-day, 270-mile tour through Yellowstone National Park. In September, my cyclocross buddy Dennis McCormick and I will be riding the new 515+mile Idaho Hot Springs Mountain Bike trail recently published in a map form by the Adventure Cycling Association. Julie and I have a 2-week backpack trip planned for August. In 2015 I have a 40-year reunion ride across the U.S. with my friend Jeff from New Jersey. Jeff and I did a cross-country ride in 1975 together. Winter season is reserved for my grandson. Retirement will be good.



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## MECHANIC'S CORNER

## Electronic Suspension is Here to Stay: Riding the Lapierre Electronic Intelligence Suspension System

By Tom Jow

A couple months ago I presented an overview of three electronically controlled mountain bike suspension systems. They are the eLect fork lockout system by Magura, Fox Racing Shox's iCD front and rear lockout system and the E:i electronic intelligence system by Lapierre and RockShox. These three systems represent the future of mountain bike suspension technology. This spring I have had the opportunity to test Lapierre's E:i suspension system on their Zesty 427 all mountain category bike.

### What is it?

The E:i electronic intelligence suspension is a joint project between Lapierre and RockShox which has created a rear shock lockout that opens and closes depending upon the roughness of the terrain being traveled over. The E:i system consists of a battery, two accelerometers, a cadence sensor and a computer. A small servo motor mounted on the rear shock, controlled by the computer opens and closes the rear shock. There are four suspension operating modes: automatic, open, medium and locked. The basic function of the automatic mode is two-fold; locked while pedaling on smooth ground and open when coasting. When pedaling over rough terrain the computer receives signals from the accel-

ometers and opens the rear shock halfway for small and medium size bumps; all the way for big hits.

### Out on the Trail

Going into my first few rides I had high hopes for Lapierre's E:i system. It did not disappoint. When pedaling on smooth trail the rear suspension was firm. I could pedal as hard as I wanted, standing or sitting and there no suspension movement. Pedaling over rough terrain the rear shock opened to do its job with just the buzz of the servo motor. Any time I stopped pedaling, the motor again buzzed when it unlocked the shock. There was no fumbling with a lockout lever when transitioning from climbing to descending. While effective at higher speeds, it felt like its ability to dampen bumps while on slower and more technical climbs was suspect. I liked the fact that the suspension was firm when attacking ledges but riding over a small section of rocks on an otherwise smooth climb, sometimes the shock did not open when I thought it should have. That was, until, I spent a little more time tuning the front suspension.

The basis of the E:i system is sensing of movement by the two accelerometers, one on the lower fork leg and one in the computer head. When the accelerometers are moving upward, the computer interprets that as a bump and opens the shock. Therefore, the rear suspension may open too often if the fork is

soft, or in my case, not often enough because it was too firm. The accelerometer in the computer head will also sense if it is moving downward, as in too much action while sprinting. In this case the shock will be kept locked. So after softening the fork pressure the rear suspension felt more effective in those small rock sections while remaining locked out of the saddle.

### The Modes

Riding in the manual modes there were no surprises. The locked position is about 95 percent locked, typical of most rear shocks nowadays. There is no perceptible compression while sitting or standing. The open mode was a little soft for climbing. Spinning up the hill smoothly while seated was efficient enough and comfortable but any attempt at standing up resulted in energy absorbing compression. The medium mode is a good balance of firmness for pedaling and compliant suspension.

The automatic mode consists of 5 levels of sensitivity. Automatic 2 was the factory set mode upon delivery and it seemed to operate well. Setting 1 is the most sensitive level. While climbing and riding on all types of terrain the bike was very efficient and comfortable. When sprinting up a short hill with the fork open I found it to be a little too soft, the fork movement caused by pedaling unlocked the rear shock a little prematurely. This is something I did



The Lapierre E:i Electronic Intelligence suspension is here to stay.



The accelerometer and sensor and sensor work to adjust the suspension in response to the terrain.



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not experience in setting 2. I also tested out automatic 4, the second least sensitive mode. This setting is quite firm. Sections of trail that were comfortable in mode one or two were now a little harsh. A significant increase in speed or force was now required to get the rear shock to open. The firmer setting seemed like it would be ideal for racing, where the speeds are high and maximum efficiency is paramount.

### Conclusions

In just a brief period of riding Lapierre's E:i suspension, I think it is close to a home run. The automatic mode operates seamlessly and efficiently. During longer rides over varied terrain I could be confident that it would provide the most efficient mode for climbing while having full, open suspension on the descents. Suspension was always there when needed. With five automatic sensitivity levels there is a selection to suit nearly every rider and riding style.

The E:i system is not without drawbacks. One, it has a battery that needs to be charged. Lapierre claims 25 hours on a full charge and in approximately 15 hours of use the battery indicator has diminished by one of three bars. What is the lifetime of the battery? Another electronic quirk I experienced a couple times was a brief disconnect between the computer and the system. It was quickly remedied by removing the computer head and reinstalling it,

firmly. Also, I find the wire to the control switch to be a little short, unable to reach a position next to the left handlebar grip, much less long enough for placement on the right side.

All in all the E:i system, even in its first year is hard to beat. For racing, I think it is a no-brainer. The suspension is always locked until the going gets rough. For the recreational rider, there may be some question over whether it is really necessary. Consider this: most cross country "fun" bikes have five inches of suspension travel or more, and riders are constantly fiddling with a lockout lever to obtain the best suspension for up or down. Many times that switch is forgotten, having a significant effect on ride quality. Fact: electronically controlled suspension is here to stay and it will only continue to improve. Doesn't it seem like an automatic system might be a good thing?

Disclaimer: The 2104 Lapierre Zesty 427 as tested was purchased, unprompted with my own money (albeit at a discount).

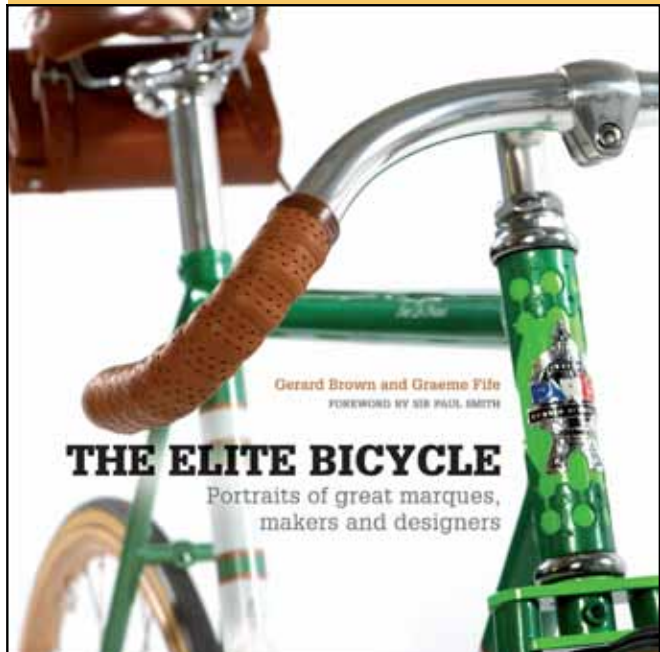
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**BOOK REVIEW**

**Book Review: The Elite Bicycle: Portraits of great marques, makers and designers**



By Lou Melini

Imagine the following scenario. A couple of friends stop by to go for a ride. While you are finishing putting on your riding kit, your friends note a copy of The Elite Bicycle on your living room coffee table. As you walk down the steps one of your friends remark; "Hey this book is cool". You then point out some of the interesting parts of the book. As the conversations continue, an hour or so passes and the 3 of you decide that maybe you should get out for the ride that was planned. That's what will happen when you pick up this book.

The Elite Bicycle is a large "coffee table" book about a selection of products that include frames, frame tubing, saddles, chainrings, spokes, rims, hubs, tires, and headsets from some very well known manufacturers and not so well known manufacturers. Mr. Brown and Fife are British so you will be entertained by learning about Brooks saddles, hubs by Royce and frames from Chas Roberts, Rourke and Condor/Paris representing English manufacturing. On this side of the pond, the USA is represented by such well-known names as Chris King, Seven Cycles, Richard Sachs, Ben Serotta, and Independent Fabrication. Former Wild Rose employee Tony Pereira is in the book along with his "Breadwinner Bikes" partner, Ira Ryan. Winter Cycles is a name that I

haven't heard about, but builder Eric Estlund is in the book as is Mark DiNucci, a name that I had heard of but knew little of him. These 4 builders are all from Oregon.

Twenty-Nine manufacturers are each given 4-10 pages of company history, trivia, and philosophy, as well as a bit about the personalities behind the companies. The historical giant and old school British firm Brooks Saddles received the longest review at 10 pages. It was fascinating to read about the intense emotions, engineering and laborious and detailed work to perfect the products. The forward of the book was written by Sir Paul Smith who said that The Elite Bicycle: "celebrates the passion"; "they are real craftsmen". (Please excuse Sir Paul but the British Knight was mortal enough to overlook the craftswomen from Seven Cycles, Chris King, Mavic, Continental, Sapim and Time pictured in the book.)

I was entertained by all of the manufacturers presented in the book. If you want to obtain some French FMB tubular tires you will need to line up behind the elite pros Tom Boonen, Fabian Cancellara and Taylor Phinney. "Some 80 separate processes go into the manufacture of a single tubular" according to the book. Former rabbinical student, Richard Sachs is more than adequately described as the meticulous perfectionist that he is. "He is a very thoughtful, articulate man with sharp

and considered insight into the craft he practices. His blogs delve deep into its mystery and he celebrates its mystery with an inner delight, a celebration of actual rather than perceived quality". I'm not sure if I can fully interpret that. Just remember that once you place an order with him it will be a 7-year wait.

I was surprised to see Faggin featured in the The Elite Bicycle. I have not seen a Faggin since the 80's. Faggin makes a variety of bikes, but the bike featured in Faggin's story was a "gentleman's tourer" that looked like it was from the early 70's. It had downtube shifters, non-braze-on accessory clamps for cable-housing routing, and a small leather seat and handlebar bag to complement the unsurprising leather saddle. It looked beautiful!

Spoked bicycles wheels arrived in the 1870's. Spoke manufacturing is represented by the Belgium firm, Sapim in "The Elite Bicycle". Here you will read that rolls of stainless wire are "teased into submission along a series of rollers, cutters and straighteners. Quality control is an obsession". I sort of felt sorry for the guy that was pictured cutting threads, "by hand, one by one". Given that the two Sapim plants (one is in France) produce "some 600,000 spokes", how long can one do that before going bonkers!

The big question is how did the authors pick the 29 manufactures featured in the Elite Bicycle? Certainly there are others worthy manufacturers out there. However, the manufacturers featured in book would be hard to top.

Books like The Elite Bicycle are meant to be like a good meal, savored over time. It brings you behind the scenes so to speak, to peek into the world of the craftsmen and women that bring you the quality product you own or dream of owning. Perhaps a second edition will come out in the future featuring another group of bicycle products.

The Elite Bicycle: Portraits of great marques, makers and designers  
By Gerard Brown and Graeme Fife  
VeloPress Books  
[www.velopress.com](http://www.velopress.com)  
Boulder, Colorado, 2013  
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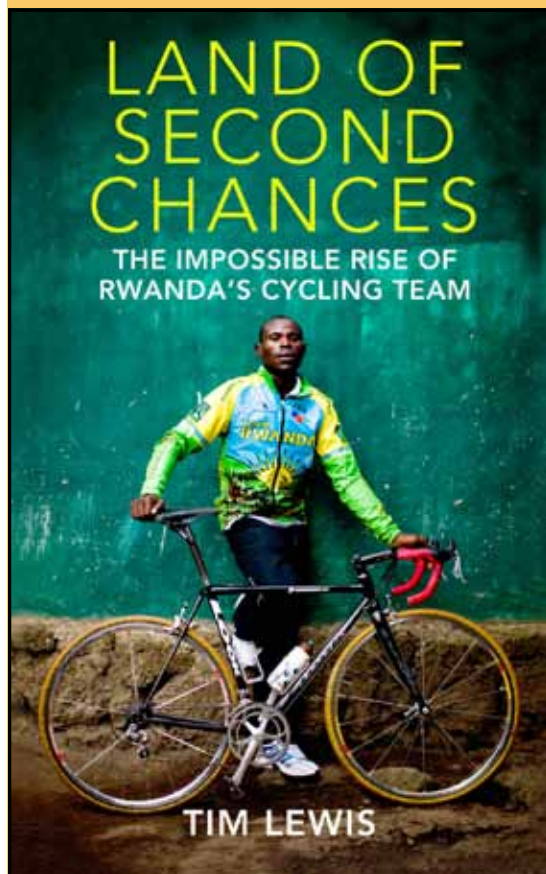
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## BOOK REVIEW

**Book Review: Land of Second Chances Chronicles Team Rwanda**

I would like book as the cover has a picture of a tall thin black male with a Look bicycle and a Team Rwanda jersey. I am sure that she did not know Rwanda had a cycling team, nor did she know anything about the book, but thought I would like the book. Perhaps that is why we've been married for nearly 32 years, as she was quite correct. It is a really good book and was a very nice gift.

The book is a diverse collection of stories that primarily interweave the stories of 4 men,

Tom Ritchey, Jonathan "Jock" Boyer, Adrien Niyonshuti, and Paul Kagame. They try to accomplish what seems like an impossible goal, putting a Rwandan man in the Tour de France.

Adrien is that man that it was

hoped would ride in the Tour. As a young boy of 7 he survived the genocide that took the lives of 40 of his relatives including 5 brothers and 1 sister. Three of his siblings survived. After the genocide life returned to normal in Rwanda, though not truly normal. When Adrien was 14 he preferred riding his bike to soccer. His headaches disappeared when he rode a bicycle. So like his uncle, Adrien started racing, entering his first race at age 16.

Tom Ritchey, of Ritchey Bicycles fame, came to Rwanda through a friend and vice-president of a "mega-church". At the time of Mr. Ritchey's arrival in Rwanda he was 49 and was "in the midst of a spiraling midlife crisis, two years after his wife walked out on him without warning ending a 25 year marriage". After his first trip to Rwanda, Mr. Ritchey became "happy". He had a goal, provide a transportation bike for coffee growers to improve their lives. Given Mr. Ritchey's competitive bike racing background it was only natural that he also conceived "Team Rwanda".

Jonathan "Jock" Boyer is the next player in Tim Lewis' book. Like Tom Ritchey, he is another lost soul finding redemption in Rwanda.

Most reading this may not be aware that Jock Boyer has a Utah connection, having been born in Moab, Utah, before moving to California at age 5. He eventually became the first American to race in the Tour de France. Through Tom Ritchey, Jonathan Boyer came to Rwanda to create Team Rwanda.

