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## SPEAKING OF SPOKES

# From a Fixed Gear to the UTA Bike Bonanza

By David Ward  
Publisher

### Fixie

Sometimes you reach a point where you need to do something different, just for a change of pace. Several years ago, I took up snowboarding which, at age 51, seemed like a rather

crazy thing to do, particularly since I was, and still am, such an avid downhill skier. Though I took a bit of a beating for awhile, it was a refreshing challenge, and a chance to really do something different.

Well, last winter, I started feeling this itch to try something different in cycling, to start riding a fixed gear

bike (or as the current vernacular has it, become a "fixie"). While fixed gear riding has long been around with track racers, bike messengers and other fringe cyclists, it has recently been gaining more widespread popularity with the road riding population. So much so that many manufacturers now offer dedicated single speed bikes with a fixed gear option.

It was when I began looking into doing this that I discovered the bikes being offered typically come with a rear wheel that can be reversed between a fixed gear or a single speed freewheel. I liked this because riding a fixed gear was rather intimidating (at my age, I do not like to fall), and being able to ride a single speed with a free wheel preserved my sense of control and risk avoidance.

I was also drawn to the sleek look of a bike with no derailleurs or shifters. A bicycle is a simple, amazingly efficient machine. And a single speed bike really looks the role. No cables or components clutter their cool look. (Except for the brakes. More on that later.)

I finally ordered my new toy, opting for the freewheel setup and bullhorn bars with the brake levers hugging the stem. When I picked it up, one of the young bike shop guys told me I would soon bag the free wheel and become a fixie, and then ultimately ditch the brakes, controlling myself completely with my pedaling. Easily said by a young kid who heals within days after a fall.

My first ride was exciting and thrilling. The bike felt light and snappy. I looked forward to and enjoyed commuting to and from work on it. But within a couple of days, as my young friend predicted, the fixed gear option began toying with my brain.

Next thing I knew, I had removed the rear wheel, turned it around, and was ready to try fixed gear riding. I had also added toe clips to my pedals for a more secure attachment to the bike while preserving the ability to quickly get a foot down.

I was a little nervous as I tried the fixed gear. It takes only a single mental lapse to have reinforced in your mind and body that this is a fixed gear bike. Fortunately for me, I recognized that jolt from my winter spin class, and so the jerk of the pedals was not a completely new sensation.

It took only one commute to work before I was tempted, as also predicted by my young gearhead, to try to completely control my bike with my pedaling. For a dedicated freewheel and brake guy like me, this was really extreme. But it has been exciting, and I can count on one hand the times I have actually pulled on the brakes in the last two weeks. My commute has a few small hills, and learning to control and be able to stop while descending has not been without its exciting moments. I definitely have to be thinking ahead, and I have kept my brakes as a safety precaution.

I am intent on not succumbing to any temptation to remove the brakes. They provide a comforting sense of security. But I did remove the pedals with the toe clips and am now riding with clipless pedals. This, of course, also leads to the need to be thinking ahead.

Still, despite my resolve, I have been sensing this niggling urge to remove the brakes, just for the challenge and dare. It is like a carrot hanging out there. And it would make my bike an even sleeker, simpler and lighter machine. But no, I am too old for that . . . but maybe I will just let myself be tantalized a little. Maybe just toy with the idea . . .

### Bike Fashion

Following on the heels of my first couple of weeks as a fixie, I went to the UTA Bike Bonanza to pick up my registration packet for the Cycle Salt Lake Century, visit the display booths and watch the First Annual Fashion and Cycle Style Show. If fixed gear riding opened up my cycling world a little, the Bike Bonanza, and in particular the Style Show, expanded my vision of what cycling can be.

The cycling clothing and gear is more advanced than I realized. Clothing designed to pass as casual and business attire, while also holding up to the rigors of commuting and riding, was new to me. It was nice to see that people are indeed thinking and coming up with new ideas along these lines.

The modeled bicycles were great fun. From retro cruisers complete with funky graphics to sleek single speed/fixed gear bikes to journeyman cargo bikes, there was enough to tantalize any dedicated cyclist with the possibilities of all that can be done on a bike. When I saw the cargo bike, my immediate reaction was, "My wife and I could do all our grocery shopping with that!" And we could.

The world of cycling has always been and will continue to be an exciting world for me. It makes it even more exciting to try something novel. This year, it was the fixed gear bike. Maybe next year, a cargo bike?

Who knows for sure what may tickle my fancy or alter my world? I am just glad that I cycle, and to know that new possibilities are and will continue to be out there for me.



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**Cover:** Danny Van Wagoner (Kuhl/Scott USA) topped the Sport/Expert 16-18 field at the Stan Crane Memorial XC Race in Draper on May 25th.

**Photo:** Dave Iltis



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**RIDER PROFILE**

**David Clinger — On His Way to Reaching His Dreams**



By Mike Newberry

May 22, 2009

I got the opportunity to talk to David Clinger the other day. Clinger is a professional bike racer. He's also the guy with the full face tattoo. Yeah, that guy. Sitting across from him at a local Mexican restaurant in Sandy, he didn't look like someone who'd just gotten done with a training ride up Big Cottonwood Canyon with the likes of Bissell rider Burke Swindlehurst and BMC's Jeff Louder (two pros local to Utah). Climbing Big Cottonwood, with or without those two (especially with), would crack me like an egg but David is fit and getting fitter by the day. He looks good dressed in a crisp white, long sleeve shirt and jeans. Relaxed. Smiling and laughing come easy to him. He doesn't know me from Adam but is gracious with his answers to my obviously neophyte attempt at interviewing him. I want-



Photos: Dave Iltis.

ed to find out how he was doing with his sobriety (he's currently completing a substance abuse program here in SLC), what it was like for him to race bikes on the pro level for some

pretty big pro teams, what he likes about the bike and what he hopes his future will be.

At 31, David is in a sort of holding pattern with bike racing. Currently

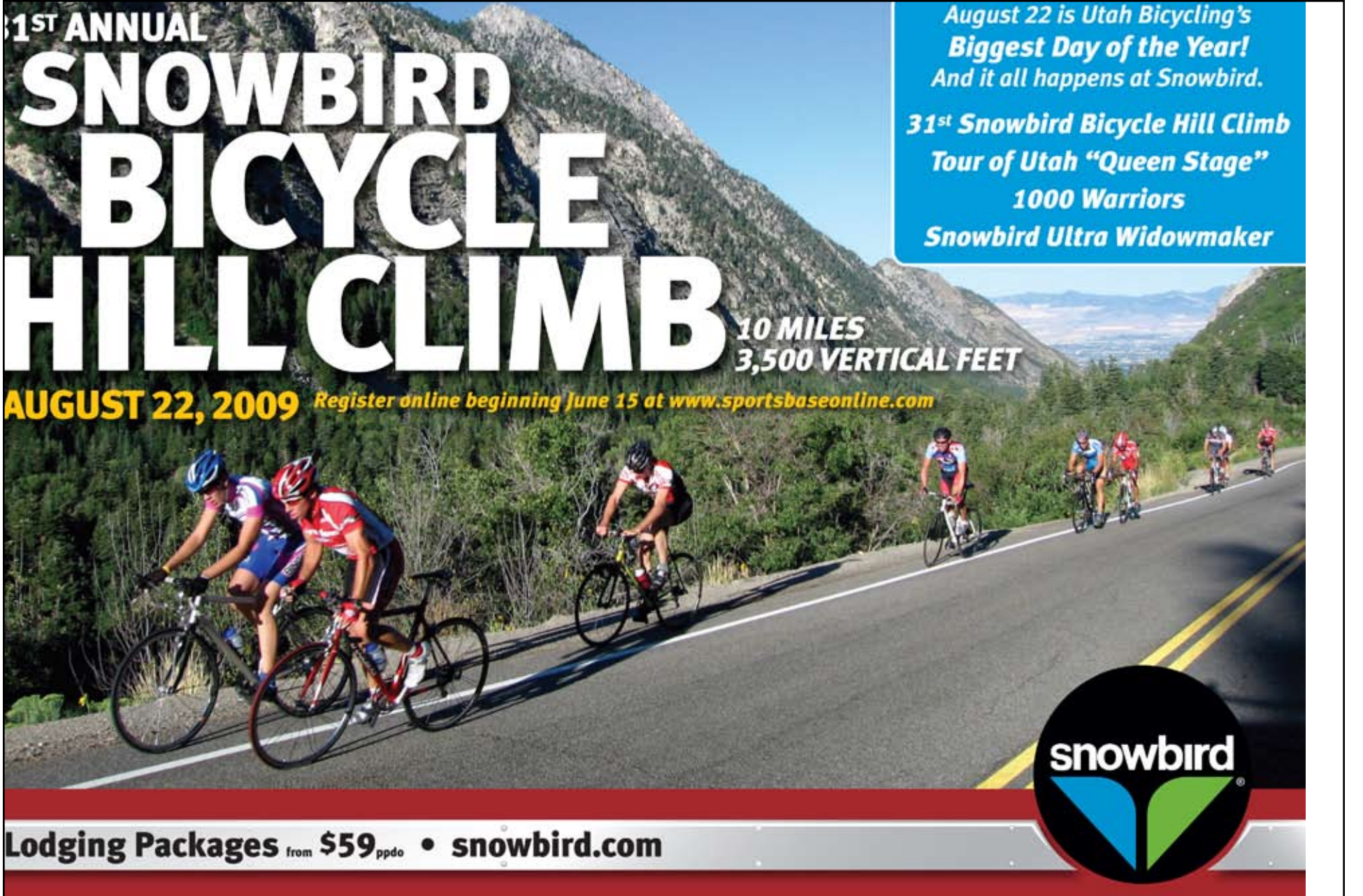
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residing in a transition home after his completion of a substance abuse program at the Ark of Little Cottonwood Canyon, he continues to train and train hard and is striving to find a ride with another pro team in the near future. He has slimmed down from 215 pounds, losing the weight he gained during his time in the program. No training allowed made him concentrate on the task at hand of getting sober. "I couldn't move around and I was eating. I finally figured out that I would just take a complete rest and not beat myself up for it. I could've tried to fast and stuff like that but they would probably have diagnosed me with an eating disorder or something like that." Not needing to spread himself too thin, David accepts his fate and moves forward to a better way of living his life.

He tells me he's now at about 180 pounds, just a little over racing weight but a weight that allows him to still climb well. "I've trained altitude for a long time because I've know how much you can do to your muscles. I'm more of a power rider. I'm training to increase my aerobic capacity and the endurance for climbing so if I can get it to the point where they (other riders) can't drop me on a climb, I've got them beat all the way around." Not a bad plan for the type of rider meant for the hard, one day classics races and who packs a wicked fast sprint.

His start into cycling came at 12, when he rode a double century (that's 200 miles ya'll) with his Dad. At 13, he started riding the track at friends urging. He attributes riding the track for honing his racing tactics and told me that it was the best environment for him at the time due to the fact that your coach can watch you ride and can evaluate how you're riding and offer feedback instantly. At 16, he solidified a slot on the National Team under then Director Chris Carmichael (former 7-11 team rider and more recently known as Lance Armstrong's

coach) to travel to Europe to ride the World's Track Championship (he was riding up an age group in the 17-18 year old class). Unable to go due to his young age (Carmichael didn't know how old he was until after he was chosen for the squad) he continued to race stacking up results. By the time Roy Knickman took the program over, Clinger's rise to stardom on the bike racing scene continued into high gear. Asked about his training regimen while under Knickman, David responded, "...he had a training manual that I treated like it was the Bible". That kind of dedication led him to higher places.

Spring boarding onto such pro teams as Mercury (with Levi Leipheimer), Festina, Postal (with Lance Armstrong and crew), Webcor and Rock Racing and racking up wins and placings too numerous to mention in this venue, David was clearly on his way. It sounded like it was in Europe that David had started to lose his direction even though the training and racing was still first and foremost. Bike racers race. But he started straying into the world of recreational drug use. "Street drugs, ya know.", as he put it. First smoking weed, prior to and continuing into his stint on Festina, then cocaine. He was in Argentina (where he got the tattoo), training at altitude for an upcoming racing season and began using cocaine. "The whole week I was getting tattooed, I was using cocaine." He rationalizes his use of coke at that time by the fact that it was once used medicinally for just that type of activity...tattooing. And so it goes.

His full face tattoo (a Maori "Moko") is intricate, and pretty cool actually. Having tattoos myself I respect his personal decision to get tattooed...wherever he chose to place it. The tattoo, or more exactly, the location of it has been a point of contention with past sponsors. Professional bike racing is a business

and therefore, a certain image may be asked of the rider whether they agree to it or not. David's image at the time scared some sponsors of a team on which he was riding and they subsequently dismissed him. He finds himself out of a job, getting into scraps here and there, then finally landing in jail.

"I was sitting in the LA County lockup. I had been there for a week and already been in two fist fights. I called my Dad and asked for help." His Dad told him he'd help under two conditions. One, remove the tattoo and two, get into treatment. Utah was chosen partly because he has family here and, being Mormon, he's finding some strength through his faith. And, Utah's at altitude...icing on the cake for an athlete of his caliber.

Fulfilling the first of the conditions is ongoing, David is undergoing laser tattoo removal here locally. The process produces visible blistering and is, I'm sure, pretty painful. But David endures. The tattoo should be completely gone by the end of the summer...and accelerated time frame. But that's the way David rolls...on an accelerated time frame.

He's completed the program helping him with sobriety. But, on top of fixing the problem with drug abuse, David was also diagnosed with schizophrenia. A double whammy I'm sure. I asked him to explain what it meant to have schizophrenia and with a smile he says, "It's like if someone you know bakes you a cake, right. Normally, you'd say thanks....I would ask, what did you put in it?". He realizes that that could be a contributing factor to a lot of his past issues and is reflective about it. But we don't talk anymore of it....he wants to talk about bike racing and so do I.

All is not dark and gloomy. David is upbeat, positive and serious about his prospects to stay sober and ride on the pro level once again. "Those

drunks can be pretty mean when they want you to drink with 'em." and he said he's ready to throw some hands to keep himself from slipping. He has his feelers out there and is actively pursuing a pro contract. "I'd rather sleep on the street and race my bike than quit racing and get a square job." Now that sounds like a guy who likes to race bikes. And in talking with him, that kind of enthusiasm wears off on you...hell, I even kitted up and rode after our lunch together, hairy legs and all.

I asked David about the differences between his experiences in the show and the local racing he's been doing lately (he's currently riding for the Park City based Cole Sport team). "The racing is respectable. The guys are quick and it's definitely racing. They train up and race smart." I was curious to know if racing in Europe was like "hitting batting practice with white balls," as it were. I was surprised to find out that he thought the two situations were not too different from one another. Except riding for a pro team is, well, a job and one you get paid to perform. "On a pro team, you go to a race with the expectation of winning the race. It's the same thing on the local level but on a pro team, you're paid to do a job. If your job is to be in the move that makes it up the road and once your there, win or if your job is to make sure your guy makes it and that doesn't happen because you couldn't perform...when you get back to the team car, your job may be at risk." It's one thing to have a plan but to have a plan and then execute that plan is a totally different thing. Having that kind of pressure on you day to day, week to week can be hard I bet. So much for the glamorous world of racing a bike.

That said, he talks about his days in the pro bunch with fondness...even if some of those days were grueling. Riding Paris-Roubaix for instance. "It's a pinch fest...", commenting how difficult it is to hold your position as

the group (and favored riders) make their way toward the front before hitting the difficult sections of cobblestones. Evidently, if you're not on your game...you'll end up in the ditch by a well placed elbow. Same with the field sprints. If the top dogs of sprinting don't want you in the mix there's a good possibility you're going to meet Mr. Crowd Barrier. There you have it. If you have any doubts that David can't find his way again, just think about how much strength and mental toughness it takes to make it to the front of a charging pro peloton to contest a sprint finish only to be greeted by someone who might knock you down.

As our time together ran thin, I headed him back to his digs. As a person with my own past of using and quitting hard drugs and an ex-bike racer (albeit a rank amateur to his pro status), I have a soft spot for guys like him and the recent unpleasantness he's gone through as of late. I was confident that he would end up with the rubber side down. I was grateful to have been able to meet the real David Clinger, not the guy he used to be but the guy behind that guy....a talented bike racer with a good head on his shoulders and genuine nice guy on his way to reaching his dreams.

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## DVD REVIEW

# Klunkerz Documents the Birth of Mountain Biking

Review By Dr. Jon and the Dharma Wheels Cyclery Team



When its time to put a cycling movie in the DVD player, does your wife/girlfriend/housemate leave the room because they can't bear to see another New World Disorder 'freeride' film? If so, the film Klunkerz provides entertainment that can be enjoyed by a mixed audience no matter what your interest in cycling may be.

Klunkerz is a film made by our friend, Billy Savage, about the birth of mountain biking. It contains amazing 8mm historical footage,

hilarious interviews and an explanation of the creation of mountain bikes from chop shops to overseas manufacturing.

The location of the birth of mountain biking has always thought to have been Repack and the legendary Mount Tamalpais. Not so. Klunkerz pays homage to Mountain Bike Hall Of Fame inductee Dr. John Finley Scott (1934-2006), the man who created the first mountain bike in the 1950's called the 'Woodsie'. The interviews with Dr. Scott are

wonderful because you see his love for the sport, people and the great outdoors from a highly intelligent perspective. There is also a section of the film dedicated to the Morrow Dirt Club of Cupertino. They routinely raced against a rival club from nearby Fairfax with names we are all familiar with: Gary Fisher, Tom Ritchey, Joe Breeze, etc).

My favorite interview in the entire film is with Russ Mahon, who with a level 9 buzz explains the formation and the mysterious disappearance of the Morrow Dirt Club (named after the Morrow coaster brake). His commentary is worth the price of admission alone.

