

VOLUME 24 NUMBER 4

FREE

JUNE 2016

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- BEING HALEY BATTEN
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LETTER FROM THE EDITOR

A New Issue, New Column, and Call for Contributors

By Dave Iltis

In the June 2016 issue of Cycling Utah/Cycling West, look for a number of great stories on touring, coaching, bike fit, cross-training, advocacy, racing, and more. In each issue, we work to bring together cyclists from across the spectrum, and this issue is no exception. We also seek to publish the most inclusive calendar possible in the 7 states that we currently enjoy a presence: Utah, Nevada, Wyoming, Montana, W. Colorado, and N. Arizona. We continue to expand our reach and distribution each year. If you know of an event that we are not yet listing, please email calendar@cyclin-

utah.com.

If you would like to contribute a story to the magazine or website on any aspect of cycling and summer or winter cross-training, help us to grow the cycling community, please email dave@cyclin- - we'd love to hear from you.

Lastly, we will be rolling out a new additional coaching column in the July issue: Ask Noak, with veteran cyclist and cross-country ski racer Tom Noaker. See our short article about Tom on page 5 for details.

Look for Cycling Utah and Cycling West at your favorite bike shop, or at many local hot spots and bike events!

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Cover Photo: Galen Carter riding the Bonneville Shoreline Trail on May 26, 2016.

Photo by Wray Sinclair; www.wraysinclair.com

EVENT PREVIEW

Huntsman 140 to Take Place on June 18, 2016 – Ride Raises Funds for Cancer Research

By Dave Iltis

June 1, 2016 – The Huntsman 140 takes place on June 18, 2016 and is one of the premier road tours in Utah. The ride raises funds for the Huntsman Cancer Institute.

We asked organizer Jen Murano-Tucker a few questions about the event.

Cycling West: Tell us about how the ride started – it has a great history!

H140: The Huntsman 140 ride had its beginnings in 2001, when Stage IV head and neck cancer survivor, Jeff Warren set off on an annual journey via his Litespeed Siena from his hometown of Reno, Nevada to the University of Utah campus, surrounded by family members and supporters.

The Huntsman 140 became an official ride in 2010 and now, Warren is joined on this journey by over 900 cyclists, of all distances, many of whom are cancer survivors like himself. Since 2010, the ride has raised over \$1.3 million and 2016 fundraising is already on track to raise over \$500,000 for Huntsman Cancer Foundation (HCF), the fundraising arm of Huntsman Cancer Institute (HCI).

Cycling West: Tell us about the course. What are the ride length options, and start location options?

H140: We have the 30, 55, 75,



In 2015, the Huntsman 140 raised \$415,000 for cancer research. Photo by Charles Uibel

and 140 mile distances for riders of all levels. The 140 out-and-back, 75, 55 & 30 mile all starts and ends on the University of Utah campus at 200 Fort Douglas Blvd, SLC. And our 140 Delta ride starts on Main Street in Delta, UT and finishes with all the other riders at Fort Douglas.

Many of our riders aspire to ride the 140 Delta option because it's not only on quiet back roads, but has 98 miles with only two stop signs and no traffic lights.

Cycling West: The ride benefits the Huntsman Cancer Institute. Can you tell us more about how the funds raised are used?

H140: All funds raised and registration fees through the Huntsman 140 go to Huntsman Cancer Foundation (HCF) to support cancer research at the Huntsman Cancer Institute (HCI). Each rider is encouraged to fundraise \$500.

Research is expensive and it takes a lot of dollars to fund an innovative idea. Most individuals can't fund a research project, but through the Huntsman 140, everyone's collective dollars can change the future, affect lives for good and save loved ones in the future.

CW: Is there anything else that you'd like to add?

H140: There is still time to join the ride! Online registration closes on Tuesday, June 14th at www.huntsman140.com

Event Details: June 18 — Huntsman 140, Delta, UT, A road cycling, non-competitive ride with 30, 55, 75, and 140 mile distances that raises funds for cancer research at Huntsman Cancer Institute., Jen Murano-Tucker, 801-584-5815, h140@huntsmanfoundation.org, huntsman140.com



2 riders finish the Huntsman 140 in 2015. Photo by Dave Iltis

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COMMUTER COLUMN

Ogden's Mayor Mike Caldwell Commutes and Advocates for Cycling

Ogden Mayor Mike Caldwell commuted to work every day in 2014.
Photo by Courtesy Mike Caldwell

By Turner C. Bitton

Mayor Mike Caldwell of Ogden began his second term in January of 2016 and is known for his support of cycling, both commuter and mountain. He has been the Chair of the Wasatch Front Regional Council's Active Transportation Committee since 2015. During his tenure as Mayor, Ogden has seen an increase in bicycle-related industry, infrastructure, and the city has adopted a Bicycle Master Plan (covered in my April 2016 issue column).

I recently sat down with Mayor Caldwell to discuss his work as Chair of the Active Transportation Committee and to get his personal advice for bicycle commuters in Ogden and throughout the Wasatch Front.

1. You had a much-publicized goal of commuting to work by bicycle each day that you were in the office in 2014. After a full year of commuting, what advice do you have for new commuters?

I think people just need to get started and figure some of the things out as they go. I had most of the equipment I needed but it was scattered throughout the house and once you get started you figure out what

you need to be comfortable and feel safe. I tended to stay off high traffic areas so I didn't have to worry about or contend with as many cars and I would recommend staying on the same routes where possible, it really helps to know if there are potential hazards such as potholes or school areas that require more attention. High quality lights on the front and back also make a big difference. At the end of the year I rode close to 2,200 miles and had one flat with no accidents; so it was a pretty good year.

2. You've been Chair of the Wasatch Front Regional Council (WFRC) Active Transportation Committee for over a year now. Can you explain what the committee does that benefits bicycle commuters and what your role is as Chair?

The Council acts as a great forum for all city planners, engineers and others to talk about best practices for projects in their communities that will make both cycling and walking safer and more enjoyable. We also work as an advocacy group to make sure that cycling and walking are legitimate forms of transportation and general health in communities. Health care in America is the 7th largest economy in the world and healthier communities that encour-

age more active modes of transportation can really help with that. We meet regularly with key stake holders like our Legislature, UTA and UDOT to find ways to improve the safety of our streets for these ways to move through our communities. We also make long term strategic plans cities can add to their master plans to include some of these upgrades.

3. What would you say is the overall sentiment of the committee as it relates to bicycles? How does the WFRC's work support the new Ogden Bicycle Master Plan?

They are all a very passionate group about getting people outside and more involved in their communities. Interestingly enough, not all of them ride bikes as you might expect. Many of the communities represented have heard loud and clear from their residents that these are very important elements of the community they want to be raising their families in and have made it a priority to work on. WFRC's work supports Master Planning of transportation along the entire Wasatch Front and they were the organization that gave Ogden City a grant to have the study completed.

4. One of the key areas of interest to cyclists are the so-called "Bicycle Networks" that are included in the 2015-2040 Regional Transportation

Plan. Can you explain what these networks are?

Bicycle Networks are just that: a network of connected pathways that go places you want to go and connect all the important gathering places in our communities. The vision is to have all the surrounding communities connected so these pathways don't end at city boundaries. They also allow for racks on UTA busses and space on both Front Runner and Trax, it is a complete ecosystem that is interconnected.

5. What project are you the most excited to have worked on as chair of the committee? Are there any specific projects that you feel readers should be aware of?

UTA is undergoing a study right now to do regional Bike Share programming along the entire public transportation network they have built. First and Last mile are issues they constantly work to address and this is probably the easiest way to solve some of those problems. We were also excited to see Prop 1 dollars eligible for Active Transportation corridors and facilities. [Editor's Note: Proposition 1 passed in Weber County, but not Salt Lake County or Utah County] Master Planning for smaller communities that might not have the budget but need to start making plans has also been a great benefit.

6. What is the most important impact that you being chair has had for Ogden City?

It has allowed us to be much more robust in our planning and aligning of resources in Weber County as a whole. I also felt it was important I practice what I preach which was part of my reason for riding every

day in 2014. Being a regular bike commuter with a very busy schedule brought some attention to its viability.

7. What is your preferred route to work? Are there any infrastructure improvements outlined in Ogden's Bicycle Master Plan that would have made your commute safer or more enjoyable?

I rode through Weber State and followed the recommended roads above Harrison to 26th street and down to the Municipal Building. It was about 5.5 miles each way. One thing we have talked about is road clearing during the snow storms we get in the winter, some of those commutes through heavier snow was definitely more challenging. There are protected and prioritized pathways that are recommended that would have made it safer as people wouldn't be able to park in the designated or protected bike lane. As you know Ogden is very unique and diverse and seeing all the different parts of our community made every ride very enjoyable. Not sure that we can improve on that a lot!

Given recent developments in Ogden and the announcement that Bike Utah is working to establishing Bicycle Master Plans throughout the state, the work of the Active Transportation Committee is more important than ever and will affect the commutes of cyclists for years to come. For more information on the Active Transportation Committee visit www.wfrc.org.

Turner C. Bitton is an avid cyclist and serves on the Board of Directors of several organizations and in many volunteer leadership capacities. He lives in Ogden with his fiancé Chase and their two dogs Charley and Moose.

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ENDURO RACING

Hills and Compton Win Moab Stop of The SCOTT Enduro Cup



Cyclocross star and Colorado rider Katie Compton won the pro women category of the 2016 Enduro Cup in Moab. Photo by Noah Wetzel



Utah's Amanda Cordell flies the trails of Moab in the 2016 Enduro Cup. Photo by Sean Ryan

Moab, UT (May 7, 2016) - The SCOTT Enduro Cup presented by Vittoria launched its first race of the season at the Klondike Bluffs Trail System in Moab, UT. The sold-out event drew 250 athletes to the desert for a day of enduro mountain bike racing, a tailgate barbecue, awards and raffle. Results are in as Nate Hills and two-time champion, Katie Compton claimed the fastest times overall for the men and women's pro/open category.

Event organizers worked closely with the BLM and Grand County

Trail Mix to host the race for a second year at Klondike Bluffs. Racers were organized into five categories for both men and women, including pro/open, expert, vet expert (35+), amateurs and juniors (13-18). Riders in the pro/open and expert categories rode four timed stages descending approximately 3,000 vertical feet with a total mileage of 29 miles. The amateur and junior categories rode three timed stages covering 25 miles.

Nate Hills, 39, of Keystone, CO, beat the spring showers, leading the charge for the pro/open men's category, with a total time of 21:28.84.

Last year's Moab champion, Macky Franklin, 28, slid into second place at 21:43.504. Downhill legend, Mike West, 41, took third at 21:54.334.

"When I started biking, there was only cross country and I have always liked downhill," said West. "Now that I am in the enduro scene, it's what I love the most. It is an all-around race. You have to be able to pedal, you need to be fit, but you also have to have the technical skills to get up and over all the cracks and crannies that cover slickrock. Moab is great, this venue and the SCOTT Enduro Cup is a great place to kick off the season."

Katie Compton, 37, of Colorado Springs, CO, is no stranger to the podium. She once again landed in Moab's first place position for the pro/open women's category, with a total time of 24:12.336. SCOTT Sports athlete Teal Stetson-Lee, 30, finished in second place with a total time of 25:01.920. Cooper Dendel, 24, fell just two seconds behind Stetson-Lee, landing her the third place spot at 25:03.809.

"All of today's stages were fun and fast, and technical," said Compton. "The faster you rode, the more fun they were. There was a solid camaraderie between all the riders, doing the rider transitions together, and just hanging out, having a good time on bikes. That is the most important part for any cycling discipline. Slickrock is great to ride but it definitely takes it out of you."

Pro/Open Men:

1. Nate Hills (21:28.842)
2. Macky Franklin (21:43.504)
3. Michael West (21:54.334)

Pro/Open Women:

1. Katie Compton (24:12.336)
2. Teal Stetson-Lee (25:01.920)
3. Cooper Dendel (25:03.809)

Lauren Bingham, 13, and brother Bryn Bingham, 14, of Sandy, UT, both took home first in the juniors category. "I have been racing since I was six," said Lauren. "Racing with Katie and Teal, it's amazing knowing you are out there racing the same course, and just to see the pros out there [with you]."

New this year, the Vittoria Bolt awarded the fastest downhill time of the third stage. Nate Hills (03:29.626) and Katie Compton (04:03.155) were each awarded a \$100 cash prize. This award will be featured at each 2016 race.

Podium finishers in the pro/open category shared prize money equally divided between men and women. The podium athletes in the expert, amateur and junior categories received gear from SCOTT Sports and Vittoria. All riders were entered into a raffle, with proceeds going to the Grand County Trail Mix. Raffle prizes were provided by SCOTT Sports, Vittoria, ROTOR and G-Form. A special thanks to our bike

New Q & A Coaching Column: Ask Noak

We are happy to announce the creation of a Q&A-style coach's column, which will draw from the experience and athlete success of coach and elite Masters competitor, Tom Noaker. Please help us help you by emailing your endurance training related questions about getting stronger, faster and smarter to dave@cyclingatuh.com with Ask Noak in the subject line.

Tom is board president of the South Summit Trails Foundation. He received a B.A. in Business Administration and Economics from Belknap College in 1971, moving to Oakley via Park City in 1975. After 7yrs in the ski and building trades, he founded Park City's first full time bike shop, New Park Cyclery. He later sold it to Jan's Mountain Outfitters, where he managed the Bike Division until fall 1992. Tom has built a well respected business as an independent sales rep in the bike and ski industries, and continues to reside in Oakley with his wife Nan Chalot-Noaker and their son Dylan, who has attended the University of Utah's EAE Computer Science program.

As a Masters athlete, Tom has won 16 State Championships in cycling across four age divisions, as well as three USAC Mountain Bike National Championships. In 2003 he was selected as Race Team Head Coach for the Park City Young Riders, leaving in 2010 to coach individual athletes at the Junior U18 and U23 elite level. Tom continues to actively compete in Nordic ski racing, and is committed to creating trail opportunities for the South Summit community.

-Mark Deterline

shop partners, Guthrie Bicycles for mechanical support and Chile Pepper Bike Shop for providing the registration and athlete meeting venue.

The SCOTT Enduro Cup presented by Vittoria will hit the trails again in Angel Fire, NM, on June 11-12. Angel Fire is a new venue for the series and the race is a part of the North American Enduro Tour (NAET), making it an Enduro World Series qualifier race.