Rwandan President Paul Kagame seems like another odd character in the book, but one has to remember the history of Rwanda. President Kagame wants to see progress in his country, yet continue to hold power, sometimes with conflicting goals. He indirectly was involved in Mr. Ritchey coming to Rwanda and has the means to help Team Rwanda succeed.

One may wonder why go to Africa to seek cycling talent? As the book points out, history gives the answer. It was in 1960 and again in 1964 when Abebe Bikila from Ethiopia won the Olympic marathon. You may remember seeing his picture on the wall of the Dustin Hoffman's apartment in the movie, Marathon Man. Then in 1968, Kipchoge Keino beat the then undefeated American Jim Ryan in the 1500 meter race. From then on African runners have been dominant in races of 800 meters

and longer. So why not cycling?

Tim Lewis as I mentioned did a great job researching the book. Land of Second Chances starts with the history of Rwanda and its colonial past. It then moves onto the events leading up to the genocide that killed 800,000 people, 10% of the population in 100 days. After the genocide the country was declared "the poorest country on the globe" by the World Bank. In addition, if you saw the movie Hotel Rwanda, you will read a completely different version in the book.

In between you will have a hard time putting the book down following the ups and downs of a group of Rwandan cyclists and Jock Boyer whom the riders simply call coach. Perhaps there will be a third chance for Team Rwanda. I'd encourage you to buy this book at your local bookstore.

Land of Second Chances: The Impossible Rise of Rwanda's Cycling Team

By: Tim Lewis

2013

Velopress

Boulder, CO

[www.velopress.com](http://www.velopress.com)

ISBN: 1937715205

By Lou Melini

My wife Julie gave this book to me as a Christmas gift that she purchased at The King's English Bookstore. I assume that she thought



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## ADVOCACY

## Census Report Shows Major Gains for Bike Commuting

By Charles Pekow

Infrastructure additions and cultural shifts seem to be helping to some degree in getting people to bike to work. "The rapid increase in the number of bicycle sharing programs and the implementation of other bicycle-related facilities, along with the proliferation of local events such as "bike to work day," reflect local-level interest in incorporating bicycle travel into the overall transportation mix across communities."

So reads *Modes Less Traveled - Bicycling & Walking to Work in the United States: 2008-2012*, a new report from the U.S. Census Bureau. The report tries to paint a picture of the number of people who regularly bike to work. The bureau based the report mainly on data from its annual American Community Surveys (ACS) taken over five years.

Some cities in the Mountain West are doing relatively well.

Boulder, CO comes in first in the nation among medium-sized towns (populations between 100,000 and 200,000) when it comes to the percentage of people biking to the office, factory or other place of employment, as 10.5 percent of Boulder commuters reported using bicycles as their primary way to get to work, in the ACS surveys. College towns tend to ride to the top of the list, noted study author Brian McKenzie. The figure places Boulder, home of a University of Colorado campus, way out in front of even the 2nd place Eugene, OR at 8.7 percent. In Eugene, you'll find the University of Oregon, which has been named a silver level bicycle friendly university by the League of American Bicyclists (LAB). And while it is a long way down, the top 15 cities in this category also includes 9th place Provo, UT at 3.7

percent and 11th place Salt Lake City, home of the silver level University of Utah, at 2.5 percent.

Among larger cities, where people likely live farther from work, 3.7 percent of Boise, ID workers pedaled to their jobs, putting it in 4th place in the class nationwide. (Boise State University has earned a silver level award too.)

Amongst small cities, a few Montana towns stood out for bike commuting rates. Among small cities (those with populations of at least 20,000 but fewer than 100,000), Missoula enjoyed the 11th highest bike-to-work rate in the nation: 6.2 percent. The gold level University of Montana there enjoys the distinction of being one of the seven most bicycle friendly institutes of higher education in the country. Bozeman came in 14th place at 5.8 percent.

But all the efforts to encourage riding to work haven't done much if

you look at it one way. Still less than one percent of commuters regularly biked to work nationally in the five-year period between 2008 and 2012, according to data from the survey. If the figures can be believed, the .6 percent bike-to-work rate hardly budged from previous Census figures of .5 percent in 1980 and .4 percent in 1990 and 2000.

But if you look at it another way, the figures show major gains. The report states that "(b)etween 2000 and 2008-2012, the number of workers who traveled to work by bicycle increased by 60.8 percent, from about 488,000 in 2000 to about 786,000. This increase in the number of bicycle commuters exceeded the percentage increase of all other travel modes during that period."

The recent figures were based on sampling, not long form Census data from the earlier ones. And all the studies took place during recession

years, so fewer people were working than normally. The bureau says the margin of error is about 1 percent in most cases but it acknowledges margins of error can be high and that in towns of 20,000, samples include so few people that they don't mean anything. So the survey ranks no small towns. ACS surveyed about 3.5 million households a year, whereas the Census tries to reach everybody, though not everybody gets the long form. The report uses information from five years to reduce inaccuracies, McKenzie said at a Google hangout sponsored by LAB.

And as survey takers usually don't remind you, people just answer the forms any way they want, even if their answers aren't true. Also, comparing any two surveys requires some skepticism. Census figures are collected in April while ACS surveys take place any time. The report asks how the respondent "primarily got to work" in the last week. And that includes people contacted in all seasons and weather conditions. So a good number of people answered the form in winter, when they probably didn't cycle to work in the last week.

McKenzie also acknowledged that the numbers don't provide a great deal of data on travel time or demographics of riders, such as age, race and gender.

"The estimates are not perfect but we use them fearlessly because they are the only estimates we have," LAB Policy Director Darren Flusche said. At the hangout, he pointed out that the figures underestimate bicycle commuting by asking about the "primary" means. "If you don't bike every day or ride to the train, you don't get counted so we're under-represented."

But based on the figures available, nationally, the younger your age, the stronger your commitment to riding. While 1 percent of those aged 16-24 rode to work, the percentage steadily went down with age, with only .3 percent of those 55 and older hopping on the bike seat. Not only may age-related physical conditions lead to lower commuting rates, but living farther from work, and earning a higher income also evidently contribute.

It may seem strange, but the most highly educated and the most uneducated cycled to work more than those in between. Among those with a graduate or professional degree, .9 percent did, as did .7 percent of those lacking a high school diploma. "It can be a very low status transportation option or a high status recreational activity. We've had both perspectives for decades," observed LAB Equity Initiative Manager Adonia Lugo.

And parental responsibilities apparently get in the way of riding. While .7 percent of those with no children at home rode, only .4- or .5 percent of those with kids in the house did.

Average bicycle commute time: 19.3 minutes. But the figure is rather misleading in that most bike commutes lasted between 10 and 14

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Continued on page 15

**MOUNTAIN BIKING**

**Ride Sun Valley Bike Festival Returns to Sun Valley June 26-July 5**



Sun Valley has great trails. Photo courtesy Visit Sun Valley.

By Amy David

The fourth annual Ride Sun Valley Bike Festival returns to the stunning scenery and world-class singletrack of Sun Valley, Idaho June

26 - July 5, 2014. The festival is a rowdy and homegrown celebration geared for anyone who enjoys life on two wheels. Guests can participate in a wide array of entertainment and activities including the second stop of the Scott Enduro Cup presented

by GoPro, a downtown bike expo, guided rides for all abilities and a number of creative community races.

On Thursday, June 26, the festivities will ignite at twilight as the Hailey, Idaho Fire Department sets massive logs on fire chained behind the bikes of riders charging head-to-head in the SheepTown Drag Race. Open to the public, participants gather outside the Powerhouse Bike Shop and Pub to sign up for a limited number of spots in the comedic race.

“You’ll soon discover once in Sun Valley, things are a little more laid back, people like to talk to visitors, and we take hospitality to heart,” remarked Greg Randolph, founder of Ride Sun Valley. “We hope you come away rejuvenated and find yourself in a state of stoked-out bliss.”

Downtown Ketchum, ID marks the festival headquarters featuring a Bike Expo with demos from top brands June 27-29 located on Main Street near the Visitor’s Center. Friday highlights women’s-specific bike mechanic and enduro skills clinics hosted by biking legend, Rebecca Rusch, who helps participants improve their riding skills at any level in a non-competitive, fun and supportive atmosphere.

Later Friday evening, the festival opening party will get the town alive and kicking with a criterium/team relay for the public and Enduro Cup race prologue. The Downtown Criterium is grin-inducing whether you are on the sidelines or in the saddle. This course winds through town and is lined with enthusiastic cheering crowds. A concert begins

at 9PM complemented by the Sierra Nevada and Ninkasi beer gardens.

Saturday and Sunday feature the Scott Enduro Cup presented by GoPro where gravity-hungry athletes take on one of the longest enduros in the U.S. covering 24 miles and 9,000 vertical descending feet over two days. Following the Enduro Cup Saturday, the future of the sport will rip it up in the Kids’ Mountain Bike Race and riders of all abilities will storm the hills equipped with laser guns for a Mountain Bike Biathlon. Rounding out the evening is a screening of the film, Single Track High. If simply trail blazing the 400+ miles of continuous single track suits your fancy, local experts guide group rides through the weekend.

After the final stages of the Enduro Cup on Sunday, the awards and raffle will ensue. Proceeds from the raffle will benefit the Wood River Bicycle Coalition. Before pedaling home, witness the Pump Track State Championships Sunday evening. The remainder of the festival includes Reba’s Ride Camp, the Fourth of July Hailey Criterium, and the US Marathon MTB National Championships on July 5. Located in central Idaho, the northern latitude of Sun Valley creates long days of 15 hours of sunshine in the summer, the ideal location for a weekend family get-a-way.

For a detailed schedule and more information, please visit, [ridesunvalley.com](http://ridesunvalley.com).

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**Vernal’s McCoy Flats Trails Under Threat**

Vernal may not be the first place you think of when it comes to mountain biking, but it is gaining increasing popularity with riders who have “done” Moab and Fruita, and are looking for more peace and quiet. McCoy Flats is possibly the best known of the Vernal trail areas, lying west of the town on BLM land. The area is surprisingly devoid of mining activities, and offers a wide range of trails set in a beautiful and peaceful location.

However this local treasure is under threat from a planned truck bypass route that would cut through the heart of the trail system. The proposed Ashley Valley Energy Route is the brainchild of the Uintah Transportation Special Service District, who apparently are not interested in public input. However the BLM has to seek input. Comments can be made via the BLM NEPA Process up until June 12, 2014, which is coming right up.

To support the trails, local bike shop owner, trail builder and advocate Troy Lupcho set up a McCoy Flats facebook page (<https://www.facebook.com/McCoyFlats>). Check the page for updates and information on how to submit comments and to show your support. These trails are a great asset to both Vernal locals and visitors and are a unique recreation resource in an area already heavily modified by the energy industry.

-John Higgins

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### Census Report - Continued from page 12

minutes and a handful of longer ones skewed the average. The survey did not ask about how far people commuted. The share of bike commuters "is much higher if you live and work in the same community but that is only a rough measure of distance. A lot more people cross state and county boundaries by other forms of transit," McKenzie says.

And bicycle commuters tended not to be the early risers or those who were prone to fight rush hour traffic. While 1.1 percent of those who left home between 9 am and noon did so on a bicycle, fewer workers did if they took off between 8 am and 9 am and even fewer felt like cycling earlier in the morning.

In addition to the presence of a university, infrastructure improvements and additions increased the level of bike commuting, as one would expect. "When cities put in bikeshare, we tend to see a correlation in growth in bicycling. Correlation is not causation but it makes it easier because it is a constant advertisement for bicycling," McKenzie noted. "We'll see an increase in bike commuting as cities install and expand bikeshare programs."

You can view the report at <http://www.census.gov/prod/2014pubs/acs-25.pdf>.

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## MOUNTAIN BIKING

# Park City and Wasatch Back Early Summer Trails Report

By Jay Burke

Summer is here and by the time this edition is printed, we should be close to riding most of the trails in the area (with the exception of Pinecone and Wasatch Crest Trail). Make sure to recognize all the local organizations and trail teams, without them Park City would be hard-pressed to maintain the IMBA designated Gold-Level Ride Center status. These committed organizations include Snyderville Basin Special Recreation District (Basin Rec.), Park City Municipal Corp., Local Resorts, and many private landowners, and because of them, the area continues to develop into one of the best riding destinations in the country.

With the trails in primo early season condition, you should consider trying a new trail you've never ridden. Many of the primary trails, like Mid-Mountain Trail from Silver Lake at Deer Valley over to Park City Mountain Resort, or the Armstrong trail heading up to

the center section of Mid-Mountain Trail, get very busy on the weekends. Mountain Trails Foundation challenges trail users this summer to ride a trail you've never been on before, shouldn't be hard with 400 miles of trails in the area! Use our interactive map to plan a route, or discover a new riding zone, <http://mountaintrails.org/map>

Here is a brief look at what is on tap for the trail system this summer.

- Stoneridge Parcel (Near Trailside Park, lands behind park and church): Watch for a multi-use path and a few miles of trail in this area developing over the summer. This is a Park City Municipal managed project and Mountain Trails will be doing the building.

- Down in Wasatch County (Heber), watch and listen for more developments on the W.O.W. trail, which is scheduled to break ground soon. When complete, this trail may connect into the Park City trail system (Deer Valley).

- Dawn's Trail, which will be another loop connection off of the

very popular Armstrong trail. This will give another great loop option, couple miles shorter than the H.A.M. cutoff. This should be awesome for those looking for a short hike or trail run. Mountain Trails will be building this trail in the next few weeks.

If you are coming up to Park City for a road ride MTF is now producing a Road Bike Map, with a magnified view of the greater Summit County riding area (Heber, Mirror Lake, Coalville, etc), as well as details of Park City roadways and paths. The map is setup to serve advanced cyclists, casual recreational riders, and visitors to Park City. Utilizing this map, cyclists should be able to easily find safe routes out of Park City proper leading to areas of the county where nice loop rides can be made.

Lastly, while visiting the trails of Park City we encourage you to ride with a smile on your face, say hello to fellow trail users and make sure that you yield to users on foot! Ride with a bell. If you don't have one, hit one of the major bike shops

and ask them for a "bells-on-trails" bell, provided by one of our great partners (Free of charge), [backcountry.com](http://backcountry.com). Once you have a bell, slow down on blind corners (while going up or down), and make sure to announce your presence. In general, be safe out there and have fun.

Lastly, if you are not a member, or haven't renewed in a while ([www.mountaintrails.org](http://www.mountaintrails.org)), now is the time. Here are five great reasons why you should.

1. Continued creation of maps, educational resources and timely information to local users
2. Promoting a unified Park City trail system and helping it grow and improve
3. Membership funds assure financial sustainability for the trail systems MTF manages
4. Promotion of local events supporting positive lifestyle choices and health living

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## Bicycle Collective News for June 2014

### Funds Raised at Bike Prom Pave Way to Permanent Expanded Hours in Salt Lake Shop

The Bicycle Collective is proud to announce that we are expanding our summer Open Shop hours in our Salt Lake Community Bike Shop. The Collective juggles many different programs, from teaching Earn-A-Bike to selling used parts. While just a part of what we do, the Open Shop is the greatest resource we offer the community at large. It is a space for learning mechanics as you volunteer, working on your own bike, purchasing bikes and bike parts, and meeting other cyclists from every walk of life.