Many of the wonderful photographs seen in the film are credited to Mountain Bike Hall of Fame member, Wendie Cragg, who always seemed to have her camera with her on the bicycle...before they came standard on your iPhone.

Along with the timeline of mountain biking from Dr. Scott's Woodsie bike to the production model of Mike Sinyard's Specialized Stumpjumper, Billy Savage takes the audience on a ride into what it was like to take part in the culture of mountain biking in the 1970's. There were road racers (like Gary Fisher) who would train until the afternoon and use mountain biking as a recreational way to just go out and have fun. There were guys like Charlie Kelly who used mountain biking as a fun activity when he wasn't working with the band The Sons of Chaplin. You can see in Klunkerz how many different people used cycling as a common point to rally around and celebrate. The film chronicles what mountain bike racing was like during those early days - more focus on fun and good times than if your number was pinned on tight.

Riders had trouble locating shops that had parts for their bikes which led them to compete to find 'secret' shops with Schwinn Excelsior parts bins. In those days, if you broke it, it was up to you to repair it. The option to just go out and buy new parts and bolt them on just wasn't there. The option to find a local dealer for your brand of bike did not exist. You didn't have professional mountain bike mechanics available to fix your rig. If your fork bent, you had to bend it back...or find a new fork.

An interesting adventure that the film shows is when the 'crew' headed to a small Colorado mining town to do a mountain pass riding event. As a Utah resident living in a small town, I laughed out loud at the impressions that the 'left coast hipsters' gave the mountain town folks.

The film goes into a little bit of the business aspect of manufacturing mountain bikes. At first, it seemed to bring the pace down a little, but it sets the stage for the end of the film.

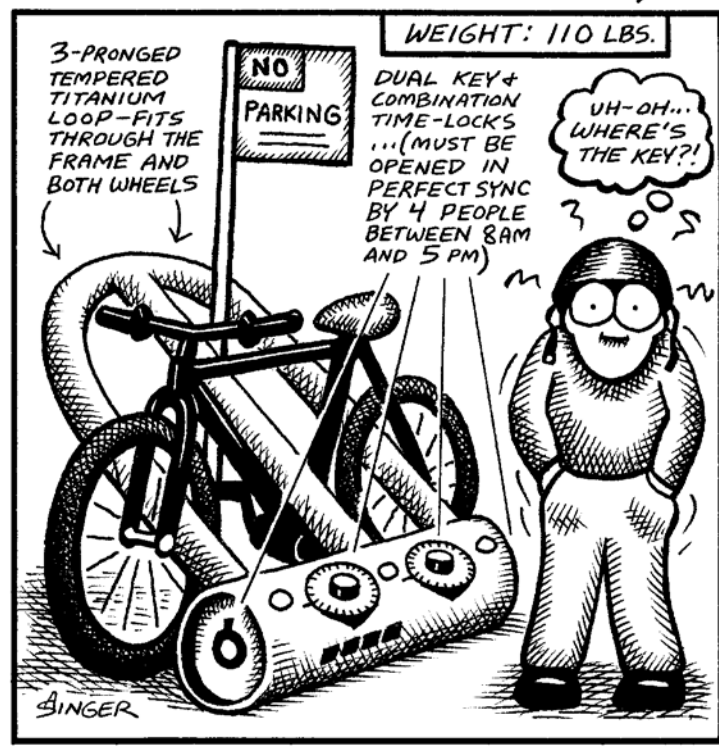
The participants who contributed to the birth of mountain biking are all still friends today. They respect each other independently of their current level of involvement in cycling. It doesn't matter if they were old business partners (as Gary Fisher and Charlie Kelly were) or race rivals (like Gary Fisher and Tom Ritchey), everybody has the common ground of the formation of the mountain bike between them.

It's fun to follow that common ground in the film. I've watched it sitting on a couch nestled between Gary Fisher and Charlie Kelly and I've seen it with my in-laws. Guess what? We all had a blast watching Klunkerz! The film is available for purchase through your local bike shop...of course.

NO EXIT

© Andy Singer

## THE ULTIMATE BIKE LOCK (CARRYING CART SOLD SEPARATELY)



### Guest Editorial

#### Hit and Run Penalties

I write this on April 22, Earth Day, a day in which people all over the world get out of their cars and walk or bike or take mass transit to work and play. This is a day in which, increasing, the focus is on the damage done to the planet by carbon emissions that can be lessened by alternative forms of transportation.

I rode my bike to work today but increasingly along the Wasatch Front, this is becoming a dangerous activity. In the past few months we have had an epidemic of hit and run accidents of pedestrians/cyclists by motorists in which the victims are left bleeding on the pavement while the motorists race away. The lack of responsibility shown by such motorists is dumbfounding and disheartening.

A hit and run accident has two components. The first is the accident itself. This can be the fault of either the motorist or the pedestrian/cyclist and, usually if it is the latter, the motorist stays on the scene. The second component is when the motorist, knowing they illegally struck a pedestrian/cyclist chooses to flee the scene without attempting to aid the victim. At this point, the incident changes from an accident to attempted murder (or murder if the victim then dies) because the motorist definitively decides to leave a person dying in the roadway.

Why is the hit and run response becoming so common? Why is there no sign of compassion from the motorist to the victim lying in the street? Why is there no compassion for the victim from the passenger in the car as was recently demonstrated in the hit and run of a cyclist for which Nicholas Murdock was charged? It is almost as if the act of walking or riding a bike dehumanizes that individual to the extent that striking them down with a car carries the same level of remorse as hitting a gopher.

Recently the lax laws in Utah

governing hit and run accidents have come under scrutiny. Mr. Murdock is currently charged with misdemeanors that are derived mostly from the "run" part of the crime, not the "hit" which did the damage. As a candidate for the office of Salt Lake County District Attorney, Lohra Miller spoke to the gathered throng at a Josie Johnson Memorial bike ride and promised she would aggressively prosecute crimes of violence against cyclists. The DA may claim Utah laws hamstringing her office but she has not followed through with her promise to work for laws to provide protection for cyclists and pedestrians much less to vigorously prosecute those that carry out these acts of violence.

Making a hit and run violation a felony in Utah should be a no-brainer. However, the legislature balked in the past session to pass such a bill because, according to Rep. Christopher Herrod, the price tag of \$93,800 to prosecute such crimes killed the bill. I had not realized that crime was rated by the legislature based upon the cost of prosecution. But forget about the hit and run, what would Mr. Murdock be charged with for crossing over the road and striking the cyclist? Nothing? Violating the three foot law? Current law substantiates the view that cyclists/pedestrian are subhuman by affording them no protection of life, liberty and the pursuit of happiness. Until the laws change to protect the rights of cyclists/pedestrians and vigorously prosecute motorists who violate such rights, these types of hit and run accidents will only increase. The value of a citizen's life should not be judged by the price of prosecution.

John Weis is a cyclist and a citizen of Salt Lake County. This opinion piece is written in fond memory of our friend Karin Vandenberg-Carlstrom, an advocate of muscle power.

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**Bike MS: Harmons Best Dam Bike Ride Raises Funds for Research**

One of Utah's most popular bike events returns to Utah this summer. The National Multiple Sclerosis Society will hold the 23rd Annual Harmons Best Dam Bike Ride on June 27-28 at the Cache Valley Fairgrounds in Logan. Bike MS is Utah's largest two-day organized cycling event, and the MS Society's largest fundraiser of the year.

"The Cache Valley features some of the most picturesque scenery in the state, not to mention cooler summer temperatures due to its Northern Utah location," said Becky Woolley, director of team fundraising and sponsorship for the Utah State Chapter. "The combination is a recipe for a perfect weekend-long event."

Last year over 3,000 cyclists of all ages and abilities participated. Riders pedaled through beautiful mountain roads while raising over \$1.7 million to find the cause, treatments and cure for multiple sclerosis. Woolley said this year's goal is \$1.85 million.

The two-day format of Bike MS gives cyclists the option of riding 40, 75, 100, 115, 140 or 175 miles. They are also given access to rest stops; food and water; first-aid support; bike mechanics and supply, assist, and gear (SAG) vehicles along the route.

According to Woolley, most riders camp at the Cache County Fairgrounds, where the tour begins and ends each day. After finishing the course on day one, riders are invited to join their families and friends for a Saturday evening celebration that includes a pool party, dinner, live entertainment, and an awards presentation with prizes and giveaways. "The area becomes a festive atmosphere the entire weekend," said Woolley.

Cyclists age 10 and up collect contributions from friends, family, and co-workers to sponsor their ride. Woolley said most riders organize a team, create a team name, and design a team T-shirt or jersey. In order to ride participants must gather a minimum of \$250 in contributions, in addition to a registration fee. Online registration closes at midnight on June 20 but walk-on registration is available at the event.

Woolley said the Utah State Chapter is also recruiting volunteers to assist at the event. Call Seth Bowers at the Utah State Chapter at 801-424-0113, option 2, or register as a volunteer online at [www.cureMSUtah.org](http://www.cureMSUtah.org).

Utah has one of the highest incidence rates of MS in the nation. "Every mile ridden and every dollar raised brings us closer to a cure for MS and helps provide essential local programs to those living with multiple sclerosis," said Woolley. "MS affects 30,000 Utahans and the funds raised at Bike MS make local programs possible." The Utah Chapter provides many services includ-

ing information on the disease, referral to community resources, support groups, MS 101 classes (for people who are newly diagnosed), exercise programs, financial assistance and legislative advocacy.

Title sponsor Harmons has formed one of the largest cycling teams to participate in this year's ride. "Team Harmons" is comprised of 170 associates, families and friends. This is the company's 10th year participating in fundraising efforts. Last year it raised over \$120,000 year and hopes to meet that benchmark again this year.

"We have a wonderful time cycling and enjoying the camaraderie of our friends and associates each year," said Bob Harmon, Harmons' vice president. "MS is a debilitating disease that affects many Utahns, including some of our friends, family members and associates. That's why we're working to raise funds for the MS Society."

Multiple Sclerosis interrupts the flow of information from the brain to the body and stops people from moving. Every hour in the United States someone is newly diagnosed with MS, an unpredictable often disabling disease of the central nervous system. Symptoms range from numbness and tingling to blindness and paralysis. The progress, severity and specific symptoms of MS in any one person cannot yet be predicated, but advances in research and treatment are moving us closer to a world free of MS. Most people with MS are diagnosed between the ages of 20 and 50, with more than twice as many women as men contracting the disease. MS affects more than 400,000 people in the U.S., and 2.5 million worldwide.

Woolley said MS is attributed to a combination of environmental and genetic factors, occurring more frequently among people of northern European ancestry, and in higher latitudes north of the equator. "Because Utah is located in a temperate latitude north of the equator with many Utahans being of Northern European heritage, we have one of the highest incidence rates of MS in the nation."

According to Woolley, Bike MS would not be possible without the generosity of its local sponsors. In addition to Harmons, this year's sponsors are Bingham Cyclery, FedEx, Fidelity Investments, VO Max, EMD Sero, Bad Ass Coffee, Pure Protein, Qwest, Powerade, Specialized, Enterprise Rent-a-Car, Hunt Electric, Western Neurological Associates, Utah Commercial Contractors, Salt Lake Magazine and 103.5 The Arrow.

"Last year our riders told us Bike MS was the ride of a lifetime," said Woolley. "What better way to spend a weekend with friends and family, while raising money for a worthy cause."

For more information or to register, visit [www.cureMSUtah.org](http://www.cureMSUtah.org) or 1-800-344-4867.

**Gov. Huntsman, Mayor Becker, and Mayor Corroon Issue Clear the Air Challenge**

Salt Lake City, May 14, 2009 – Governor Huntsman, Mayor Becker and Mayor Corroon are issuing the Clear the Air Challenge to Utahns. The six-week Challenge, beginning June 1 and ending July 10, is an effort to educate residents about driving less and driving smarter to help reduce vehicle emissions and improve Utah's air quality.

"We issued the Clear the Air Challenge because we have an air quality problem that needs to be addressed. Our unique geographical features trap harmful emissions in our valleys creating red alert days, which are especially hazardous to our health," stated Governor Huntsman. "Vehicle emissions are one of the leading causes of our poor air quality. Luckily we can do something about that. We are asking the public to think before they drive, there are small changes that we all can make that will have a great impact."

The goal of the Challenge is to encourage 10,000 participants to help eliminate a total of 300,000 single occupant vehicle trips and avert 1,000,000 miles, resulting in a reduction of 1.8 million pounds of emissions in our air. The Challenge will help improve our air quality, lessen traffic congestion and conserve energy.

On the Challenge site, [ClearTheAirChallenge.org](http://ClearTheAirChallenge.org), registrants have a trip diary where they record the reduced trips and miles. Participants can use TravelWise strategies, including mass transit, active transportation (biking, walking, etc.), carpooling, teleworking, flexible and compressed workweeks and trip chaining as alternate modes of transportation.

"This Challenge has been designed so there is something for everyone," said Salt Lake City Mayor Ralph Becker. "There are many people, like me, who already use alternate modes of transportation regularly and there are others who are completely new to it. The important thing is that everyone makes an effort to think about their driving habits and make adjustments to drive less and drive smarter."

Participants can take the Challenge as an individual or as team with family, friends or co-workers.

Everyone who reaches their weekly pledge level will be entered into a drawing.

"Our hope is that the take-away of the Challenge extends far beyond the six weeks of the contest. It is about raising awareness of the issue and what we as a community can do to solve this problem," stated Salt Lake County Mayor Peter Corroon. "It is our hope that the changes in travel behaviors participants make during the Challenge will continue long after it is over. We can't just expect our neighbor or someone else to do something about our air quality, we all have a responsibility to take action."

This Challenge is coordinated by Salt Lake Solutions, a partnership of more than 20 government, business, community and faith-based organizations.

To register for the challenge or to get more information go to <http://www.ClearTheAirChallenge.org>.

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brianhead.com

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(435) 586-5210  
cedarcycle.com

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altitudecycle.com

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diamondpeak.biz

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(801) 399-4981  
binghamcyclery.com

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(801) 436-2018  
canyonsports.com

**Skyline Cycle**  
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skylinecyclery.com

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(801) 295-6711  
bountifulbicycle.com

**Saturday Cycles**  
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West Bountiful, UT 84010  
(801) 298-1740  
saturdaycycles.com

### Kaysville

**The Biker's Edge**  
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Kaysville, UT 84037  
(801) 544-5300  
bebikes.com

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blaynscycling.com





## BOOK REVIEW

# Miles From Nowhere: A Round-the-World Bicycle Adventure

Review By Lou Melini

I can't believe it has taken me over 25 years to read this book and more than a decade since I physically had the book on my bookshelf to be read "soon". This is a classic bike-touring book about Barbara Savage and her husband Larry as they take off for a 2-year, 23,000 mile global bicycle odyssey.

Leaving for 2 years is not an easy thing. For those of us interested in long (1-2-years) bike tours we wrestle with timing. Do we do it when we are young, delaying careers and family or wait until retirement or at some financially comfortable time. The Savage's decided to quit their jobs and do it "Before it's Too Late", which is also the title of Chapter 2. The time period was 1977, with the trip starting in 1978.

On May 14, 1978 Larry and I dragged ourselves out of bed and began packing our panniers. We didn't say much to each other, we were too jittery....A group of friends gather to see us off. I blurted to a friend "I'm scared Ann" She smiled and gently pushed me forward. "You'll do it, you can do anything you really set your mind to. You'll do all right".

Occasionally the book drifts into details of extended stays in a few countries, but overall it is an easy read and certainly one that any couple contemplating a long bike tour should read. This is not primarily a book about Barbara and Larry's vacation, but in many ways, a how-to book of bicycle travel. The first 50 pages will discuss the near-jokingly conversation that sparked the trip, the second-guessing of their decision, and the doubters and naysayers within their circle of friends, family and co-workers. There were also words of encouragement, and acts of kindness to help the tension. Then came the preparation, research, routing, training, and of course the anxiety of thinking about what they were to undertake. In the end the book is simply a well-written great story.

"Ah.. Barb, you better come out." Said Larry. "but I am warm" I replied. As I spoke a pair of black shoes appeared at the tent door and a man's face peered in. He was holding a gun in his right hand. "All right now, may I see some identification please" he politely asked. He was a state police officer. He listened to our story of bicycling around the world as he looked at our tent and bikes. "Some people down the road saw you two looking in windows and figure you were burglars. Now I know you're both perfectly innocent but this is private property and someone filed a complaint. I can sympathize with the situation. The road to the nearest campground is 3 miles away but the road is washed out in this rainstorm. But I have a solution. You two are gonna stay at my house tonight. It is only 1/2 mile away and my wife will

love the company. Ya see, there aren't many people to visit with up here in backwoods Michigan.

The bulk of the book is, of course, the actual trip. You will feel part of Larry and Barbara's lives as they take you through the highs and lows of their travels. The stresses they endure due to weather and the exuberance they have when treated with kindness by total strangers.

In Wales we pulled up to Larry's favorite haunt in any town, the local grocery. A middle-aged couple stopped to look our bikes over and talk with us. When we asked them directions to the nearest campground, they promptly invited us to their house in the village of Machen, a few miles down the road, for a lunch of salmon and cucumber sandwiches and a hot bath. After 5 hours of talking about each other's backgrounds, our travels, politics and a host of other topics, Fred and Grace let it be known that Larry and I were to stay there for the night.

There are hilarious moments as they are thought to be drug-seeking vagrants only to be welcomed with open arms when their loaded bikes are noted. There are low moments when the travels become stressful not only to the mind and body, but to the marriage.