For registration information, visit endurocupmtb.com. Registration is open to men and women, professional and amateur adults and juniors ages 13-18. Riders can choose to participate in a single race or purchase a season pass. In addition to race entry,

all registration fees include an event T-shirt, lunch and lift tickets (where applicable). In order to collect points to qualify for the Enduro World Series, racers will need to obtain an EMBA license through EWS here.

SCOTT Enduro Cup presented by Vittoria 2016 Race Schedule

- Moab, UT // May 7
- Angel Fire, NM // June 11-12
- Sun Valley, ID // June 23-26, in collaboration with the Ride Sun Valley Bike Festival
- Deer Valley Resort, Park City, UT // Aug. 28

For more information and full results visit endurocupmtb.com

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ADVOCACY

Western Cities and Businesses Awarded Bike Friendly Status

By Charles Pekow

Moscow, ID has proudly joined the list of Bicycle Friendly Communities (BFCs). The spring class of new graduates to Bicycle Friendly America (BFA) status show some continued if spotty progress through the Mountain West area. Only one business in Utah – and the smallest possible one at that – gained Bicycle Friendly Business (BFB) recognition this time. A few communities in the region improved their status. Wood River Valley, ID advanced to gold and Summit County CO improved to Silver.

Moscow earned bronze status, the lowest ring for a BFC (below silver, gold, platinum and diamond). The city's sustainability coordinator, Adam Lane, pushed the program. "I actually lived in three BFCs previously: Sioux Falls SD; Minneapolis; and right before I moved here, Fort Collins, CO;" Lane explained in an interview. "I had seen the benefits the designations brought to their communities and thought it would be good to bring them to Moscow."

LAB praised Moscow for staging events such as Bike-to-Work Day and Bike Month activities. "We are really proud of the fact that over

the last five years, we have had zero bicycle fatalities," Lane beams. Moscow has also achieved an amazingly good 4.1 percent bike-to-work percentage.

"Bronze means they are doing something in each of the 'Es' (engineering, education, encouragement, evaluation & planning) and are doing outstanding in one of them," explains League of American Bicyclists (LAB) Program Manager Bill Nesper. To get a higher status, Moscow will need to improve its Safe Routes to School activities, increase parking, and expand education efforts for adults and non-English speakers "to reach everyone in the community," Nesper notes. While Moscow has added bike lanes on major roads, it should put them on more side streets, he adds.

Lane acknowledges that "I think we could improve our cycling network infrastructure" and says the city is expanding its education efforts for women and other demographic groups. While the bronze status lasts for four years, Lane says he's hoping to improve so fast that Moscow can apply for a higher rank even before that time is up.

Progress in Utah, meanwhile, was as small as it could get – Alta Planning and Design's Salt Lake

City office won silver, the only new awardee in the state this round. And with two employees, it's the smallest business LAB will consider. (Anyone working alone such as this reporter doesn't count.) Other Alta offices around the country have already won BFB status, including gold and platinum. "The application was pretty easy. All we had to do was fill out the questions we were asked," Alta Senior Planner Tom Millar explains. It helped, he said, that the office is located near bike stations, bike lanes and other bicycle facilities. The office building supplies indoor and outdoor bike parking. And the company offers incentives, such as reimbursement for buying new bike parts and riding to work.

With only two employees, the office could report a 100 percent bike to work rate. "Both of us live fairly close to work," Millar notes. And the planners encourage other people to ride to work and apply for BFA status.

Also in the region, Boise and Fort Collins continued their push to become the most BFB cities in America. Intel won silver in Fort Collins, while TerraGraphics Environmental Engineering Inc and CTA Architects Engineers in Boise both won bronze.

Study Looks at Bicycle Use by Low-Income Latino Immigrants

Low-income Latino immigrants remain underrepresented in the bicycle world, a new study suggests. A survey in San Francisco of more than 2,000 of them and interviews with a handful suggest many find affording a bicycle difficult and they are concerned about crime. The Mineta Transportation Institute in May released its findings in Exploring Bicycle and Public Transit Use by Low-Income Latino Immigrants: A Mixed-Methods Study in the San Francisco Bay Area. It's not clear to what degree the findings would apply in other communities, but the institute says that we don't know enough about this demographic group as little

bicycle research has focused specifically on it.

The finding contradicts previous research. But it says Latino immigrants were more likely to ride a bicycle to a day labor site than to a regular job. It says a "significant minority of transit riders value bicycle access to transit, suggesting judicious investment in bike-transit integration is warranted."

Interviewees said they had seen people robbed while on bicycles, mostly at night. They noted, however, that increased police presence lowered crime and fear. And education may provide the key: the report states that "the more familiar immigrants are with bicycling, the more likely they are to see it as a way to overcome barriers associated with transit." Find the study at <http://go.gl/OYx8F2>

-Charles Pekow

Las Vegas' business community seems to be making a push. The Regional Transportation Commission of Southern Nevada moved up to gold. Two Las Vegas employers, the Outside Las Vegas Foundation and REI earned silver. And Coda Group Inc, a Las Vegas architecture/planning/design office with three employees won bronze. REI's Henderson, NV office also won bronze.

For more information, see www.bikeleague.org/bfa

What's on your mind? Send your feedback and letters to the editor to: dave@cyclingtah.com



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140-MILE OPTION From Delta, UT to HCI

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Huntsman Cancer Institute is part of the University Health Care system



BICYCLE TOURING

TransAmerica Touring — It's Not for the Faint of Heart and My Wife Said Yes

Robert and Linda in Manti, Utah on their 190 mile tour of central Utah.
Photo by Courtesy Robert Brigrance

By Lou Melini

Robert Brigrance Jr. was first introduced to the readers of Cycling Utah in 2014 as a bike commuter

shortly before his retirement. In 2015 he traveled along the Adventure Cycling Association's (ACA) Western Express bike trail. We will now see how his high school sweet-

heart and wife of 44 years figures in his bike travel plans in 2016.

Cycling Utah: Robert, bring me up to date. Tell me about the tour across the U.S.!

Robert Brigrance: Initially I gave some thought to riding across the U.S. solo, but despite my wife's support of my goal, I gave it up due to safety issues. It was going to be my first long distance tour. My wife, Linda, was not thrilled about my going solo. So we agreed, I would hook up with other riders.

I was turning 66 in February 2015. I looked on the Adventure Cycling Association website for another rider or two close to my age to join me. I was not interested in going on a group tour. My goal was a TransAmerica tour starting in May with the completion of the ride in August. I found two guys who were starting in San Francisco, CA and ending in Yorktown, VA.

My desire to ride cross-country was to celebrate life—great health, a wonderful wife and two sons, married with families. As I continued to work toward this goal, I began to entertain thoughts of riding for a reason or a cause, something besides celebrating my retirement. My wife reminded me that we had a need within our own extended family. So



Robert Brigrance enjoying breakfast in Manti, Utah on Highway 89
Photo by Linda Brigrance

I decided to raise funds for Alpha-1 Antitrypsin Deficiency. I shared my plans and goal with friends and family, raising an interim \$900.00. I intend to keep my goal of \$1,500.00 alive going forward by completing my cross-country tour.

C.U.: You rode with 2 other people that you did not know! How did that affect your ride?

R.B: We left San Francisco, May 25 but I separated from them in Cimarron, CO. Unfortunately I had not been getting along with one of my fellow riders. It was disappointing to say the least. For anyone considering riding with strangers make your goals and expectations very clear at the outset. My biggest unmet need was not camping more and having to stay on a mileage schedule. We had one rider (who I will call Joe) who would just do whatever the majority decided, so he was easy. Joe and I agreed that we needed to camp more as we all had camping gear. However my problem rider (who I will call Sam) wanted a shower, a bed and three square meals a day. Sam's idea of camping was only when we could not get a room somewhere. He was a credit card tour cyclist who packed a bit more gear for camping. I just failed to ask, how many days a week do you need a diner and motel?

I wanted to ride with an experienced long-distance cyclist and Sam met this need. We spent weeks planning our tour with online video chats and emails. Most of our disagreements had to do with communication early on while riding. One of my top concerns that I did not share online was, "If you can't see the rider behind you, pull over and wait to be sure he was OK." During our planning time prior to our tour, Sam would constantly comment, "You guys will have to hold me back." More often than not, Sam would disappear, leaving Joe and me miles

behind. It did nothing for camaraderie. He and I had two major shouting incidents, which is NOT my nature, dealing with road safety and riding pace. Obviously, Sam and I had not gotten off to a good start. When I decided to go solo, a palpable, huge weight came off my shoulders, like a bird being released from a cage. I did not see our mismatch coming to a head. Safety in numbers is important, but it was not working for me.

I rode solo from Cimarron for 5 days and 4 nights, arriving in Pueblo, Colorado on July 3rd. I found that as at the miles increased, I became more confident about completing my TransAmerica tour solo. The freedom to be responsible for myself was wonderful! However, I decided to end my TransAm ride in Pueblo after a budget review, among other concerns. Tracking my daily expenses, I was staying at way too many motels with my fellow riders that would cause me to exceed my \$3500 budget for the trip. My budget was set on campgrounds, WarmShowers, some camping in the wild, and maybe a motel once a week. Additional factors were boredom of riding everyday, thinking about Linda at home by herself, and the money I could save and use later. I wondered if I could talk her into joining me in Pueblo later in the summer to continue with my cross-country quest. Given my riding experience to Pueblo, I felt that if she and I took it easy and did not push it, she could ride 30 to 50 miles a day. We of course decided not to embrace this idea until I got back home to discuss it further.

I had communicated with Linda during the ride by phone, depending on cell connection about every two days from the start. Linda was positive about my cycling with the other two fellows. However, in retrospect

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Robert Brigance on Highway 132, Fountain Green to Nephi Utah.
Photo by Linda Brigance

she had some concerns about how the three of us would get along, but chose not to interfere with my plans, hoping the three of us would work out any issues on the ride.

C.U.: I read much of your Crazyguyonbike.com journal. Great pictures and overall it sounded like a good trip other than what you wrote above.

R.B.: It was a very good tour all things considered. I had neither saddle or bike issues, no sickness, no accidents, nor thefts. However, I lost my winter riding gloves on the ferry from San Fran to Vallejo when I carelessly placed them on my saddle to secure my bike to the ferry railing, just as we picked up speed. The wind blew them into the water, so I pulled out my back-up pair!

My abbreviated tour did accomplish one important milestone, that being the completion of the most challenging part of my planned cross-country tour. The Western Express (WE) route is extremely difficult and crosses some of the most barren parts of the U.S. If I remember correctly, our elevation gain from San Francisco to Pueblo was 66,000 ft. plus or minus.

We had really good weather for the initial California portion of the tour. We also lucked out crossing Nevada. There were only two cool, rainy days with thunderstorms and strong headwinds. One day, I had to throw all of my foul weather gear on and lie in the sagebrush to stay warm, while waiting out a mid-day thunderstorm! In southern Utah, the weather was hot (90+), so keeping tabs on hydration and electrolytes

Linda Brigance conquers the summit on Highway 132, Fountain Green to Nephi Utah.
Photo by Robert Brigance

C.U.: After finishing the ride in Pueblo, you did a short tour with your wife in late September. It sounds like you started putting the touring bug in Linda!

R.B.: After my return home, Linda and I chose a late September multi-day tour. She would have July and August to prepare and train. My wife shared with me that as much as it was nice to have me home, she was learning to be a more independent cyclist by finding new, local roads to ride from our home in Springville. That experience really helped strengthen

her self-esteem, determination, experience and strength!

She had tried to find other women her age to ride with but finding 60+ year old women to ride with was a challenge, and riding with a local riding 'club' proved difficult. So she ventured out alone and like me, rather enjoys the solitude of riding. Our neighbors knew where she was riding in case of an emergency.

We spent most of July and August just day riding, averaging 30 - 50 miles about three days a week. After a month of our riding together, I told her it was time to launch our multi-day tour. Linda was pretty well convinced, yet a bit hesitant. She

was stressing about long grades and steep kickers that could be part of our planned route. Fortunately, we had the chance to ride up Hobbler Creek Canyon from home and camp for a night with friends from the Utah County Presbyterian churches. We rode fully loaded minus food, 14 miles round-trip from our home. My wife enjoyed the challenge and the experience since she knew the roads and what to expect from traffic, road shoulders and grades.

With that very positive initial

Continued on page 10

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TransAmerica Touring - Continued from page 9

experience, our 4-day, 3-night tour was epic for Linda. One decision that we made was to ride the route ahead of time on my motorcycle. She needed to see what she was in for and it sealed the deal! She was very proud of touring 190 miles round-trip, with wonderful weather, minimal headwinds and comfortable nights. A major achievement was mastering the grinding ascent on Route 132 from Fountain Green to Nephi at 6,387 feet. Afterwards, I told her she was a bona fide bicycle-touring chick. She laughed and said, "Okay!"

The key for Linda was frequent breaks after two to three hours riding. We both realized the 15 minute breaks to walk around, look at scenery, historic sites, and enjoy a snack were a must. If we were passing through a town, we always looked for an ice cream opportunity! Back on the road, we averaged 30 to 50 miles a day with an average of 6 hours on the road with breaks, etc.



Robert Brigance at Ocean Beach, San Francisco, California at the start of the Western Express route. Photo by Frank Garber



Robert Brigance on Highway 12 near the Devil's Backbone, Boulder, Utah. Photo by Frank Garber



Robert Brigance taking in the great views at Capitol Reef National Monument in Utah. Bicycle touring gives a perspective that one doesn't get in a car - rather than seeing the scenery, one is absorbed by it. Photo by Frank Garber

We camped in Levan City Park for free. It has very nice bathrooms and the park was empty with kids back in school. We stayed at the Temple Hills Resort in Manti on Day 2 and in Nephi at Hi-Country RV Park located at the south end of town for Day 3. With only 5 tent sites, it was not the best campground with poorly kept bathrooms and no fire pits for tent camping. It was noisy being very close to the highway and no one was in the office day or evening. There was no phone number to contact anyone for information; the only person to ask anything of was the young college student cleaning the bathrooms.

C.U.: You are contemplating completing your cross-country trip with your wife in 2016. Is she excited about that? What are your thoughts about this?

R.B.: We are giving a cross-country ride some very serious thought and we are cautiously optimistic it will be a GO. We are looking at a mid-April to May 30 timeframe. Linda is looking forward to the challenge, but still concerned about long grades and steep kickers. Life can be much more simple on the road, but there are tradeoffs. I have shared my experiences with her regarding WarmShowers, stealth camping and RV campgrounds from my summer tour experience. She knows what to expect. We both want to get this behind us and hopefully marvel in the achievement, while we still have what it takes. Even if we only make it to Memphis, we will have the last third of the U.S. to look forward to in 2017!