Until recently, financial constraints and conflicts with other programs have kept Open Shop to just 3 times a week. With our new dedicated Earn-A-Bike classroom, the conflict is mitigated. Furthermore, this year's Bike Prom was more successful than ever, raising \$9000 for our programs. These funds allow us to expand to provide Open Shop Tuesdays-Sundays, Wednesday women only. Monday will still be volunteer only, but we hope to accommodate many more learning and casual volunteers on the slower Open Shops and provide a less hectic learning environment during our busy season.

Not only do expanded hours allow us to serve the bicycling community better, they also enable our least seen but most important patrons: the disenfranchised not-by-choice cyclists who want to use our shop to stay mobile, but can't work around our limited availability. Your support has enabled us to better serve them, too!

### Meanwhile, in Ogden...

We've got a new roof! The volunteers in Ogden raised a ton of money at our Gear Swap in April and immediately spent every weekend tearing off the existing roof down to the bare rafters. At times we had 16 volunteers daisy-chaining away old shingles. Kendrick Brothers, a local roofing firm donated the labor for the rebuild, and several other companies came through with tools and supplies. From here on out it's easy street, but we still need your help! Come by Saturdays to help out.

Additionally, we are looking for fixtures, bicycle racks, double-tiered bike stands, cabinets, milk crates, and the like.

For the complete scoop on the expansion visit [Bicyclecollective.org](http://Bicyclecollective.org), including start date and hours. Check the Ogden Bicycle Collective's facebook page for specific project updates. Thanks for helping us achieve our mission.

-Davey Davis

We have tons of race photos posted at  
[gallery.cyclingutah.com](http://gallery.cyclingutah.com)

## Salt Lake County Bicycle Advisory Committee News for June 2014

Big news from the Salt Lake County Bicycle Advisory Committee this June: after a year and a half, Committee Chair A.J. Martine voluntarily stepped down from his position. The committee voted by unanimous approval to appoint John Herbert (former vice-chair) as replacement. John brings the same passion, dedication and wisdom to the position and is delighted to accept the challenge of maintaining the progress SLCBAC has dedicated itself to over the past several years. A.J. will still serve as a member of the committee as well as participate in the Executive Committee meetings.

Salt Lake County's "Bike to Work Rally" was a great success and featured a mobile soundbox on a bike as well as several city and county representatives among the dozens of riders who were accompanied by a Salt Lake City Police Department motorcycle. The somewhat chilly ride from Liberty Park on May 13th convened at the City Government Center where participants enjoyed light refreshments and a raffle where some great prizes provided by Scott Sports and a custom Blackbottoms SLCBAC jersey were given away. The county also unveiled a newly installed custom bicycle rack and repair station located near the North Building of the Center. The Salt Lake County Bicycle Advisory Committee has collaborated with the County to have several of these racks manufactured and more racks will be installed this summer, so keep an eye out for these appealing and useful attractions you can use to secure your bicycles!

Thanks to everyone who has attended meetings and for the great community support we have gotten so far this year, great things are happening and still to come. If you would like to meet the new SLCBAC Chair feel free to attend meetings on the first Wednesday of each month at the County Government Center located at 2001 South State Street in room S-1010, 5:30-7:30pm. For more information, visit [bicycle.slco.org](http://bicycle.slco.org).

-Ian Scharine

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## COMMUNITY

## Ride of Silence Honors Killed Cyclists



Below: Organizer Tegan Feudale reads the Ride of Silence poem in honor of Judge Anthony Quinn.

Below: The Ride of Silence proceeds down State Street.  
Photos: Dave Iltis



### By Dave Iltis

Salt Lake City – On May 21, 2014, thirteen or so riders rolled out of the Gallivan Center in Salt Lake City for the annual Ride of Silence. The ride started in Texas in 2003 following the death of local cyclist Larry Schwartz and has been held every year since then to honor killed or injured cyclists. On the ride's main website, [RideofSilence.org](http://RideofSilence.org), it is stated that, "The mission of the world wide Ride of Silence is to honor bicyclists killed by motorists, promote sharing the road, and provide awareness of bicycling safety." The ride takes place each year on the third Wednesday in May in locations around the world.

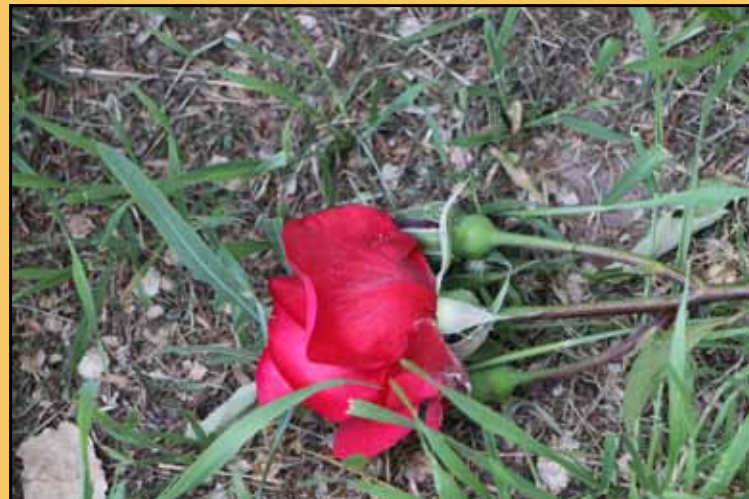
The slow paced ride, maximum speed 12 mph, 8-12 miles total, takes place in silence to honor fallen cyclists. This year, there were 314 rides around the world including one in Provo and one in Salt Lake City.

Salt Lake's ride was organized by Tegan Feudale. "As a bike messenger, I've been hit multiple times in the past year. And, I've been seeing a lot in the news about people have injured or killed, and I think it's really important to create awareness that this is something that happens and try and to stop it from happening so often," said Feudale when asked about why she organized the ride.

The ride set out from the Gallivan Center and stopped at the courthouse on State Street where she read Ride

## COMMUNITY

## On the Ride of Silence: An Account of the Crash that Killed Brynn Barton



Left: Kjarsten Christensen participated in the Ride of Silence to honor his friend Brynn Barton.

Above: A rose was placed at the corner where Brynn was killed.

### By Kjarsten Christensen

*Kjarsten Christensen was riding with Brynn on June 7th, 2011 when she was killed. He writes below for the first time on the crash that took his friend's life:*

I went to this year's Ride of Silence reluctantly because I knew that it would be hard for me. A chance encounter with a friend tipped the scale and I went. When the ride stopped at scene of the accident I witnessed, I could barely hold it together. After the ride was over I was asked who I was riding for. After some discussion I agreed to write this first hand account of what I saw the night Brynn was killed.

I would first like to start from the beginning of how I met Brynn. I was at a graduation party with friends in a back yard on a May evening. I saw Brynn from across a group of people, our eyes met and we instantly recognized each other because I had sent her a message on [Match.com](http://Match.com) earlier that day. She had not answered me yet so I was feeling awkward. She approached me, we had a few laughs and I got her number. A funny coincidence was that my roommate got her friend's number without knowing they were connected. Double dates followed. We were so crazy about each other it felt like being in high school again, only I was actually going on dates. Brynn was a nurse in the maternity ward while I worked at a boarding school. Because we both had long shifts with four days on and three days off we would be inseparable for days at a time. We were together for one beautiful summer month.

On June 7th, 2011, Brynn and I were biking with a friend going south on 7th East in the bike lane, lights and helmets on. We were going to a restaurant on State Street to have dinner. It was heavy traffic and I wanted us to switch to a safer street. So I pedaled past Brynn and our friend to get in the front of the group and turn on 8th south. I stopped at the corner to look back

up 7th east to confirm that they were following me. It took me a second to register in my mind what I was seeing. A shower of sparks was spraying out from under a car. I realized that it was a bike being dragged. The only other thing I could see was headlights and the silhouettes of cars traveling at 45 mph. I mumbled "oh god" as I dropped my bike and ran the half a block. Brynn was at the beginning of where the solid left turn line starts. Her bike had likely been run over several times by this point as it was all the way in the middle lane. I reached down for her wrist to feel for a pulse as I dialed 911. I gave the address and told the dispatcher that she was not breathing. I couldn't feel a pulse. I have first aid and CPR training but I was unsure if I should move her to do chest compressions at that point because she may have had a spinal injury. People had finally stopped and blocked the road with their hazard lights on. A woman approached the scene with a blanket and put it over Brynn's legs before saying "oh she's dead" she then left with her blanket. Within a minute of the 911 call, an off duty EMT arrived and took charge of the situation. In under three minutes of the 911 call a fire truck and ambulance had arrived. I really appreciated the speed and professionalism of the first responders so that I could know that everything that could have been done was done. I stood a few feet away, calm and in complete denial as Brynn was being worked on. Within a short time a first responder walked over to me and informed me that there was nothing that could be done for her. As my denial of the situation washed away from me I collapsed and sobbed right there in the street.

Police arrived and cordoned off the area as it was now a crime scene. The driver or drivers that had struck Brynn never stopped. The police used phone numbers from Brynn's cell phone to contact her family. This was unnecessary as members

of her family worked at the hospital and had heard about the accident already. Brynn's father, roommate and other family members arrived at the scene while she was still on the pavement with a white sheet over her. We hugged and cried. When I got home I broke my helmet on the curb and cried some more.

I told the police everything I saw, which was not very helpful. Bystanders claimed that the car that hit Brynn was a dark Volkswagen Passat. That could be true, I don't know. Were they drunk, high, talking on the phone, texting, we will never know. Some person is somewhere dealing with the fact that they fled from a fatal accident and never took responsibility for it. I feel sorry for them.

The next morning Brynn's family brought me flowers. Through the whole process they were very supportive and included me in every event. I will always be so grateful to them. Brynn was an organ and tissue donor. Many patients benefited from her generosity, including two people who can now see because of her donation.

Three years later and I manage to not beat myself up with survivor's guilt or bad dreams. But the accident still bothers me. People ask me what I would like done to change things. I am not a city planner or an engineer, I don't know what would make cycling safer. I do know that we live in a country with an obesity problem and a city with a pollution problem. I hope that these realities will help engender more cooperation and awareness among everyone who uses public roads.

I am also asked about how this experience has affected my life. One way it has affected me is the clothing I wear. People attending Brynn's funeral were encouraged to wear bright vibrant colors instead of black as a celebration of how alive and colorful Brynn was in life. Since the funeral I wear bright colors to remind me to take advantage of every opportunity to live.

of Silence poem to honor Judge Anthony Quinn, who was killed on his bike in Millcreek Canyon in 2013.

The route continued through downtown towards Liberty Park, where it stopped at the corner of 8th South and 700 E. to honor Brynn

Barton, who was killed in a hit and run in 2011. The ride made a loop through Liberty Park, and then back through downtown to the Gallivan Center.

While most who came out were there to honor all cyclists who have

been killed, and for bicycle safety, one rider was there for deeply personal reasons. Kjarsten Christensen was there to remember his friend Brynn Barton who was killed in 2011.

[See the accompanying story for an account of the crash.]





## PHOTOGRAPHY

## For Great Cycling Photos, Ditch the Smart Phone and Get a Point and Shoot Camera - A Guide to Choosing a Camera



The photos above are a great example of what optical zoom can do for you. The image on the left, of author Photo-John, was taken at the Canon PowerShot ELPH 330 HS's 24mm (equivalent) wide-angle zoom setting. Thanks to the little Canon's 10x 240mm optical zoom, the photo on the right is zoomed all the way in on the mountain peak you see to the author's left in the first image. The newer Canon PowerShot ELPH 340 HS recommended in this article has an even longer, 12x 300mm equivalent optical zoom lens. And the Panasonic Lumix ZS40 that's also recommended, has a seemingly impossible 30x optical zoom lens. Photos: Jenni Curtis Shafer.

By John Shafer

I ride bikes as much for the photos as for the ride, so I always carry some kind of camera when I'm pedaling. And by "camera," I don't mean a Smart Phone. I won't dispute that Smart Phones are convenient and the current ones definitely capture high-quality photos – for a camera phone, anyway. However, if you really want great mountain bike or road ride photos, even an inexpensive point-and-shoot will do a better job than a Smart Phone. Right now you can go to any camera shop or big box store and buy a point-and-shoot that's smaller than an iPhone, with better image quality, a real zoom lens, full HD video and built-in Wi-Fi - for under \$200. To illustrate my point, I've chosen six pocket cameras that will help you take print-quality photos when you're out on your bike. Read on to learn more about why

you should carry a point-and-shoot camera on all of your bike rides.

### Optics

There are three important differences between a Smart Phone camera and a \*real\* camera: optics, sensor size and controls. Smart Phones have tiny little fixed lenses with no optical zoom. If you do want to get closer you either have to "zoom with your feet" or use digital zoom, which essentially crops the image and interpolates to fill in the resolution lost from the crop. Digital zoom always results in noticeably compromised photo quality. On the other hand, entry-level point-and-shoots usually have 3x or longer optical zooms, and some pocket cameras actually have as much as 20x or even 30x optical zoom lenses. Yes, you read that right. I ride with a pocket camera that has a 30x 24-720mm (equivalent) optical zoom lens. To get that kind of zoom range with an interchangeable lens

camera you'd have to spend thousands of dollars and I guarantee you wouldn't want to carry that kind of bulk and weight on your bike.

The effects of optical zoom are also very important. The look of a wide-angle lens is more or less self-explanatory. It distorts a bit, adds dramatic converging lines, and allows you to photograph in tight spaces. Telephoto lenses compress space, visually bringing objects closer together – something you can't do by just getting closer. When you see a photo of a cyclist and there's a huge snowy mountain looming in the background, that's the optical effect of a long telephoto lens. You can't duplicate that look with the fixed lens on your Smart Phone.

### Bigger Is Better

Bigger is better when it comes to pixels. Camera companies have been trying to tell us that more pixels mean better photos for years. Now, Smart

Phone companies are doing the same thing. The truth is, pixel size is a lot more important than the number of "megapixels" a camera has. You could have three 16-megapixel cameras with very different levels of image quality because each one has a different size sensor. The sensor with the most surface area will almost always produce the best image quality because the larger pixels on that sensor collect more light. And more light means better quality.

All of the recommended cameras at the end of this article have larger sensors than the iPhone or Samsung's Galaxy S phones. The only Smart Phone with a sensor comparable to a standard point-and-shoot camera is the Nokia Lumia 1020. However, it only uses a small portion of that sensor. So even an inexpensive, entry-level point-and-shoot camera will capture better quality images than any Smart Phone. And a few of the cameras I recommend actually have

much larger sensors and offer image quality approaching that of an entry-level mirrorless camera or DSLR.