After 3 hours of battling the wind and a strong desire to hightail it back to Rota, Larry and I pulled off the road to eat lunch. And soon depression, homesickness, and physical and mental fatigue were taking their toll and we argued. "I wish you hadn't made us leave Rota. I wasn't ready to leave, I blurted. Me, I didn't want to leave either. I thought you wanted to leave, Larry shot back. I screamed, Why didn't you tell me? Why don't you communicate what you want to do? Because we always do what you want to do, so I didn't even bother, he said. Now that's a crock, we always do what you want, I shouted. The next thing we know the two of us were standing beside our bikes screaming about being sick of traveling, sick of the trash and dirt, sick of the Spaniard whistling at me, and sick of each other. When I get to Sevilla, I'm flying iome! I've had it! I shouted. Fine! The feelings mutual! We are through. ....We're in a slump. We've got to figure that on a 2-year trip like this we're going to hit some lows. We had a great time in Morocco. Rota just made us homesick and these head winds aren't helping. Something will happen pretty soon to set us on another high, It always does.

Within the U.S. they marvel at the Northern states hospitality, leave Florida with nary a kind word, appreciate the warmth of Northern Spain and describe Southern Spain with disgust. Travel with the Savages through Europe, Egypt, India, Nepal, Southeast Asia and New Zealand and become part of their adventure.

The book is written by Barbara, which makes for more cultural insights. Upon arrival in Egypt, they are approached by a group of people that grows to hundreds. One man explains the large audience stating, "no one here has ever seen a woman ride a bicycle". Egypt proved to be a transformational point in the trip and in the life of the Savages. It was a hopeless battle, and we soon resigned ourselves to eating our lunch in the dirt, the rats scurrying around us, and the flies nibbling at our faces and food. Just as we finished our meal, a truck turned off the road near us. The driver jumped out and yelled, "Welcome to Egypt", and tossed us two handfuls of sugar cane, then

without pausing, climbed back in his truck and drove away. Later they would reminisce: "and the people-those who had smiled, those who had stared, those who had begged, those who had spit on us and hit us with rocks and sticks. I had come face to face for the first time in my life with acute poverty, squalor and disease. I had eaten, slept, and moved through them. I had learned their sounds and smells. I'd touched and talked with people who were nothing more than flesh-covered skeletons. I never knew what being exhausted, hassled, and depressed was like until we go to Egypt. But somehow, in a peculiar sort of way, I appreciated the challenge of cycling in Egypt. Egypt demonstrated how much tougher we've become".

As I vicariously dream of my big ride as I read Barbara and Larry's book, I also thought about my 11-week trip in 1975. Jeff, my cycling buddy, and I were ready to go back home to the "real" world and restart our lives after the 11 weeks. I doubt if we could do much more. The dream of a longer trip however lives on. Will this dream be realized by doing it with my wife? Should I take "early" retirement and leave in 4 years or wait 8 years when I am 66 and get full retirement.

Despite its 1983 publishing date, Miles From Nowhere is well worth reading for the information it provides. Except for the fact that there is more information about bike touring in the U.S. and worldwide to help prepare for a tour, the book could be written today without many changes. This is unique compared to some of the other touring books I have read from this time period. This a classic book worthy of possession similar to books in your library by Hemingway or Steinbeck.

I have to admit, traveling in countries such as India or Nepal has little appeal to me, as I am not fond of riding a bike while suffering from dysentery which the Savages seemed to have for most of the time in both countries. Here is how they describe their arrival in New Zealand after travel through India, Nepal and Thailand. We'd returned to "civilized" bike touring. Everyone spoke our language, and we were no longer forced to communicate with people in some awkward mixture of grunts, hand motions, and a few foreign words. There was no need to hassle with purifying water or to worry about getting sick on it or the food we ate. We camped out anywhere we pleased without a thought about cobras, bandits, crowds of staring faces, or government regulations.

I admire that Barbara and Larry were able to do the 2-year ride when they were young. One never knows if you will do it when you are older. In the case of the Savage's, Larry will have a lifetime of memories. Unfortunately for Barbara, she died of head injuries suffered in a bike accident during the printing of this book.

Miles From Nowhere:  
A Round-the-World Bicycle Adventure  
Barbara Savage  
Published by The Mountaineers;  
Seattle, Washington- 1983

## Bicycle Advocacy: The Importance of Being Involved

Most cyclists in Utah have had an unpleasant experience or two that gives them pause to think "Wow, that was close, I could have been seriously hurt today" or "Why is there little to no shoulder to ride on forcing me to take a lane with fast moving cars?" As cyclists, what is our vision for the future for cycling in Utah? Better road accommodations? Better education for motorists and cyclists? Better laws? Better law enforcement? More importantly, what is our role in improving cycling conditions in Utah? Unfortunately, it is not until someone is seriously hurt or killed that our collective attention is briefly focused on the inadequacies roads, laws, and education that work to protect cyclists.

A recent event this year has shed light on legal limitations in prosecuting motorists who hit cyclists. On March 19th, 2009, a 57 year old cyclist (Mr. Herm Frank) was hit head on and seriously injured by a motorist, (Nicholas Murdock). The motorist crossed over a double yellow line into oncoming traffic, hit the cyclist, got out of his car, assessed the situation and fled the scene. The Salt Lake County Sheriff fortunately through some sophisticated investigative work apprehended the driver and brought several charges against him: leaving the scene of an accident, a class A misdemeanor, obstruction of justice (he hid his car from law enforcement), a class A misdemeanor, and reckless driving, a class B misdemeanor. These combined charges, if run consecutively, would carry a maximum possible sentence of 2.5 years in jail. The Salt Lake County District Attorney has indicated they will pursue the maximal sentence.

Meanwhile, the injuries to the cyclist were significant: multiple injuries with extremity and facial fractures requiring multiple surgeries, a prolonged stay in the intensive care unit followed by a lengthy stay in a rehabilitation center. With the egregious behavior of the motorist and resulting injuries to the cyclist, the penalties associated with the charges do not seem consistent with the crime.

During this recent legislative session, Rep. Christopher Herrod, R-Provo, sponsored House Bill 237, "Leaving the scene of an accident". The intent of the bill was to increase the penalty from a Class A misdemeanor to a third degree felony (0 to 5 years and a fine up to \$5,000). The bill, however, was amended: it would only be allowed in cases in which the suspect had a prior conviction for driving under the influence of alcohol. The rationale for changing the bill was that as originally written, the bill was too expensive (\$98,000 each year to prosecute and incarcerate those convicted with the felony). With the current economic downturn and associated decrease in state revenue, legislators were strongly encouraged to balance the budget. Any bill with a fiscal note would be heavily scrutinized and poorly received by the legislature. By adding the DUI component, the bill was able to pass through both houses without a fiscal note.

As a recent Salt Lake Tribune editorial put it, this new law "encourages suspects to flee" (especially if they're intoxicated) and "\$98,000 is just a drop in a \$10.6 billion bucket" ("Hit and Run" April 24th, 2009). The Utah cycling community should "weigh in" and call for legislative action. Cyclists should contact Representative Herrod and encourage him to reintroduce HB 237 as originally written in next year's legislative session, contact their local legislators to support the bill, and contact their local elected county district attorney officials and express their support.

-Ken Johnson, President, Utah Bicycle Coalition

## Countdown to Mont Ventoux

This is the penultimate update on my preparation for my encounter on July 20 with Mont Ventoux. Or, more specifically, my participation in the Etape du Tour (Stage of the Tour) of which Mont Ventoux is the final climb. (See March - May issues of cycling utah.)

May has been a good month of training for me. I have been doing a lot of climbing, including a couple of rides here in the Wasatch Front to the top of Big Cottonwood Canyon. I can feel my climbing legs coming on, and that is good. They are critical to being able to ride the Etape well.

Also, I completed my first century, albeit a flat one (the Cycle Salt Lake Century). Now, my objective in June will be to combine a century with some good climbing. Ultimately, my goal is to ride, the first week of July, a century which includes a couple of good climbs before completing it with a ride to the top of Little Cottonwood Canyon. That will be a stretch, but that is my benchmark for being ready for the Etape.

My weight, as always for me, continues to be a challenge. However, I am at 150 pounds. That leaves me about six weeks to reach my goal of 145 pounds prior to leaving for the Etape. I will really need to buckle down these next few weeks to make that goal. But I am on track, and so hopefully I will reach this goal.

As it draws near, my sense of challenge and excitement for this adventure continues to grow. I do not doubt I can do it, I just want to be able to do it well, with as much panache as this aging body can muster. Hopefully, that will keep my motivation high.

-David Ward

Feedback? Issues? Comments? Send letters to the editor to [dave@cyclingutah.com](mailto:dave@cyclingutah.com)

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Last Friday of EVERY Month.

**CRITICAL MASS**

[slccriticalmass.org](http://slccriticalmass.org)

5:30pm @ Gallivan Center

**Continued from page 9**

**Men - Junior - 10-16**

1. Tyler Wall; Ski Utah Cycling Team
2. Julian Fowkes
3. Taylor (T.J.) Eisenhart
4. Tyler Spence
5. Erik Stenquist

**Men - Cat 3/4/5 - 35-99**

1. Marc Rosello
  2. Adam Catmull
  3. Inacio Lopez
  4. Seth Bradley
  5. Shawn Stinson
- Men - Cat 5**
1. Mike Luper 28:23.9
  2. Brandon Cross; Monavie 28:23.6
  3. Casey Nielsen 28:23.8
  4. Paul LaStayo
  5. Jeremy Turner 28:24.2

**Men - Cat 4**

1. Ryan LeMone
2. Andrew Love
3. Inacio Lopez
4. BRUCE YOUNG
5. Scott Powers

**Men - Cat 3**

1. Justin Healy 46:12.6
2. Eric Thompson 47:51.7
3. Jeremy Collins 46:13.4
4. Clint Carter 46:36.3
5. Erik Harrington 46:36.4

**Women - Master - 35-99**

1. Margaret Douglass 42:36.3
2. Beverly Ronnow 42:51.0
3. Kris Kiser 42:45.3
4. Roberta Powers; Spin Cycle Racing 44:27.2
5. Melanie Helm; Intermountain Financial/jrsm 42:41.3

**Women - Cat 1/2/3**

1. Tiffany Pezzulo 42:33.8
2. Kirsten Kotval; Pcm 42:33.9
3. Laura Howat 42:34.3
4. Laura Patten 42:34.4
5. Denise Antacle 42:35.2

**Women - Cat 4**

1. Stephanie Falls
2. Kelly Powers
3. Kara Harris
4. Ellie Hirschberg
5. Shanna Matheson

**Bear Lake Classic, Bear Lake, Utah, May 16, 2008**

**Men - Pro/Cat 1/2**

1. Ryan Barrett; Canyon Bicycles-sienna Develop 3:53:00
2. Ben KING 3:53:01
3. Mike Sohm; Specialized/porcupine Racinf 3:53:01
4. Nathan Page; Barbacoa/miduole 3:53:01
5. Cameron Hoffman; Bikers Edge 3:53:02

**Men - Master - 35-99**

1. Peter Beland; Boston Mountain Cyclists 4:22:13

2. Piotr Strzelec; Canyon Bicycles - Draper 4:22:13
3. Mark Schaefer; Barry Lasko Dds/paultracy.com 4:22:13
4. Farrell Spackman 4:22:14
5. Sean Hoover; Canyon Cycle Draper 4:22:15

**Men - Master - 45-99**

1. Mike Cooper; Canyon Bicycles - Draper 2:03:02
2. John McKone; Cole Sport 2:03:03
3. Gary Swain; Canyon Bicycles Draper 2:03:03
4. Andrew Lock; Canyon Bicycles Of Slc 2:03:04
5. Robert Walker; Bountiful Mazda 2:03:04

**Men - Master - 55-99**

1. Norman Mecham 2:16:52
2. Shannon Storrud; Porcupine Cycling 2:16:52
3. Jim Gilland; Bountiful Mazda Cycling Team 2:16:52
4. Ken Louder; Ffkr/sportsbaseonline P/b Tour 2:16:53
5. Elton Reid; Bcc Racing 2:16:53

**Men - Junior - 10-18**

1. Gianni Kennard 0:50:48
2. Seth Taylor 0:56:58
3. Jase Hoover 0:51:30
4. Nate Hanson; Canyon Cycles 1:05:46
5. Chase Roper 0:51:58

**Men - Cat 5B**

1. Jeffery Shepherd 2:06:53
2. mark esplin 2:06:53
3. Brandon Judd; Skull Candy/jsa Architects 2:06:53
4. Zane Freebairn; Porcupine/specialized Racing 2:06:53
5. Christopher Peters 2:06:54

**Men - Cat 3/4/5 - 35-99**

1. Bryan Williams; Logan Race Club 2:06:45
2. Tim Briley 2:06:45
3. Douglas Slingting; The Fan Cycling 2:06:45
4. Michael Yount; Canyon Bicycles-drapeer 2:06:46
5. Kelly Jones; Spin Cycle Racing 2:06:46

**Men - Cat 1/2/3**

1. Kris Walker; Ice/rocky Mountain Surgery Cen 2:12:14
2. Laura Howat; Ski Utah Cycling Team 2:12:15
3. Kirsten Kotval; Pcm 2:12:18
4. Margaret Douglass; Ski Utah Cycling Team 2:12:25
5. Denise Antacle; Pcm 2:12:29

**Men - Cat 5**

1. Rick Finlayson; Evo Racing 2:05:40
2. Justin Gibson 2:05:41
3. Jaren Gibson; Logan Race Club 2:05:42
4. Chris Clyde; Evo Racing 2:05:43
5. nolan finlayson; Evo Energy 2:05:43

**Men - Cat 4**

1. Eric Gardiner; Logan Race Club 2:00:21
2. Jason Smith 2:00:21
3. Ryan LeMone; Evo Racing 2:00:21
4. Larry Luke 2:00:21
5. Garrett Burdidge 2:00:21

**Men - Cat 3**

1. Tommy Murphy; Utah State University 4:06:10
2. Christopher White; Rocky Mountain Cycling Club 4:06:11
3. Zack Simons; Cole Sport 4:06:12
4. Jason Houchin; Rmcc/cyclesmith 4:06:27
5. Clint Carter; Ski Utah Cycling Team 4:06:27

**Women - Master - 35-99**

1. Beverly Ronnow; Ffkr/sbo 2:23:20
2. Nancy Alcabes; Ski Utah 2:26:14
3. Sonia Maxfield; Porcupine/specialized Racing 2:30:06

**Women - Junior - 10-18**

1. Jenna Gardner 0:51:28
- Women - Cat 4**
1. Stephanie Falls; Ice/rocky Mountain Surgery 2:20:09
  2. Anna Podgomey; Ice/rocky Mountain Surgery 2:20:17
  3. Lisa Lloyd; Usu Cycling 2:20:17
  4. Diane Evans; Idaho Cycling Enthusiasts 2:20:17
  5. Stephanie Skorekoy 2:20:20

**Sugarhouse Criterium, Salt Lake City, Sugarhouse Park, Utah, May 23, 2009**

**Master Female 35**

1. Bev Ronnow
2. Roberta Powers; Wasatch Women
3. Lisa Pascadlo; Granger Medical

**Junior Female 10-12**

1. Jenna Gardner
- Junior Female 15-16**
1. Jillian Gardner

**Junior Male 10-12**

1. Gianni Kennard
  2. George Weeks
- Junior Male 13-14**
1. Sam Trop
  2. Erik Stenquist; Canyon Bicycles - Draper
  3. Joshua Cole; Skull Candy/jsa

**Junior Male 15-16**

1. Taylor Eisenhart; Ffkr/sbo P/b Tour of Utah
2. Steven Miller

**Cat 4 Female**

1. Lisa Lloyd; Utah State University
2. Stephanie Skorekoy
3. Kelly Powers; Spin Cycle Racing
4. Ellie Hirschberg
5. Christie Johnson; White Pine

**Cat 1/2/3 Female**

1. Kirsten Kotval; Pcm
2. Nisie Antacle; Pcm
3. Jamie Bennion; Ice/rocky Mtn. Surgery
4. Laura Patten; Ski Utah Cycling Team
5. Margaret Douglass; Ski Utah Cycling Team

**Cat 5 Male**

1. Alex Kim; Spin Cycle Racing
2. Mike Luper; Skullcandy/jsa Architects
3. Brandon Judd; Skull Candy/jsa Architects

**Cat 4 Male**

1. David Brockbank; Canyon Bicycles Draper/gym Jon

2. Casey Ruff; Canyon Bicycles-drapeer
3. Jason Smith; Spin Cycles Racing
4. Seth Bradley; Skullcandy P/b Jsa
5. Steve Sessions; Weber State

**Cat 3 Male**

1. Curtis Doman; Spin Cycle Racing
2. Ryan Westenskow; Rooster's
3. Erik Harrington; Rmcc/cyclesmith
4. Elliott Smith; Spin Cycle Racing
5. Bryce Young; Northshore Cc/team Binghamma

**Master Male 55**

1. Ken Louder; Ffkr/sportsbaseonline P/b Tour
2. Gary Simmons; Bountiful Mazda
3. Shannon Storrud; Porcupine Cycling
4. Henry Ebell; Canyon Bicycles of Salt Lake
5. Gary Powers; Spincycle

**Master Male 45**

1. Mike Cooper; Canyon Bicycles - Draper
2. John McKone; Cole Sport
3. Steven Lewis; Canyon Bicycles Slc
4. Gary Swain; Bountiful Mazda Racing
5. Andrew Lock; Canyon Bicycles of Slc

**Master Male 35**

1. Andre Gonzalez; Canyon Bicycles Draper
2. Kent Carlsen; Lrc/penlee Directional Drillin
3. Jeremy Smith; Ski Utah Cycling Team
4. Brian Boudreau
5. David Harward; Porcupine / Specialized Racing

**Cat 3/4/5 Male 35**

1. Darin Wilson; Spin Cycle Racing
2. Tim Briley; Jans
3. Steve Mayer; Cloud 9
4. Seth Bradley; Skull Candy/jsa Architects
5. Steve Briley; Jans