Linda rides with confidence on a Novara Safari 29er that she finds very comfortable. I did a test ride a 36v battery pack for \$800.00 at JigaWatt Cycles in Provo. Linda is looking forward to giving it a try! It has a range of 20-30 miles with a recharge time of 6-8 hours. It's a front wheel drive hub, the battery pack attaches to the down tube. It comes with a handlebar throttle attachment. She anticipates using this when she is just beat and would have to dismount to keep going. We still need to make our

final choice of power packs.

We will start in Pueblo where I left off and ride towards Kansas and Missouri on the ACA TransAmerica route. At Centerville, MO, we plan to go off-route to Fulton, MS and pick up the Underground Railroad route to Mobile, AL. From Mobile we'll follow the ACA Southern Tier to St. Augustine, FL, but go off-route to Jacksonville, FL our final destination. We will visit with my sister for a week or so, ship our bikes and gear, and fly home.

C.U.: What are your thoughts or perhaps advice regarding bike touring as an older couple?

R.B.: As a married couple cooperation is something we know well, and will need to practice daily. We enjoy the outdoors and are low-maintenance people. Self-supported touring requires grit, sacrifice and a

proven endurance. From my recent Western Express tour experiences, we know that the road will dictate how our days will go. But make no mistake it will take a lot of effort, patience and perseverance from both of us. We are both early birds and like to get an early start.

We plan to take one day at a time, enjoy the moment and practice tolerance with our differences and celebrate our individual strengths. Completing a long tour is like going to work each day, except you don't care what day it is. You're hopefully enjoying yourself, but it is work. You ride a good 6 hours, stop for meals, to rest, sight-see, make camp, talk with locals and maintain your bikes. You hit the hay, wake up/eat, plan the daily route, break camp, pack/load panniers, complete bike safety checks and head out. And you get to do this every day for 6 weeks or more. We have also taken a Basic

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A great view in Southern Utah near the Hite Marina. Photo by Robert Brigrance



Robert Brigrance on Highway 50 crossing the Continental Divide near Sargents, Colorado. The summits crossed when bike touring are accomplishments, and not just a place to shift gears. Photo by Courtesy Robert Brigrance

First Aid class. And we have our affairs in order for the unexpected that is always out there with an adventure of this magnitude.

Special accommodations due to our age are minimal. We honor each other's requests and needs. We make sure we stretch prior to riding, during and after our daily rides. Depending on the day, we take frequent rest stops every 20-25 miles. I know that late afternoons is when Linda will tire and her patience becomes short, so we plan accordingly. We might reduce daily mileage if the route is strenuous—headwinds, rolling hills, hot weather and/or high humidity. We try to keep our rest breaks short (15 min. max) and always have ample fluids, drinking every 20-30 minutes. Extra creature comforts are: ultra-light folding camp chairs, Thermo-rest (full body) mattress, 3 season down bags and foam pads (two 4" lengths of swimming pool noodles cut lengthwise to fit over our handle bars) for really rough roads. We use a Marmot Limelight 3 person tent with vestibules on both sides for extra space and comfort. We have not made any modifications to our bikes other than the battery pack for Linda's Novara.

Spring 2016 Update

Robert and Linda have resumed the TransAmerica tour, starting in Pueblo, Colorado on their way to Jacksonville, Florida.

A short update from Robert on this section of the tour is below:

We have started our tour from Pueblo, CO to Jacksonville, FL

We have started Part 2 our my cross-country tour and the "we" includes my wife, Linda.

April 28 was our start date from Pueblo, CO after good friends drove us down to stay with Dave and Susan, our hosts. We have been on our tour now for almost five weeks. Our final destination is Jacksonville, FL, sometime mid-to-late June where we will visit my sister.

As of June 1, we are half way. The estimate was a total of 2,056 miles. We have logged 1,084 miles through CO, KS, MO, AR, TN and MS. We are now in Olive Branch, MS and will travel through AL and FL in the next two to three weeks via the ACA Underground Railroad and Southern Tier map system. We have been off the Transamerica maps since Bendavis, MO and will be until Fulton, MS. We expect to ride longer daily distances now that we have passed through the more difficult terrain of the Ozarks.



Robert and Linda Brigrance at a cyclist-only hostel in Ash Grove, Missouri on their 2016 tour. Photo by Courtesy Robert Brigrance

of us.

It has been hard at times and being the stronger rider, I allow Linda to ride at her pace and comfort level. We stress having fun, being honest about our feelings and thankful we are in shape to take this tour on. We take frequent, short breakers and are both trying to maintain weight.

We have camped a lot at city parks and asking farmers for a spot on the back 40. Motels when needed and rest days every 4-5 days have worked out well. Warmshowers hosts have been the best when available and when they work with our schedule.

We have enjoyed not adhering to a set mileage each day and have stopped many a day just because we could. We are self-supported with food, tent and water, especially across the more rural states where convenience stores are sparse.

We have made time to visit family members grave sites in MO and MS, which were special for us both. Everywhere we go, strangers reach out to us and are quite friendly and willing to help as they can. Alpha-1 Antitrypsin Deficiency is part of our "reason to ride," and we are creating awareness we those we along the way.

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COACHING

Bike Fitting for Mountain Bikers

By John Higgins

Google "bike fitting for mountain bikers" and peruse some forums and the results are high on opinion and generalities and low on useful information. As a competitive mountain biker myself, who experienced a transformational riding experience as a result of a bike fit (by someone else), I'm always intrigued by the general attitude of dismissal that mountain bikers have for bike fitting. Would all mountain bikers' benefit from a bike fit? Maybe, which is a yes for some riders and a no for others. Compared to road cycling, there are a lot more variables at play in mountain biking, and fit is only one of those. It's probable that some of the other variables are more limiting to a rider's experience than their bike fit, but that is not to say fit is irrelevant.

Compared to riding a road bike on pavement, mountain biking on trails:

- Is more of a whole body workout and can be a lot more physically demanding
- Requires a more dynamic riding style of being in and out of the saddle and general movement on and over the bike
- Requires a different (arguably higher) level of bike handling skill
- Alternates between efforts of low power (descending when not pedaling) to high power (steep climbs)
- Has more "bike set up" variables including tire choice, tire pressure, suspension settings, saddle height (dropper post)

All this means mountain biking is more demanding on the body, but there is often frequent interruption to a static body position and steady repetitive action that are hallmarks of road cycling, and this often serves

to disguise or mask any issues with a fit position.

The primary drivers of fit on a bicycle are: comfort, efficiency, power, aerodynamics and control.

Comfort is king because if you are not comfortable riding is not enjoyable, and if it is not enjoyable, why ride? OK, some of you will say for the suffering, because you like to suffer. But there is comfortable suffering and uncomfortable suffering. Comfort also impacts all the other fit drivers. What's comfort? The absence of aches and pains, both short term (during and after a ride) and long term (maintain healthy joints, muscles and connective tissue). Aches and pains can be a result of:

- Being out of shape for the duration and intensity of riding you are doing
- From pre-existing injuries, or functional movement limitations from modern lifestyles
- A poor body position on your bike, creating bio-mechanical and equipment - induced stress.

If you cannot go mountain biking without a dose of Advil before, during or after, then something is up. Improving comfort may require getting in shape by not only riding regularly, but also doing off bike strength and conditioning training, which could include body weight movements, weights, yoga or pilates. If discomfort persists when you know you are in shape, then the cause may well be equipment-induced, i.e. your body position on the bike.

Power and Efficiency are going to be determined by your physical and physiological conditioning, pedaling technique, terrain reading and gear selection. If your saddle height is too low or high, then that can detract from optimal power generation, and if you are too cramped or stretched from saddle to bars, then that can detract from efficiency and comfort, but there may be a lot to work on before your bike fit position becomes the limiter.

Aerodynamics is largely irrelevant for mountain bikers, but may factor in slightly for long distance endurance racers.

Control is about being able to safely handle your bike, negotiate the terrain, and stay upright and on the trail. It's about maintaining traction, cornering, descending, climbing, and negotiating obstacles by being able to move your body about the bike by keeping your center of mass low and balanced. Control is almost assumed on a road bike. On a mountain bike it is of critical importance, and should not be overlooked. Other than bike style and geometry, the big factors affecting control are rider skill, bike set up and bike fit.

Rider skills camps have boomed in popularity in the past few years as many mountain bikers have realized their bikes are way more capable than they are. Bigger gains can be had from learning how to ride your bike better, not by spending up on the latest heavily marketed product innovation. If control is lacking, then it is likely that riding skill is also lacking. Mountain biking is not



A bike fit can lead to more power and better control. Here, Brandon Firth rolls on in the Elite Men category at the Stan Crane Memorial Intermountain Cup on May 30, 2016. Brandon has benefitted for years from a bike fit.

Photo by Angie L. Harker, selective-vision.com

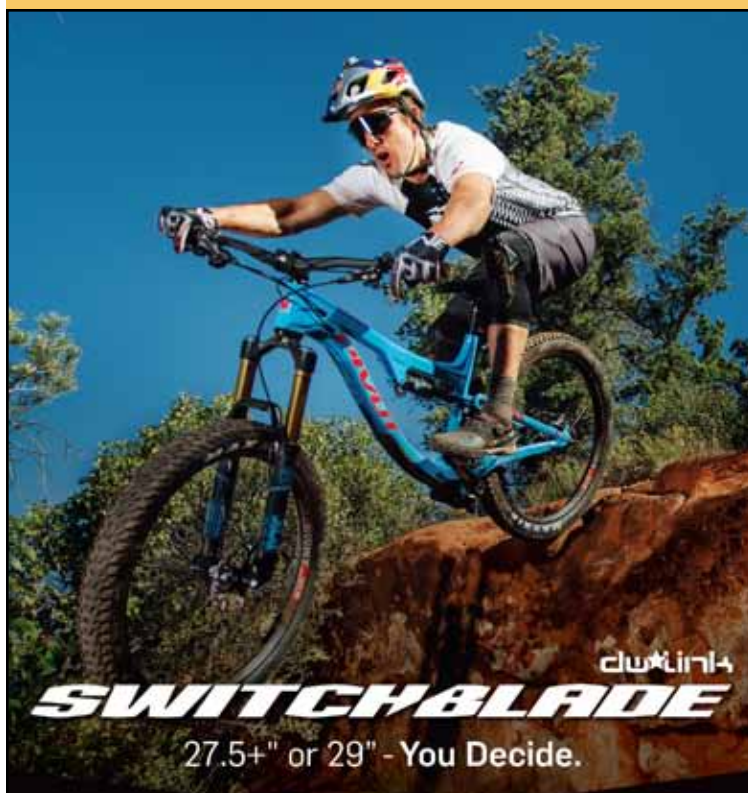
an intuitive natural activity. It takes learning and practice.

Bike set up and bike fit are closely linked, and a thorough mountain bike fit will include attention to set up. Set up deals with the mechanical variables of suspension setting, tire selection and pressure. Bike fit deals with your direct contact points to the bike (feet to pedals; butt to saddle; hands to bars), and your body position on the bike. Being centered and balanced on the bike and able to easily move around over the bike is very important for maintaining control. If your center of mass is too far back, the front wheel will have a tendency to wander. Uphill this will make it harder to maintain a line; and in corners the front wants to slide out. If your center of mass is too far forward you can lose traction climbing, have trouble unweighting the front end to negotiate step-ups or washouts and be more prone to endo-ing on technical descents. Now a lot of this has to do with skill, but a better position makes the application of skill easier,

and with less body input.

So would you benefit from a bike fit? Probably not, if it is your fitness or skills that are holding you back, or you ride easy trails at low intensity for shorter (under 2 hours) time periods. But if you have persistent aches or pains; you have bought a new bike and your bike control feels worse, not better; or you have competitive intentions and want to optimize your potential, then give it some consideration. By all means experiment with your own fit position. Mountain bikers are often self-reliant do-it-yourself types. I'm one of them. I'd rather work on my own bike than take it to a shop, but when I can't figure something out or fix it myself, I'll take it to a shop. Next month – some "how to's" on figuring it out for yourself.

John Higgins rides bikes and runs BikeFit, a bike fitting studio in Salt Lake City for improving bike-body relationships. Contact John@bikefit.com



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(801) 444-2453
bountifubicycle.com

Loyal Cycle Co.

15 E. State St.
Farmington, UT 84025
801-451-7560
loyalcycleco.com

Masherz

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

SALT LAKE COUNTY

Central Valley

Blue Monkey Bicycles

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

Canyon Bicycles

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

Cottonwood Cyclery

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

Flynn Cyclery

4640 S. Holladay Village Sq., Suite 101
Holladay, UT 84117
801-432-8447
flynncyclery.com

Infinite Cycles

2315 E. Ft. Union Blvd
Cottonwood Heights, UT 84121
(801) 523-8268
infinitecycles.com

Summit Cyclery

4644 S. Holladay Blvd
Holladay, UT 84117
801-676-0136
summitcyclery.com

Salt Lake City

Bicycle Center

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

Bingham Cyclery

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

Contender Bicycles

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

Cranky's Bike Shop

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

Crank SLC

749 S. State Street
Salt Lake City, UT 84111
385-528-1158
crankslic.com

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2175 South 900 East
Salt Lake City, UT 84106
(801) 466-3971
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1956 E. 2700 S.
Salt Lake City, UT 84106
385-202-7196
gearrush.com

Go-Ride.com Mountain Bikes

3232 S. 400 E., #300
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(801) 474-0081
go-ride.com

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803 East 2100 South
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guthriebike.com

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3333 S. Highland Drive
Salt Lake City, UT 84106
(801) 487-3508
highlandbikeshop.com

Hyland Cyclery

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(801) 467-0914
hylandcyclery.com

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jerkbikeshop.com

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levelninesports.com/salt-lake-city-utah-ski-shop

Performance Bicycle

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

REI (Recreational Equipment Inc.)