### Better Camera Controls

Camera controls and ergonomics are more important than most people realize. A camera with a thoughtful design and good controls will get out of the way and let you take great pictures without having to think about what you're doing. Even the best Smart Phone camera is a phone before it's a camera. They're awkward to hold compared to a purpose-built camera and you have to dig into menus or choose an app if you want to access more than just the shutter release. Since a point-and-shoot camera is just that – a camera, the important controls are front and center. The shutter release button and zoom lever are placed right where your index finger and thumb can access them quickly and intuitively. And other important controls like exposure compensation, flash, white balance, video and burst rate all have dedicated external controls so you can access them with the press of a single button. That means you'll be able to get set up sooner to get a burst of your buddy going over the bars at the bike park; and you'll be able to quickly adjust the exposure compensation so you get perfectly exposed photos of that TdF pro riding with your club.

### Recommended Point-and-Shoot Cameras

Enough talking about why you should carry a \*real\* camera when you're riding. Either I've convinced you, or you're just one of those people who doesn't want anything more than what a Camera Phone offers. So let's get on with the camera recommendations!

I picked out six current pocket cameras with various feature-sets and levels of performance to meet the needs of different kinds of cyclists. Prices range from under \$200 to over \$700 and there are a variety of zoom ranges and sensor

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**Left: Recommended point-and-shoot cameras for great on-the-go cycling photos (from top to bottom):**

- Canon PowerShot ELPH 340 HS - \$199**
- Sony CyberShot RX100 II - \$699**
- Olympus Stylus TG-3 - \$349**
- Panasonic Lumix ZS40 - \$449**
- Sony CyberShot QX100 - \$499**
- Panasonic Lumix LF1 - \$299**

sizes. They also all have full HD video and built-in Wi-Fi. So wanting to share photos immediately isn't an issue anymore. With built-in Wi-Fi you can wirelessly transfer photos and videos from the camera to your phone, process them with the app of your choice, and post them straight to Facebook or Instagram.

As I said earlier, sensor size is the most important factor in determining image quality. So a larger sensor means better image quality – especially in low light. All of the cameras here are guaranteed to have better image quality than any Smart Phone, though. Zoom range is likely more confusing since our recommended cameras have zooms ranging from 3x all the way up to an unbelievable 30x optical zoom. The reason there's such a wide range of zoom options is partly for people with different tastes, and partly because every camera is a mix of compromises and you don't get everything in one camera – especially not one that fits in a pocket. Personally, I like a lot of zoom in a point-and-shoot camera. The compromise I made with my own 30x optical zoom point-and-shoot is a smaller sensor – I gave up some image quality for that huge zoom range. On the other hand, if your priority is image quality, then you'll have to give up some zoom range to get a camera that fits in your pocket. The recommended camera below with the best image quality has a relatively short, 3.6x zoom lens. Only you can decide what's right for you. But I think there are enough options here that everyone will find a pocket camera that can help take their cycling photos to the next level.

**Canon PowerShot ELPH 340 HS - \$199**

Let's start with our most affordable pocket camera recommendation. Last year I bought my wife a Canon PowerShot ELPH 330 HS point-and-shoot for an anniversary gift. She says she didn't know she wanted something better than her Smart Phone until I gave her the camera, and other people who've used it have had the same reaction. They didn't realize that such a small, inexpensive camera could be so much better than their Smart Phone. The ELPH 330 HS has since been replaced by the PowerShot ELPH 340 HS, which has a 20% longer zoom range and a higher-resolution 16-megapixel sensor. With a tiny body, 12x 25-300mm (equivalent) optical zoom, great image quality, built-in Wi-Fi and a suggested retail price of \$199, it's one of the best pocket camera deals on the market. It's incredible to me that Canon can pack a 12x zoom lens into such a tiny camera. Check out the two sample photos below to get an idea of what the ELPH 340 HS's optical zoom lens can do.



**A photo of the author's wife Jenni, taken at a small creek crossing with the Olympus Stylus Tough TG-1, the predecessor to the TG-3 that's recommended in this article. Photo: Photo-John.**

**Sony CyberShot RX100 II - \$699**

And now – the absolute best. If you're the kind of person who accepts no-compromises - the Sony CyberShot RX100 II is your only pocket camera option. Even though it's small enough to comfortably fit in a pants (or jersey) pocket, the RX100 II's big 1-inch CMOS sensor is way better than you'll find in any other point-and-shoot camera. That means great image quality regardless of conditions. It can even shoot in RAW mode so the most demanding photographers can squeeze the every bit of detail from their images. The RX100 II has PASM manual shooting modes for those who want them, and a 3.6x 28-100mm (equivalent) f/1.8-4.9 Carl Zeiss optical zoom lens for excellent low light and action photos. If you shoot a lot of video, the RX100 II captures 1920x1080 full HD video at 60 FPS. It also has built-in Wi-Fi so you can easily transfer photos and videos to your Smart Phone while you're on the road so you don't have to wait to get home to share your celebratory KOM photos on Instagram.

If the RX100 II isn't enough, Sony an upgraded model will be available in June. The RX100 III adds a built-in electronic viewfinder, a faster-aperture (but shorter) zoom lens, a pop-up flash and more video options, including 720p at 120 FPS.

**Olympus Stylus TG-3 - \$349**

If you're the kind of rider who's out on the road or trail no matter what the weather's like – you should be packing the Olympus Tough TG-3 in your jersey pocket. Waterproof, drop-proof, crushproof and freeze-proof, the Olympus TG-3 was designed for riding and every other kind of adventure – regardless of conditions. It has a bright 4x 25-100mm f/2.0-4.9 (equivalent) optical zoom lens, full HD video, built-in GPS and great macro abilities so you can take great pictures of snowflakes, the carbon fiber weave on your frame, and muddy chain links. The Olympus TG-3 also has built-in Wi-Fi. With the Olympus app installed on your Smart Phone, you can transfer photos from the camera to your phone or use your phone as a remote control, complete with live view display.

**Panasonic Lumix ZS40 - \$449**

Pocket superzooms, point-and-shoot cameras with long zoom lenses, are my favorite type of compact camera because they put so much

optical power in my pocket. And Panasonic's new Lumix ZS40 pocket camera is the current object of my desire. It has a 30x 24-720mm (equivalent) Leica optical zoom lens, PASM manual shooting modes, built-in Wi-Fi and GPS, an electronic viewfinder, and 1920 x 1080 60p full HD video. It's also one of only a couple pocket superzoom cameras that offers RAW shooting. There's never been a camera that puts more power and control in a jersey pocket. Try zooming to 720mm with the digital zoom on your iPhone and let me know how it works out.

**Sony CyberShot QX100 - \$499**

Sony is arguably one of the most creative camera makers right now and their QX100 "lens-style" camera is one of their most interesting creations, so far. With built-in Wi-Fi, a mobile app and a mounting bracket so you can attach it to your Smart Phone, the QX100 essentially turns your iPhone or Android phone into a real camera. Within the QX100's cylindrical body is a large 1-inch sensor, a fantastic 3.6x 28-100mm (equivalent) f/1.8 Carl Zeiss zoom lens, a Micro SD memory card slot, a shutter release button and a customizable control ring – essentially, most of the components that make up Sony's revered RX100 pocket camera (predecessor to the RX100 II, listed earlier in this article).

**Panasonic Lumix LF1 - \$299**

The Panasonic Lumix LF1 is an interesting combination of a high-end large sensor compact camera and a pocket superzoom. It has a great 12-megapixel 1/1.7-inch CMOS sensor and RAW shooting for excellent image quality in all conditions, a 7.1x 28-200mm f/2.0-5.9 Leica zoom lens, and built-in Wi-Fi so you can post to Instagram from anywhere. But what really sets it apart from other large sensor pocket cameras is the built-in electronic viewfinder. The viewfinder adds a third point of contact with your body helping to steady the camera for sharper photos and smoother video. With PASM manual shooting modes, 10 FPS burst and full HD 60i video, the LF1 is one of the best pocket cameras available for serious action shooters.

John Shafer, a.k.a "Photo-John," is a professional photographer, journalist and adventurer. See more of his work at [Photo-John.net](http://Photo-John.net).

BIKE ART

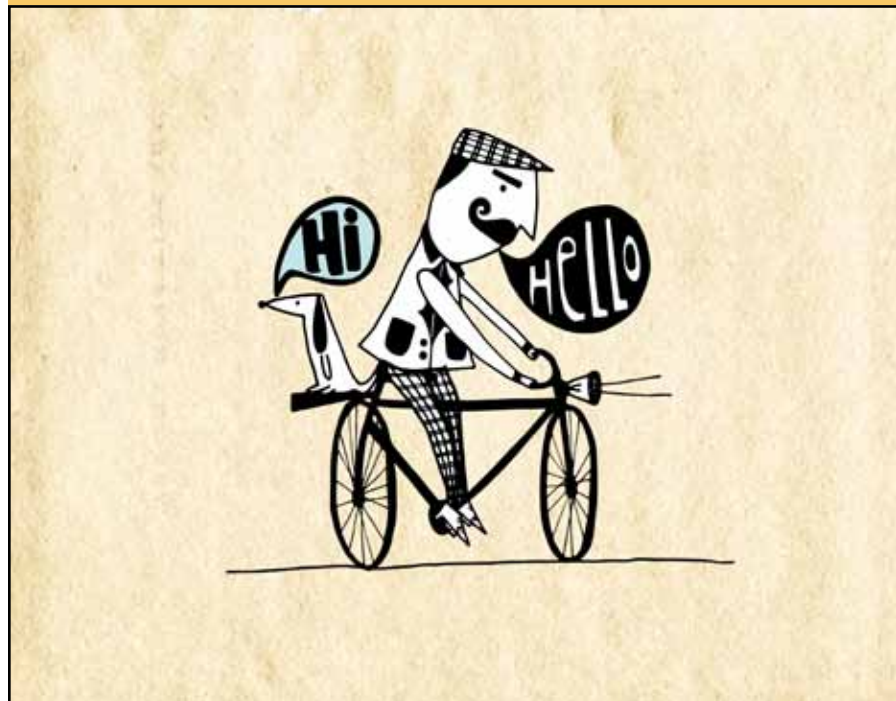
# The Bike Art of Kate Wolsey

Kate Wolsey received her BA in Film and Media Arts from the University of Utah in 2011. She has been largely influenced by Mid-Century illustration. Her work has been shown in various places, including: the University of Utah, Sugar Space Art Gallery, and most recently

at the Salt Lake Bicycle Company.

Find out more, or purchase art here: [www.etsy.com/shop/k8wool](http://www.etsy.com/shop/k8wool) and [www.facebook.com/k8wART](http://www.facebook.com/k8wART)

The piece on the left is entitled "Hi, Hello", and the one on the right is "Tandem + One."



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## GEAR PICKS

**Product Review: SafeByke's Smart Cable is a Great Addition to Your Security Arsenal**

SafeByke's innovative new cable is made in Salt Lake City.  
Photo: Dave Iltis

By Dave Iltis

I commute a lot around town, mostly running errands on my bike. It's imperative to have a good lock to keep your bike secure. I generally use a Kryptonite U-Lock, and have for many years. The lock is great for securing your frame and front wheel to a bike rack or post, but not so if you try and lock both wheels and the frame (I don't like taking my wheel off to do so).

This spring, I was given a new cable, and a chance to break this habit by easily securing both wheels. The SafeByke cable is the invention of local engineer Phil Martineau who partnered with Deborah Byrnes to start SafeByke last year.

The SafeByke cable is not your grandfather's cable. No, it's made in a completely different way. Old style cables are made multiple strands of wire woven into one cable. This leads to a stiff cable that is easy to cut. The SafeByke is made instead from 6 smaller cables, each of which is coated, which are then encased in

a PET outersleeve. The key is that the smaller cables are independent of each other, and so when combined with the PET outer-sleeve, the whole system flattens out when pressure is applied by a bolt cutter.

I used a 4-foot cable in conjunction with a U-lock. This makes it really easy to lock both the wheels and the frame. One of the best features of the new cable is that it's really light and flexible compared to old style cables, and hence it is really easy to fit in a pack along with a U-lock and whatever else one is carrying. Their website says that you can wear it as a belt, but I didn't try that option.

I also tried to cut it with a standard linesman's pliers – all the lock does is flatten out (although a couple of strands of the PET casing frayed when doing this). This would pre-

vent many would be thieves from absconding with your bike or wheels. I did not try it with a large bolt-cutter or other implement of destruction. Will it defeat every thief? Probably not, but then neither will the best U-locks. Since many bike thefts are crimes of opportunity, the SafeByke should work well in most situations, especially as an adjunct to a U-lock.

SafeByke is a Utah company, and the cables are assembled in Salt Lake City. They retail for \$25 for the 4-foot version, and \$35 for the 7-foot version. They come in multiple colors including neons, blue, purple, and carbon.

All in all, I would highly recommend this cable and rate it Hors-Categorie (5 stars).

For more information, visit [SafeByke.com](http://SafeByke.com).

**TOUR OF UTAH****Pro Women's Races and a Pro Men's Race to be held During the Tour of Utah**

By Dave Iltis

The 2014 Larry H. Miller Tour of Utah, to be held from August 4-10, promises to be the most exciting yet. This year, several new events will be happening as part of, or in conjunction with the Tour.

First up, the Cedar City Gran Prix, a women's only Pro/1/2 criterium, will run during stage 1 of the Tour of Utah. The men will start stage 1 in downtown Cedar City. Shortly thereafter at noon, the women will race a 1 hour criterium at the same location as the road race start-finish. 25,000 spectators are expected to watch the races. The men's finish will happen at around 3 pm, making for a packed day of bike racing in Cedar City. Additionally, an expo with booths and more will be held.

"The Cedar City Grand Prix will be an exciting opportunity for women to race in a unique small town who will welcome them with open arms and cheer them on as loudly as the men," said race organizer, former professional cyclist, and directeur sportif of the Primal Pro Women Cycling Team, Nichole Wangsgard. "So far the community has been overjoyed at the news that the top female riders will be joining the top male professional cyclists in coming to Cedar City this year to race."

Women wishing to race the event can register online. For more information, visit [cedarcitygranprix.com](http://cedarcitygranprix.com).

Next up, The Tour of Utah has added the Tour of Utah Women's edition, a women's pro and elite circuit race to be held during stage 3 of the Tour on August 6, 2014. The men will start in Lehi that day, and finish at Miller Motorsports Park (MMP) in Tooele, Utah. During the road race, the women will race a 33 mile, 15 lap circuit race at MMP giving spectators the chance to watch some of the best women in the world compete, and then watching the best men in the world

shortly thereafter.