**Pro 1/2 Male**

1. Darren Lill
2. Chase Pinkham; Canyon Bicycles-drapeer
3. Bradley Gehrig; Cole Sport
4. Jesse Gordon; Porcupine/specialized Racing
5. Eric Flynn; Ffkr/sportsbaseonline P/b Tour

**Jordanelle Criterium, May 24, 2009**

**Master Female 35-99**

1. Roberta Powers; Wasatch Women's Cycling Club 54:00.0
2. Lisa Pascadlo; Granger Medical 56:59.0

**Master Male 45-99**

1. John McKone; Cole Sport 42:49.0
2. Jeff Clawson; Canyon Bicycles - Draper 43:13.0
3. Jeff Ure; Bountiful Mazda Cycling Team 44:08.0
4. Gary Swain; Bountiful Mazda Racing 44:17.0
5. Mike Cooper; Canyon Bicycles - Draper 44:17.0

**Master Male 55-99**

1. Shannon Storrud; Porcupine Cycling 41:23.0
2. Gary Simmons; Bountiful Mazda 41:28.0

3. Ken Louder; Ffkr/sportsbaseonline P/B Tour 41:46.0
4. Henry Ebell; Canyon Bicycles of Salt Lake 43:31.1

**Cat3/4/5 Male Master 35-99**

1. Matt Bradley; Skull Candy/JSA Architects 40:12.1
2. Inacio Lopez 41:14.0
3. Jeff Bauer 41:17.1
4. Patrick Putt; Colesport 41:22.1
5. Eric Martin; Skullcandy/JSA Architects 42:18.0

**Cat 4 Male**

1. Chris Mackay; Cole Sport 37:14.0
2. David Cole; Skull Candy/JSA Architects 37:23.0
3. Matt Bradley; Skull Candy/JSA Architects 37:25.0
4. Cody Haroldsen; Ski Utah Cycling Team 37:34.0
5. Casey Ruff; Canyon Bicycles-Drapeer 37:54.0

**Cat 4 Female**

1. Melanie Helm; Granger Medical Clinic 21:00.0

**Cat 5 Male**

1. Keegan Swenson; Cole Sport 15:00.0
2. Brian Cadman; Hup United 57:00.0
3. Paul Kilhefner; Bingham's Cyclery 16:00.0
4. Alex Kim; Spin Cycle 48:00.0
5. Kenyon Kennard 48:00.0

**Pro/1/2 Male**

1. Ali Goulet; Ffkr/sportsbaseonline 54:57.0
2. Bradley Gehrig; Cole Sport 55:51.0
3. Chase Pinkham; Canyon Bicycles-Drapeer 55:51.0
4. Benjamin King 55:52.0
5. Todd Hageman; Cole Sport 55:58.0

**Cat1/2/3 Female**

1. Kris Walker; ICE/rocky Mountain Surgery Center 43:48.0
2. Laura Howat; Ski Utah Cycling Team 43:49.0
3. Laura Patten; Ski Utah Cycling Team 43:49.0
4. Tayler Wiles; PCIM 43:51.0
5. Chantal Thackeray; PCIM 43:58.0

**Cat 3 Male**

1. Zack Simons; Cole Sport 47:04.0
2. Derek Dixon; Lombardi Sports 47:05.0
3. Erik Harrington; RMCC/Cyclesmith 47:06.0
4. Todd Neumarker; Porcupine / Specialized Racing 47:11.0
5. Courtney Larsen; Team Wright 48:30.0

**Junior Male 13-14**

1. Joshua Cole; Skull Candy/JSA 29:29.0
- Junior Male**
1. Gianni Kennard 30:08.0
  2. Steven Miller; Spin Cycle 29:14.0

**Junior Male 15-16**

1. Ethan Fedor; Young Riders 28:26.0

**Vicarious Biking**

Addicted as I have been to watching bike races on my new HD TV I was both thrilled and dismayed by the prospect of being able to watch all twenty-one days of the Giro d'Italia on Universal Sports (channel 113 on Comcast). Glued to the TV during the Tour de France the opportunity to do the same two months before the Tour arose unexpectedly.

I had watched Versus (channel 34 on Comcast) religiously since January catching the Tour of Romandie, Paris-Nice, and the Tour of the Basque Country. Watching riders in Europe was a vicarious experience; my Bianchi cyclocross hung in my basement awaiting perfect weather. It had to be warm and sunny for me to venture out after a winter of hibernation.

Almost twenty years ago I was an avid Utah Jazz fan. It became a sick compulsion after a few years, after they lost the NBA playoff to Michael Jordan, and I gave up my attachment summarily.

I had been losing sleep: when the Jazz lost I would lie in bed wondering if Stockton and Malone were also insomniacs because of a defeat. There was also magical thinking: if I left the living room when the Jazz were ahead by the time I returned they would be dangerously close to losing. Since these thoughts were perversely close, in the psychiatric lexicon, to ideas of reference it was time to quit. I did not need a twelve-step program.

As a non-addictive personality I did not immediately replace my fixation with the Jazz with anything else.

A few years ago I watched the Tour de France on television and was hooked. Like Everest climbers the racers were doing something I would never do. Thus my fascination. There is, however, a vicarious element to my interest. I can imagine myself standing on the shores of spectacular Lake Como (a place I have visited) watching the peloton course by on the narrow road along the shore.

Friends are incredulous that I can dedicate two hours night to watching the Giro.

"You seem to have more hours in the day than most people," one of them said.

As far as the race is concerned some of my curiosity has to do with the riders, the same cast of characters and personalities I am familiar with from other Grand Tours. Their personal stories, travails (broken bones), stupidity (drug use) and athleticism captivate me. The Italian scenery is spectacular. In addition it is curious that the commentators can come up with interesting observations about a bike race; the broadcast lasts two hours.

Finally, as a TV bike race aficionado I find the time spent in front of wide screen strangely relaxing. Kind of like riding my bike in the Kamas Valley.

*-Louis Borgenicht*

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*Royal Street Café, located mid-mountain at the Silver Lake Lodge, is also accessible via the chairlift. The restaurant and chairlifts are open daily, June 19th through Labor Day. Chairlifts then continue to operate September 12th - 13th, conditions permitting.*



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## COMMUTER COLUMN

## Planning Your Commute: Transit Planners Speak Out

By Lou Melini

In this column, I bring you words of advice from 3 transit planners that are helping bicyclists get around a little easier.

Maria Vyas AICP is a Senior Transportation Planner with Fehr and Peers. I met her at a Millcreek Township Master Plan meeting where she is helping to make Millcreek Township a better place to ride. She is also working on projects on Bonanza Drive corridor in Park City, Parley's Creek Trail in Sugarhouse (Salt Lake) and the Zion Canon Trail in Springdale.

Travis Jensen P.E. is a Transportation Engineer with the Jacobs Engineering Group. He is the project manager for Wasatch Blvd bike lanes (south of 6200 South). He is also the project manager for UDOT Statewide Bicycle Priority Corridors. I have known Travis for many years. He has been featured in this column before as a car-free bike commuter.

Layne Jones P.E. of Lochner is currently working on the PRATT trail. I have met Laynee many times at PRATT meeting and presentations for the MBAC.

Cycling Utah: When cyclists see road building occurring, we sometimes ask why there isn't more bicycle-sharing space. How do transit planners incorporate bikes into the transit mix

Maria Vyas: As a society, we tend to think primarily about accommodating CARS, not about accommodating PEOPLE in various forms of transportation such as walking, cycling, and taking transit in addition to driving. In the past, it's been difficult to quantify the impacts of various transportation decisions on the different users of the transportation system, but there are now methods of determining how a particular road project might impact travel time for cyclists, transit, or pedestrians. Particularly in an era when peak oil is either already here or is in the past, we need to continue to encourage our local governments to give non-motorized and transit modes the same amount of consideration that drivers receive.

There are some local efforts afoot: UDOT has recently joined the "Complete Streets" movement that is gaining momentum across the nation. The idea is that all users of the transportation system should be included in transportation projects, not just motorists. For UDOT, this frequently means working to accommodate things like bike lanes and pathways in roadway reconstruction projects.

Another concept - cities like Salt Lake City and South Salt Lake City (as well as cities in other states) have either completed or are considering "road diets" on given streets, whereby the number of travel lanes is reduced and that road capacity is given over to bicyclists and pedestrians. Road diets have the added benefit of reducing certain types of vehicle and pedestrian collisions. Several other cities have adopted bicycle master plans, having given thought to where bicyclists might be best accommodated in the future. Policies and practices like these help guide the dialogue about cyclist needs in an organized way, and they make it easier to approach legislative bodies for funding to build facilities.

There are lots of sources for bike facility funding - UDOT, the fed-

eral government, local city budgets, non-profit grants - but most funding sources require that you have already given some thought to what your community's needs are, which ones are the most pressing, and who you intend to serve with proposed improvements.

Travis Jensen: There are more people within transportation agencies (UDOT, WFRC, MAG, consulting planning/engineering companies that do a lot of the work for those agencies, etc.) than you think that are pro-bike. Yes, most of our tax dollars continue to be spent on roadway expansion projects when we'd rather more of it was spent on other things like transit or bikeability improvements. But don't just assume that everyone wants that to be the case. Change on a scale of the type that we are talking about when we are talking transportation priorities doesn't occur overnight and agency employees can only do so much so fast.

Cycling Utah: How can cyclists get involved in the planning process?

Layne Jones: As a road and transit planner with lots of experience on UDOT and City projects and a little experience on UTA projects I encourage you to contact project representatives and give your input. Surprisingly, we lack good representation from cyclists on many of our projects - this sometimes leads to uninformed design decisions. Here is what I recommend to get involved: CALL! Try to call the UDOT, City, or UTA project manager (or the consultant project manager) directly if possible to discuss your suggestions on specific projects. You can also email or fill out a comment card but then it's only a one-way conversation. In general you'll find the PM's are looking for any kind of cycling advice they can get! Many of them haven't been on a bike since the 3rd grade! REPRESENT! I find too often that cyclists only represent one contingency, the 12-year-old kid getting to school on a mountain bike, the Lance Armstrong trainer, the commuter getting to work. Try to represent not your own reason for cycling but everyone's. Fact is, each of these groups may have different needs and it's ok to ask that they all get met.

Travis Jensen: Be courteous in your dealings with public officials, engineers, and planners. This doesn't mean you can't convey your opinion. You need to convey your message to make sure that you are heard -- however, you can do this without being angry and caustic. Offer to be a resource for input to future projects. You will have a much greater chance of effecting positive changes if you establish relationships with those you are giving input to, and that isn't likely to happen if you are offensive. Be especially careful with emails -- they are a somewhat dehumanizing means of communication and can lead us to say things that we'd NEVER say to a real, live person standing right there in front of us.

If you are trying to advocate for UDOT to make particular changes to a state-owned road in your community, talk to the planners/engineers in that community. They have a lot of clout with UDOT, and UDOT is much more likely to incorporate bike-friendly changes into a particular road if the City is demanding it.

Learn how transportation planning and design processes work. You can ask UDOT or city engineers/planners

about this. Many of them would be happy to give you a basic rundown. Also, learn how to speak the lingo. The more knowledgeable and conversant you are with the processes and terminology, the more seriously you will be taken by decision makers. You will also learn which arguments work, and which don't.

Cycling Utah: I hear non-cyclists state; "I don't see enough bikes to justify the expenditures". How should cyclists address that statement?

Layne Jones: Many times we argue that bike accommodations are not needed on a particular road if there's a bike path planned within the vicinity or if there's a bike lane on a parallel road. The fact is, it's ok to say we need both! The bike path may serve some needs, the needs of those that may ride slower but prefer to be away from traffic. However, if the trail has 3 baby strollers, 2 joggers, 4 dog walkers, 2 roller bladders, and 5 ten-year-old kids on bikes, I may need to use the road to get to work on time! We find it unacceptable to delay cars by minutes or sub-minutes, and all you have to do in a car is press a gas pedal! Going even 1/2 mile out of the way on a bike commute or walking can cost you a lot more minutes, and a lot of sweat! Educating project representatives on this is key.

ARGUE LATENT DEMAND. We use the concept for roads all the time, and we need to start using for bike facilities. Many people argue that "there aren't that many cyclists on this or that corridor, so we don't really need to make a big investment to accommodate them". On the surface that argument may make some sense, but think about it. That's like saying there weren't that many cars on the Legacy Parkway before we built it so we didn't really need it. Well of course there weren't any cars on the road - the road wasn't built yet! Of course there's not many bikes on lots of our roads, there's not enough space to ride unless you're mad max! Project planners have to justify facilities and make trade-offs, for instance the extra space for a bike lane may impact more wetlands or private property. Help them out with good arguments. It's called latent demand in the transport-planning world.

Travis Jensen: Learn the difference between quantitative and qualitative arguments. For example, many roadway expansion decisions are made on a quantitative basis -- "roadway X handles 20,000 cars per day, traffic has grown 3% per year over the last year, therefore we're up a creek if we don't widen from 2 lanes to four lanes". A qualitative response to that thinking is "that will just encourage more driving and air pollution", "that will make it more dangerous for cyclists because there won't be a shoulder any more", or "that will make it more dangerous for my kids to walk or bike to school". Don't be afraid to phrase your comments in terms of qualitative arguments. We need to get to a point in our planning processes where we realize that numbers aren't everything. Make advocacy of bicycle, transit, and pedestrian modes an issue of national security -- because they are. Right now we have way too many of our transportation eggs in the car basket. We are potentially one well-coordinated attack on a Saudi oil facility away from double-digit gasoline price increases. Such a thing would absolutely shut down much of our country's ability to get to work,

not to mention our ability to move food around. We desperately need to diversify our transportation portfolio to more modes that aren't dependent on resources we don't control. This is an emergency preparedness issue of the highest order.

Cycling Utah: If more cyclists rode their bikes as transportation (work, stores, etc) would that put more pressure on government to build more bicycling infrastructure?

Maria Vyas: It certainly wouldn't hurt. In our industry, so much weight is placed on what we can quantify. A helpful exercise for bike advocacy groups at the city, county, or grassroots level might be to take counts, on a typical day, of the number of cyclists on a roadway that is considered to need a bike lane. Knowing the number of bicyclists that travel along a roadway in a given period of time during a typical day can be useful information to present to a city when asking for a bike lane or a "sharrow" shared lane facility; it can also be helpful to compare this information for several routes throughout a community, to determine which might be the best candidate for bike facilities. In addition, it can help a community demonstrate how bike ridership has changed over time, or changed in a potential response to actions taken by the city (i.e., "we put 900 East on a "road diet" and bike traffic increased by X%"). Furthermore - the funding sources I mentioned in the previous answer - typically there are lots and lots of applicants for a limited funding pool, and the more you can demonstrate community support and quantified need for a particular facility, the more likely you are to receive funding for it. This goes for transit projects in addition to pedestrian and bicycle projects, by the way.

Layne Jones: IT'S FOR A TRANSPORTATION PURPOSE! You'll get a lot further on many projects, especially federally funded UDOT projects, if you use TRANSPORTATION to justify your need for bike accommodations instead of RECREATION. Technically, federal transportation dollars are supposed

to be used for transportation purposes, not recreation purposes. There are all sorts of messy regulatory implications from this somewhat silly distinction - but hey, I didn't write the rules. All I can say is, if you are lobbying for a separate bike lane or path that's going to take up space that may have otherwise been used for cars, it goes a lot further to say you need the space for a transportation purpose like getting to work. Training could also be justified as "transportation as recreation", just like going for scenic drive up Mirror Lake highway would be.

Cycling Utah: What are some difficult places to accommodate cyclists?

Maria Vyas: Most difficult places to accommodate cyclists - most major arterials such as State Street, 10600 South, 5400 South, etc, don't have bike lanes or other facilities alongside, and are less than ideal for cyclists due to vehicle speeds, traffic volumes, conflict points at driveways, and other factors. The same goes for freeway interchanges - rarely if ever do you see bicycles accommodated at intersections, and pedestrians fare just as badly if not worse. These corridors and areas tend to be the most difficult in which to accommodate cyclists, and yet we do need to think about accommodating everybody's needs. Take, for example, the recent design projects for SR-92 in Lehi. As you're surely well aware, SR-92 (the road from I-15 to American Fork Canyon) is a popular road ride, and UDOT wanted to accommodate cyclists in the design for the expanded facility. The problem becomes, however, how do you accommodate cyclists in a roadway design that is essentially a high-speed expressway? SR-92 is intended to have a bike lane on the shoulder, but there are several access roads at intermittent points along the corridor - so how do you safely guide cyclists across the two travel lanes with vehicles traveling likely in excess of 45 mph, in order to allow them to make left turns across oncoming traffic? We proposed adding a left turn pocket at intersections specifically for cyclists, and using a variety of striped and dashed bike

Continued on page 21



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**ROAD RACING**

**Bear Lake Classic**



Above: Cole Sport took top honors in the team time trial. Photo: Kevin Rohwer.

Right: The Pro/1/2 men's field raced two laps around the lake. Photo: Keely Coxon.



By Ryan Barrett

The Utah road racing scene descended upon Bear Lake on the Utah/Idaho border for the Bear Lake Classic; a three event series May 15-17. Friday night featured a 3.4 mile uphill time trial. In the Men's Pro 1-2 event, Sam "Blitz" Krieg (ICE-Rocky Mtn. Surgery Center) won, with Chase Pinkham (Canyon Bicycles-Sienna Dev't) and Ben King of the Fly V Pro Cycling Team rounding out the podium.

The women's Pro 1-3 time trial was won by Alisha Welsh of PCIM in front of Kris Walker (ICE-Rocky Mtn. Surgery Center) and Alison Fry (Ski Utah Cycling).