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

Salt Lake City Bicycle Company

247 S. 500 E.
Salt Lake City, UT 84102
(801) 746-8366
slcbike.com

Saturday Cycles

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

SLC Bicycle Collective

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

Sports Den

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

The Bike Guy

1555 So. 900 E.
Salt Lake City, UT 84105
(801) 831-8391
bikeguyinc.com

Wasatch Touring

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

Wild Rose Sports

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

South and West Valley

Bingham Cyclery

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

Canyon Bicycles

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

Canyon Bicycles

11445 S. Redwood Rd
S. Jordan, UT 84095
(801) 790-9999
canyonbicycles.us

eSpokes

SoDa Row at Daybreak
11277 Kestrel Rise Ste. G-1
South Jordan, UT, 84095
(801) 666-7644
eSpokes.com

Go-Ride.com Mountain Bikes

12288 S. 900 E.
Draper, UT 84020
(801) 474-0082
go-ride.com

Infinite Cycles

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

Lake Town Bicycles

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

REI (Recreational Equipment Inc.)

230 W. 10600 S., Suite 1700
Sandy, UT 84070
(801) 501-0850
rei.com/sandy

Revolution Bicycles

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

Salt Cycles

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

ThinAir Cycles

1223 E. 12300 S.
Draper UT 84020
801-553-BIKE
thinaircycles.com

UTAH COUNTY

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Bike Peddler

CYCLING AND THE LAW**The Three Most Important Things to Do Immediately After a Bike Accident**

By Russ Hymas and Ken Christensen

I've had several close calls with distracted drivers on the road. What should I do at the scene if one of them hits me? --Ron B., West Jordan, Utah.

It's a concern shared by many cyclists, Ron. No matter how diligently you follow the law as a cyclist, you cannot control the careless actions of an inattentive motorist. Below we've identified three essential steps to follow to ensure that the damage to your body – and your bike – is covered under your insurance claim.

1. Call 911. If you're hurt, call an ambulance. Don't wait to get the medical attention you need. Even if you don't think you're injured, call the police so a record of the accident is made. Sometimes injuries are not immediately apparent, so it's important to have a police report if needed later. And, make sure to get the medical attention that you need if injuries surface later. We've heard of numerous instances where a driver has admitted fault at the scene to a cyclist, but later told a different story to his insurance company.

2. Find Eye Witnesses. Eye witnesses are often the key to refuting false statements from a driver that the cyclist "came out of nowhere," or "turned right in front of me." Unfortunately, often times these crucial eye witnesses leave the scene before police arrive. Get names and contact information from anyone who may have seen what happened.

3. Gather Information / Take Pictures. It should go without saying, but be sure to obtain the driver's name, contact information, and insurance information! Also get the license plate number, VIN, make, model and color of the car. Note the driver's physical characteristics and demeanor as well. Gathering accurate information is best done shortly after the accident while it is still fresh in your mind. We've seen many times where the outcome of an insurance claim has depended on basic information that would have otherwise been lost or forgotten had it not been written down right away.

As for pictures, remember that documenting the scene of an accident is one of the most important things you can do! Take pictures of your bike and the car that hit you (before they are moved, if possible). Photograph any injuries you have. Take pictures of skid marks, broken glass, damage to other property, anything else that you think may be pertinent to the accident.

Ken Christensen and Russ Hymas are avid cyclists and Utah attorneys at UtahBicycleLawyers.com. Their legal practice is devoted to helping cyclists injured in collisions with motor vehicles. They are authors of the Utah Bicycle Accident Handbook and are nationally recognized legal experts on cycling laws and safety.

Salt Lake County Seeks Input on Bike Plan; SLCBAC Seeks New Board Members

As part of the County Mayor's Bicycle Advisory Committee Mission, SLCBAC works closely with the Mayor's office and the Active Transportation office to provide input on development of bicycle infrastructure. Through the end of May and the beginning of June, the Active Transportation department will be holding open house meetings where the public will have the opportunity to directly offer input on their communities and how they would like to see Salt Lake County plan for the next 10-15 years as it grows. Below is a link to the SLCo Active Transportation web page for more information and meeting times: <http://slco.org/planning-transportation/active-transportation/>

The Bicycle Advisory Committee works to assist organizations to improve the safety of bicycle riders and encourage healthy lifestyles. Recently it has partnered with Cypress High and Junior High Schools to add more racks to their developing campus and provide locks for students. Attending monthly meetings is a great way to bring attention to community efforts and needs to improve bicycle infrastructure and resources. Interested citizens can also contact the committee through the County email at: bicycle@slco.org.

The committee is looking to round out its Board by adding another member and it specifically seeks to find a dedicated volunteer from the southwest region of the county (West Jordan, South Jordan, Draper, Bluffdale, Kearns, etc.). Interested participants can either attend a meeting or request a volunteer application through the above email. A list of our remaining meet-

ings for 2016 is posted below.

Wed. Jun. 8, 2016– 2nd Weds in June

Wed. Jul. 13, 2016– 2nd Weds in July

Wed. Aug. 10, 2016– 2nd Weds in Aug

Wed. Sep. 14, 2016– 2nd Weds in Sept

Wed. Oct. 12, 2016– 2nd Weds in Oct

Wed. Nov. 9, 2016– 2nd Weds in Nov

Wed. Dec. 14, 2016– 2nd Weds in Dec

Thanks for helping make May a memorable and successful Bike Month! The summer weather and great resources available make Salt Lake County one of the best places in the country to ride bikes. Please consider how you can continue to improve our great community and participate in the many opportunities to do so.

-Ian Scharine

Forest Service Considers Fees to Park at Popular MTB Trailheads in Cottonwood Canyons

Would you be willing to pay to park your car at a trailhead in the Uinta-Wasatch-Cache National Forest? Would you feel better about it if you knew the money collected would be earmarked for maintenance and improvement of the local trails?

The Salt Lake Ranger District is proposing to collect fees for parking at the trailheads in its domain. These include the Big and Little Cottonwood Canyons; specifically the Mill B South, Cardiff/Mill D South, Donut Falls, Spruces Winter, Guardsman Pass, White Pine, Catherine's Pass, Secret Lake and

Temple Quarry trailheads. Several of these are popular parking spots for mountain bikers. Under law, the United States Forest Service (USFS) cannot charge for admission as the National Park Service can. While USFS can't collect a fee for driving or riding a bike into its land, it can charge for parking and restrict parking to designated fee-for-parking zones.

USFS is taking public comment on its proposal, which tentatively calls for a \$6 three-day pass or \$45 for an annual one good at all Cottonwood Canyons locations. Cottonwood Canyons passes would have reciprocal rights with the passes for American Fork Canyon and Mirror Lake Scenic Byway standard-amenity fee sites.

USFS promises and law requires that the it use any fees collected at Cottonwood Canyons solely

for operations, maintenance and improvements there – the money won't go toward paying down the national debt or financing overseas wars. USFS would not start collecting fees until next June, as it is required to take public comments first then give a six-months notice.

USFS says it may change the amount of the fees, depending on need and public comments. Send your thoughts by Sept. 9 to David Whittekiend, forest supervisor, Uinta-Wasatch-Cache National Forest, 857 W. South Jordan Pkwy., South Jordan, UT 84095. For details see <https://goo.gl/o01Bgd>.

And remember, if USFS does start collecting fees, trail users should keep tabs on how much it collects and how it spends the funds. Don't hesitate to ask what it's doing or suggest ideas.

-Charles Pekow

facebook.com/cyclingutahtwitter.com/cyclingutah**USDOT Requires MPOs to Consider Bicycles in Planning**

Planners are going to have to work with bicycle advocacy groups from now on. The U.S. Department of Transportation issued a final rule late in May requiring state and metropolitan planning bodies to provide for bicycle transportation facilities as part "of an integrated multimodal transportation system" and consider both current and projected needs. The new rules comply with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

Under the regulations, groups with different interests, including bicycling, must be presented "reasonable opportunities" to participate in metropolitan planning processes. The rule applies to metropolitan transportation plans and transportation improvement programs. To see the new regs, view <https://goo.gl/2Eo5ST>.

-Charles Pekow

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TRAIL RUNNING

Getting It

By Tiffany Arcaris and Mark Deterline

Tiffany Arcaris is a force of nature. I met her through friends who had emphasized that she loved running. She had a down-to-earth nature, and I could tell that she took pride in being and having fun, and seeking to do things that were out of the ordinary with likeminded friends.

A week or so after that evening out with friends, she asked me if I wanted to go trail running. I had officially ended my elite amateur bike racing "career" about 18 months earlier, and was enjoying catching up on other interests and hobbies, including things that allowed me to be lazily sedentary for a change. "I think you'd kick my butt," I said, hoping she'd let it go until I could secretly get in some much overdo training. But she kindly would have none of it, "I'll go easy on you."

She stopped a few times along the first (to me) hilly mile, but then we both figured it would be in everyone's best interest if she charged on, flying up to The Living Room look-out point above Red Butte Gardens and the University of Utah. And seriously, I've run with her a few times now on hilly and mountainous trails, and she just powers up ridiculously steep trail, making me feel like I'm standing still.

After racing at a high amateur level for 15 years, I had enjoyed not exercising for several months. Tiffany changed all that; now I was the out-of-shape friend desperately needing someone to push me.

She inspired me to whip myself back into shape, because after all, for much of my life I have talked the talk, but it was time to walk the walk again. About a month later, I ran my longest trail run to that point: 11 super-windy and grueling miles in spectacular Moab. It was more than I was ready for, but I did it and it felt great. I was back on track, feeling good and having fun.

Often it takes a special person and friend in our lives to set us on, or back on, a course that can greatly benefit us. In my case, I was quickly impressed by Tiffany's resoluteness in doing everything she can as well as she can. She loves her job and enjoys doing it well. She values earning a living that affords her, her son and her mom an enjoyable lifestyle, enabling her to integrate into her life an intense passion for trail running and strength training in the gym. That's good stuff; that's something we can all work to emulate in our lives, regardless our chosen sport(s).

With the above as an intro and a little background, I'll let "tiffsmooth" (that's her Instagram handle) share some thoughts on her running experience:

**

For most of my life, I never classified myself as a runner. I've always been athletic and involved in sports, but didn't really get into running until my late twenties. A good friend asked me to do a charity race for a great cause, so how could I say no; I'm a sucker for being there for friends. That was my first 5k, in ice and snow...springtime in Utah. It was

tough. I was shocked how hard three miles seemed. I'm more fit than that, I thought, and was bothered when others passed me. Yeah, I'm slightly competitive...

So, the next week I was asked to do a 10k, of course I said yes, and amazingly improved my time by 40 seconds per mile. (That race was also in the rain.) I immediately realized that running isn't so much a physical test, but more a test of mental strength.

There are many instances in which I dislike portions of my run, or struggle to mentally get into it. But I'm always satisfied when I achieve my goal, and am proud that I've pushed through the moments of mental weakness. Truly, self-doubt is the biggest obstacle in anything you do; you'd be amazed by the power of your thoughts.

My running has transformed over the years from just doing certain races for the satisfaction of knowing I've completed the distance, to having fun doing relays and enjoying the amazing team experience. During one relay I discovered my love for trails, and it was all downhill or uphill from there!

Last year was my year of trail

races. Not having many running friends up to doing trails, I did the majority of those races alone. Each race was incredibly intimidating and involved summiting a peak, which was very new to me. I enjoy the challenge and have gained great respect for trail runners; they are some of the most athletic people I've met.

Sure, there are a lot of social aspects to it, which I love and adore. The people I've met and have grown to love through the joint adoration of running truly amazes me. My ULAS (Utah Lady Adventure Seekers) are the most genuine and supportive group of friends, always up to do a Sunday run, or take road trips to odd and beautiful places just to play on a new trail.

The running community in Salt Lake is so awesome. Recently, I was fortunate to connect with a group I've deemed as my ICP (Insane Clown Posse). These badasses have gotten me back into waking up before dawn for not only a run, but for wild adventures in our beautiful backyard -- the Wasatch Mountains.

Climbing ridiculous vertical before most are out of bed is oddly gratifying. Seeing the sun rise and laughing with people that just "get



Tiffany and friend Stefanie Shumaker adventuring the Great Western Trail -- lots of schwacking and laughs. Photo courtesy Tiffany Arcaris

life," well that's why I now run. We challenge each other, we support one another, we tease, and we take awesome photos. It's fulfilling more than words can say.

The experiences are always phenomenal and challenging, the views always breathtaking, and above all it makes me appreciate all that I am capable of when I put my mind and energy into something.

Tiffany Arcaris is a director at a Fortune 500 company in downtown Salt Lake City. She is a single mom, never misses a softball game, and always strives to enjoy life with good friends and family. She posts great pictures most every day on Instagram: @tiffsmooth, and look for her in ads and testimonials in which she endorses exclusively products she likes and uses herself.