Taylor Wiles (see interview in our May issue), a Utahn who rides for Team Specialized-Lululemon said, "It's great to see another big American race is adding a women's race during a year, where women's racing is really making its mark. I grew up in Utah and started my cycling career by training on all of the beautiful roads featured in the Tour of Utah. I'm excited to see the progress being made with the addition of this race to the Tour of Utah." Wiles and her team will be participating.

Some of the best US teams that will be racing are: Colavita-Fine Cooking (ranked 3rd), Twenty16 Professional Cycling (ranked 7th), DNA Cycling p/b K4 (ranked 8th), as well as Guru Cycles p/b Haute Wheels, Pepper Palace Pro Cycling, Vanderkitten Racing and Monster Media. Two Utah-based composite teams that will be participating are LiVe Well p/b Bountiful Bicycle and Canyon Bicycles-Shimano.

Teams and riders wanting to race on a composite team must apply by June 6, 2014. For more information on the race or to apply to enter, visit [TourofUtah.com](http://TourofUtah.com).

On the same day at Miller Motorsports Park, after the Tour of Utah men's race finishes, Chase Pinkham Memorial Criterium for Pro-1-2-3 Men and Pro-1-2-3 women, and all other amateur categories will be held on the west side of the MMP. "This is a good way to honor him in a high profile situation and raise donations to a charity chosen by the Pinkham family." "Were hoping to draw the top local and regional racers, who will be out at the track watching, and then racing themselves," said race organizer Jared Eborn. "Were thrilled that the women will be racing in the Tour of Utah Women's Edition, and hope that some of them will stick around and race again later in the day." For more information or to register to race, visit [extramileracing.com/Chase](http://extramileracing.com/Chase).

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**Product Review: Louis Garneau Energy Gel**



By Jared Eborn

Bounce into any bike shop and the nutrition shelf is a bit crowded.

Energy gels and drink mixes from a variety of companies present pretty much endless brand and flavor options. The old standards are likely there and you've likely developed a favorite – for better or worse.

But a relative newcomer in the energy gel market wants you to expand your tastes a bit.

Louis Garneau – the Canadian makers of some of the best helmets, shoes and cycling gear on the scene – launched a line of gels and drink mixes a couple of years ago that just might challenge your brand loyalty.

Dubbed LG1, the gels come in six flavors and break free from some of the negative stereotypes many of the more established gels struggle with – particularly the often gag-inducing texture and frequently uninspiring flavors.

The Louis Garneau product description touts the natural flavors and key nutritional benefits.

“LG Energy Gel is made with natural ingredients and an optimum blend of carbohydrates, electrolytes and antioxidants needed to meet the nutritional demands of athletes during racing and training,” Louis Garneau states. “In addition, the packaging is designed for a quick, no-struggle opening on the bike or during the run with a hole-punched tab for fingers to grip.”

Rather than simply take Louis Garneau at its word, we put the product to the test over a few weeks of training rides. The first positive impression, not surprisingly, was with the taste.

No standard-issue vanilla, chocolate or coffee flavors. Instead, the fruity tastes of Wildberry-Pomegranate, Strawberry-Dragonfruit, Concord Grape-Apple and Goji-Blueberry compliment the more familiar Citrus and Tropical Fruit offerings. The initial take is the LG1 gels are not too sweet and provide plenty of variety to give athletes options during long blocks of training.

Perhaps most important? The LG1 gels taste good.

More important? At least for this rider? They go down easy. Unlike some products I've used throughout the years, the LG1 gels have a smooth and easy-to-swallow consistency. Nothing sticking to the top of the mouth, no need for a huge draw from the water bottle to wash down a gel that is trying to come out of your mouth as well as down your esophagus.

Of course, the truly most important quality of any energy gel is its effectiveness at warding off impending bonks.

Each LG1 gel pack contains 100 calories of fuel with 25 grams of complex carbohydrates and a scant four grams of simple sugars which provide easily digestible and quickly delivered energy replenishment. With no artificial flavors, real fruit juice and a nice dose of vitamins C & E, LG1 offers two flavors with caffeine – Citrus packs in 50 milligrams while Tropical Fruit gives you 25 MG per serving.

During our test rides, the LG1 gels did the trick. No bonking, no energy drain and an easy shot of fuel that didn't come with any amount of dread knowing I'd have to choke down a shot of thick, pasty gel.

LG1 Sports Drink delivered similar results while on the road. Coming in Orange, Lime and Punch flavors, the naturally sweetened drink mix provides 100 calories per serving along with 700 MG of electrolyte replenishing sodiums and 25 grams of carbohydrates to keep you energized, hydrated and ready to tackle the next hill.

Looking for something even more natural? LG1 also offers a lemonade drink mix which uses 35 percent natural maple sugars while delivering 112 calories, 500 MG of sodium and 28 grams of carbohydrates.

Not to be forgotten, the maple and chocolate recovery drink flavors pack in an important 12 grams of protein with each 275 calorie serving.

While not available in every bike shop, looking around to find and try out the LG1 gels and drink mixes may very well be worth the effort.

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### Robert Brigance Commuter - from page 4

On Kuhni Road, in the mornings and afternoons, I see a handful of commuters going and coming, just like me.

The roads are for the most part quite good, with adequate shoulders. Bikes lanes are provided in and around city center, but not consistent. Main Street has wide shoulders, but lots of traffic.

I would say cars are considerate, but as always expect the unexpected.

C.U.: Do you have any tips, words of advice to offer commuters in general or near UVU in particular?

R.B.: Ride defensively and be visible. Short of being neon, it's a crap shoot on whether you'll be the next auto-cyclist accident we read/hear about. Always expect the unexpected. Wear a helmet at all times. Practice patience at intersections and get eye contact with drivers if you can. Pay attention, which means leave the music stashed. Keep your bike maintained. Obey the rules of the road, i.e. stop at stop signs, red lights and signal turns. For example, I have had times when my riding group has by-passed a red light by turning right and hanging a left U-TURN to catch a green light to keep from having to unclip! Ride single file where necessary; we will never earn the respect of motorists if we keep breaking the laws; it all starts with each of us!

C.U.: So as you retire and do less commuting and more travel on your bike, what skills have you acquired from commuting to help with long distance travel?

R.B.: Being a full-time commuter has taught me many things. To start, be comfortable on your bike and keep it good working order. Practice preventative maintenance. As a commuter, I've become self-sufficient, independent to a point, and a problem solver. So having basic bike maintenance skills is a must, especially when you are solo. With commuting, I have become a master tire mechanic.

Next, there have been times when I just didn't feel up to commuting due to the weather, a bad night's sleep or not feeling myself. There will be times when I will want to forgo getting on the bike; that's OK. Touring is not about chewing up the miles hammer down, unless you have a tight schedule.

Furthermore, both physical and mental toughness is required when challenges hit. For example, the weather may turn bad 10 or 20 miles from a destination. Deal with this by breaking down that last 20 miles into increments of

5-mile blocks when the weather hits. When riding all day in the wind, it is just one pedal stroke over and over. Ten-miles and a break. Do this 5 times and you covered 50 miles. Breaking down the challenge into manageable pieces works. The same goes for being wet. When you're wet, you're wet. As long as you're not hypothermic, keep peddling if you're staying warm. Good reason to carry a space blanket to wrap up in. I have been able to use and evaluate gear for all sorts of weather, so that I may be comfortable for the ride. I know what equipment and accessories are worthwhile, even simple things like fenders.

I've learned through repetition to follow safe riding principles yet being able to adjust when it is necessary. Sometimes one may have to be flexible and take alternative routes and be creative to get from point A to B. It is OK, to just take a break to regroup. It might even mean hanging out for a day.

Overall, bike commuting will help with a long distance tour depending on the extent of ones travel goals. I will be doing a self-supported trip, so the commuting experience will definitely help. In addition, my many years of road riding and numerous centuries give me a road reality. At the same time, I have some trepidation. My fear of the unknown has been softened by those who have gone before me, by researching routes, itineraries and packing necessary equipment. For me the chance to travel long distance on a bike is a personal challenge. It is also a time to live a more simplified life, if only for a short time. As I prepare for my tour, I am giving thought to riding for Alpha-1 (an inherited disorder that may cause lung disease and liver disease) and to celebrate my life by experiencing the back roads of America through a Trans-America crossing.

C.U.: What other trips have you thought about?

R.B. My wife and I experienced a bike adventure to Provence back in 2009 which was fantastic. I do plan on more bike trips in the future after this Trans-America ride. I want to ride Nova Scotia, the Pacific Coast and it very likely few more international trips. We hope to take advantage of having a son living in Switzerland.

C.U.: Have you ever been commuting to work and dreamed of just riding on and on?

R.B.: Depending on the time of the year, YES!

## COACH'S CORNER

# Buy the Stamp: Cornering on a Tri or Road Bike

By Mark Deterline

At times we become so preoccupied with aerodynamics, positioning and biomechanics that we forget what connects us to the road and keeps us upright – our bike handling skills.

Pack riding, cornering and descending are not always essential ingredients to a successful race-day recipe; much of the training and racing many of us do may consist of straighter roads and courses, where wind and hills present the most formidable challenges.

However, chances are that at least some of our key bike time each year includes riding with others, as well as covering "technical" terrain that requires savvy cycling. Progressive mastery of skills that will allow us to work out safely and compete effectively should be part of our training regimen and goals.

To corner confidently on a tri (aka TT) or road bike, keep in mind that the contact patch of tire on asphalt is no bigger than the size of a postage stamp! Mastery of the following five fundamentals can help you maximize your connection to the road, and even use it to your advantage as a competitor:

- 1-Do any braking BEFORE you enter a turn
- 2-Stay loose and light on your front end
- 3-Lean your bike for traction and control
- 4-Outside-Inside-Outside
- 5-Know your wheels and tires

Many say that the goal of good cornering is to maintain one's velocity through a turn, which is true. But they are skipping the most crucial objective, which as we've stated is to stay upright. This is especially true when riding and racing in close proximity to other athletes or cars, as well as when descending at speed. Predictable, confident actions combined with a respectful, cautionary attitude enable you to perform admirably while leaving a margin for error.

### Setting up for it

You don't want to obsess about the road directly in front of you. Rather, focus on the entry and exit paths of upcoming curves, and in general on the expanse of road extending before you. This will allow you to optimally assess an approaching turn as well as a suitable speed given the overall

situation – from changes in road surface, to lean of the road itself, to cars and other riders.

It is important to establish your ideal, maintainable speed BEFORE entering a turn. Moderate your speed – i.e. do any necessary braking – beforehand. Braking while cornering will straighten your bike's path of travel, changing your targeted line through the turn. It can also cause one of your tires to skid.

Since front tire traction is your highest priority, avoid use of your front brake while cornering; you should only do so when absolutely necessary, and even then with great caution. If you do need to moderate speed while in a turn, do so by using ("feathering") your rear brake with a very light touch.

You will want to be in the drops of your base bars or handlebars with immediate and easy access to your brake levers. Keep your arms loose and elbows bent, almost as if your upper body acts as a suspension system to keep your front tire smoothly in contact with the road. Operative word here is smooth.

Our positioning on tri/TT rigs tends to be farther forward than on road bikes, which is one of the reasons why they generally prove at least a tad more unwieldy in fast turns than their less aero yet more versatile counterparts. This is simply something to be aware of when switching back and forth between the two types of bikes, and something to consider while honing your triathlon oriented riding skills.

### Finishing through it

The easiest way to internalize the concept of a good line through turns is: Outside-Inside-Outside.

You've heard about determining a good line and hitting the apex just right. The apex is the innermost point of a turn. You want to choose a smooth, sweeping line that will allow you to maintain your chosen speed for maximum control and efficiency.

Start wide (within your traffic lane and contingent upon the absence of cars) (Outside) then aim to hit the apex or inner edge of the turn as closely as you safely can (Inside). Finish the turn wide (within your lane leaving a margin for error), carrying your sustained speed with the option to accelerate out of the turn (Outside). Remember, however, before pedaling out of a turn, that when we corner we lean; avoid scraping or whacking a pedal against the road by ensuring

sufficient clearance!

### Lean it like you mean it

A well known precept in cornering is to push down on your outer, extended pedal as you push down on the inner drop of your handlebar. In other words, it is often more important to lean your bike than lean yourself. After all, you want to control your bike, so that it doesn't control you! Subtly lean your bike more or less depending on your speed and the sharpness of a turn.

As we mentioned above, be careful about pedaling through a turn. If you feel the need, such as in competition or to stay with other riders, do so with caution to ensure sufficient pedal clearance. Your bike will be more or less tilted depending on your speed and how aggressively you're cornering. You may have less clearance than you realize, so it may be necessary to wait until you've exited the turn.

### Equipment matters

It is essential to be familiar with and confident in your equipment. Know your frame, wheels and tires. Don't attempt fast or aggressive riding on a new configuration until you're confident in each component's ability to perform.

We tend to safely reach higher speeds through corners – especially on descents – when using trusted equipment. Unfamiliar or simply less sophisticated products do not afford the same performance and therefore do not afford the same exploration of safe limits. This is one reason that we don't necessarily promote the concept of race-day gear. Ride your best equipment often; don't wait for the heat of battle to see what a bike is capable of. Know before you go!

### Rainy and wet conditions

It is worth noting that all of the above applies to an even greater degree when roads are wet. Any sudden movement or braking that disturbs a steady line through corners will significantly compromise traction. Give yourself plenty of time and berth when mastering wet weather riding, including familiarity with equipment – particularly tires. A more advanced technique for cornering on wet roads is steering. We will try to cover that in a future column.

We invite you to steadily improve your ability and confidence when cornering, while always maintaining a margin for error. That way, you will enjoy the thrill of descending and cornering while keeping the rubber side down. The ultimate rider is not only strong and fast: she or he is master of each situation and oh-so-smooth!

We would like to thank the editors of Cycling Utah, who published a similar version of this article and (June 2011 issue) and were supportive of Deterline's rewrite for LAVA Magazine. The author can be reached at [mark@plan7coaching.com](mailto:mark@plan7coaching.com)



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## HEALTH

# Hydration Station - A One-stop Nutrition Guide to Choosing Your Beverages... Wisely


By Breanne Nalder, MS, RDN

Proper hydration is one of the most important aspects of healthy physical activity. Drinking the right amount of fluids before, during and after every exercise is vital to providing your body the fluids it needs to perform properly. Determining your individualized hydration needs, on and off the bike, will help you enhance performance in training and competition while minimizing risks for dehydration, over-hydration, and heat illness and injury.

But it's not just sport drinks! Let's consider other sources of hydration, such as smoothies, juices, milk, and dairy alternatives. Don't forget that soup and fruit are sources of hydration. And then there's the question of alcohol.... Is it good or bad to have a beer around training and racing? Deciding what beverages to hydrate with, and whether or not they are "worth the calories" is dependent on your training level, how much nutrition you get through food alone, and whether you are in a weight loss, maintenance, or gain mode.