Saturday was a road race with the Pro 1-2 men completing two laps around the lake for a total of 104 miles. Attacks were thick and furious in the first ten miles until local strongman Dave "Hardwood" Harward (Porcupine/Specialized) got a gap on his own. The field settled down and Dave had a nice 60 mile

solo adventure. After considerable chasing, Harward was back into the fold, and attacks went ballistic again. With about 25 miles to go, the right combination of riders formed an 8 strong breakaway. Krieg, King, Nate Page (Barbacoa), Erik Flynn (FFKR), Mike Sohm (Porcupine/Specialized), Cameron Hoffman (Biker's Edge), Todd Hageman (Cole Sport) and the author (Canyon Bicycles-Sienna Dev't.) were all representing. After a considerable amount of attacking in the last 5k, the author was able to come through with the win, in front of King and last year's winner, Sohm.

The one lap, 52-mile women's

Pro 1-3 event also ended with a star-studded breakaway. Kris Walker (ICE-Rocky Mtn. Surgery Center) came through with a win in front of Laura Howat of Ski Utah and PCIM's Kirstin Kotval.

Sunday was a five man team time trial, one lap around the lake, totaling 52 miles. The Cole Sport team out of Park City took the win Men's Pro 1-2 by less than a second ahead of the ICE-Rocky Mtn. Surgery Center team out of Pocatello. Canyon Bicycles-Sienna Development was 3rd less than a minute off the pace. The women's event was won by the ICE-Rocky Mountain Surgery Center team in front of ICE-Rocky Mountain Surgery Center Team 2. 27 teams participated.

All-in-all it was a great weekend of racing in a picturesque location. Over 500 racers participated over the three days. If you did not make the drive to Bear Lake, you missed out on a great weekend of racing!

See results on page 9.

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**ROUTE 211**

**The Giro d' Italia is My Favorite Race and Here's Why**

By Greg Overton

Watching the Giro d'Italia honor its 100th year in 2009 is for me one of the truest expressions of celebration of our great sport. The Italian tifosi are regarded by all accounts to be cycling's most passionate fans, and the most impassioned and provincial stories in cycling spring forth from the deep pools of heritage and history there. The Giro d' Italia is my favorite race, partly because I think the landscapes are the best in cycling, the fans are the best in cycling, I love anything Italian with two wheels (and four), and the Italians just seem to do things a bit more creative than the rest of us.

The Giro began on May 13, 1909, with riders embarking at around 3:00am. That first Corsa Rosa peloton consisted of 127 riders, 123 of them were native sons, and the remaining four were French; and only 49 of them would reach the finish in Milan. Luigi Ganna stood atop the winner's podium as overall winner, after eight stages covering 2408 kilometers, and was awarded the equivalent of about \$20. Interestingly, the race was not governed typically, with the rider finishing in the lowest cumulative time earning the victory. That scoring method arrived in 1914. Ganna's victory was won by arriving first on the final stage, but overall, he would have finished 50 seconds behind John Rossignoli, and 26 seconds behind Carlo Galetti in cumulative elapsed time.

Somehow, I find this strange beginning of my favorite race to be as fitting as the best Italian shoe. The only thing that would have made it more 'Italian' would have been if two of those French riders happened to be ahead of Ganna, and in line to win. Then we could have seen the precedent for other provincial scoring and arrangements that have been made throughout the history of the Giro to, you know, give the home-

grown heroes a more equal chance, if you know what I mean.

The first 32 editions of the Giro d' Italia were won by Italian riders, with the years 1936 to 1953 being dominated by Italy's most legendary stars, Fiorenzo Magni, Gino Bartoli and Fausto Coppi. Together they would combine to win 11 Giros during this stretch that saw the race postponed from 1940 - 1945 during WWII. Riders from other countries often complained of being ill treated by Italian fans while race marshals looked the other way. Vin Denson, the first Briton to win a stage in the Giro, in 1966, said, "The Italians would come out and push you in the mountains, but rather than actually pushing you, they'd be pulling you back or pulling on your brake cables so that your brakes rubbed. So you'd not only be delayed, but you'd be penalized as well. And when we were chasing Gianni Motta (the winner of the Giro that year) through Naples, they were chucking rubbish at us from balconies-tomatoes, spaghetti, old newspapers, anything." Ah, the good old days!

In the first half of the 20th century, it was customary for riders to make stops along the day's course for drink and food. Local cafes and taverns were the most common places for riders to stop, grab a quick bite and a drink to refuel their bodies. It was more or less incumbent upon shopkeepers to oblige the needs of the riders. Stories abound of these establishments, packed with tifosi who had full plates and glasses on their tables, but strangely 'all out of food and drink' if a non Italian rider approached for refreshment. Or if there was food or drink for him, it might consist of yesterday's bread and tepid whiskey or juice, and sometimes vinegar! Later, with the arrival of televised media, more team cars and drinks carried by the riders on their bikes, the playing field was somewhat re-leveled.

No matter, there would be other

creative ways to support Italian riders. In 1969, when Eddy Merckx was in the early days of being The Cannibal and dominating every event and every rider he encountered, it was at the Giro that he was found guilty of doping. It was Merckx's one and only doping conviction in his career, and it came as he was leading the Giro after 16 stages, with no strong challenge from the peloton. He was accused of testing positive for the stimulant Reactivan and quickly expelled from the Giro. Merckx had won the race the previous year, beating Italy's superstar and 1967 winner, Felice Gimondi in the process. And it was Gimondi waiting to take over the race lead upon Merckx's disqualification. Gimondi won the Giro. Merckx's conviction was overturned, and he came back to Italy in 1970 to dominate the race.

Eddy Merckx would go on to a total of five Giro victories, Gimondi would grab three, taking the race into the era of Francesco Moser, Italy's next superstar of cycling.

Moser was Italy's shining star in the late 70's and 80's. There was also Guiseppe Saronni and Roberto Visentini, but it was Moser who seemed to come out ahead in most of the controversies that popped up in the Giro during that period. The race's director then was Vincenzo Torriani, a friend of Moser's. To get the perspective of Torriani's Giro direction from a non Italian rider of the day, we can look to this quote from Australian Phil Anderson, "The organizer was a guy called Vincenzo Torriani. He had a way of doing things to make sure there'd be an Italian in the lead. You'd be due to ride some huge mountain pass and suddenly you'd find it had been

shortened or that the course avoided the mountain." Or this from French journalist Pierre Chany, "Torriani had drawn up fairly flat courses of the sort, it was said, to favor either Saronni or Moser. One thing's for sure, Italians do like Italians to win their home Giro."

This never seemed more clear than in the 1984 Giro, as Frenchman Laurent Fignon was set to defeat Moser in the final time trial to take control of the Maglia Rosa (the race leader's pink jersey), and secure for himself the overall victory. The race had turned tumultuous already as the legendary Stelvio climb had been wiped from the schedule. It had been clear early on in the race that Fignon was climbing much better than the aging Moser, and so just before the stage that included the monster Stelvio, Torriani's race officials declared the road was covered in snow, and could not be included. Journalists reported driving the course and encountering no snow on the road at all, and this touched off Fignon, who protested, but it fell on deaf ears. The race's major climb would not be included.

This set up the final 42km Soave to Virona time trial for the showdown and the race. It was a flat course that allowed Moser to choose his revolutionary time trial machine, similar to the one he had used to set a new hour record previously in his career. Moser rode a blistering ride, arriving in Verona two and half minutes faster than Fignon, a margin that was good enough to take the overall victory by over 1 minute. Fignon, and most of the cycling press and fans outside Italy saw something amiss in this final stage, however. As Fignon, near tears, explained afterward, "It's very

clear. The TV helicopter was flying just behind him. They are all (photographs of Moser) from low down and behind him, so that the blades of the helicopter were pushing him along. Then look at the pictures of me and they're all taken from in front of me, so that while the helicopter was pushing Moser along, it was pushing me back." To which Moser quipped, "The helicopter simply couldn't have flown that low. It would have to have been just above our heads to make a difference." Photos showed the chopper, which provided Italian television coverage on the stage, was much closer to Moser than other riders, and flew behind Italian riders predominantly, and in front of the others.

Wasn't it great when provincialism and national pride were the scandals of cycling? Indiscretions like these can be looked upon and smiled at, unless of course, you're in the losing camp. But they make the legends and the historical recollections of the sport a little more delicious and enjoyable. And no one did these things better than the Italians, especially in their own national Tour, and especially when one of their own had a chance to win. Hey, when an Italian wins the Giro, it's a party! And who doesn't like a party?

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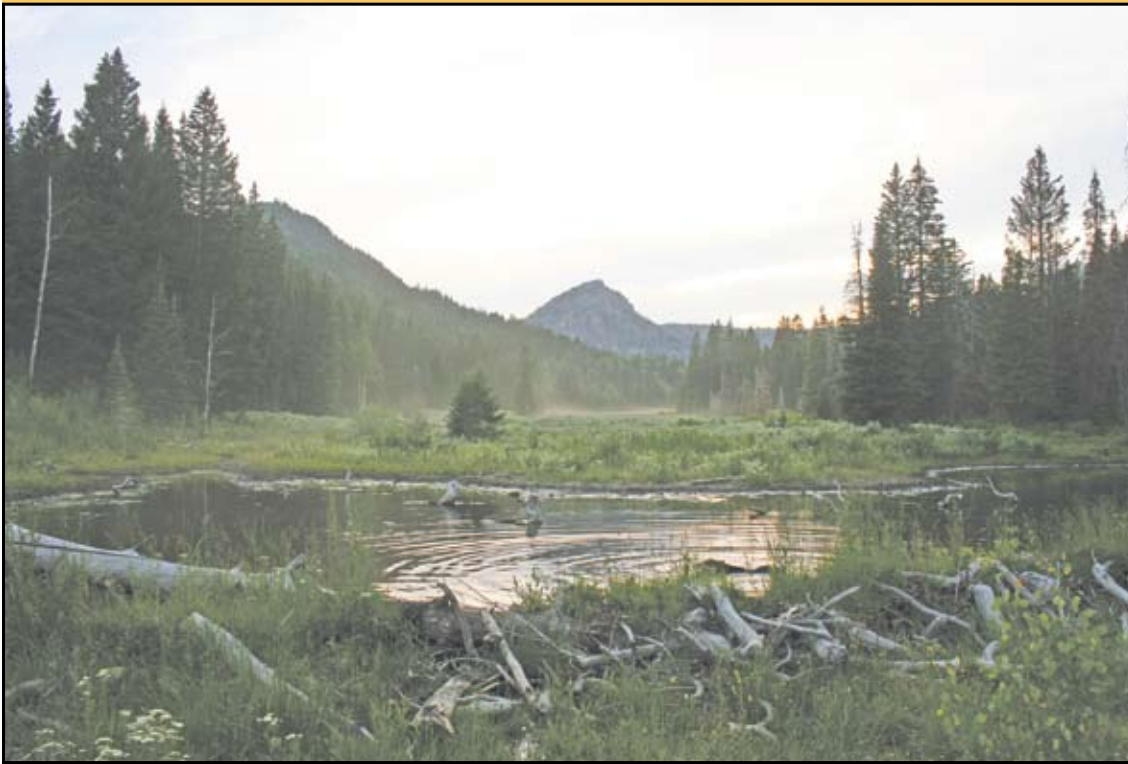
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**TRAIL OF THE MONTH**

**White Pine to Bunch Grass - A Logan Gem**



Above: One of many meadows that the trail crosses.  
Right: Kevin Brengelmann getting one last ride in.  
Photos: Lukas Brinkerhoff



to maneuver two hike-a-bikes. I've heard of people who claim to be able to climb these two sections but I've never seen it nor talked to anyone who has. So shoulder your bike and hike.

Once you've gone through the misery of letting your bike ride you, the trail will once again head downhill. This is Bunch Grass and is a glorified cow trail. You will most likely end up with cow dung on your face, legs and teeth, but it is worth it. I promise. The trail will drop drastically for a while. In mid-summer the trail tends to be dusty and loose. Due to the cows it is constantly changing so keep your weight back and mind the brakes.

The steep section will more or less end at a rock garden that goes around a cow pond. You still have a good section of trail left but it is less steep and could be called tame. It allows for some big ring spinning to keep the momentum and maximize the joy. Towards the bottom you will run into a series of rollers that will launch you. Especially if you are carrying a lot of speed. Be careful if you don't feel comfortable with your wheels in the air. I've witnessed more than a handful of wrecks in this relatively easy section.

The trail will go through a gate, please close it, and dump you at on the road. Go to your right to head back to the Tony Grove turn-off.

To get to the trailhead, go east on 400 North in Logan. This road will take you into Logan Canyon and to the turn-off to Tony Grove. There is a sign indicating the turn off to your left. Traditionally this trail is ridden as a shuttle. After you take the turn-off there will be an almost immediate left, go past this to a turn around on your right, this is where you can park the shuttle vehicle. Then go back to the left, which is now a right, and head up to the lake.

Tony Grove is a beautiful area with a campground and lake. There is plenty of area to explore for the family while you escape for your ride. As such, there is also a charge for parking at the lake or using the campground. So bring along a few singles to pay the camp host and avoid the ticket.

White Pine to Bunch Grass is one of many trails in this area that are suitable for riding. Free maps are available online at [www.sunrisecyclery.net](http://www.sunrisecyclery.net) or a local guidebook is available at all of the local bikes shops for around \$10.

After discovering this trail two years ago, I can't count the times I've ridden it. It became my favorite in the area and made me appreciate and then love the riding in Cache Valley. And yes, I even learned to love the miles of climbing.

**By Lukas Brinkerhoff**

I'm a homegrown, lizard chasing, southern Utah desert dweller from birth. I like trails with short steep climbs. I can't think of anything better than cleaning a super technical section of trail. So moving to northern Utah had me a bit worried.

I had heard about trails that went straight up only to come straight back down with climbs lasting miles instead of minutes. My first year of living in Logan did little to make me love the area for riding because I found what I expected to be there, until July 24th of 2007. Ian Butler and I planned to ride a trail neither of us had ridden, White Pine to Bunch Grass.

The altitude profile looked nice to me, 750 feet of climbing with 3000 feet of descent. We had heard good rumors about this trail for a while but hadn't had the time to make the trip up Logan Canyon to test the singletrack. Having the shop closed on the 24th provided just the window

of opportunity that we needed. After that first Pioneer Day ride, I ride this trail every chance I get.

The trail begins at the Tony Grove parking lot. That 750 feet of climbing begins right out off the asphalt with some steep techy ups. The trail winds over rocks and through a few intermittent streams for the first bit. It's not a bad idea to spin around the parking lot for a few minutes to get your legs warmed up. The first couple hundred yards of trail are brutal if you are warm and nearly impossible cold.

After the first bit of climbing the trail begins to mellow out. It continues to climb with a few steep sections but mostly semi smooth singletrack that is spin-able. The 750 feet of climbing takes the first three miles of trail to complete and ends with an astonishing view of the two peaks known as Gog and Magog. I've found it to be a good idea to stop, take in the view, wait for your group and generally take a little bit of a break. Catching your breath may

be in order.

From this point the fun really begins.

The trail plummets from the overlook taking steep, loose, techy switchbacks down into the valley below. You will drop all the way to a stream crossing where things will mellow out again. If you are not an experienced rider or just hate sketchy sections of trail it may be a good idea to walk this section. Ian has a few teeth buried up there to prove the point.

Once at the stream crossing the trail will meander through the forest until you come to a fork. If you go left it will take you to White Pine Lake. Worth the few minutes it takes to get there, this is a high alpine lake that has some amazing cliffs surrounding it. To continue the trail, head right, down towards Bunch Grass.

The trail will continue downhill. The trail will go through sections of rocky, loose sections to mellow, meadow singletrack. In the middle of this amazing downhill you have

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**MOUNTAIN BIKE RACING**

**Stan Crane Memorial XC**



Above: Kathy Sherwin (Kenda/Tomac/Hayes ) leads out the Pro Women's field.  
 Right: Jennifer Curry (Mad Dog) topped the Women's 35+ group.  
 Photos: Dave Iltis



See results on page 9.

**New 25 Hour MTB Race in Utah**

The longest day endurance mountain bike race is coming to Hurricane Utah. On October 31, 2009 The 25 Hours in Frog Hollow race will be held on the fall-back time change giving riders an extra hour of racing fun. The course will feature brand new single track, combined with existing double track, near the famous Gooseberry and Little Creek area to provide a fun challenging track with lots of elevation change and spectacular scenery. The day will be shared with a sister event, the 6 hours of Frog Hollow, held on a shorter separate course, creating a day of racing for a variety of abilities and interests. Saturday night there will be costume contests, shows, and a mountain biker's version of Trick or Treat. This event is being hosted to raise money for more southern Utah trails and a TEAM IMBA event. To find out more information about the events or to register go to [www.grpromotions.com](http://www.grpromotions.com).

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**DOWNHILL**

**Downhilling in Moab: Dave's Trail**



Dylan Brown gets amped-up for his final descent down Dave's Trail in Moab, UT. Photo by Tom Butz

By Dylan Brown

Early last month I decided on a trip to Moab, and not for the conventional cross-country crash course, but for a downhill/freeride escapade. We hit it all up, Porcupine Rim, Slickrock-freeride, and, new to me, Dave's Trail, which is a balls-to-the-wall, designated downhill trail. Although not long, two-to and half minute laps, Dave's gets the blood flowing like no other trail I've ridden in the Moab area and best of all it's shuttle friendly. This trail had everything I was looking for: drops, rock-gardens, rock-falls, spines, and those, do-not-slide-out turns.

After directing our driver, which we all took turns doing, to our designated pick-up location, the Senior Center at the top of 100 North, we shuffled up Sands Flat road. Just after the recycling depot, we pulled into a big dirt parking lot with a jeep trail at the end of it. We rallied up this trail, past three motorcycle whoopees and parked under a gnarly looking hill climb on the left. This is where we started the easy, 50-foot push to the ridge that revealed the amazing grand vista of Moab and the valley beyond. It wasn't until riding along the edge north for 100 yards that I realized what the terrain was composed of: boulders, crags, crevasses, cliffs, etc. It was a wonderland only a true downhiller could appreciate.