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RACE RESULTS


Soldier Hollow, Midway, Utah, Intermountain Cup, May 7, 2016
Place, Name, City, Time
Varsity Boys

- Cameron Larson, Pleasant Grove, UT 28:14.1
 - Dylan Fairchild, SLIC, UT 38:02.7
 - Tyler Doman, Draper, UT 40:33.3
 - Jake Lamping, Draper, UT 41:57.2
 - Josh Matheson, Pleasant Grove, UT 41:59.2
- Varsity Girls**
- Anika Heilwell, Salt Lake City, UT 15:23.2
 - Shannon Smith, Lindon, UT 18:23.8
 - Kira Crowell, Riverton, UT 20:19.8
 - Megan Kitchens, SLIC, UT 21:49.6
 - Juliann Mecham, Orem, UT 24:52.8

High School JV Boys

- Conner Lacey, Sandy, UT 07:26.6
- Tristan Harris, Liberty, UT 08:41.7
- Ian Abbott, Draper, UT 08:46.3
- Wyatt Maxwell, South Jordan, UT 09:29.3
- Todd Kingsolver, Orem, UT 09:40.2

High School JV Girls

- Katelyn Williams, Riverton, UT 24:11.2
 - Taylor Perry, Draper, UT 35:44.7
 - Hadley Peay, Alpine, UT 49:43.5
 - Maggie Ressa, Syracuse, UT 49:55.8
 - Mary Barker, Salt Lake City, UT 53:52.0
- Junior High Boys**
- Martin Anderson, Sandy, UT 36:52.8
 - Jack Youngblood, Drive, UT 37:35.8
 - Henry Larson, Sandy, UT 39:49.5
 - Brinsen Rackham, Pleasant View, UT 40:02.3
 - Cade Galbraith, Morgan, UT 40:03.5

Junior High Girls

- Skyler Perry, Draper, UT 44:14.3
 - Siri Ahern, Park City, UT 47:01.1
- Novice Men**
- Grant Herdich, Park City, UT 16:02.1
 - Stencil Crumbell, SLIC, UT 16:07.8
 - David Richards, North Salt Lake, UT 17:20.5
 - Michael Waite, Lehi, UT 21:07.2
 - Todd Theurer, Providence, UT 36:28.1

Novice Women

- Gayle Carter, Orem, UT 07:06.3
- Shredder Boys 10-12**
- Keaton Edwards, Sandy, UT 14:16.5
 - Porter Theurer, Providence, UT 16:22.4
 - Luke Willden, Kaysville, UT 20:10.6
 - Ryan Seegmiller, St. George, UT 22:52.1
 - Owen Nelson, Elk Ridge, UT 29:37.5

Shredder Girls 10-12

- Maggie Youngblood, Providence, UT 15:10.2
- Lilliane Fulwider, South Jordan, UT 17:16.5
- Audrey Garringer, Park City, UT 17:24.5

Lil Shredders 9 & Under

- Major Niederhuser, Mountain Green, UT 02:49.1
 - Max Mueller, Mountain Green, UT 03:06.8
 - David James Wood, SLIC, UT 03:13.6
 - Katie Kendrick, Eden, UT 03:19.5
 - Grady Ritter, Cottonwood Heights, UT 03:27.6
- Elite Men**
- Justin Lindine, North Ogden, UT 55:16.8
 - Anders Johnson, Huntsville, UT 57:29.5
 - Drew Free, Draper, UT 57:47.7
 - Bryson Perry, Draper, UT
 - Jeff Bender, Salt Lake City, UT 01:06.3

Expert Men 19-29

- Drew Palmer-Leiger, Park City, UT 35:11.7
- Kodey Myers, Logan, UT 38:45.0
- Kevin Tomas, SLIC, UT 44:26.6
- Todd Davidson, Park City, UT 48:25.7
- Max McCloy, UT 49:02.6

Expert Men 30-39

- Dallin Hatch, Riverton, UT 41:17.8
- Josh Carter, South Weber, UT 43:52.2
- Tom Gosselin, SLIC, UT 44:09.7
- Jeff Wils, North Salt Lake, UT 46:17.1
- Mitchell Young, Syracuse, UT 51:46.0

Elite Women

- Rachel Anders, Sandy, UT 42:16.7
- Nicole Tittensor, Axtell, UT 42:41.8
- Sarah Kaufmann, Park City, UT 44:32.0
- Jen Hanks, Park City, UT 46:41.7
- Meghan Sheridan, Salt Lake City, UT 48:32.2

Expert Men 40-49

- Aaron Phillips, Salt Lake City, UT 33:12.6
- Richard Abbott, Draper, UT 33:37.8
- Dan Barlow 6:04:40
- Joseph Jensen 6:06:52
- Brandon Butterfield 6:14:04
- Zach Pierce 6:16:57
- Kenneth Strickland 6:18:16
- Brad Mattack 6:29:59
- Tom McKinney 6:30:21
- Cory Spencer 6:32:36
- Reper Masson 6:36:49
- Nick Heiner 6:47:51
- Rob Lang 6:50:30
- Eric Greenwood 6:55:00
- Steven Weaver 6:58:07
- Joe Benson 6:58:56
- Corey Unger 7:21:12
- Andrew Hypto 7:30:04
- Scott Kem 7:43:57
- Drew DeMarco 7:54:45
- JD Ethington 8:19:22
- Travis Gibson 8:19:23
- Ronald Peterson 8:19:24

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- Christian Faatz, Heber City, UT 37:19.6
- John Gill, Pleasant View, UT 39:29.8
- Bob Saffell, Salt Lake City, UT 41:15.7

Expert Women

- Kelly Crawford, Ogden, UT 16:08.6
 - Brindi Hansen 22:00.0
- Expert Men 50+**
- Gary Gardiner, Centerville, UT 41:28.2
 - Reed Topham, Salt Lake City, UT 43:41.7
 - Joseph Brubaker, Salt Lake City, UT 46:49.0
 - David Wood, SLIC, UT 52:09.2

Expert Men 60+

- John Lauck, Bountiful, UT 13:51.1
- Craig Williams, Park City, UT 19:46.5
- Rick Morris, Park City, UT 23:17.3
- Joe Benson, Murray, UT 27:31.7
- Donald Leach, Sandy, UT 32:14.7

Sport Men 19-29

- Brennon Peterson, Sandy, UT 05:37.3
- Tristan Pannels, Salt Lake City, UT 09:51.2
- Jake Meyer, American Fork, UT 14:04.5
- Chase Coleman, Park City, UT 20:00.6
- Ben Nielsen, UT 20:30.6

Sport Men 30-39

- Aaron Luptak, Salt Lake City, UT 16:13.8
- Scott Bankhead, Kaysville, UT 19:00.3
- Adam Cunningham, Farmington, UT 22:43.6
- Jeffrey Kluge, Park City, UT 25:42.8

Clydesdale (220+ lbs)

- Peter Krebs, Belgrade, MT 33:27.2
- Nathan Branch, Sandy, UT 42:31.5
- Dave Stevenson, Highland, UT 08:54.5

Sport Women

- Lynna Saffell, Salt Lake City, UT 28:19.3
- Kelly Scudder, Riverton, UT 38:45.8
- Danita Ritter, Cottonwood Heights, UT 41:15.7
- Kelly Baisley, Ogden, UT 45:27.0

Sport Men 40-49

- Jeff Burgner, Heber City, UT 13:17.6
- Jeremy Achter, Plain City, UT 13:27.2
- Jeremy Johnson, UT 14:31.8
- Chris Delangis, Draper, UT 14:47.2
- Shane Jensen, Ogden, UT 15:49.8

Sport Men 50+

- Dell Brown, Orem, UT 15:03.0
- Gregg Bromka, Salt Lake City, UT 16:09.1
- Riley Frazier, Highland, UT 20:11.7
- Gary Bender, Draper, UT 27:05.6
- Joe Barker, Salt Lake City, UT 30:02.7

Wild Horse Dirt Fondo Delle, Utah, May 14, 2016
Wild Horse (76 miles)
Place, Name, Time
Women

- Meghan Sheridan 4:57:53
- Amy Thornquist 5:23:30
- Robynn Masters 5:28:49
- Ali Knutson 5:42:56
- Nancy Russell 5:49:56
- Kaitlin Barklow 6:43:15
- Laura Patten 6:47:27
- Megan Hill 6:47:47
- Ellen Guthrie 6:47:49
- Colleen Ivonik 7:41:57

Men

- Roger Arnell 4:41:00
- Adam Brown 4:41:02
- Lucas Seibel 4:52:22
- Gary Wekluk 4:53:54
- Scott Patten 4:55:19
- Paul LaStayo 4:55:20
- Mark Fisher 4:59:07
- Aaron Phillips 5:01:38
- John Allison 5:02:16
- Jeff Flick 5:03:59
- Cory McNeely 5:08:27
- Jeff Sunmison 5:09:59
- Jon Lee 5:17:55
- Michael Kern 5:18:00
- Barry Makarewicz 5:18:03
- Joseph Brubaker 5:20:31
- Shane Dunleavy 5:23:30
- Sheldon Thiesen 5:27:06
- Drew vonLintel 5:29:49
- Todd Taft 5:30:42
- Todd Hennemat 5:32:39
- Dan Guiney 5:34:35
- Miguel Payan 5:46:18
- Benjamin Meyerson 5:48:51
- Ammon Pate 5:51:27
- Stephen Hales 5:52:23
- Grant Crowell 5:56:04
- Bruce Hill 6:02:47
- Ben Renard-Wiart 6:04:32

Men

- Dan Barlow 6:04:40
- Joseph Jensen 6:06:52
- Brandon Butterfield 6:14:04
- Zach Pierce 6:16:57
- Kenneth Strickland 6:18:16
- Brad Mattack 6:29:59
- Tom McKinney 6:30:21
- Cory Spencer 6:32:36
- Reper Masson 6:36:49
- Nick Heiner 6:47:51
- Rob Lang 6:50:30
- Eric Greenwood 6:55:00
- Steven Weaver 6:58:07
- Joe Benson 6:58:56
- Corey Unger 7:21:12
- Andrew Hypto 7:30:04
- Scott Kem 7:43:57
- Drew DeMarco 7:54:45
- JD Ethington 8:19:22
- Travis Gibson 8:19:23
- Ronald Peterson 8:19:24

Elite Women

- Rachel Anders, Sandy, UT 42:16.7
- Nicole Tittensor, Axtell, UT 42:41.8
- Sarah Kaufmann, Park City, UT 44:32.0
- Jen Hanks, Park City, UT 46:41.7
- Meghan Sheridan, Salt Lake City, UT 48:32.2

Expert Men 40-49

- Aaron Phillips, Salt Lake City, UT 33:12.6
- Richard Abbott, Draper, UT 33:37.8
- Dan Barlow 6:04:40
- Joseph Jensen 6:06:52
- Brandon Butterfield 6:14:04
- Zach Pierce 6:16:57
- Kenneth Strickland 6:18:16
- Brad Mattack 6:29:59
- Tom McKinney 6:30:21
- Cory Spencer 6:32:36
- Reper Masson 6:36:49
- Nick Heiner 6:47:51
- Rob Lang 6:50:30
- Eric Greenwood 6:55:00
- Steven Weaver 6:58:07
- Joe Benson 6:58:56
- Corey Unger 7:21:12
- Andrew Hypto 7:30:04
- Scott Kem 7:43:57
- Drew DeMarco 7:54:45
- JD Ethington 8:19:22
- Travis Gibson 8:19:23
- Ronald Peterson 8:19:24

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Little Wild Horse (31 miles) Women

- Jennifer Oberland 2:16:56
- Lucy Jordan 2:33:26
- Britt Cogan 2:38:39
- Bridget Wekluk 2:59:47
- Sarah Thoms 3:02:02
- Wendy Matias 3:08:08
- Linda LaStayo 3:15:30
- Rara Fisher 3:15:31
- Margaret Moore 3:22:51
- Anita Leach 3:36:41
- Anna Paulding 3:41:44
- Paula Guerra 3:41:53
- Sylvia Backman 3:41:58
- Amy Cairn 3:42:08

Men

- Eric Flynn 1:51:19
- Mitt Stewart 1:54:11
- Dell Brown 1:56:58
- Chris Colgan 2:23:32
- Chad Bradford 2:23:50
- Todd Hopkins 2:24:49

- Nils Eddy 2:25:03
- Mark Keeney 2:25:08
- Michael Ryland 2:26:48
- Matt Morton 2:27:07
- Zach Bradford 2:27:51
- Jesse Christensen 2:34:07
- Don DeBlieux 2:34:20
- Kurt Jensen 2:45:28
- Hoyt Robey 2:53:40
- David Demario 2:54:40
- Mike Cooper 3:02:00
- Jack Rinehart 3:08:06
- Joel Perkins 3:08:56
- Paul Olson 3:08:59
- Les Ellison 3:13:18
- Gary Colgan 3:41:45
- Carlos Guerra 3:41:47

Wasatch 360 6 Hour Race, Heber, Utah, May 28, 2016
Place, Team, Name, Time, Laps
Duo-Coed

- Mcsweetser Erin & Sam 6:41:19.6 8
- Bingham Cyclery-Peak Fasteners Bob & Meghan 6:47:52.8 8
- The Barretts Dennis & Coy 6:01:31.9 7
- Heber Creepers Laura & Scott 6:11:43.3 7
- Kandjmac Kristi & John 6:41:32.3 7

Duo-Female

- Joey Webb 0:03:51.86
- Colby Bryant 0:03:55.12
- Jon Brimhall 0:04:01.65
- Bronnson Turner Go-Ride.com 0:04:18.62
- Campbell Torres Beck Racing 0:04:20.25

Duo-Male

- Sons Of Provo Adam & Cameron 6:40:03.1 9
- Endurance360 Dos Roger & Kevin 6:40:56.0 9
- Endurance 360 Nick & John 6:08:46.1 8
- Danita Richard & Albert 6:17:23.2 8
- Spatula Mango Scott & Mike 6:48:53.9 8

Solo-Female

- Ami Stuart 5:57:38.7 6
- Kaytie Scott 5:59:48.2 6
- Erika Powers 6:03:10.3 6
- Megan Hill 6:22:16.6 6
- Brindi Hansen 6:24:47.0 6

Solo-Male 18-39

- Jon Rose 6:22:51.7 8
- Bryson Perry 6:25:41.7 8
- Matthew Tyler Turner 5:59:01.7 7
- Mark Flis 6:00:27.3 7
- Darrell Roubert 6:01:08.0 7

Solo-Male 40+

- Matt Crowley 6:18:26.1 7
- Cameron Gibby 6:41:07.7 7
- Art O'connor 5:36:18.1 6
- Mike Johnson 5:44:35.8 6
- Drew Van Boerum 5:46:33.2 6

Solo-SS Male

- Daniel Nelson 6:05:48.6 7
- Jason Hendrickson 5:40:35.8 6

Trio

- Cycleholics Brennon, Jeanette & Ron 5:57:21.9
- Team Brass Nipples Chris, Kenton & Vicente 6:47:37.7
- Wolf Bone Karch, Mitch & Zach 6:33:49.4
- Yamfam Arch, Marv & Yakobu 6:54:48.1

Trio-Junior

- The Dodo Birds Danny, Lane & Tommy 6:39:28.9 8
- Team Bike 'Em Up Christian, Grant & Jack 6:08:49.0 7
- Tristan And Keenan +1 Charlie, Keenan & Tristan 6:15:05.1 7
- Summit Sistas Lia, Rachel & Sienna 6:19:09.2 7
- Braids For Days Anna, Juliann & Shannon 6:45:17.3 7

Sundance Showdown Downhill and Super-D, Sundance Resort, Utah, Go-Ride Gravity Series, May 28-30, 2016
Place, Name, Team, Time
Downhill

- Cole Chipman Lake Town - Renthal - Spy Optics- Atlas Brakes 0:03:28.94
- Bryn Bingham Cannondale - Laketown 0:03:32.49
- Logan Mophie Laketown Bicycles 0:03:33.17
- Sam Morris Santa Cruz - Laketown 0:03:34.25
- Ben Reeder Go-Ride/Rat Patrol 0:03:38.41

Cat 1 Men 13-18

- Devin Jones 0:03:39.39
- Isaac Legare 0:03:42.15
- Matthew Shirley Wolfman Racing 0:03:42.23
- Andrew Farrell 0:03:44.74
- Daniel Grolley Lake Town Gravity Team 0:03:45.92