## Sport drinks

Last year, we published a whole article on hydration for cycling (still available in the archives on [cyclingutah.com](http://cyclingutah.com)). To re-cap, the protocol is: for short rides (less than 60 minutes) of low to moderate intensity, water is adequate. Sport drinks (6-8% carbohydrate) are needed during moderate intensity cycling lasting longer than 60 minutes. High intensity riding (greater than 45 minutes, especially in heat) and endurance training (greater than 90 minutes) definitely require sport drinks. Sports drinks

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may also be used post exercise, as they provide several of the key nutrients needed for recovery (i.e., fluid, carbohydrate and electrolytes). When you sweat during exercise, the loss of electrolytes can cause muscle cramping, especially in hot, humid weather. Cells in the body use electrolytes to maintain voltages across their cell membranes and to carry electrical impulses to other cells. In this case, these impulses are responsible for muscle contractions. Therefore, it is crucial to maintain fluid balance. Dehydration results when athletes fail to adequately replace fluid lost through sweating. Since dehydration that exceeds 2 percent body weight loss harms exercise performance, athletes are advised to begin exercise well hydrated, minimize dehydration during exercise and replace fluid losses after exercise.

## Juices and Smoothies

This is a hot topic in nutrition right now. There are many opinions out there on whether or not to "drink your calories." It's true, the calories add up fast when we drink fruit juice. That's because it's concentrated. For example, it takes about 4 oranges to make a cup of juice. So taking the time to simply peel an orange and eat the fruit, you can still get the hydration, but you get the fiber, which helps with satiety, so it's not just "empty calories." However, athletes need sugar for fuel, so as long as it's in moderation and you're drinking water too, this is not a concern. Just be sure you always use 100% juice! Another idea is to make smoothies, because then you get the nutrition, hydration, and the fiber. Basically, a meal in a cup! Smoothies and juices are also a great way to incorporate veggies into your day. Try adding spinach, cucumber, beets, carrots, or any other vegetable that you can. I have plenty of recipes and tricky ways to use hydration and nutrition together, so contact me for more information.

## Pickle Juice

The liquid substance used to give cucumbers their salty, sour taste. It is usually made of water, salt, cal-

cium chloride and vinegar (acetic acid). The use of pickle juice as a defense against muscle cramps first attracted headlines when the Philadelphia Eagles credited pickle juice with their cramp-free win over the Dallas Cowboys in the 100+ degree Texas heat. Although there is an abundance of anecdotal evidence supporting the use of pickle juice as a method of preventing dehydration and muscle cramps, there is little scientific evidence supporting or refuting these ideas. A recent study compared pickle juice to the carbohydrate sports beverage Gatorade. The two beverage samples were analyzed in a food-composition laboratory to determine the amount of salt, potassium, calcium and magnesium in each product. Pickle juice was found to have considerably more salt than the carbohydrate beverage. They concluded that pickle juice can be used as a remedy for muscle cramps. However, the study warns of the danger of ingesting large amounts of salt and suggests that athletes should dilute the pickle juice with a sufficient quantity of a hypotonic or isotonic solution. Two ounces is the suggested serving size of pickle juice. Not sure if I'd pour pickle juice into a water bottle for a race, but maybe a yummy "dill-icious" addition to a post ride sandwich!

## Coconut water

The thin, filmy liquid found inside a young green coconut, not the same as the coconut milk derived from the meat of mature coconuts, is coconut water. It is becoming increasingly available in grocery stores and is another hot topic in sport drink nutrition. Because it contains electrolytes and minerals, coconut water is often marketed as a sports drink. One cup of coconut water has 46 calories and is a good source of fiber, potassium, magnesium and vitamin C. It also contains 252 milligrams of sodium and 9 grams of carbohydrate per cup. Compare this to an average sports drink that provides 110 milligrams of sodium, 15 grams of carbohydrate and 50 calories per cup. So, if you're looking for a drink with some flavor but want to save on calories, coconut water can be a better choice than fruit juice. Well, the plain kind at least. Remember, once you add sugar, the calories start mounting. Try filling a bottle half water and half coconut water, a little lemon, honey, and salt. Your own hydration mix, yum!

## Milk and/or Dairy Alternatives

Another hot topic in sport nutrition is dairy. Milk is definitely a good source of hydration, providing many essential nutrients that we need for sport performance. Whey protein is commonly used in recovery products. As referenced in an article published last year, dairy can be used as an appropriate food/beverage, providing carbohydrate and protein in approximately a 3:1 ratio, as well as essential electrolytes sodium and calcium. 16 fluid ounces of low-fat chocolate milk provides 52 grams of carbohydrate and 16 grams of protein. They important thing to remember when choosing dairy products is to keep then low fat or skim, especially for sport because it takes a long time to digest milk fat (and it's high in cholesterol, and nobody needs that!). Another thing that dairy can do is increase mucous production, which may affect workouts. So, if you don't tolerate dairy, are lactose intolerant, or simply choose to avoid dairy products, note that milk alternatives (almond, rice, soy, hemp, etc.) are fortified with calcium, vitamin D, phosphorous, and magnesium, so are great substitutes to get the nutrients for bone health as well as appropriate carbohydrate, fat, and protein for recovery drinks.

## Alcohol

For many in the cycling community, nothing tastes better than a cold beer after a hard race or a long, hot ride. But how does alcohol affect our bodies as athletes? As far as energy is concerned, each gram of alcohol (ethanol) provides 7 calories (compared to 9 for fat and 4 each for carbohydrate and protein). Other nutrients may be present, depending on the type of beverage. Don't get too excited, though, as there is not a lot of nutrition in there. For example, orange juice supplies four times the potassium plus almost three times the carbohydrates, and it would take 11 beers, to obtain the B-vitamins you would get from a sport drink. So, let's look at research on performance while alcohol is present in the bloodstream. Low amounts of alcohol (0.02-0.05g/dL) can slow reaction time and decrease eye-hand coordination. A moderate (0.06-0.10 g/dL) can result in faster fatigue during high-intensity exercise. Because of its diuretic property, it can also result in dehydration, being especially detrimental in both performance and health during prolonged exercise in hot environments. According to current research, the effect during

a hangover shows declines in total work output during high-intensity cycling. Alcohol can result in nutritional deficiencies from alterations in nutrient intake, digestion, absorption, metabolism, physiological effects, turnover, and excretion of nutrients. Now, this is just to point out the possible affects of drinking around training and race times. Enjoy your beer, wine, or spirit of choice, especially if you've earned it after a hard ride or a podium toast. Just keep these tips in mind...

**Pre-event:** Avoid alcohol beyond low-amount social drinking for 48 hours.

**Post-race:** Rehydrate first and consume food to delay alcohol absorption speed.

## How do I know if I'm properly hydrated?

The color of the first morning's urine void after awakening is an overall indicator of hydration status. Straw or lemonade colored urine is a sign of appropriate hydration. Dark colored urine, the color of apple juice, indicates dehydration. Dark urine is also often produced soon after consuming vitamin supplements.

## So what is the take home message?

Drink whatever beverages are appropriate for you and your nutrition status! This is based on your body, the amount of exercise you do, the environment you train in, if you're a salty sweater or not, the duration of your workouts, and whether you are eating your calories or not, to name a few. The most important thing to remember after every ride or race is to maintain adequate hydration throughout the day, so you are ready to ride, can replenish losses, rebuild tissues, hydrate and prepare for the next ride. Keeping quality gas in your tank can only help your engine run its best and achieve optimal performances on and off the bike. Cheers!

Breanne Nalder, MS, RDN has a Master's degree in nutrition with an emphasis in sports dietetics at the University of Utah. She is a Registered Dietitian Nutritionist, certified ACE (American Council on Exercise) fitness instructor, and races for DNA Cycling p/b K4 Racing as a category 1 road cyclist. For personal nutrition coaching, you can reach Breanne at 801-550-0434 or [breanne@plan7coaching.com](mailto:breanne@plan7coaching.com).

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## TOURING

## How to Choose a Touring Bike



Lou Melini ready to embark on an overnighter to Affleck Park on his Waterford touring bike. Photo: Julie Melini

By Lou Melini

If you would like to try self-supported bike touring, you will need a bike. Your choice of bike depends on the type of touring you plan to do, and where you intend to ride.

For example, if you are eating in restaurants and staying in motels, your choice of bike may be different than the person who is camping.

In the 1970's, finding a touring bike set up for racks and panniers was difficult. There were some high end bikes at that time for touring, but despite the bike boom of the 70's, bike travel was not common until BikeCentennial (now Adventure Cycling Association) had their inaugural cross country trips in 1976.

By the late 1980's and until about

10 years ago touring bikes disappeared from bike shops save for the occasional Trek 520, one of the few made-for-touring stock bikes one could buy. Custom touring bikes could be obtained for a price. Within the past 10 years there has been a proliferation of bikes made for travel, set up to handle front and rear panniers and with enough features to get you from point A to B with whatever you want to carry. However most bike shops still do not have touring bikes on the showroom floor.

You can get bikes in steel, the most common frame material, or you may choose aluminum or titanium. Most bike travelers that are on trips for more than a year buy steel bikes for the possibility of needing the bike welded, especially braze-ons for the racks. Salsa, Surly,

Jamis, Novara (REI) and Raleigh are some of the stock bikes one can purchase as complete bikes off the rack. Co-Motion, Bruce Gordon, Waterford and Gunnar are some of the higher end bikes customized to meet your preferences. Currently the Surly Long Haul Trucker seems to be the most popular touring bike in my travels. If you want a European model, then consider Thorn from England, Tout Terrain from Germany or Santos from the Netherlands. Apparently there is enough demand for the increased selection of travel bikes. Other companies that make touring bikes include Pereira and Breadwinner (by former Salt Lake City resident Tony Pereira), Bianchi, Trek, Seven, Kona, Fuji, and Redline among many others.

### Touring Bike Considerations:

Your first decision regarding the purchase of a touring bike is an honest assessment of what type of touring you will be doing. Are you going out for a few long weekend tours or riding around the world? Do you envision yourself using the bike for the next decade on repeated tours or is it something you may do once? Will you be mostly touring on-road or off-road? Will you be touring on single track and rocky jeep roads or relatively smooth gravel roads and packed-limestone bike trails? Most road style touring bikes with 700C wheels will easily ride smooth packed gravel roads nearly as well as the pavement they are meant for. There should be room to mount 700 X 40 C tires on it with fenders. As the roads get rougher or if you are spending a lot of time on gravel, you



A 26" wheeled mountain bike can make a great touring bike for off-road trips, or in more remote areas of the world where parts and tires for larger wheeled bikes are harder to find. Photo: Lou Melini

may want to consider a bike capable of accommodating wider tires. If your plans are for a very long tour or for multiple shorter tours the cost of the bike may be less of a factor over the long run. You should find an assortment of bikes for your needs. In general, if you can put racks on the bike, you can tour on it. If you can't put racks on your bike one may consider pulling a trailer.

Buying a complete touring bike should be simple. You obviously will want the bike to fit well. If you are like me, spending 6 hours a day on the bike 3.5 out of 4 days during a tour makes comfort high on the list of needs. A touring bike should have a stable geometry with plenty of room for racks and fenders. One can measure the quality of a touring bike by saying the bike rides better with weight.

### Gearing:

However looking at the specifications of many "touring" bikes, one needs to pay attention to gearing. I have looked at multiple touring bike reviews with many bikes spec'd with gearing not low enough for touring in mountainous terrain such as here in the West. Most suggestions for low gears on a touring bike would be in the low 20's. How to calculate this is simple. Take the number of teeth from the smallest chainring in

the front (perhaps 30) and divide this by the number of teeth on the rear cassette (perhaps 32). In this case, this equals 0.9. Then multiply this number by the wheel size. (a 700C wheel is approximately 27"). The gear in inches in this scenario is just over 24, a reasonable setup though a smaller 26-tooth small chainring may be better. On the flip side, the high gear doesn't need to be higher than the 90's, yet I see a lot of "touring" bikes spec'd with 120-inch high gears. You won't use that high of a gear unless you are racing your touring bike. Julie and I have low gears of 22, high gears in the 92+ range and we each have plenty of gears in between suitable for any road.

### Wheels:

Wheels will be your next consideration. For travel to Asia or Central and South America, 26" wheels would be best as rims and tires in other sizes will be difficult to find if you are on an extended tour. Some bikes in smaller sizes will come with stock 26" wheels such as the smaller sizes of the Long Haul Trucker. I'm not going to get into the subtle differences in wheel size, for that becomes a personal issue. Do look for a strong wheel. The standard 700C wheels for touring are built with 32-36 spokes in a 3-cross lacing pattern. Forget aero style spokes. The spokes used

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in a recent story, the writer rode 54,000 Km (10,000 on dirt) with only one broken DT Swiss comp 1.8/2 spoke. Mount your wheels with quality durable tires.

**Hubs:**

Included in decisions about wheels will be hub selection. One can choose between internal geared hubs or external cassettes. In addition do you want traditional 130 mm hub spacing for your road-style touring bike or 135 mm mountain bike hub spacing? If you use disc brakes, your bike will have 135 mm. If you decide to use an internal hub, most of what I have read in on-line forums has suggested the Rohloff hub, a very pricey hub that will need the wider spacing. I have hosted 3 bicycle travelers that have used the Rohloff hub, two being German, the home of Rohloff.

I bring up the issue of hub spacing because of an experience Julie and I had during our Canadian Rockies tour. Julie had a spoke pull through the rim. I was able to true up the wheel but with over 900 miles left in the tour, we made the decision to replace her rim or complete wheel. We stopped in 4 bike shops in Fernie, British Columbia. Of the 4 bike shops, only one had a 700C wheel with 130 mm spacing. That shop took the wheel off of the only road bike in stock. We could have waited for a replacement rim to be shipped in but that may have been 2-3 day delay waiting for the rim and then having the wheel built. Wheel problems like that are rare. This was our first wheel problem save for a loose spoke in

17,000 miles of touring between the two of us. Making a choice of wheels due to a rare possibility probably should not be an overwhelming part of your wheel choice but may be a consideration.

**Brakes:**

One mountain bike technology to trickle down to your touring bike is disc-brakes. Your first consideration is to ask yourself if you need the stopping power of a disc? The answer will be a yes for descents on mountain passes especially in inclement weather. Perhaps even on short steep hills the discs would be nice to have. However outside of those scenarios my answer to disc brakes will be an unwavering maybe. Parallel pull (V-brakes) will stop you if set up properly and you have fresh pads. Cantilevers will slow you down but do not seem to have the stopping power I would like. Discs have one of those "Catch-22" issues. The pads last a long time so being comfortable or good at changing pads becomes a challenge, as you won't need to change them very often. Another problem with disc brakes is the squeal factor, so much so that the noise is highly annoying. It took nearly 3,000 miles on my commuter bike for my front pads to break-in, if that is the correct term, for the squeal to be eliminated. The squeal will return sometimes with rain. Theoretically the squeal can occur with long descents as the rotor heats up. The last bit of advice is with regards to boxing your bike for travel. You may want to consider

removing the rotors to reduce the chance of a deformity occurring.