Since I was the rookie on the trail, I let my comrades drop in first. I watched them skip along the ridge to a 90-degree left hand washed out berm and dive off a 25-foot tier-stepped rock ledge, which was the christening move of the trail. This

was only the beginning. As soon as I saw them teeter down that initial move, my blood started to boil... game time!

I raced down that loose ridge, dug my tire into the non-existent bank turn and felt my eyes bulge through my goggles as my suspension went to work. The trail had it made. The red rock ledge kept dropping and before I knew it, I was on yet another technical move, this one being more of a rock garden than a rock-fall. After holding my breath, I saw the right hand corner coming up and dropped my inside shoulder just in time to make the turn, which of course, set me up for a high-speed fin balancing act. Looking ahead, I set myself up for the pedal-pinchers that were ominously waiting for me and I barely squeezed through. Dave's then decided to be nice and gave me a two pedal stroke breather before sending me off a two foot drop, right hand washer and then a 12 foot side-slope that I had to precisely manage. And all of this was only in the first quarter of the trail.

After peddling the only flat bit of the trail, I caught up to my friends waiting and we all looked at each other smiling; not a word needed to be said. In that moment of complete satisfaction we focused our eyes on the trail and pushed off.

Dave's Trail then circled around a small butress with a couple more two to tree foot drops and oscillated down a pseudo drainage with a small hip-like jump to set me up with a right-swung whip. My pulses yet again spiked when the trail raced on through loose, side-angled pebbles, all the while teetering on a sheer drop to the left. The features kept coming

at me. Before I knew it, I was racing along a ridge that had a 30 foot drop to my right, washed out basin to my left and off-camber slabs directly in my lines. This was not a trail for the fair-talented.

My push and pulls continued and in my peripheral I could see the designated pick-up location. The trail kept giving and giving and my smile kept growing and growing. Dave's last couple of moves came at me in a blur. I shot down a wide ridge with three consecutive drops, one being about six feet (if you took it all), and then slammed into a hard right with an immediate hard left-drop. As I came rolling into the parking lot, I felt no remorse while I rolled off a mound, hit a vertical moment, compressed off a curb and then shot into the parking lot of the Senior Center, where my friends met me with mutual elation.

The day had just begun.

**Trail Bits:**

Dave's Trail, Moab, UT  
 Type: Downhill  
 Difficulty: Expert  
 Features: Drops, spines, ridges, jumps, rock-gardens  
 Location: Start - off Sands Flat Road  
 End - Senior Center, 100 North  
 Elevation Drop: ~800 feet

**DOWNHILL RACING**

**Sundance Showdown Downhill Utah Downhill Series Race #1**



Utah Downhill Series Race #1 was held at Sundance on May 23-25th.

Top: Ana Rogriguez (Park's Sportsman) took the women's Cat 1 DH. Right: Von Williams (Go-Ride.com) topped the Pro men's field. Photos: Brad Sorenson See results on page 9.

**ROAD RACING**

**Lill and Kotval top Sugarhouse Crit Podium**



Above: Darren Lill leaves the break behind with a winning attack with two laps to go.  
 Top right: Kirsten Kotval nips Nisie Antacle at the line.  
 Middle right: Darin Wilson (Spin Cycle Racing) triumphed over the Master's 35 B field.  
 Lower right: Curtis Doman (Spin Cycle Racing) defeats all in the Men's Cat 3 race.  
 Photos: Dave Iltis.



Bennion (ICE/Rocky Mtn Surgery) a sliver behind in third. See results on page 11.

**By Dave Iltis**

Racing for second place. Following a few attacks, an early break took off at the classic Sugarhouse Crit on May 23rd. Reeled in. Some counters, fireworks, more attacks, pain, riders on the rivet, and nowhere to hide. The winning move was established around 30 minutes into the 75-minute slugfest on the fast and furious 1 mile plus up and down Sugarhouse Park course. Darren Lill (Team Type 1) read the crux of the race perfectly, "I just tried to make the race positive from the start. I put in quite a few hard attacks at the beginning. We had a small breakaway for a while and the field was chasing hard and that came back. I had a feeling that a move would go just after that. I waited for a few guys to attack after that. So, I jumped across to the second one that I had a feeling was going to stick." He made it into the group of seven along with Brad Gehrig (Cole Sport), Eric Flynn and Anthony Johnson (FFKR/Sportsbaseonline.com), Stormin' Norman Bryner (9th and 9th), Jesse Gordon (Porcupine Specialized), and Chase Pinkham (Canyon Bicycles 12K DreamTeam). Most teams were represented in the break. The seven cyclists worked like one, each pulling hard (too hard?) to leave the disorganized field one minute plus in arrears. Lill said, "Everyone was doing their turn which was nice." Where was the peloton? Were the teams willing to gamble that their flag carriers could beat Lill?

Aside from a few attacks and primes to spice things up, the field fell asleep until around 5 laps to go when some of the riders realized (too late?) the desperate situation and began a series of uncoordinated efforts that led to the gap falling from 1 minute to 55 seconds to 35 to 24 to 24 and so on as the laps ticked down. Why did they wait? Strongman Lill, a rider who can climb and sprint (second in a stage in the 2008 Tour of Utah), would be a favorite if the field of 63 Pro/1/2 riders were together, was almost a lock to win

the seven-card poker hand he was dealt. Leaving nothing to chance, Lill attacked on the hill with two laps to go and soloed to a well played, well deserved victory. The rest were racing for second. The remnants of the break, Pinkham, Gehrig, Gordan, and Flynn finished out the top five as the field nipped at their heels. Junior speedster Tanner Putt (Cole Sport) took the field sprint. Lill hails from South Africa, lives in Salt Lake, and races for Team Type 1 out of Wisconsin. He is off to Philly for the

TD Bank Philadelphia International Championship and then on to Canada for the Tour de Beauce.

In the women's race there were a number of attacks peppered throughout, but none would take. On the final lap, Lori Harward dug in and looked strong off the front, but ran into the wall at the bottom of the hill. KK, Kirsten Kotval (PCIM), the rocket, got caught behind her, but managed to jump around and lead the field up the wall to nip teammate Nisie Antacle at the line, with Jamie

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**BIKE BONANZA**

**Bike Fashion Abounds at the UTA Bike Bonanza**



Photos from the Cycle Style Show at the UTA Bike Bonanza on May 15th. More photos can be seen at [cyclestyleshow.com](http://cyclestyleshow.com). Photos: Dave Ward

**Quick Shot by Chad Nikolz**

"Cycling is one of those rare sports where big, buff people are actually at a disadvantage to the little, skinny people. ... Especially up a hill."  
-Bob Roll  
cycling personality



**Salt Lake Bicycle Collective News**

The Collective provides refurbished bicycles and educational programs to the community, focusing on children and lower income households. The economy has put an increased demand for cost effective

transportation, aka bikes. As such the Collective's Bikes for Goodwill Organizations program and their Community Bike Shop are in dire need of more bikes, mechanics and/or folks interested in learning bicycle mechanics. They now accept volunteers during the day. In addition to our regular Do-It-Yourself Nights, the extremely popular Women's Do-It-Yourselfer night are on the second and fourth Wednesday of the month everyone is welcome on Saturdays from 1 until 5 pm starting November 1st. In addition to more hours, they now have more locations, including Ogden, the University of Utah and the Day-Riverside Library. The mission of the Salt Lake City Bicycle Collective is to promote cycling as an effective and sustainable form of transportation and as a cornerstone of a cleaner, healthier, and safer society. For more information, including crank addiction, visit [www.slcbikecollective.org](http://www.slcbikecollective.org) or call 801-FAT-BIKE.

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**Commuter Column - from page 13**

lane delineations to communicate to cyclists where they were supposed to be. We also considered requiring cyclists to disembark and use the crosswalk to get across the intersection; in some locations, the intersection utilizes a two-phase crossing for bicyclists and pedestrians (they get past the eastbound side first, wait for a few moments in a median refuge in the middle of the road, and then cross the westbound side when the signal provides the all-clear) and we had to make sure that the median space was large enough to safely accommodate a cyclist towing a trailer.

These are definitely not desirable roadways or locations for cyclists; yet, we've got to think about how to create spaces for them. Sometimes there's just not another choice of where to go.

Cycling Utah: Should funding and improvement occur on all streets or should funding and improvements focus on the "80%" of streets that are currently the most bike friendly?

Travis Jensen: Cyclists are legal users of all roads except for urban free-ways. Don't accept someone tell you that "cyclists don't belong on Road X or Road Y because there's too much traffic, too much speed, not enough room, or whatever." Those are the EXACT roads that need changes made to accommodate cyclists! Why do certain roads have more traffic and more speed? Because they are the most direct routes, have the fewest stops, and serve the most destinations. "Cyclists should just use another route" is a poor argument when your job, shopping destination, or school is located along the offending roadway.

Cycling Utah: How do cyclists hinder the process for cycling infrastructure?

Travis Jensen: The biggest thing cyclists do to hinder their own cause is riding incorrectly. That means blowing stop signs and red lights, as well as riding in a manner that confuses drivers. Some of this is due to lack of knowledge of proper riding techniques, but much of it is due to the fact that some people ride bikes more as a statement of non-conformity than as a transportation device, recreation tool, or other practical means. Unfortunately, law-breaking cyclists give ammunition to opponents of cycling to deny the positive changes

that we need to make to our infrastructure. Yes, I know drivers do many egregious things, too. However, when you're in the minority like we are right now, you cannot afford to give your opponents extra ammunition.

Cycling Utah: Any last words?

Layne Jones: The biggest thing you can do is GO FOR A RIDE! Why not get the project manager and the project engineer on a bike and take them for a ride the corridor or road in question! See what happens... Cyclists that are commuting take cars off the road, improving air quality, reducing congestion, and reducing energy use (all goals of the state of Utah <http://travelwise.utah.gov/>) all the while weathering rain, cold, heat, glass and storm grates, and sometimes aggressive drivers! When you think about it that way, cyclists ought to get gold plated bike lanes.

Travis Jensen: The best thing that an individual cyclist can do is ride their bike as much as possible, and do it in the proper manner, obeying traffic laws, signaling, and being predictable to motorists. The best form of driver education is a cyclist riding correctly. The more of us there are out there conveying the same message to drivers, the quicker they will learn to expect AND respect us on the roads. We are all safer -- motorists and cyclists -- when we know what to expect from one another out there on the streets.

Learn about the relationship between land use and transportation. They must go hand-in-hand. I recommend a book called "Transportation for a Livable City" by Vukan Vuchic.

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

**Correction:** I need to apologize for an oversight in last month's column. I overlooked grammatical corrections to Chuck Clark's column and submitted the column with several mistakes. I want the readers to know that any spelling or grammatical errors are my errors. I usually have the proofread my column before submission. Chuck sent me a second set of corrections that I apparently overlooked.

**MECHANIC'S CORNER**

**Brighten Up Your Bike With New Bar Tape!**



By Tom Jow

As cyclists, individual style is very important to us. This is evident by the number of colorful accessories available to us. Bright colored team jerseys, socks, gloves or sunglasses are just a few. Then the bikes. There are fixed gear bikes, mountain bikes, commuters, cruisers, single speeds and road bikes.

But what really makes a bike your own? The fixie rider can choose from outlandishly colored accessories such as pink tires or blue wheels. Mountain bikers often have a small figurine attached to the stem or maybe the frame is plastered with stickers. Roadies have black carbon frames with black wheels, black seat and...black handlebar tape?! How boring!

Handlebar tape is an easy and inexpensive way to personalize your bike. It is available in numerous colors and patterns, such as splashes, stripes, polka dots or cartoon characters. Dark colors such as black don't get dirty as quickly but bright colors are lively and make the bike seem lighter. Many athletes I have worked with liked white tape so they would more easily know when I replaced it.

Besides looking good, handlebar tape does actually serve an important function; as one of the three points of contact it provides grip and padding for the hands. Among those that follow professional bike racing, it is well known that riders contesting the Paris-Roubaix race use two or more layers of handlebar tape, per-

haps in addition to specially shaped gel pads wrapped underneath.

Replacing the handlebar tape is really an easy task to undertake. First, unwind the old tape. Do not worry if the thin backing tape remains on the bars. Next, place a small strip of tape over the brake lever band (top left figure).

Starting at the handlebar drop end (top right figure), place the tape at an angle and begin wrapping. Stretch the tape lightly and overlap about one-third of the previous wind as you go along. Watch for gaps as it goes around the curves and under the

brake lever.

Upon reaching the end, gently hold the tape at an angle, and carefully cut perpendicular to the handlebar (lower left figure). This will ensure a clean, smooth ending to close off with black or some other colored plastic tape (lower right figure).

It's quick, it's easy and it's cheap. You can change it any time the mood suits you. Or change it when it gets dirty. Me, I just clean mine, but that's a secret.

**Got a bike question? Email Tom at [1tomjow@gmail.com](mailto:1tomjow@gmail.com).**

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# CALENDAR OF EVENTS

**Calendar Guidelines:**

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

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

Let us know about any corrections to existing listings!

**Committee — Meetings are the second Monday of each month from 5-7 p.m. in suite N-4010 of the Salt Lake County Government Center, 2001 S. State, SLC, (801) 485-2906**

**Weber County Pathways — Weber County's Advocacy Group, (801) 393-2304 or [www.weberpathways.org](http://www.weberpathways.org)**

**Davis Bicycle Advisory and Advocacy Committee — Contact Bob Kinney at (801) 677-0134 or [Bob@bike2bike.org](mailto:Bob@bike2bike.org)**

**Mooseknuckler Alliance — St. George's Advocacy Group, [www.mooseknuckleralliance.org](http://www.mooseknuckleralliance.org)**

**Mountain Trails Foundation — Park City's Trails Group, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)**

**Park City Alternative Transportation Committee — normally meets on the second Tuesday of the month at Miner's Hospital at 9:00am, call to confirm, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)**

**Utah Bicycle Coalition — Statewide advocacy group, [utahbikes.org](http://utahbikes.org)**

**Volunteer to help build the Bonneville Shoreline Trail (801) 485-6975 or visit [www.bonneville-trail.org](http://www.bonneville-trail.org).**

**2008-2009 Cycling Events**

**Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC, for more info, if you have a bike to lend, send an e-mail., [slccriticalmass.org](mailto:slccriticalmass.org)**

**Bike Polo League — Salt Lake City, UT, Tuesdays at Liberty Park, Salt Lake City, 7 pm, enter from 13th S. and come up the 7th East side to the road entering the center of the park. All welcome, bring bike, gloves, and helmet. Mallets provided., Scott Brown, 801-870-**

9292, [sbrown@redrocks.com](mailto:sbrown@redrocks.com),  
**Bicycle Film Festival — TBD, Salt Lake City, UT, showings will include films from the Bicycle Film Festival never before seen in Utah, live music afterwards, benefit for the SLC Bike Collective, 7:30 pm, The Depot at The Gateway, 400 W. and S. Temple., 801-FAT-BIKE, [jonathan@slcbikecollective.org](mailto:jonathan@slcbikecollective.org), [bicyclefilmfestival.com](http://bicyclefilmfestival.com)**

**Bicycle Film Festival — TBD, Salt Lake City, UT, showings will include films from the Bicycle Film Festival never before seen in Utah, live music afterwards, benefit for the SLC Bike Collective, 7:30 pm, The Depot at The Gateway, 400 W. and S. Temple., 801-FAT-BIKE, [jonathan@slcbikecollective.org](mailto:jonathan@slcbikecollective.org), [bicyclefilmfestival.com](http://bicyclefilmfestival.com)**

**June 1 — 3rd annual "Share the Road Memorial Ride.", Park City, UT, A ride to remember fallen cyclists. Meet at Cole Sport 1615 Park Avenue in Park City. 17-20 mile ride will leave Cole Sport at 6 p.m. Park at Park City Mountain Resort lower lot. All ages welcome but cyclists should be comfortable with a 20 mile ride., Scott Dudevoir, 435-649-4806, [dude@colesport.com](mailto:dude@colesport.com),**

**June 6 — National Trails Day, Salt Lake City, UT, Volunteer on Trail Projects., Celeste Eppler, 801-486-2100, [ceppler@rei.com](mailto:ceppler@rei.com), [rei.com](http://rei.com)**

**June 6 — National Trails Day, Park City, UT, 9 am, Meet at White Pine Touring at the Rail Trailhead, Coffee and bagels, Project TBA., Carol Potter, 435-649-6839, 435-731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [mountaintrails.org](http://mountaintrails.org)**

**June 26-28 — Bike Days, Driggs, ID,**

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Area bike shops will have demos for public to ride, test all the new gear for 2009. Group rides; night rides bike clinics for women, kid's bike rodeo and a DH clinic along with road rides from Grand Targhee Resort. BBQ and bands all weekend, mtn bike movies on the big screen in the music venue and prize raffles, lodging discounts., Dick Weinbrandt, 208-354-2354, [info@peakedsports.com](mailto:info@peakedsports.com), [grandtarghee.com](http://grandtarghee.com)

**July 11 — Utah Tour de Donut, American Fork, UT, 21 mile circuit race and donut eating (subtract time for eating donuts each lap), bike safety rodeo, kids race, Greenwood Elementary in American Fork, 8 am, All proceeds are being used for Bike Town Africa and other local Rotary projects., Kim Garrett, 801-763-1216, [timpaud@yahoo.com](mailto:timpaud@yahoo.com), [utahtourdedonut.com](http://utahtourdedonut.com)**

**September 1 — Bikes for Kids, Salt Lake City, UT, fundraising dinner and silent auction., Teresa May, 801-453-2296, [teresa@bikesforkids.com](mailto:teresa@bikesforkids.com)**