Cat 1 Men 19-29

- James Perry Laketown - SLIC MTB 0:03:28.86
- Derik Christensen 0:03:39.53
- Chase Harris 0:03:40.86
- Brock Twitchell Red Rock Bicyclce 0:03:42.65
- Nathan Silberman Get Air - OBP - Maxxis 0:03:42.78

Cat 1 Men 30-39

- Dylan Cirulis 0:03:39.39
- Isaac Legare 0:03:42.15
- Matthew Shirley Wolfman Racing 0:03:42.23
- Andrew Farrell 0:03:44.74
- Daniel Grolley Lake Town Gravity Team 0:03:45.92

Cat 1 Men 40-49

- Mark Kugel Bohemian Brewery - LTB -ENVE - GT Bicycles 0:03:37.51
- Mike Gunn Go-Ride.com 0:03:41.00

Cat 1 Men 50+

- Brent Astrophe 0:03:52.02
- Damon Kirchmeier Fazzari 0:03:54.23
- Kevin Dwyer Poison Spider - Go-Ride.com 0:03:57.37
- Craig Skinner Go-Ride.com 0:04:06.77
- Kent Woodfield Bohemian Brewery - Lake Town 0:04:12.86

Cat 2 Men 13-18

- Max Shepherd Lake Town Gravity 0:03:35.17
- Devin Jones 0:03:45.69
- Brennan Torres Cannondale Racing 0:03:45.80
- Ben Brimhall 0:03:47.44
- Lorin Whitaker Canfield/Giro/Guayaki Yerba Maté/River Rock Roasting Co/Stirkd.com/ZionCycles.com 0:03:51.71

Cat 2 Men 19-29

- Tyson Henrie Outlaw Bike Team 0:03:39.03
- Pat Hurley Go-Ride.com 0:03:41.33
- Will Fox 0:03:45.76
- Melisa Jensen SPEEDMountain 0:11:04.95

Cat 3 Men 10-12

- Jonah Brinkerhoff Go-Ride.com/LPG/Rubber.com Side Down Racing 0:09:25.93
- Hunter Goulet 0:10:41.10
- Tanner Baughman Go-Ride.com 0:11:03.12
- Jack Plummer 0:11:10.91
- Chase Campbell Go-Ride 0:11:27.01

Cat 3 Men 13-18

- Logan Wilson 0:09:19.28
- Julien Markewitz Laketown Bicycles 0:09:30.71
- Colhton Reeder The Bike Shoppe 0:09:42.42
- Brandon Womack Mis Cannondale Racing 0:09:45.00

Cat 3 Men 19-29

- Alex Mallen Wolf Pack 0:11:15.33
- Fred LaRiviere Outlaw Bike Team 0:11:23.29
- Jack DeVall Mohawk Mafia 0:11:33.25
- Luke Mallen Wolf Pack 0:12:18.65
- River Bell 0:13:13.52

Cat 3 Women 19+

- Bina Skordas 0:10:02.17
- Kathryn McGowan 0:10:23.16
- Gina Graepentine 0:10:36.72
- Dulcinea Nelson 0:11:14.69
- Brandy Horton Bohemian Racing 0:11:51.44

Pro Men

- Kris Baughman Go-Ride.com 0:08:14.88
- Nic Hadley Go-Ride 0:08:31.00
- Greg Gibson <

MOUNTAIN BIKING

Being Haley Batten: An Odyssey Report by One of Utah's Most Impressive Young Athletes



"US Cup Bonelli #2 in California on April 9th. It was a UCI Jr. Series race and I was able to pull off the win in some crazy wet conditions."
Photo by courtesy Haley Batten

By Haley Batten with Mark Deterline

From May 10th-22nd, I was traveling with USA Cycling and eight other Junior riders in France and Germany. We raced Coupe de France Ussel in Ussel, France on May 15th where I placed second in the UCI U19 Junior Women category.

Then we traveled to Albstadt, Germany where we competed in the UCI Junior Series. Not my best race, but I was really happy to place seventh in a very competitive field. After parting ways with the Junior US Team when they made their way home, I continued my European stay for another week with some good friends in Germany. I was able to settle in and relax while getting in some great training and sightseeing.

But time flies!

My family arrived on May 28th, and we have been traveling in Germany and France since,

filling every day with adventures. Currently I am in La Bresse, France with amazing trails all around me. We will move on to Gränichen, Switzerland where I will race again this Sunday. I have been able to ride my bike on beautiful new terrain, and am enjoying every second!

Throughout my life I was surrounded by my very active family, and before I could even walk they led me on many amazing adventures. They brought my brother and me backpacking, camping, hiking, biking, skiing, and really anything outdoors.

As soon as I could participate, being active continued to be a very large part of my everyday life. Biking was one of our family favorites, and we would always go on camping trips with multiple other families. All of the kids would ride together, so I was always pushing myself to keep up with everyone.

My little brother and I also followed my dad around to many of his bike races. Soon, at 8 yrs old, I tried

one out, then another, and another. Soon, by age 11 I was fully hooked on the sport. I continued to battle it out with the boys, then began racing with the Pro Women locally at age 14 or so; gender and age differences didn't ever cross my mind.

I think that being able to push myself at such a young age has really helped me to become the rider that I am today. From there I entered my first out-of-state race and National Championship at age 12, then raced internationally for the first time at age 14. I have continued to travel more and more each year to race, and now find my bike leading me to the most incredible places all over the world. Mountain bike racing has become more than a great challenge and way to push myself to the limits; it has also served as an amazing teacher and tour guide.

I think I am motivated by all of the challenges that cycling brings. I want to know how much better, how much faster, and how much stronger I can get. I want to be the first one to cross the finish line; that is what helps me push myself every day. There is a lot to this sport, and I think that helps me to stay motivated and excited, even through bad days.

First, there is training on the bike. An athlete has to be prepared for whatever a race course could bring, with regard to the strength required, and to the technical abilities called upon by descents. Then there is training preparation off the bike, like nutrition, recovery and mental strength, along with the balancing act of school, social life and so much more. Since there is so much going on and so much to learn, I can really never get tired of this amazing sport. There are so many places to go and goals to achieve, which continue to get me excited for what's to come.

I think the advice that I would

give to young riders, female riders, and really all riders would be to just get out there, adventure and share your passion with others. This sport is lifelong and can teach you so much about yourself and the environment around you. Spread the love and get other people out riding! The more people out on trails, the more awareness we have for the environment, the more trail systems will continue to grow, and the more people will be happy and healthy.

Remember that you can never stop learning; listen to the people around you, find people that inspire you, and ride with people that are better than you. For young and female riders, remember that age and gender are not roadblocks; no matter who you are, you can still find success and joy in anything that you are passionate about.

I am so lucky and grateful to have had so much amazing support all around me throughout my life and cycling career. This sport takes more than just an athlete; it takes an entire team behind them. Park City has incredible trail systems, and organizations that have helped me get out and ride from a very young age. My family and friends have truly given me the help and support I need to make this journey possible.

The Luna Pro Team and our sponsors have helped me to take it to the next level this season. It's truly incredible to have all of the support I need so that 100% of my focus can go into the race or workout at hand.

Dario Fredrick, my coach, has continued to motivate, push, and teach me every step of the way. Without this amazing team of people behind me, I'm not sure where I would be today. So, here's a huge thank you to everyone that has supported me along the way!

CYCLING

New Content on CyclingUtah.com and

CyclingWest.com

Stop by cyclingutah.com or cyclingwest.com and see the latest articles, many of which are web-only and not in the magazine:

A partial list is below with more new content regularly:

- UDOT Plans to Remove Bike Lanes on Redwood Road

- Beaver Dam Gravel Grinder Comes to South East Nevada in June

- Caliente, Nevada to Develop New Mountain Bike Trail System

- Editorial: Salt Lake City Needs To Double Funding for Bicyclists and Complete the Bike Master Plan in 5 Years!

- Weber Pathways Has Fresh Push to Modernize Area Trails

- Nevada's New Basin and Range National Monument Looks to Develop Mountain Biking

- Salt Lake County Bicycle Advisory Committee News for May 2016

- Anders and Lindine Win Soldier Hollow I-Cup: Report, Results, Photo Gallery

- Tour of Utah Announces Full Field of 16 Teams for 2016 Edition

MOUNTAIN BIKE RACING

McCutcheon and Peterson Win Stan Crane Memorial Intermountain Cup



The shredder boys 10-12 category helps young racers start early. Photo by Angie L. Harker, selective-vision.com



Mitchell Peterson (Canyon Bicycles-Shimano) rips it in the dirt and on the road. He's on his way to winning the men's elite race. Photo by Angie L. Harker, selective-vision.com



The High School Junior Varsity Boys fly out of the start. The rise of the Utah High School Cycling League has lead to huge increases in participation in mountain bike racing. Photo by Angie L. Harker, selective-vision.com



Mindy McCutcheon on her way to winning. McCutcheon has been topping the podium throughout the season on the road too. Photo by Angie L. Harker, selective-vision.com

A Photo Gallery by Selective Vision.

The Stan Crane Memorial Intermountain Cup was held on May 30, 2016 in Draper, Utah. It was race number 4 in the XC series. See results on page 16.



Jared Millington finished fourth in the Expert Men 30-39. Race winner Will Hanson is hot on his heels. Photo by Angie L. Harker, selective-vision.com



Guthrie Bicycle has a new Club

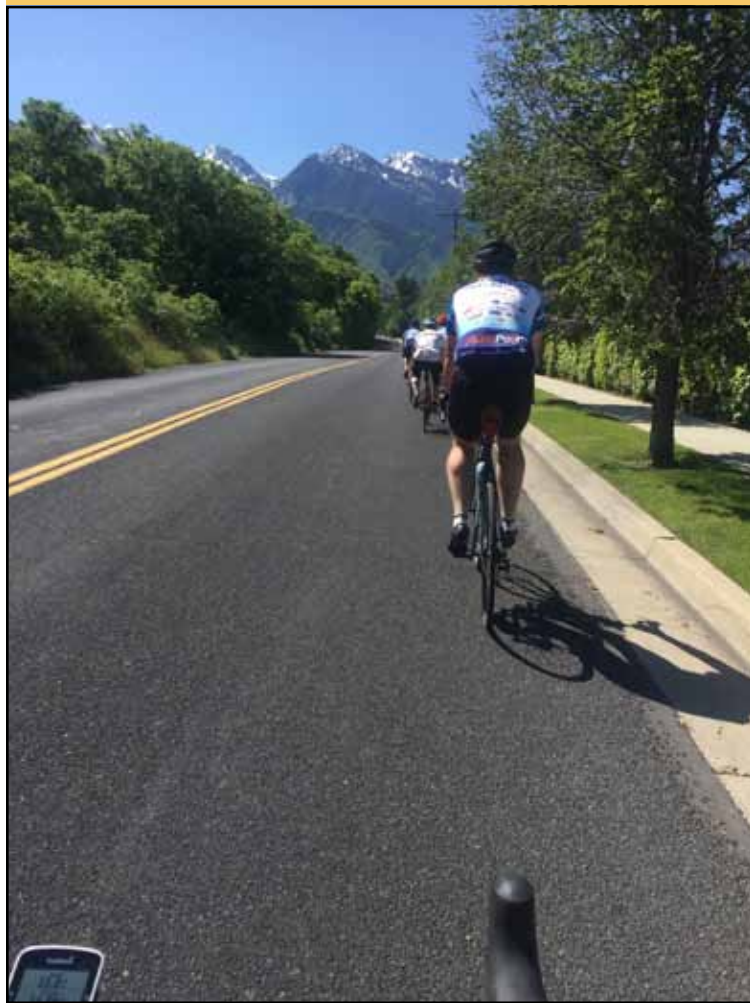
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SPEAKING OF SPOKES

Cycling Salt Lake

David Ward in the front, followed by his brother Nick, Elliot in the Giants jersey, and Ryan.
Photo by Ace Call

By David Ward

The Salt Lake Valley is rich in riding options. Yesterday, I was out riding 75 miles with four others as part of our LOTOJA training. One of our team members, Ace from Pocatello, commented on the nice route I had planned around the Salt Lake Valley, and how Pocatello simply did not offer such options right in the middle of the metropolitan area.

It made me reflect on how Salt Lake really is a cyclist's mecca.

Don't get me wrong. I realize these are nothing quite like rolling along a winding road through a beautiful alpine forest. But you have plan that out and, usually, drive a distance to get to it. What I am talking about is the plethora of options to any rider in Salt Lake as he climbs on his bike and rolls out of his garage for a daily ride.

For yesterday's ride, I had us meet at Hogle Zoo, and from there we headed south along Wasatch Boulevard. Thanks to the bike/ped bridge over I-80, we rolled along

the east side to our first refueling stop, the Chevron on the corner of 1300 East and Draper Parkway, a watering hole for many cyclists. To avoid the traffic on Wasatch and the steep hill just past the mouth to Big Cottonwood Canyon, I took us through a quiet neighborhood cutoff to Danish Road and thence to its southern end near La Caille restaurant. This is, frankly, one of many nice neighborhood stretches to be found in the Salt Lake valley.

Had we been interested in doing some climbing, we could have headed up one of several canyons along this stretch: Millcreek, Big Cottonwood and Little Cottonwood Canyons will test the legs of the most seasoned climber. I have been lucky to ride a lot of the big climbs that feature in the Tour de France, and I can vouch that Little Cottonwood Canyon can match up with any of them for challenge and difficulty. Add to that City Creek, Emigration and Butterfield Canyons, and you have more canyon riding for all different levels of riders than anywhere I know of. And all within an epicenter of 15 miles. Just mount your bike, choose your canyon and roll out from the garage.

From the Delta Chevron, we headed to South Mountain, picked up Highland Drive as it headed to Point of the Mountain, crossed under I-15, and then rode west past the prison and over to Redwood Road. At that point, we continued west along 14400 South.

I lived 30 years in Murray, nearly smack dab in the middle of the Salt Lake valley. During that time, I had time to explore the best routes to bicycle almost anywhere in valley. However, since having moved to Emigration Canyon five years ago, there has been explosive growth

in the southwest area of Salt Lake Valley: the Bluffdale, Riverton and Herriman areas. So once we were on 14400 South, I recognized nearly nothing.

We headed west till 14400 South ended, at which point we kind of felt our way north and west till we finally came to point I recognized, the road (11800 South) which would lead us to Bacchus Highway which we would then take to the Old Bingham Highway. I knew this area well, having raced many district road races on the Herriman course.