Other criticisms of discs are cost and weight. Cost is certainly a rational issue. Like most products, if you use it a lot, the cost concerns diminish over time especially if the product meets a high level of performance. The little bit of extra weight on a touring bike should not be of consequence in my opinion. How the housing for the discs is mounted may be a concern. On my commuter/off-road touring bike I would not be able to put water-bottle mount under the down tube nor have my preferred kickstand installed due to interference with how the housing mounts to run cable to the rear disc brake. These are annoying issues, but would not ruin a bike for touring. Perhaps working closely with the builder of a custom-built bike would alleviate these issues. Any issues with rear rack mounting with a disc seems to be resolved if the disc is on the chainstay. With the front disc, I had to use spacers for my Tubus front rack.

**Other Considerations:**

Your final choices on your touring bike are personal choices regarding handlebars (flat or drop bars), pedals (clips vs. clipless) and how you carry your stuff (panniers, bikepacking bags or trailers). My experience would say that most American bike tourers prefer drop style handlebars. On the other hand, nearly all of my around-the-world bike-touring guests have used flat bars on a mountain bike. If you buy a touring bike with drop-style handlebars, the bike most

likely will be spec'd with a road triple vs. a mountain bike triple crankset. From what I have read, fewer manufacturers are making shifter/brake levers for triples so bar-end shifters are being put on bikes with drop bars. Bar-end shifters are not a bad option as there is less chance of the shifter housing interfering with a front handlebar bag. If you are bikepacking, flat bars will be required.

I do not have enough personal experience to comment on the following thoughts. Do you want a Gates belt drive? Co-motion makes a bike with a Rohloff hub and a Gates belt drive. How about 650B (27.5) wheels? Through-axles, first seen on downhill mountain bikes, are spec'd on one version of a Salsa Vaya touring bike. And lastly, would a recumbent or a folding bike fit your needs?

**My Future Touring Bike:**

So what would I buy for my next touring bike?

First I do not see myself traveling (extensively) in developing countries at this time. However, I recently bought a custom-built commuter bike (26" wheels) that is also good for off-road loaded touring on dirt roads and trails up to the point of needing a shock. It has flat bars, though I almost put drop bars on it. The bike does have disc brakes but I wished I had opted for rim brake mounts as an add-on option. The frame is spec'd for disc brakes only. It is a Gunnar RockTour that I had modified with a lowered bottom bracket and top tube. The lowered bottom bracket gives me, I believe, a really stable

ride. The bike handles wonderfully. The lowered top-tube allows me to swing my leg over the top tube easier. At my age, I'm having some issues with muscle and joint stiffness that standover clearance on my bikes is becoming a larger consideration.

If I were to replace my current road-touring bike (also by Waterford), I would want 135mm spacing for an option for a Rohloff hub if I could obtain one cheaply (unlikely). I would most likely use a traditional cassette and derailleur set-up. I would like to have the capability of either discs or rim brakes as options on the bike but I would use disc brakes unless the bike was going to be used extensively for touring in remote developing nations. I was concerned about the ride quality of a bike with disc brakes due to the beefier forks. Richard Schwinn of Waterford bikes commented to me that disc brakes require "forks to be super beefy and hence heavier and stiffer compared to loaded touring forks". The folks at Millcreek Bicycles, who sell Waterford/Gunnar bikes, said that the effect of discs with ride quality is minimal. My current road bike has a very nice ride quality to it that I do not want to compromise. I would use drop bars with bar-end shifters unless I could bury the derailleur housing under the handlebar tape. I would have a kickstand plate installed.

See you on the road!



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## RIDE OF THE MONTH

**Monte Cristo Classic**

Jon Bingham on SR-39 near the summit of Monte Cristo. This climb will be featured in the Interlaken 100 Century on August 23, 2014. The ride will use some of the same roads as the Monte Cristo Classic. For more on the century, visit [Interlaken100.com](http://Interlaken100.com) Photo: Sonia Ren.

**By Wayne Cottrell**

“Monte Cristo” conjures up images of an island in the Mediterranean Sea, a sandwich, and a fictional character created by Alexandre Dumas père. In the context of Cycling Utah, however, the Monte Cristo Classic is a 97.8-mile, out-and-back ride up, over and back (and up & over) the Monte Cristo Range in northeastern Utah. The route is very simple in that 99% of it is on State Highway 39 (SR 39), between Huntsville and Woodruff. The Monte Cristo Range reaches a peak of 9,081 feet atop Mt. McKinnon, making it one of Utah’s “shorter” ranges. The low point of the ride is at the start-finish point in Huntsville, at 4,939 feet. The peak (9,030 feet) is along SR 39 near Dairy Ridge Road, near Mt. McKinnon, in the Monte Cristo Range. The elevation at the turnaround in Woodruff is 6,347 feet. The elevation difference between the high and low points, therefore, is 4,142 feet, making this a ride with a significant amount of high-altitude climbing. Please note that SR 39 between Huntsville and Woodruff is closed during the winter, so be sure to check road conditions during the early spring and late autumn months. Also, be prepared for cooler temperatures at the higher

elevations, even during the warm summer months.

Start the ride at Huntsville Park, in Huntsville, located at the corner of 7400 East and 200 South. Huntsville is a small community of about 650 people, nestled against the east side of Pineview Reservoir, in the Ogden River Valley. The ride is very accessible, with Huntsville being no more than 15 miles from central Ogden. From the park, head north on 7400 East, and turn right onto Main Street. Cross the highway (SR 166-SR 39 junction) at mile 0.5 and keep straight. You are now on SR 39, heading eastward and, in general, up. The climbing is not steep, but is long, gradual, and steady. There are numerous campgrounds along the way. Causey Reservoir, leading to Causey Reservoir, is at mile 8.9; you may see motor vehicles towing boats and making turns here. Red Rock Ranch, with outfitters, a gift shop and restaurant, is at the corner. The highway quiets down significantly beyond this point, carrying no more than 400 vehicles per day. Also, note that the highway’s prevailing orientation is actually north-south for a long stretch, before once again turning and heading east.

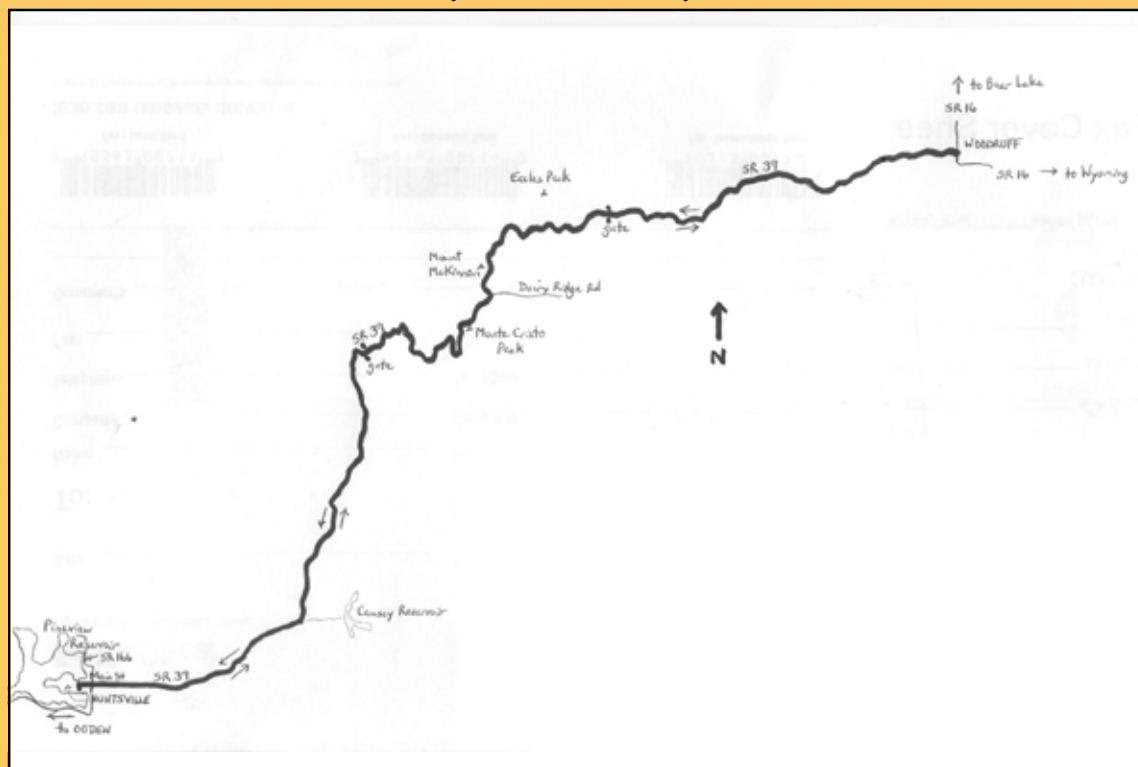
The western portion of the ride’s route on SR 39, as far as the high peaks of Monte Cristo, is part of the

some postcard winter scenes. About halfway to Woodruff, the highway ascends into the highest peaks of the Monte Cristo Range, straddling the line between Weber and Cache Counties. The road twists and turns as it makes its way past Little Monte, Monte Cristo Peak (on the right) and, eventually, Mt. McKinnon (on the left). This is the high point of the ride.

Beyond the crest, SR 39 makes a long, gradual descent into Rich County. This county is one of Utah’s most sparsely populated, with just over 2,260 persons as of the latest count. Given that the highway is closed during the winter, Rich County is also one of Utah’s most remote, with access only from the north and south for nearly half of the year. Woodruff, one of Rich County’s few settlements, is the turnaround point of the ride (at the SR 16 junction). The town’s population was just 180 as of this writing. Nearly three times this many folks

was when heading outbound. Once beyond the crest, the descent – all the way back to Huntsville – is fast and enjoyable. Follow SR 39 westward; after passing the high peaks, the highway will head southward for a long stretch, before turning west again. At the junction with SR 166, continue heading west, straight into Huntsville, via Main Street. Turn left on 7400 East and head south to Huntsville Park, to conclude the ride.

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,



Ogden River Scenic Byway. The scenery along SR 39 can be spectacular, particularly during the autumn, when the fall colors brighten up the forestation. As the highway climbs, the trees become decidedly alpine, dominated by birch, evergreens and pine. Also, moose occasionally wander near and across the highway. Distant mountain peaks can be spotted from various vista points along the way. Although SR 39 is indeed closed during the winter, a spring or autumn ride when the roadsides have been “dusted” with snow can reveal

once lived here, though, and part of the town’s legacy is evidenced in the Woodruff Stake House, a national historic site. The structure is located at 50 South Main Street, just one-half block to the south of the ride’s turnaround point. You are encouraged to take the short detour to view this historical building.

The return ride is notably more forgiving than the outbound ride. Since the starting elevation is 6,347 feet in Woodruff, the elevation gain to Mt. McKinnon is less than it

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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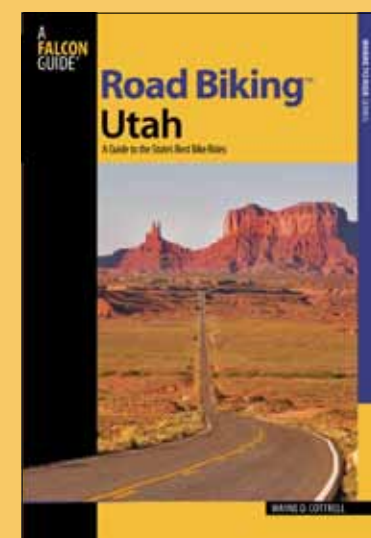
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**MOUNTAIN BIKE TRAILS**

**An Adventure on St. George's Broken Mesa Trail**



Above: PJ on the Broken Mesa Trail. Right: Prickly Pears in bloom. Photos: Lukas Brinkerhoff.

By Lukas Brinkerhoff

My head feels like it is boiling. The slight angle of the climb that started this dirt road has turned a little bit steeper causing me to pull myself forward on the saddle. I can see the top of the mesa where we will peak out and it just looms. Yes, looms in front of me and doesn't seem to be getting any closer. The mesa that I could see as we pedaled away from the trailhead wasn't the one we have to climb. Now, I can see where we are headed and it doesn't look to be very much fun. That part of your body that people pay thousands of dollars on saddles, creams and professional bike fittings so they don't have problems with, yea, that part of my body is unhappy. My seat is not in the right position.

I stop, look for my multi-tool that is always in my pack. I dump out its entire contents. It's not there and PJ is miles ahead. My head is so hot, I take my helmet off and attach it to my pack. I'm going about 4 mph, I think I'm safe enough.

There's one last hump on the dirt road before you make it to the trail. It's steep, loose and one of those climbs that makes your legs scream for mercy. I pull myself forward on my saddle trying to get as much

power as possible out of my legs. They are spinning fast. I drop a couple of gears and stand up. That feels great until the rear wheel spins out and I'm forced back onto the saddle trying to keep the rear wheel attached to the ground. I can see PJ at the top breathing hard.

I pull up next to him and stop. In between sobs for air, I mutter something about a multi-tool. He drops his pack and starts digging. No luck. We stand there for a minute breathing hard.

This is a big ride. We've been pedaling for about 45 minutes and still have about a mile to go before we actually get to the trailhead where we will then climb for another of a mile toward the top of Broken Mesa. There are a lot of reasons that people hate this trail. They happen to be the same reasons I would tell you that it's great. It's hard. It's in the middle of nowhere. It's rocky, a good chunk of the trail is spent rolling over baby head sized boulders. What was once a trail is now more of a route where there are multiple ruts that you follow as you drop back off the mesa.

If you setup a shuttle, you end up driving twice as long as you get to ride. If you don't shuttle it, like we are doing, you have a grinding dirt road climb to get to the trail. This is followed by the trail which is hard.

And then you end on a long steep section of sandy road. A sandy road that holds one of the few climbs I have never cleaned in St. George.

We re-mount our steeds. There's always a feeling of relief when you top out on this dirt road. Unfortunately, it's always short lived. Once your rest break is over you realize that the road looks flat but is still sitting on that same grinding grade that you have been riding for near an hour. We continue to pedal. PJ quickly pulls away and I'm left spinning away on my Enduro on a dirt road.

To have the ideal bike for this trail, you would need three and a team of Sherpas. The dirt road to get to the trailhead is best navigated on a short travel bike with gears. It's bumpy enough that you would want to stay seated and spin but steep enough that you want light. The actual trail is best ridden on a 6" travel bike. Anything longer is too much and anything less and your calves, forearms and hands will be cramping the entire time. Then you have the sandy road which is best ridden on a fat bike. Three bikes, one trail.