[sudah.com](http://sudah.com), [bikesforkidsutah.com](http://bikesforkidsutah.com)  
**September 4-7 — Great Utah Bike Festival, Minersville, UT, every kind of event for every kind of biker, 3 century rides (100, 65, 50 mile options), road and mountain recreational rides, cyclocross racing, mountain bike racing, road stage race (2 road races, time trial, criterium, part of UCA series), Bike Ed presentations, bike parade, street racing, and more., Bob Kinney, 801-677-0134, [bob@bike-2bike.org](mailto:bob@bike-2bike.org), [bike2bike.org](http://bike2bike.org)**

**September 22 — World Car Free Day, Planet Earth, Ride your bike and leave the car at home!, [worldcarfree.net](http://worldcarfree.net)**



**Tours and Festivals**

**Celebration of Pathways — 2009 TBA, Ogden, UT, Snowbasin Resort, 11 am to 7 pm, mtb and road rides, Trail Maintenance, Bike Demo, benefit for Ogden Valley Pathways., 801-920-3426, 801-528-2907, [christyshaw@ovpathways.org](mailto:christyshaw@ovpathways.org), [ovpathways.org](http://ovpathways.org)**

**June 5-7 — NUMB Fest 2008, Vernal, UT, Three fun and action packed days of organized riding and festivities. There will be organized trail rides each day based on ability level with gatherings in the evening involving food, beverage, revelry, and prizes provided by the event sponsors. All events are in & around the Uintah Basin, AND there is no charge or entry fee., 435-781-2595, [coop@northeasternutahmtb.org](mailto:coop@northeasternutahmtb.org), [jory@northeasternutahmtb.org](mailto:jory@northeasternutahmtb.org) or [troyboy@northeasternutahmtb.org](mailto:troyboy@northeasternutahmtb.org), [northeasternutahmtb.org](http://northeasternutahmtb.org)**

**June 6 — National Trails Day, Salt Lake City, UT, Volunteer on Trail Projects., Celeste Eppler, 801-486-2100, [ceppler@rei.com](mailto:ceppler@rei.com), [rei.com](http://rei.com)**

**June 6 — National Trails Day, Weber County, UT, Biker's Edge Trail Crew and Weber Pathways Trail Day., Steve Sessions, 801-528-2907, [sessions11@msn.com](mailto:sessions11@msn.com), [bebikes.com/trailcrew.aspx](http://bebikes.com/trailcrew.aspx)**

**June 14-19 — Grand Staircase Escalante Mountain Singletrack, Panguitch, UT, 6-day, 150-mi guided tour of the Grand Staircase and Escalante River areas, including Hells Backbone and Gap Mountain Trail. Tour includes 6-night cabin stay and food. Also available: 7/5, 8/2, 9/6., 800-596-2953, [info@escapeadventures.com](mailto:info@escapeadventures.com), [escapeadventures.com](http://escapeadventures.com)**

**June 20-21 — Wild Rockies Boise to Idaho City Tour, Boise, ID, Starts and finishes at the Old Armory on Reserve Rd. 7am Boise to Idaho City (campover night) and back to Boise., Darren Lightfield, 208-388-1971, [wildrockiesemail@yahoo.com](mailto:wildrockiesemail@yahoo.com), [wildrockies.com](http://wildrockies.com)**

**June 21-26 — Bryce to Zion Family Trip, St. George, UT, 6-day tour between national parks, over dirt roads, double and single-track, covering 16 - 25 mi per day, 4 nights camping and 1 night inn stay. Intermediate level. Also available 6/28 through 8/28., 800-845-2453, [biking@westernspirit.com](mailto:biking@westernspirit.com), [westernspirit.com](http://westernspirit.com)**

**July 11-17 — Cycle the Divide Montana, Whitefish, MT, 208 mile multiday tour through the Swan Range, Flathead Lake and the Glacier National Park area., 800-755-2453, [tours@adventurecycling.org](mailto:tours@adventurecycling.org), [adventurecycling.org](http://adventurecycling.org)**

**July 13-14 — Dirt Series by Rocky Mountain Bicycles Women's MTB Camp, Park City, UT, Learn new skills, increase confidence on the**



**Rad Canyon BMX — (801) 824-0095**

**Deseret Peak BMX — [www.deseret-peakcomplex.com](http://www.deseret-peakcomplex.com), Tooele**

**May - October — Rad Canyon BMX, Practice Tuesdays 6:30-8:30 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.**

**May - October — Rad Canyon BMX, Single Point Races Thursdays, Registration 6-7 pm, racing ASAP (7:30pm). 9700 S. 5250 W., South Jordan, (801) 824-0095.**



**Advocacy Groups**

**Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 487-6318.**

**Salt Lake County Bicycle Advisory**

**Antelope by Moonlight 09**

Join the ride starting at 10:00 pm at the Antelope Island State Park marina. On-site registration begins at 7:30 pm.

Early registration through June 24. For information, contact Davis County Economic Development 801-451-3286, [www.daviscountyutah.gov](http://www.daviscountyutah.gov)

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bike, or simply enjoy the sport like never before. World class instructional camps for beginner to advanced riders., 604-905-8177 (Canada), info@dirseries.com, dirseries.com

**July 16-18 — Candy Mountain - Fishlake Bike Festival**, Sevier County, UT, Candy Mountain - Fishlake Bike Festival based out of Richfield, Utah. Held July 16 - 18, 2009. Enjoy beautiful trails, Native American and mining history, wildlife and more., Kevin Arrington, 435-893-0457, 435-979-2881, sevierevents@juno.com,

**July 21-22 — Dirt Series by Rocky Mountain Bicycles Women's MTB Camp**, Sun Valley, ID, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class instructional camps for beginner to advanced riders., 604-905-8177 (Canada), info@dirseries.com, dirseries.com

**August 15-24 — Wheelin' the Winds**, Jackson, WY, Supported mtb tour of the Jackson and Wind River area., 800-755-2453, tours@adventurecycling.org, adventurecycling.org

**September 4-7 — Great Utah Bike Festival**, Minersville, UT, Join the excitement of an entire weekend of all kinds of cycling. Miles and miles of roads and trails for all kinds of biking: mountain biking, road biking, racing, cyclocross, randonnee, and recreational biking. There will be music, food and fun for everyone., 810-677-0134, info@bike2bike.org, bike2bike.org

**September 13-19 — N Rim Grand Canyon**, Jacob Lake, AZ, 148 Miles, self-contained tour of the Kaibab National Forest and Grand Canyon National Park, 800-755-2453, tours@adventurecycling.org, adventurecycling.org

**September 19-22 — Women's White Rim Tour**, Moab, UT, Women-only White Rim Trip in Canyonlands National Park with a focus on improving your riding technique and features daily yoga., 970-4563-4060, bitb@comcast.net, babesinthebackcountry.com

**September 25-27 — Castle Country Single Track Mountain Bike Festival**, Price, UT, Great Carbon County MTB Recreational rides for all levels, evening festivities, 2 meals included, bike raffle, fun for everyone!, Kathy Smith, 435-636-3702, Kathy.Smith@carbon.utah.gov, castlecountry.com

**October 3 — Take Your Kid on a Mountain Bike Ride and IMBA Trail Care Crew**, Boise, ID, merlinxm@cableone.net, byrdscycling.com

**October 5-9 — Gooseberry Mesa Trail**, St. George, UT, 5-day tour combining slick rock and single-track trails south of Zion National Park, covering 15 to 25 miles per day, 4 nights camping and 1 night inn stay. Intermediate level. Also available 10/13 through 10/31., 800-845-2453, biking@westernspirit.com, westernspirit.com

**October 30-November 1 — Moab Ho-Down Bike Festival**, Moab, UT, MTB festival includes townie tour and movie premiere, group rides, Super D race, DH Race, Dirt Jump Contest, Halloween Costume Party, prize giveaways and just an all around good time., Tracy Reed, 435-259-4688, info@chilebikes.com, chilebikes.com/moabdown



**General Info**

**Intermountain Cup** information (Utah) (801) 942-3498.

**USA Cycling**, Mountain Region,(UT, AZ,NM,CO,WY,SD), (719) 866-4581

**2009 Utah MTB Races**

**Sundance Weekly Race Series — Sundance Resort**, UT, Wednesdays, 6:30 p.m., May 20, 27, June 10, 24, July 8, 22, August 5, 19, alternates with Soldier Hollow Training Series, Kids' Races on May 20, July 22, August 19., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, weeklyraceseries.com, sundanceresort.com,

**Soldier Hollow Training Series — Soldier Hollow**, UT, Wednesdays, May 6, 13, June 3, 18, July 1, 15, 29, August 12, alternates with Sundance, 6 p.m., Mark Nelson, 801-358-1145, races@euclidoutdoors.com, weeklyraceseries.com

**Park City/ Solitude Mid Week Mountain Bike Race Series — Park City and Solitude**, UT, Park City: May 27, June 3, June 10, June 17 all at Round Valley Solitude: May 24, July 1, July 8, July 15, July 22, July 29 all at Solitude Resort Park City: August 5, August 12, August 19 Each race will be held on one of the Park City Resorts - Park City Mountain Resort, Deer Valley, The Canyons., Riley Siddoway, 435-671-5053, rsiddoway@mountainraceworks.com, mountainraceworks.com.

**Snowbasin/Biker's Edge Mtn. XC Race Series — Snowbasin Resort**, UT, Dates TBA, Registration- 5pm-6:30pm at Grizzle Center, Race Start: 6:30, Jonny Hintze, 801-544-5300, jonny@bebikes.com, bebikes.com

**May 30 — Sundance Spin**, Sundance Resort, UT, Utah State Open Championship, ICS #7, XC, 2 loops: a 7.1-mile topping out at 7100 ft, and the small 0.5-mile lowest part of Archies Loop, First race starts at 8 am for U9, 8:30am for U12, others 9:30am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**June 7 — Bountiful Bomber Downhill Race**, Bountiful, UT, Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

**June 13 — 18th Annual Deer Valley Pedalfest**, Deer Valley, UT, ICS #8, 18th annual, a tradition, multi-lap course on Deer Valley's and Deer Crest's world-famous trail system, climbs and twisty single-track downhill through the dense woods, First start at 8:15am for U12, others 9:00am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**June 20-21 — Wolf Creek Mayhem Downhill Race**, Wolf Mountain Resort, UT, DH/Super-D/Dual/Quad X, Utah DH Series., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

**July 11 — 22nd Annual Mountain Bout**, Snowbird, UT, 21st Annual, ICS #10, Snowbird, Open to all, Event starts at 8000' near the Snowbird Center (Entry 2). Course: 4-mile loop, with 800' of climbing per lap, First race starts at 8:10am for U9, 8:30am next start., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**July 18 — 13th Annual Chris Allaire Memorial**, Solitude Resort, UT, Utah State Open Championship, ICS #9, XC, 13th Annual, Utah State Open XC Championship, Course combines Cruiser (upper) and Serenity (lower) loops, Registration closed 7/13, First start at 8:15am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**August 1 — Rock the Canyons Intermountain Cup Grand Finale**, Canyons Resort, UT, ICS #12, Snowbird, Open to all, XC course starts and finishes at Smokie's Bar and Grill at the base of the gon-

dola at The Canyons Resort. The course is about 90% wide single track, Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**August 14-16 — Flyin' Brian Gravity Festival**, Brian Head, UT, New format to include Super D race, Dual Slalom, Downhill and more., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com

**August 20-23 — Great American Mountain Bike Stage Race**, Brian Head, UT, 4 stages, 280 miles, Brian Head, Utah., Tom Spiegel or Jeff, 435-884-3515, teambigbear@aol.com, teambigbear.com

**August 29 — 12 Hours of Bear Lake Mountain Bike Relay**, Garden City, UT, 6 a.m., 15-mile XC loop, climbing from 6,000 to 8,000 feet in elevation through cedar and pine tree and open mountain terrain, Food, water and toilets will be available at staging, Registration and lodging will be at Blue Water Resort, just 800 meters away from the staging (start/finish) line., Kevin Rowher or John Hernandez, 435-752-1987 ext 109, krowher@s-power.com, s-power.com, bearlake.com,

**September 4-7 — Great Utah Bike Festival**, Minersville, UT, 3 century rides (100, 65, 50 mile options), road and mountain recreational rides, cyclocross racing, mountain bike racing, road stage race (2 road races, time trial, criterium, part of UCA series), Bike Ed presentations, bike parade, street racing., 801-677-0134, bob@bike2bike.org, bike2bike.org

**September 5 — 6th Annual Sundance Single Speed Challenge**, Sundance Resort, UT, 10 am start, Sundance Resort., 801-223-4121, czarj@sundance-utah.com, Sundanceresort.com

**September 5 — Park City Point 2 Point-presented by MTB Racenews.com**, Park City, UT, Ultra mountain bike race featuring the regions best single-track trails and hitting each of the 3 world class resorts., Jay Burke, info@thepcpp.com, thepcpp.com

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

**September 19 — Widowmaker Hill Climb**, Snowbird, UT, 10 AM, 3000' vertical race to the top of the Tram, Gad Valley, Snowbird Resort., 801-583-6281, sports@sports-am.com, sports-am.com

**September 20 — Tour de Suds**, Park City, UT, 27th Annual, Park City, 6 mile hill climb to celebrate the end of mountain bike season., Carol Potter, 435-649-6839, carol@mountaintrails.org, mountaintrails.org

**October 5-17 — Huntsman World Senior Games**, St. George, UT, Must be 50 years or older. three events: hill climb, downhill, and cross country., 800-562-1268, hws@infowest.com, senior-games.net

**October 10-11 — 24 Hours of Moab**, Moab, UT, 14th Annual, solo, duo, 4 and 5 person team categories, men, women, and coed., 304-259-5533, heygranny@grannygear.com, grannygear.com

**October 31-November 1 — 25 & 6 hours in Frog Hollow**, Hurricane, UT, 25 hour event is from SAT 10am to SUN 10 am with the bonus double midnight lap6 Hour event and Costume contest is from Sat 11 am to Sat 5 pm- contest and awards at 6 PM, Other fun Halloween fun TBA, Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

**2009 Idaho and Regional MTB Races**

**June 3 — 8th Annual Wood River Cup Race #2**, 8th Annual Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., 208-788-9184, billy@mobilecyclerepair.net,

powerhousefitstudio.com

**June 6 — Velopark MTB Dual and Four-X**, IVCP, ID, 2 person dual slalom and 4 person biker cross. We use digital timing, very accurate. These courses are built by World Champion Eric Carter--this is the real deal folks. You'll find everything you expect at a National course with a grassroots feeling. Lots of fun all day and super easy road to get to the top of the events., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**June 7 — Bogus Kamikaze DH #1**, Bogus Basin Resort, ID, 2-3 min DH course, newer route with fast, flowing single track and individual time trial, gap jumps, sick drop-offs, wooden bridges and flowing boulders. Lots of fun all day and super easy shuttle., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**June 10 — 8th Annual Wood River Cup Race #3**, 8th Annual Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., 208-788-9184, billy@mobilecyclerepair.net, powerhousefitstudio.com

**June 17 — Cache to Game XC Race**, Jackson, WY, Mike Yokel Park, 12 mile MTB XC., 307-733-5056, schildog@hotmail.com, ucjh.org

**June 17 — 8th Annual Wood River Cup Race #4**, 8th Annual Wood River Cup, Hailey, ID, Hailey Community Bike Park, Short Track Cross Country., 208-788-9184, billy@mobilecyclerepair.net, powerhousefitstudio.com

**June 19 — Short Track Race**, Garden Valley, ID, 208-343-3782, mcooley@goergescycles.com, goergescycles.com

**June 19 — Twilight Short Track**, Boise, ID, 208-343-3782, mcooley@goergescycles.com, goergescycles.com

**June 21 — 20th Annual Idaho City Excellent Adventure**, Idaho City, ID, 1:30 hr XC course and 1:30 hr trail run. Mass start at high Noon, deep woods single track and wide open fire road, Lots of fun all day and great BBQ., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**June 24 — 8th annual Wood River Cup Finals**, 8th Annual Wood River Cup, Hailey, ID, Hailey Community Bike Park, Short Track Cross Country., 208-788-9184, billy@mobilecyclerepair.net, powerhousefitstudio.com

**June 27-28 — Soldier Mountain**, Fairfield, ID, XC, DH, Racers travel through pineforests and quakin' aspens, climbing to 8000' with long technical descents, creek



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crossings and plenty of rippin' fast single track., Hal Miller, 208-338-1016, davey@knobbytireseries.com, janelle@knobbytireseries.com, knobbytireseries.com

**June 28 — Jug Mountain Ranch Ride**, McCall, ID, 2-3 hr XC course and 2hr trail run. New route with fast, flowing single track and wooden bridges. On this course, you'll find deep woods single track and wide open fire road. Lots of fun all day and great BBQ, full bar and beautiful views., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**July 4 — 13th Annual WYDAHO Bike Race**, Alta, WY, XC, Grand Targhee Ski and Summer Resort., Andy, 1-800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

**July 10 — Tamarack Double Down DH**, Tamarack Resort, ID, 2 STAGE DH course, 1 pedeller and 1 technical. Combined score wins all, newer routes with fast, flowing single track and individual time trial, we use digital timing, very accurate. On this course, you'll find sick drop-offs, wooden bridges and flowing boulders, lots of fun all day and super easy shuttle w/ high-speed quad lift., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**July 11-12 — Brundage Mountain**, Brundage Resort, ID, 2-3 hr XC course and 20 min super D. 5-6 min DH course, deep woods single track and wide open fire road, super easy shuttle with high speed lift for the Super D and DH events., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**July 25-26 — White Pine Downhill Race**, Palmdale, WY, Wyoming State Championships, DH on Saturday, Utah DH Series, White Pine Resort., Ron Lindley, 801-375-3231, eracerhd@netzero.net, goride.com