What I was pleasantly surprised by, though, were the wide shoulders and designated bike paths on many of the roads built in the last several years. I used to like riding out here, but the narrow shoulders were always a drawback. Now, there are good options for cyclists to ride out here, with good shoulders and bike paths to accommodate them.

Once at the Old Bingham Highway, the plan was to ride east and wind our way back home. What I would have liked to do, but chose not to, was to ride on up to Copperton, one of my favorite destinations years back. I would ride to where the road heading into the Kennecott Copper Mine was closed to traffic, then come back through this lovely old town tucked into the west side, around its park, and then head back east. Yesterday, however, our legs were beginning to feel the toll of the nearly 50 miles we had already ridden so far, so I declined that option, though now I wish we had opted for it.

I love riding the Old Bingham Highway. Going back in the years again, I remember when I would ride it early in the morning, and listen to the meadowlarks sing to me as I passed them by. There were no meadowlarks (too late in the day) as

we made our descent down the Old Bingham Highway. After our second fueling stop, I led our group through the roads I had scoped out over the years to get us east of I-15, and on the route back home.

Doing this ride, and going through areas I used to pedal frequently, it brought to mind the many routes available to cyclists for navigating and enjoying cycling in Salt Lake. I have two daughters living in the Phoenix area, and I have a bike parked there for when I visit. I have gotten to know the area somewhat well. People think Salt Lake has nothing but east/west and north/south streets criss-crossing the valley. But while that is the general layout, it does not hold a candle to Phoenix. If a boring ride is what you seek, go ride the straight, flat streets of Phoenix. You will yearn to return to the cyclists' mecca of Salt Lake.

I suspect that many large urban areas (excepting Phoenix, I am sure) have their little known but enjoyable routes. My experience living in Salt Lake for 40 years convinces me that it takes years of exploring to find them. But they are likely there. In my travels, that is one of the things I really enjoy. Jumping on a bike, exploring the area, and learning to navigate the urban landscape in an enjoyable way.

In riding our half loop around the Salt Lake valley, we racked up 73 miles. Without seeking to climb, we still ended up with 3700 feet of climbing just rolling up and down the topography that comprises this valley.

As an avid cyclist who simply loves to ride, I consider myself blessed to live in such a beautiful and varied valley. I have cycled in this area for 40 years. I know most of the good places to ride, but am still surprised to occasionally find a new stretch to add to my routes. For cycling in a metropolitan area, there is no better than Salt Lake.

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ROAD RACING

Riedesel, Frye Take Antelope Island Crowns



The Antelope Island Road Race, held on Saturday, May 7, 2016, is incredibly scenic. Photo by Ravell Call

By Ryan Barrett

The Antelope Island Classic was held on Saturday May 7, a beauti-

ful day for bike racing at one of our most popular venues. The Pro-Category 1-3 Men's Event was won by a super aggressive Tyler Riedesel (Canyon Bicycles). Riedesel was

active in breakways throughout the event and refused to submit after being caught. At the end of the 73 mile event, he held on for a beautiful solo victory. Brent Cannon (Team



Abraham Torres wins the men's 3-4 event at the Antelope Island Road Race Saturday, May 7, 2016. Photo by Ravell Call

Elevate) attacked the field in the last few miles to take second with Joe Waters (Canyon Bicycles) taking the uphill group sprint for 3rd.

The Women's Pro-1-3 43 mile event was less controlled with Alison Frye (Ski City Cycling) taking a commanding win by more than three minutes. Her Ski City team mate Laura Patten lead the next group home in front of Kelly Hunsaker (Plan7 DS).

In the Men's 3-4 field, young rider Abraham Torres notched the win in a bunch finish.

Antelope Island also served as our junior state championships.

Viggo Moore (FFKR Architects) and Kayleigh Maloney (BYRDS) won the 10-12 year old championships. In the 13-14's, it was Moses Maloney (ID- BYRDS) taking the win in front of Utah State Champion Jack Shuckra (FFKR Architects). Garrison Asper (FFKR Architects) won the men's 15-16 race with Makayla Prince taking out the women's 15-16 titles. Cole Warner (FFKR Architects) and Alison Craig (Salt Cycle-Intellitechs) won their respective 17-18 events.

See results on page 16.

Popular Adventure Writer, Joe Metal Cowboy Kurmaskie Pedals Back From The Brink With New Story Collection, Finds Iron Overload Action Network

Hemochromatosis, the world's most common deadly genetic disease – that few have ever heard of – tried to put Joe Kurmaskie, AKA The Metal Cowboy, a popular writer, contributor to Cycling Utah and travel adventurer, in the cemetery.

But it's hard to kill a man who's

pedaled 200,000 miles on five continents; out sprinted charging elephants in Botswana, been hit by the smallest car in Ireland, and lost all his possessions playing darts in an Outback bar... only to win them back in a mountain bike race.

Following a year a treatments that included weekly bloodletting, Kurmaskie's back and using the launch of his latest book, A Guide To Falling Down in Public, to cast light on this orphaned disease that affects 1 in 9. Stories in the new book, told in Kurmaskie's Mark Twain meets David Sedaris voice, highlight the fragility of life and the resilience of the human spirit in motion around the world.

"We all fall down, physically and

metaphorically, but it's the getting up, with style, courage, grace that provide the most boisterous, bit-tersweet and telling stories," said Kurmaskie.

Hereditary hemochromatosis – which causes the body to store dangerous amounts of iron in organs can lead to 12 cancers, liver and heart failure, Alzheimers, diabetes, arthritis and heart attacks - killing Beethoven, Hemingway, Steve McQueen and Patrick Swayze.

"It's an insidious disease mirroring vague symptoms of middle age; fatigue, headaches, joint pain, impotence, but simple screening to detect it was removed from routine blood work in the 1990s, for cost savings by a profit driven medical industry."

Kurmaskie said. "Since only 1 in 4 get early symptoms, it's a nearly silent killer."

The good news? Caught it in time it's treatable, without drugs and offers a normal life expectancy.

"We could prevent upwards of 20 percent of cancers, heart attacks, liver failures, diabetes if we got serious about diagnosing and preventing iron overload. The tactical error this disease made was... not killing me," noted Kurmaskie.

In Kurmaskie's case, the combination of a healthy lifestyle, sharp doctor, regular physicals, luck and tea consumption saved his life.

"This disease should not be left to luck and scavenger hunting style medicine. The loss of life and suffer-

ing from chronic illness is too great." Kurmaskie noted.

Rather than count himself lucky and move on, Kurmaskie founded ironitout.org – an iron overload action network with four specific projects; public awareness, nationwide routine early screening, blood donation acceptance and medical system education and reform.

A Guide to Falling Down In Public is the 5th book in Kurmaskie's Metal Cowboy series and the first in five years. The series has been optioned by Emmy winning producer Chuck Roseberry for Alsea Entertainment. A film and television series is in the works. Find more info at www.metalcowboy.com

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Replacing Internal Cables Is Not Impossible

Various tools required to thread internal cables and brake lines.
Photo by Tom Jow



Example of a cable housing stop inside the bottom bracket shell. Impossible to insert with bottom bracket in place.
Photo by Tom Jow



Plastic liner exiting cable stop port.
Photo by Tom Jow



Cable liners shown in the bottom bracket shell.
Photo by Tom Jow

By Tom Jow

The modern carbon fiber frame is a work of art. With swoopy curves and smooth joints, what really makes them beautiful is the lack of cables outside the frame. What the internal cables lends to beauty may also add to complications for service.



Open tube full cable housing style. The housing fits in between shell and bottom bracket.
Photo by Tom Jow



Rubber frame grommet keeps cable housing in place and seals frame opening. Open tube style.
Photo by Tom Jow

Replacing the cables, however, does not have to be an exercise in futility. What is required are the correct tools, an understanding of the specific type of cable routing and some patience.

Until the development of carbon frames, there were not that many bikes that used internal cable routing. As such, there were no tools that could be purchased for the job. Every mechanic had his/her own special collection of instruments for each task. These collections would include spokes bent into hooks



Guiding cable housing through a chainstay port.
Photo by Tom Jow

and curves, teflon liners of various lengths, cables with just the right bend and so forth. Much to the benefit of all mechanics, Park Tool Company has developed the IR-1 cable routing kit. This kit consists of a powerful magnet and three cables with various tips. Another essential tool to have is a bright headlamp.

Before we tear into things, it's a good idea to consider what we are dealing with. There are several different types of routing used by frame manufacturers. There can be open tube, where the cable or housing runs free inside the frame tubes, or sleeved. The sleeve type has a tube that runs full length from opening to opening. The cable housing runs full length through this tube. It is the rare manufacturer that does this for all cables.

The open tube style can be of two sub types: full housing or interrupted housing. A frame with open tube that runs full housing has an opening into the head tube or down tube. The rear derailleur cable then passes through the bottom bracket and into the drive side chainstay to exit near the rear derailleur. The front derailleur housing usually stops inside or under the bottom bracket. The interrupted type has a housing stop near the head tube and the rear derailleur, with a cable guide under the bottom bracket. This guide may be under a cover plate.

Now, before we begin, it's time to make a game plan. What cables are we going to thread first? Do we need access inside the bottom bracket shell? How long will our cable housing be? Does the right shifter cable go on the right side or the left? These questions are important to answer



Cables of an interrupted cable routing exiting the downtube in front of a cable guide.
Photo by Tom Jow

because, for example, some frames require access inside the bottom bracket in order to run cables. This little detail throws off my standard procedure because I like to install the bottom bracket and cranks first, before the fork, stem, handlebars and, importantly, shifters and brakes. Because of this, I have had to come up with some different ways to do things.

New constructions are usually the easiest. If it is open tube with full housing, I like to run the housings first, and leave them long. It may be necessary to run a blank cable first to act as a guide for the cable housing. Then install the steering, the controls and derailleurs in order to hold that all in place. I've had more than one front derailleur slip out of its stop inside the bottom bracket after the bottom bracket has been installed. If the frame uses interrupted housings, I like to measure and cut the housing first. Next a cable with a liner is installed all the way through. Then pull the cable out. Now the liner can be used as a guide for the final cable installation.

For replacing cables on a fully constructed bike, in most cases a liner can be placed on the end of a cable, and thread it in as the old cable is pulled out. To replace a rear derailleur cable with interrupted housing, first remove the short piece of housing between the derailleur and the frame. Install a liner on the end, and slowly pull the cable out while at the same time inserting the liner. Be careful around the bottom



Using a magnet to pull a cable out of a downtube port.
Photo by Tom Jow

bracket guide, the liner can get hung up here and without knowing it, the cable may get pulled out of the liner leaving you high and dry without a guide. The procedure for replacing full housing is dependant on the frame. Mountain bikes generally do not run the cable housing through the bottom bracket. In these cases it's easy enough to pull out the old inner wire, install a fresh wire as a guide, and then remove the old housing, leaving the fresh wire in the frame to use as a guide. If, however, you have a frame, mountain or road, that runs the cable housing through the bottom bracket, save yourself some frustration and remove the bottom bracket first.

If you are still reading at this point, this where patience becomes

important. Even though up to this point it may sound easy, getting cables threaded through a frame can be anything but. If a frame has removable ports or stops, removing them can make it much easier to shine the light in, and fish around with whatever hook or magnet tool you may have. Frame ports can be much easier than say, rear derailleur openings because the ports and the tube are larger making it easier to work around inside. The hook of a spoke works great for pulling a cable or housing out if you can get it close to the hole. A magnet is really handy here because it can grab the cable through the tube and can then be maneuvered to the opening. If the port is large enough just stick the magnet inside the frame.

The other reason for patience is performing this task the first time. And then the second. How many times does a home mechanic replace his/her cables? Once a year? Twice? It takes me three or four times to get a system down, and I might build five of the same bike in one week. All that being said, replacing internal cables is not impossible nor hateful necessarily. With the right tools, a plan and a strong do it yourself attitude this maintenance task can be nearly as enjoyable as any other.

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

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GRAVEL GRINDERS

Arnell and Sheridan Win Wild Horse Dirt Fondo



Eric Flynn (in front) won the Little Wild Horse. Photo by Chris Magerl



Meghan Sheridan broke the women's course record and won \$250 for the Utah High School Cycling League, plus a bonus of \$100 for herself. Photo by Chris Magerl

By Chris Magerl

Hot and windy greeted the riders who took on the challenge of The Wild Horse in the Cedar Mountain Wilderness on Saturday, May 14. The normal high for that date is 61. The temperature topped out above 80 on event day.

Tough conditions and a tough course, but despite that, records fell, riders smiled, wild horses were spotted, and many found views and roads they had never before encountered. All only one hour west of downtown SLC.

The Wild Horse benefits the Utah League High School MTB Scholarship Fund. The Scholarship Fund makes it possible for kids who might not otherwise be able to come

up with a bike, cycling clothing or entry fees to join in on the fun. In addition to a contribution to the Scholarship Fund, all aid stations and the finish line were staffed by Utah League teams, all of whom received a direct contribution to their team.

The wild horses made few appearances, but a small herd ran alongside one rider before dropping him and heading off into the scrub. There was also another sighting near the second aid station, on the far southwest portion of the course. And there were at least eight horses about 1/4 mile west of the route's turn near Aragonite.

The long route throws down 76 miles of dirt and gravel, with 5,000 feet of vertical. The Little Wild Horse, run largely on the same route, had a more reasonable 31 miles and 1,800 vertical. The views to the

west of snow-covered mountains in Nevada are worth the pedaling effort. Both routes cross wagon ruts left in 1846 by the Donner-Reed wagon train party as they headed toward a bad outcome in California.

Last year's male winner, Roger Arnell, was back, but this time on a cyclocross bike. Last year he chose a mountain bike. His time this year was about 2 1/2 minutes slower, at 4:41, but the result was the same. Arnell came into the final 50 meters with Adam Brown, and came around Brown for the win.

The TrueNorth Wealth Challenge offered riders a chance to raise more money for the Utah League Scholarship Fund. TrueNorth Wealth was offering a \$500 donation to the the Fund if the first place male and first place female broke last year's course records. Roger Arnell fell just shy of that. Meghan Sheridan smashed last year's time, earning \$250 for the Scholarship Fund and taking home a \$100 bonus, as well.