We finally reach the trailhead and begin the switch back climb that will take us to our high point for the day. About 2/3 of the way up we cross a dirt road. PJ is there waiting for me. He's not sure what I'm doing as I drop my bike and walk over to the pipeline. I lay down on it. The water keeps it cool and the drop in



temperature feels great on my body. I explain and pretty soon we're two mountain bikers lying on a pipe enjoying the slight breeze and cool metal. I can't help but smile despite the fact that my legs are toast.

We finish up the climb and then giggle as we drop through the lava field. The rocks are sharp and everywhere. There isn't a moment that you can let your guard down. The grass is tall and hides things that you would rather know are coming. Every ten minutes or so we stop and shake our arms out. The prickly pears are blooming and we enjoy their bright pink flowers. Then back on the bike and down we go.

To ride Broken Mesa you need to go into it with the proper mental state. This isn't easy and by most observations, it isn't fun either. Except for the giant smiles on our faces as we bomb down the mesa in a place many won't ride, especially if they've been here before. But there's something to be said for difficulty, solitude and stupid. There is a certain level of masochism needed to want to do this. We drop down the road cut. To

say we rode the cut would be inaccurate, it's more holding on and hoping that there isn't a giant rock in the way. We stop at the bottom and shake out our arms. We can smell our brake pads and we can see the water tank on the other side of the Powerline Road. Off we go, to pedal through sand and up a big hill. Why? Who knows, but the entire time we have smiles on our faces and we're glad we are.

**How to do it**

The loop starts at the water tank off of Turkey Farm Road in St. George. Follow the road as it turns to dirt and climbs to the trailhead. The trail climbs the last steep section of the mesa and then drops all the way back into Washington. At the bottom of the road cut, turn right and follow the Powerline Road back to the water tank. Easy.

Lukas Brinkerhoff blogs about mountain biking and life at [mooseknuckleralliance.org](http://mooseknuckleralliance.org).

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## TOURING

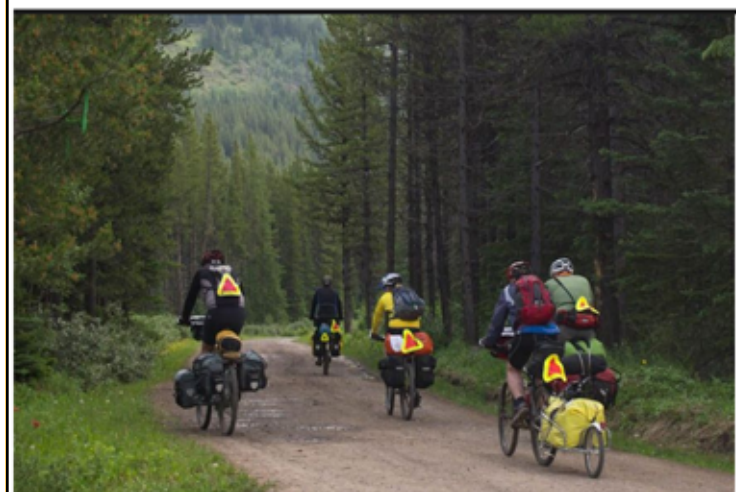
***Biking the Great Divide (A Woman's Point of View)***

South of Banff, Alberta, Canada on our 2nd day out.

By Angie Vincent

The Great Divide Mountain Bike Route is definitely an adventure to add to your bucket list. My husband, Vince, and I started bike touring about 6 years ago with our first major ride beginning at our house

here in Salt Lake City and ending up in Savannah, Georgia. After that we were hooked on touring. Vince kept bringing up the fact that he wanted to ride the Divide. The Great Divide Mountain Bike Route is a continuous long distance bicycle touring route from Banff, Alberta, Canada to Antelope Wells, New Mexico, USA

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(at the Mexico border). The route is approximately 2,700 miles long and follows the Continental Divide as closely as practicable, crossing it 30 times. About 90% of the Divide is on unpaved roads and trails and requires basic off-pavement riding skills to complete. Also, keep in mind that the route has over 200,000 feet of elevation gain—the equivalent of summiting Mount Everest from sea-level 7 times.

The “basic off-pavement riding skills” and the sheer magnitude of all that climbing had me quaking in my cleats. I never considered actually riding the Divide because I thought it was way beyond my capabilities; but, I was more than willing to watch a film about it. Vince and I saw an awesome documentary called “Ride the Divide” and that changed my mind. The Divide didn’t look so bad. I was just thinking out loud when I told Vince that, “I think I can do that.” That’s all it took for him to start making plans. And once you tell all your friends, you’re committed!

The Divide is within most people’s ability and thousands of people have ridden all or parts of the trail. Just a little bit of training and anyone should be able to ride the Divide. I myself am just a normal person without any super powers or extreme physical attributes. Almost everybody passes me when I’m mountain biking. I’m also not young any more, at the time I was 48 and Vince was 55 years old. Whatever your skill level or ability, just organize the ride according to your own individual ability. You can do as many or as few miles each day as you feel like. You can also break the trail up into sections and do a section at a time. By comparison, there is a Great Divide race (The Tour Divide) each year with the record being 15 days, 16 hours and 14 minutes to complete the entire route. We did the Divide in 2 trips taking about 6 weeks each. In Aug 2011 we biked from Banff to Rawlins, WY which took about 5 weeks. When temps fell to below freezing at night, we decided we’d had enough and biked home on I-80 from Rawlins (which added another 300 miles to that ride). The following summer (Aug 2012), a friend



Idaho, somewhere near Yellowstone National Park.

dropped us off in Rawlins and we headed south to complete the Divide. As you can see, the trip can be as fast or as slow as you want depending on your stamina, time, and desires.

The appeal of this ride is that

are also numerous hardships that must be dealt with: you’ll be traveling in bear country, long distances between services of any kind, navigational issues (it’s not a matter of if you get lost, but when you get lost),



Flathead National Forest, Montana—one of the few single track trails.

you’re off the beaten path and spend many, many miles in the back country. It is highlighted by long dirt roads and jeep trails that wend their way through forgotten passes. There

lengthy grinds to summit passes, and fast changing weather patterns that can make your day miserable in a matter of minutes. Added to that is that you spend a lot of “alone”



"Stealth" campsite in Cruces Basin Wilderness in New Mexico.



A desert break between the mountains east of Cuba and the mountains southwest of Cuba, New Mexico.



El Farolito restaurant in El Rito, New Mexico, best meal on the trip!

time with your biking partner which brought out my inner angry self...I once got so mad at Vince I threw my bike at him...he still loves to tell that story to anyone who'll listen. I'm sure it was all his fault.

Vince enjoyed this trip more than any other one because he got to "stealth" camp which means finding a place away from everyone. And since we were so far away from civilization, we did do a lot of it. This meant using good bear procedures and making sure you left no trace and sometimes hiding behind bushes. We would usually wait until the end of day and try to find water right before looking for a place to camp. This would preclude us from having to schlep water for any great distances. I prefer camping in a commercial campground because you have more amenities but camping in the wild does have its charm. First off, it's usually more quiet and peaceful than a campground and there are no barking dogs, slamming car doors or noisy generators. Secondly, it's usually free! Often times we were traveling through Forest Service or Bureau of Land Management areas where camping is allowed. Other times we just looked for a wooded area away from houses and set up camp. Of course, if we were near a large town, I would pamper myself with an occasional night in a hotel with shower, bed, TV, fridge and air conditioning.

Sometimes a girl just needs a shower. Guys, on the other hand can go for days between showers. The thing about showers is that, if you want a warm one, you have to do it in the middle of the day because you need about two hours of sun to warm up a water bladder. Waiting until evening would not allow the sun enough time to heat water and the air temperature would be cooler too. A trick

we found was to find a gas station or restaurant, fill up a bladder with hot water and find a bush to jump behind for a nice hot shower -- quick and easy. If you're really determined to get clean, just dive into the nearest lake or stream but that is usually too cold for me. And if all else fails, pull out the wet wipes.

Even with the adversities, you get a deep appreciation of the land you ride through. The route had such a diverse range of scenery, from the lush green mountains of Canada and Montana to the arid and open ranges of the Great Basin, to the rugged high desert of New Mexico. Most days, Vince and I would wake up to 30 degree mornings and by mid-afternoon, the temps would reach 90 and above. On one particular day, we summited a pass in New Mexico where I stopped to talk to a sheep herder. He spoke no English and I spoke no Spanish, but we managed a conversation that I think included him saying how crazy I was. On the downhill side of that pass, it started raining on us and the temps dropped to the 30's. I had to stop to put on every piece of clothing I owned (shivering at this point). Then the sun came out, and I immediately had to start stripping because the temps escalated. Even with the sun shining we bogged down in mud and spent 2 hours digging \*%&^%)%\$ mud out of our bikes.

Vince and I rode our full suspension mountain bikes and pulled BOB trailers but we also saw several people riding regular touring bikes with panniers. We like to travel in comfort so we tend to be loaded on the heavier side. The equipment we packed ensured we were ready for just about anything and included tubes, an extra tire, chairs, cooking gear, tools, water filters, and on and on. Check out the web for more detailed lists. Basically,

anything you need for a short 3-day training ride will get you through any longer ride. Just pick up enough food to get you between towns and carry enough water to get you to the next water source. The maps recommend a north to south direction and beginning no earlier than late June. Regardless of when you strike out or how long you intend to be out, snow or cold rain is possible any day of the year at some of the elevations encountered.

We did have our share of break downs which included broken spokes and tire problems. I crashed because a front tire blew out on a gravel decent. At that point all our tires were shot so we called REI and had them ship tires ahead to a hotel down the trail (REI and FEDEX rock!). If you really get into trouble you can always flag down another biker, dirt bike or car and get help. There wasn't a day that we didn't see at least one other person.

Another memorable aspect of riding the Divide are the assortment of people undergoing the ride like you; some riding a section or two, some riding the entire route, some single riders, others in groups. Christian, from Holland, rode with us, off and on, for about a week after meeting up with him in Montana. He left us when he decided to make a side trip. We happened to be at a bike shop (the owner was kind enough to let us check our email on his computer) in Island Park, Idaho, when Christian wandered in. He was desperate for a new tire because his was beyond repair. He had hitched a ride into town and, unfortunately, this bike shop didn't have a tire to fit his bike. Since we had a spare tire, we sold it to Christian and had a new one sent ahead to replace it (again REI and FEDEX rock). We saved the day for Christian and got a few karma credits for ourselves.

We also met some interesting local characters along the way. Vince and I usually rode at different speeds with Vince being much faster than me. He would ride ahead and when the route made a turn, he would pull out his handy chair, dig out the book he was reading, and wait for me. One day, a man drove by, saw Vince sitting by the road and offered him some water at his home which we would be passing by in a few miles. Arriving at his home, all the family came out to gawk at our bikes. The homeowner gave us fresh water (from his well) and then proceeded to give us a pound of frozen hamburger meat (obtained from his own herd of cattle), and then produced a bag of fresh raspberries picked from his yard...we ate in style that night.

Food is always on the brain when doing an adventure such as this one. We had met up with a fellow cyclist who lived in Del Norte, Colorado, to pick his brain on the upcoming section of the route. He told us about a fantastic Mexican restaurant in El Rito, New Mexico, a small town we would be passing through. El Rito, population 800, was on the edge of a national park and since we had just finished that section, we were getting low on our supplies. The town itself consisted of one main street, a few scattered homes, boarded up buildings, and really just a crossroad for folks on their way somewhere else.



Somewhere in the southern part of New Mexico.

If we hadn't been told of the restaurant, we would have just passed it by. In fact, we did pass it and found a convenience store on the other side of the town. The store clerk gave us the address for the restaurant, and we headed back the way we had come. The restaurant was so small, actually no bigger than most people's garage, and was late opening up. The cook finally showed up and let us in but we had to wait for their ovens to heat up. But it was so worth the wait. It was, by far, the best meal I had on the entire trip.

When you ride 5 to 8 hours a day you can eat almost anything without gaining weight. There are lots of options for food and sometimes it is overwhelming to walk through a grocery store trying to decide what you want to eat for the next couple of days. Because we'd rather ride than cook, we liked to eat at a restaurant if we happened by one. Moreover, it's hard to pass up chocolate milk or ice cream novelties which are available in most convenience stores and gas stations. When cooking, we used a Jetboil stove with a cooking pot. Easy to cook are frozen skillet meals from the grocery store. Just pick your favorite and let it thaw for a couple of hours on top of your panniers and, presto, it cooks up in minutes for a quick, delicious meal. Ramen noodles, also a favorite, cook up in five minutes and you can always throw in a package of chicken or beef for a no-fuss meal.

All in all, this trip by far has been one of the hardest things I have attempted. It is a test of endurance and willpower; some of the climbs were never-ending, windy days with non-stop headwinds, going from super cold to super hot, dealing with bugs and other critters, and just being miserable at times. But then, you'd top out on a mountain pass and the view would be so breathtaking your soul would tingle! It was a struggle for me but I'm glad I did it and now have bragging rights...I'd do it again.

Maps for the entire trip can be obtained through Adventure Cycling Association (ACA). ACA also has an official guidebook by Micheal McCoy, Cycling the Great Divide, which gives a detailed account of the entire route...and I might add, Vince and I have our picture in the book! There are tons of equipment lists on the web as well as maps and blogs that would be helpful if you decide to go.

*"It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and coast down them." -Ernest Hemingway*

## Tips for the Trip

### When to go

Recommended best time is to begin riding at the Canadian border in early July; arrive in the high country of Colorado in August, when the route there is snow-free; and finish up in the potentially hot and dry New Mexico portions in late September/early October, when things have cooled down a bit.

### Maps and Routes

Maps for the entire route can be obtained through Adventure Cycling Association. Also available is the official guidebook, Cycling the Great Divide, by Michael McCoy. Also recommend getting local maps. Since many of the roads you'll be travelling on are logging roads, they can and will change, so the possibility of getting lost is high.

### Road Conditions

Mostly dirt and gravel roads (86%) with some paved roads (12%) and a few single-track trails (2%). You will experience a lot of washboard surfaces on the dirt roads.

### Bike and Equipment

A sturdy bike is a must. We had mountain bikes with front and rear suspension and pulled BOB trailers. However, we saw all types of set ups on the trail, from regular touring bikes to tandems, to hard-tail mountain bikes. Be prepared for bike emergencies as bike shops are few and far between.

### Ease of Getting Food/Water

There are several sections on the route that have little to no services of any kind. Don't count on being able to find something that's open. We had several instances where a store was closed the day we went through or had gone out of business. There are also a couple of sections where water is an issue (going across the Great Basin and sections in New Mexico). These sections are clearly marked on the maps.

### Transportation

To get to the start of the route, we had a friend drive us to Banff, Alberta, Canada. If flying, the nearest airport is Calgary. We ended our trip in Silver City, New Mexico. A local bike shop, the Gila Hike and Bike Shop boxed and shipped our bikes home and we took a bus to El Paso, Texas and flew home to Salt Lake City.



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