Every ride in The Wild Horse and Little Wild Horse crossed the line and took their turn at the prize drawing table. Prizes were based on random draw, not results, so middle or even back of the pack riders had as much chance as the fast folks at coming home with awesome goodies from Kuhl, NoTubes, Feedback Sports, Scott, TRP, Black Diamond and others. Then it was time to step away from the bike and step up to tacos, watermelon and chairs under big shady tents. Riders hung out for hours cheering later finishers and recounting their day.

Watch for The Wild Horse in the spring of 2017 and come see what all the buzz is about.

More information and photos can be found at RideWildHorse.com



Roger Arnell leads Adam Brown into the finish. Photo by Chris Magerl



Tired riders relax at the end of the day. Photo by Chris Magerl



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Pounding the pavement on our way to some dirt.
 Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff

You could say I was seated but that would signify I intended to end up where I was. I guess I did. I mean I planned the whole thing, but I didn't mean to be right there, right then, seated where I had more or less collapsed into the dirt. There was a picnic table about thirty feet away, but for some reason falling down

next to a rock in the dirt is where I ended up. I had my Mooseknuckler Cycling Alliance flask on one side and a bag of Dorito's on the other.

The Ponderosa Pines towering over my rock provided the perfect relief from the sun that had been boiling my brains for the past hour or so as we climbed the last six miles to camp. Six miles and 2000 feet of up can make you tired. It can also make you do things like fall down next to



There are few things better than a long road ahead.
 Photo by Lukas Brinkerhoff

a rock and not move for a couple of hours. There was also a little breeze that kept everything just this side of warm or in other words heavenly.

I couldn't have imagined anywhere else that I wanted to be.

As a child, I always struggled to imagine what I wanted to be when I grew up. I was smart enough to recognize that no, not everyone can be whatever they want. I spent a lot of time contemplating that question and couldn't ever decide on a profession or, in reality, anything that I felt I could dedicate my entire life to. It just wasn't something that existed or that I could fathom. I knew what I liked to do, but I had no idea what I wanted to do.

Over the years I've met the occa-

sional person who without asking I knew what they were all about. There was no question. Their passion was what they followed and they did so with such fervor as to remove any doubt as to what that passion was. Their entire life revolved around this one thing. If they worked a job,

they did so to save money for that one thing they were doing. If they had a family, the entire family either accepted that this was who they were or was so enthralled with that passion that they were swung completely into the dream as well.

I've met precious few people that



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Singletrack is always worth the effort.
Photo by Lukas Brinkerhoff

I can place in this category.

Oak Grove Campground is not a place that you would write home about. Or at least, it wouldn't fall into the category of places that you should make a huge effort to ensure you see before you die. It's pretty. It sits at the base of Pine Valley Mountain and provides some relief from the summer temperatures on the southern side of the state. If I was going to be honest, and I am, it was only our destination because of those three characteristics and its proximity to St. George.

We left from our doorstep. The plan was simple, pedal for as long as it took to get to Oak Grove. Camp. Maybe do some hiking if we felt up to it. And then pedal home the next day. We packed everything that we thought we would need except the beer. The beer was going to be brought up by a friend. I mean, carrying a cooler on your bike can be a bit heavy. But everything else was packed, tied to or jammed into our bikes.

We knew the hard part was going to be the last climb up to the campground. Six miles, 2000 feet. For

some reason, we always seem to forget that to get to Oak Grove you have to pedal the Turkey Farm Road which climbs from town and keeps climbing for the first 14.5 miles. Then drops for a mile or so and repeats the climb back up eventually finding a pinnacle just above the turn off that would take us to our end destination. Meaning we pretty much climbed all day before even getting to the turn off that we were all worried about.

That last hill was a beast. It was worsened by the heat and lack of shade. Said heat and lack of shade

made my head boil. I don't know if you've ever experienced a boiling head, but it's uncomfortable. So much so that it will make you remove your helmet and pray for a headwind just so you can get cooled down. And in extreme cases, you might even find yourself jumping into frigid streams just to find some relief. Luckily, there was a frigid stream that we could use for said purpose on our last climb of the day and like children we splashed and played in the water.

It's a simple question. That one we are all asked as children, what do

you want to do with your life?

If we were all to follow our passion, it would be simple. The input would equal the output. Our passion, that one thing that we truly believe in and will give our left nut for, would be easily identifiable in everyday life. The problem is that for most of us, it's not. We wish it were, but we spend more time tweeting about our passions than actually doing them. Maybe it's the culture or maybe it's the fact that following your passion can be scary. It's kind of like playing with fire. It's easy to get burned and most of us spout off passions like first graders with no concept of what

it means to follow them. And then we sit in front of TVs pretending that we have lived.

I don't claim to be one of those people whose passion burns bright and no one questions what they are about. No, I don't think that is me, but as I sat propped up against a boulder being shaded by pine trees, there was no doubt about what I wanted to do with my life.

Lukas Brinkerhoff blogs about mountain biking and life at mooseknuckleralliance.org.

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RIDE OF THE MONTH

North Weber Basin Ramble



A rider chills, relaxing that right arm, while heading into Plain City on Pioneer Road. Photo by Wayne Cottrell

By Wayne Cottrell

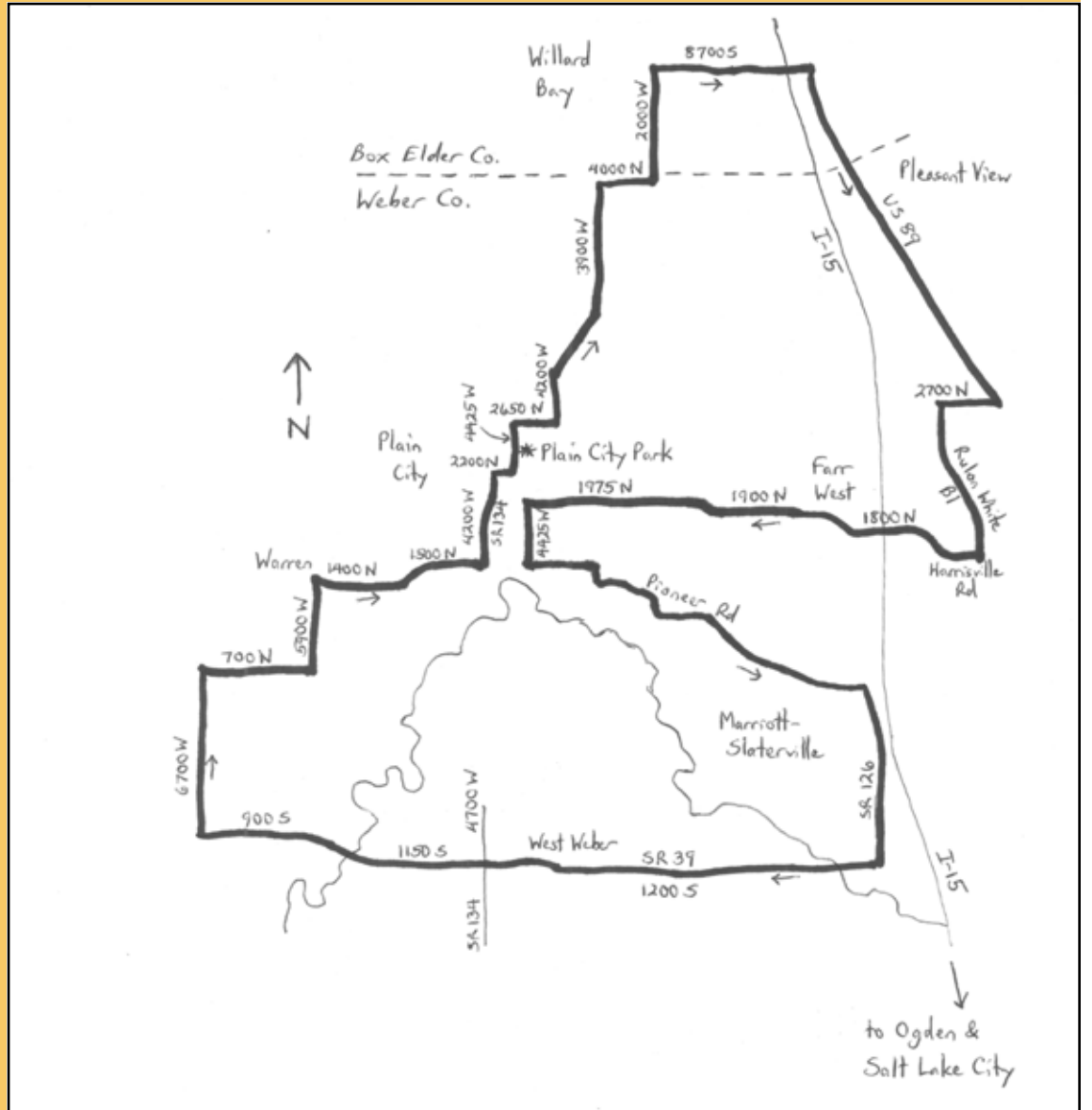
Although Weber County's population has grown by over 50% in the past 25 years, things tend to get quiet in the area west of I-15, to the northwest of Ogden. The North Weber Basin Ramble is a 33.8-mile ride on the roads in this area. The ride is nearly pancake flat, with an elevation differential of just 90 feet, and only one hill of any note. The heaviest traffic volumes were on roads having adequate shoulders. These included U.S. Highway 89 in Pleasant View (6,900 vehicles per day), 2700 North in Pleasant View (14,500 vehicles per day), and Rulon White Boulevard in Farr West (6,100 vehicles per day). The other roads in the ride have narrow shoulders, with the busiest being State Route (SR) 126, with 8,700 vehicles per day north of SR 39. Use caution on all roads having narrow shoulders. There are a few railroad crossings along the way, all of which had been improved (i.e., not the old, bumpy kind).

The ride passes through the cities of Farr West, Marriott-Slaterville, Plain City, and Pleasant View, as well as the unincorporated communities of Warren and West Weber. The route visits Box Elder County for a short stretch. Start the ride in Plain City, at Plain City Park, located at 2350 North and 4425 West. Plain City had a population of 5,887 in 2012. Settlement began in 1859, and was based on 1.25-acre lots. Head north on 4425 West. The road bends right

at mile 0.4, becoming 2650 North. At the end of 2650 North, turn left and head north on 4200 West. After passing by a few residences, 4200 West bends to the right (mile 1.0), leaving the city. After crossing the Little Mountain Rail Trail, the road bends to the left, becoming 3900 West. It is a straight shot northward, as you ride along the fringes of the Willard Bay Wildlife Management Area (to the left). At the end of 3900 West, turn right onto 4000 North and head east. Next, turn left onto 2000 West (mile 3.35) and head north – enter Box Elder County. You are bound to see a few boaters and anglers, as the South Recreation Area of Willard Bay State Park is on the left. The road curves to the right at 8700 South, to head east. After passing under I-15, 8700 South climbs the only true hill of the ride (at a gentle 2.4% grade), to meet US 89.

Turn right onto US 89 and head southeast. The highway is one-way (in your direction!) for just under one mile. Return to Weber County at mile 7.05, entering Pleasant View, and reaching the highest elevation of the entire ride (4,308 feet). Pleasant View had a population of 8,340 in 2012, and is primarily a bedroom community. Turn right onto 2700 North (mile 9.4) and head west. Turn left onto Rulon White Boulevard (1500 West; mile 9.95) and head south. As this road serves an industrial area, it is lightly-used after hours. Rulon White served as Ogden's mayor (1950-1951). Turn right onto Harrisville Road (mile 11.45) and enter Farr West. This city had a population of 6,122 in 2012, having doubled since 2000. Despite the geographical-sounding "Farr West," the city's name actually pays homage to Mormon (LDS) pioneers Lorin Farr (former president of the Weber LDS stake) and Chauncey W. West (former presiding bishop of Weber County). Harrisville Road curves to the right, becoming Farr West Drive, and then to the left, becoming 1800 North. Pass under I-15, and continue heading west. The road makes a couple of alignment shifts along the way. By the time you have re-entered Plain City, you are on 1975 North.

At 4425 West (mile 15.7), you



Map of the North Weber Basin Ramble Ride. Map by Wayne Cottrell

have the option of bailing out of the ride by turning right and returning to Plain City Park. You are otherwise halfway through. For those who are game, turn left and head south on 4425 West. Next, turn left onto Pioneer Road and head east. Leave Plain City and enter the city of Marriott-Slaterville. This city, one of Utah's newer ones (incorporated in 1999), had a population of 1,727 in 2012. A number of descendants of famous hotelier J. Willard Marriott reside here. Pioneer heads south southeast, with a couple of sharp right and left turns along the way. Turn right onto SR 126 and head south. At 1200 South (mile 21.4; SR 39), turn right and head west. Leave Marriott-Slaterville after crossing over the Weber River. Enter the community of West Weber; its population of several hundred was little different from its 1887 total of 700. Infrastructure improvements along SR 39 and westward as of this writing suggest that the area is preparing for growth, though, after some 125 years! SR 39 ends at 4700 West; the road continues as 1200 South, and then as 1150 South (and 900 South) after curving to cross the meandering Weber River again. Turn right at 6700 West (mile 27.55) and head north.

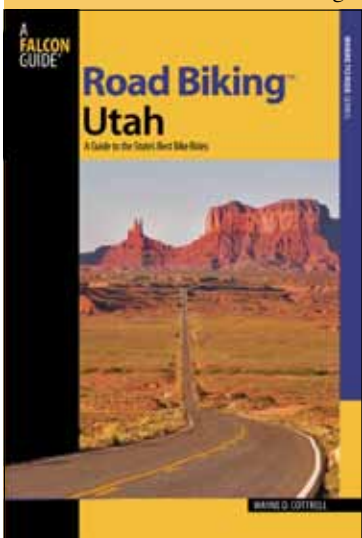
6700 West reaches the lowest elevation of the entire ride (4,218 feet), as you are just 12 feet above the surface elevation of the Great Salt Lake. Turn right onto 700 North and head east; at the end of this road, turn

left onto 5900 West and head north. Next, turn right onto 1400 North and head east, entering the community of Warren. This settlement, named in honor of Lewis Warren Shurtliff (former local stake LDS president) is nearly seamless with Plain City, which you re-enter at 5200 West. The road jogs to the left and right, becoming 1500 North. Turn left at 4700 West (SR 134) and head north. The road passes by Fremont High School, which may be best-known as the alma-mater of David Hale, who played for two seasons with the NFL's Baltimore Ravens. SR 134 turns right at 2200 North to head east. Next, leave SR 134 by turning left onto 4425 West. From here, it is two blocks to Plain City Park, and the end of 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, 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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