**July 25 — 7th Annual Taming the Tetons**, Jackson Hole, WY, ICS #11, 9 a.m. start for under 9, 9:30 start for all other categories., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com, go-ride.com

**July 25 — Galena Grinder**, Galena Lodge, ID, XC/Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops., Hal Miller, 208-720-3019, info@brokenspokecycling.com, knobbytireseries.com

**July 25 — Idaho State Short Track XC Championships**, Tentative, Hailey, ID, Hailey Community Bike

Park (Croy Canyon), 208-788-9184, billy@mobilecyclerepair.net, powerhousefitstudio.com

**July 26 — Teton Pass Hill Climb**, Wilson, WY, 8:30 AM road race (4.7 miles, 2284 ft. vertical), 10:30 AM MTB race (5.6 miles, 2870 ft. vertical), cash prizes for top 3 men and women combined racers. Raffle and party following., Brian Schilling, 307-690-9896, schil-dog@hotmail.com, ucjh.org

**July 29 — Peaked MTB Hill Climb**, Driggs, ID, 6:30 Start, Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

**August 1 — Laramie Enduro**, Laramie, WY, 111 K mountain bike race, Happy Jack., Richard Vincent, 307-745-4499, Enduro.RV@gmail.com, laramieenduro.org

**August 1 — Butte 100**, Butte, MT, Fundraiser for Mariah's Challenge. 100 mile endurance race. Single track heaven on the Cont. Divide Trail. loop course., Bob Wagoner or Gina Evans, 406-490-5641, gettripleringprod@hotmail.com, bwtripleringprod@hotmail.com, tripleringprod.com

**August 1-2 — Pomerelle Pounder**, Albion, ID, Right off I-84 Burley Exit come try your tech skills on day one and speed skills on day two (2 DH days): Wild Rockies Series DH #6, Utah DH, Series, 2X DH., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**August 1 — Targhee Downhill Race**, Driggs, ID, Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

**August 5 — Teton Village Short Track XC Series and CX**, Tentative, Teton Village, WY, August 5, 19, 6:30 pm. MTB Races, CX race on August 12, Brian Schilling, 307-690-9896, schil-dog@hotmail.com, ucjh.org

**August 7-9 — Blast the Mass**, Aspen, CO, Cross country and mountain cross on Saturday. Super D and downhill on Sunday. Mountain cross and downhill are UCI Class 2 events. Snowmass Resort., Sarah Rawley, 720-407-6142, sarah@racemsc.com, racemsc.com

**August 8-9 — Silver Creek Pedal and Plunge**, Garden Valley, ID, 208-338-1016, info@brokenspokecycling.org, brokenspokecycling.org

**August 8 — Big Hole Challenge MTB Race and Duathlon**, Driggs, ID, 15 mile MTB race, 7.5 mile bike and 5 mile run Duathlon, Horseshoe Trail, 11 miles west of Driggs., Dick Weinbrandt, 208-354-2354, info@peakedsports.com, peakedsports.com

**August 15 — Rendezvous Hill Climb**,

Teton Village, WY, 6.1 miles, 4139 vertical feet, 9 am reg., 10:30 am race, Brian Schilling, 307-690-9896, schil-dog@hotmail.com, ucjh.org

**August 15-16 — Tamarack XC**, Tamarack Resort, ID, XC, STXC, DH, Dual Slalom, Tamarack Ski Resort., 208-338-1016, davey@knobbytireseries.com, janelle@knobbytireseries.com, knobbytireseries.com

**August 15 — Pierre's Hole MTB Race**, Driggs, ID, 50 and 100 mile distances., Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

**August 29-30 — 24 Hours of Grand Targhee Mountain Bike Race**, Alta, WY, XC, Grand Targhee Ski and Summer Resort, 1st place solo male /female and Dou teams will receive \$1000 / over \$10,000 in cash and prizes., Andy, 1-800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

**August 29 — Knobby Tire Series Finals**, Boise, ID, Only 15 minutes from Boise. There'll be plenty of single-track to get your heart pumping with enough double-track to keep you honest., Hal Miller, 208-869-4055, info@brokenspokecycling.org, brokenspokecycling.org, knobbytireseries.com

**September 12 — Endurance Festival in Pocatello**, Pocatello, ID, 20K, 40K and 50 mile half century trail course on the famed City Creek Trail system. Also trail running, mountain biking, DuXtreme off-road duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

**September 12-13 — Bogus Samurai**, Bogus Basin, ID, 2-3 hr XC and 2hr Trail run. New route with single track and good marking this time., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**September 12 — Endurance Festival in Pocatello**, Pocatello, ID, 20K, 40K and 50 mile half century trail course on the famed City Creek Trail system. Also trail running, mountain biking, DuXtreme off-road duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

**September 12 — Targhee Downhill Race**, Driggs, ID, Dick Weinbrandt, 208-354-2354, info@peakedsports.com, grandtarghee.com

**September 13 — Bogus Kamikaze DH #2**, Bogus Basin, ID, 2-3 min DH course. Newer route with fast, flowing single track and individual time trial. We use digital timing, very accurate. On this course, you'll find gap jumps, drop-offs, wooden bridges and flowing boulders. Lots of fun all day and super easy shuttle., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**September 19-20 — Bogus Banzai**, Bogus Basin Resort, ID, STXC/Trail run/CX, Super D., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**September 19 — Bogus Hari-Kari STXC**, Bogus Basin Resort,

ID, 20-30 min Short-track and 45-60 min cyclo-cross course. New route with single track and barriers set-up for the CX race., Darren Lightfield, 208-388-1971, wildrockiesemail@yahoo.com, wildrockies.com

**September 25-27 — Cactus Cup MTB Race and Festival**, Pro XC Tour Finals, Las Vegas, NV, Exploration Peak Time Trial on Friday, Cottonwood Cross Country Race on Saturday, and the Super D and Fat-Tire Criterium on Sunday, all categories., Ashley Forgy, 706-549-6632, info@cactuscuplasvegas.com, cactuscuplasvegas.com, gobike1.com,

— Logan, UT, Thursdays, 6:30 p.m., 435-787-2534, jke@cookmartin.com, loganraceclub.org

**Powerhouse UVU Crit series, presented by UVU Cycling — Orem**, UT, May: 7,14,21,28 June: 4,11,18,25 July: 2,9,16,23,30 August 6,13 Time: 5:30: kids 5-7 / 8-9 / 10-12 yrs 6:00-6:55 A Flight (cat 1,2,3) 6:00-6:40 B Flight (cat 3,4) 7:00-7:30 C Flight (cat 4-5) 7:00-7:35 Women (women may ride in any group) 7:40-8:00 D Flight (beginners) UVU, 1062 W 800 S, Orem, UT 84058, Lot V, Mason Law, 801-891-5275, masonsajc@hotmail.com, www.thefancycling.com

## Utah Road Races

**June 6 — State TT Championship**, Salt Lake City, UT, International Center, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**June 6 — Draper Challenge Hillclimb Race**, Draper, UT, 8:00 am at Equestrian Center located at 1600 E. Highland Drive (13500 South), road race 15 miles with two hill climbs, ends at top of Suncrest., Ken Murdock, 801-205-3700, ken.murdock@utahhomes.com, DraperTrailsDays.com

**June 13 — Little Mountain RR (Utah State championship)**, Clarkston, UT, 16-mile circuit race with one major climb (1 mile, 7-10% grade between Trenton and Clarkston) and one minor climb (1 mile, 4% grade 1-mile south of Clarkston. Total elevation gain — 600 feet/lap., Kevin Rowher, 435-752-1987, ext #109, krohwer@spower.com, loganraceclub.org

**June 18-20 — Utah Summer Games**, Cedar City, UT, Time Trial, Hill Climb, Criterium, Road Race with overall Omnium, Righthand Canyon, Lund Hwy, Desert Mound?, Checkshani Cliffs., 435-865-8421, 435-559-2925, usgpress@suu.edu, utahsummergames.org

**June 20-21 — High Uintas Classic Stage Race**, Kamas/Evanston, UT/WY, 21st annual, A Legendary Race. No Wimps! No Whiners! Bald Mountain Road Race; Charles Scrivner Memorial Time Trial; Downtown Courthouse Criterium. Kamas, UT to Evanston, WY., Paul Knopf, 307-783-6458, 1-866-783-6300 ext. 459, pknopf@evanstonwy.org, evanstoncycling.org

**June 27 — Powder Mountain Hillclimb**, Eden, UT, 5 miles and 3000 feet up Powder Mountain Road, finish in upper parking lot, Ben Towery, 801-774-7551, teamaccelerator@gmail.com, teamaccelerator.com

**July 4 — Wasatch 120 Road Race and Tour**, Heber City, UT, 120 Mile Road Tour starting and finishing in Heber City, Riley Siddoway, 435-671-5053, info@mountainrace-works.com, wasatch120.com

**July 10 — Porcupine Brighton Criterium**, Brighton, UT, Mike Meldrum, 801-424-9216, mikes-ride@gmail.com, porcupinecycling.com

**July 11 — Porcupine Hillclimb**, Salt Lake City, UT, Hill climb to the



## General Info

**Utah Road Racing** - USCF, Utah Cycling Association - James Ferguson, 801-476-9476, utahcycling.com

**USA Cycling**, Mountain Region Road Racing (UT, AZ, NM, CO, WY, SD), George Heagerty, (719) 535-8113.

## Utah Weekly Race Series

**Cyclesmith Rocky Mountain Raceways Criterium — West Valley City**, UT, Saturdays at 12 noon in March, Tuesdays in April - September, 6 pm, 6555 W. 2100 S. March 7,14,21,28, 31, April 7,14,21,28, May 5,12,19,26, June 2,9,16,23,30, July 7,14,21,28, August 4,11,18,25, September 1,8,15,22,29., 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**Salt Air Time Trial — Salt Lake City**, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center; April 16, 30, May 14,28, June 11, 25, July 9, 23, August 6,13., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**DMV Criterium — West Valley City**, UT, Weekly Training Crit at the Driver's Training Center, 4700 S. 2780 W., A Flite - 6pm. B Flite - 6:55 pm. (April - September), April 1,15,22,29, May 6,13,20,27, June 3,10,17,24, July 1,8,15,22,29, August 5,12,19,26, September 2,9,16,23,30., Clint Carter, 801-651-8333, cdcarter44@msn.com, utahcritseries.com

**Royal Street/Emigration Canyon Hillclimb — Park City/Salt Lake City**, UT, Every other Thursday, Dates TBA, 900 ft. elevation gain, Royal Street and Deer Valley Drive, Alternating with Emigration Canyon TT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**Ogden Cash Crit — Ogden**, UT, Thursdays, June 4 - July 30, 6 pm, C flight: 6:00pm (30 min), B flight: 6:40pm (40min), A Flight: 7:30pm (50min), Business Depot Ogden (600 W 12th St.), Weston Woodward, 801-388-0517, westonvw@yahoo.com,

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The Salt Lake City Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit [www.slcgov.com/bike](http://www.slcgov.com/bike) or call the Mayor's office at 801-535-7939 or Dave at 801-328-2066



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dward@bicyclingutah.com



top of Big Cottonwood Canyon., Mike Meldrum, 801-424-9216, mikeside@gmail.com, porcupinecycling.com

**July 17-18 — Capitol Reef Classic SR**, Torrey, UT, ITT (8 miles), Critrium, 100/52/32 mile road race (distance determined by race category)., Tina Anderson, 435-425-3491, tricrazy@live.com, capitolreefclassic.com

**July 18 — Sundance Hillclimb**, Provo, UT, Starts at the bottom of SR92, climbs 8.2 miles, over 3000' of climbing, passing Sundance and finishing at the Alpine Loop Summit, perfect for the Pro Level racer wanting to beat the best or the beginner wanting a good challenge., Czar Johnson, 801-223-4849, czarj@sundance-utah.com, sundance-utah.com

**July 25 — Chalk Cr RR (jr. & master state champ.)**, Coalville, UT, Juniors and masters Utah State Championship., Mike Meldrum, 801-424-9216, mikeside@gmail.com, porcupinecycling.com

**August 1 — Tour de Park City**, Park City, UT, Same great 170 mile race through Northern Utah's beautiful mountain valleys. Great improvements for 2009. All men's and women's categories and masters., Riley Siddoway, 435-671-5053, rsiddoway@mountainraceworks.com, tourdeparkcity.com

**August 8 — E-Center Criterium**, West Valley City, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**August 15 — Emigration Canyon Hill Climb**, Salt Lake City, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**August 18-23 — Larry H. Miller Tour of Utah Presented by Zions Bank**, UT, America's toughest stage race, 6 stages, 325 miles, \$45,000 purse, Pro/1 Men only, Salt Lake, Ogden, Utah County, Tooele, Park City, Snowbird, Salt Lake., Terry McGinnis, 801-558-2136, terry@tourofUtah.com, tourofUtah.com

**August 22 — Snowbird Hill Climb**, Snowbird, UT, 32nd Annual, 8 AM, registration from 6-7:30 am, Climb ~3,200' from the Swamp Lot on Wasatch Blvd to Snowbird's entry II., Misty Clark, 801-933-2115, misty@snowbird.com, snowbird.com/events/competitions/summer/hillclimb.html

**August 29 — Sanpete Classic**, Spring City, UT, Main Street, Spring City will serve as the Start/Finish for loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Courses are mostly flat with some rollers and false flats, 2 feed zones, with one fully supported, BBQ lunch after race., Eric Thompson, 801-541-3840, jerichthompson@comcast.net, skiutahcycling.com

**August 29 — Red vs. Blue Time Trial presented by O.C. Tanner**, Draper, UT, Benefits Bikes for Kids, 9:00 a.m., 272 E. Traverse Point, 1300' elevation gain with 10 percent to 12 percent grades in some locations., Teresa May, 801-453-2296, teresa@bikesforkidsutah.com, bikesforkidsutah.org

**September 4-7 — Great Utah Bike Festival**, Minersville, UT, 2 road races, time trial, criterium, 3 century rides (100, 65, 50 mile options), Bike Ed presentations, other events., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

**September 5 — Climber's Trophy**, Salt Lake City, UT, Individual time trial up the south side of Big Mountain from MM 3 to MM 9., first rider up at 11 AM., Jon Gallagher, 435-901-8872, sportsbaseevents@gmail.com, teamcsr.org

**September 12 — LOTOJA Classic RR**, Logan, UT, 206 miles from Logan, UT to Jackson, WY., Brent Chambers, 801-546-0090, info@lotojaclassic.com, lotojaclassic.com

**September 12-14 — Hoodoo 500**, St. George, UT, 500 mile Ultramarathon bike race in Southern Utah. Voyager Start: 5am, Solo Start: 7am, Two-Person Relay Teams Start: 9am, Four-Person Relay Teams Start: 11am.,

Deb Bowling, 818-889-2453, deb@planetultra.com, Hoodoo500.com

**September 19 — Cyclesmith Criterium**, TBA, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**September 19 — Endurance Festival in Park City**, Park City, UT, 20K, 40K, 50 mile Half century distances on a 20K circuit course, running, road cycling, DuXtreme duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

**September 26 — Harvest Moon Historic 25th Street Criterium**, Ogden, UT, Downtown Ogden in the Municipal Park between 25th & 26th Streets., Steve Conlin, 801-589-1716, steve@newcastlemtgauge.com, ogdenone.com

**October 5-17 — Huntsman World Senior Games**, St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race., Kyle Case, 800-562-1268, hws@infowest.com, seniorgames.net

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

**Regional Series Road Races**

**Idaho Cycling Enthusiasts Time Trial/Hillclimb Series — Pocatello**, ID, April 22, May 6, 27, June 24 (Time Trial); May 20, June 3, 17 (Hillclimb) 10 km for flat TT on the Gate City Grind Course, Hillclimb is 5.1 miles, 1500 ft elevation up Scout Mountain., David Hachey, 208-241-0034, dmhachey@gmail.com, idahocycling.com

**SWICA Criterium Series — Boise**, ID, Tuesdays, May 5, 12, 19, 26, June 2, 9, 16, 23, 30, July 7, 14, Local training crit series at Expo Idaho West lot., Kurt Holzer, 208-890-3118, idahobikeracing@yahoo.com, idahobikeracing.org

**Regional Road Races**

**May 30 — Garden Creek Gap Road Race**, Pocatello, ID, This is a rider's course: 25-mile lap with an incredible 3-mile climb through Garden Creek Gap (5-9%) grade. All classes will do the number of full laps listed above up the climb for a mountain top finish., Sam Krieg, 208-233-0951, sam@krieg-cycling.com, idahocycling.com

**June 6 — 3rd Annual Lyle Pearson 200-mile Team Challenge**, Boise to Sun Valley, ID, Team relay road race from Boise to Sun Valley., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**June 12 — Tour of Eagle**, Eagle, ID, Uhl Albert, 208-340-7224, uru1sports@aol.com, roadbicycling.com/tourofeagle

**June 14 — Intermountain Orthopedics State Road Race**, TBD, ID, Kurt Holzer, 208-890-3118, lrc\_board@lycos.com, lostrivercycling.org

**June 19-21 — Elkhorn Classic Stage Race**, Baker City, OR, 503-652-3763, sixhobsons@comcast.net, elkhornclassicstagerace.com

**June 19 — Tour of the Bitterroot**, Hamilton, MT, 406-531-4033, president@montanacycling.net, tourofthebitterroot.blogspot.com/

**June 20 — Idaho State Time Trial**, Ketchum, ID, Start on Highway 20. 8 miles south of Bellevue, ID, 7am. Parking at the Rest stop at the intersection of Highway 75 and 20., Richard Feldman, 208-726-7693, rfeldman@durance.com, durance.com

**June 21 — Town to Summit Hill Climb**, Ketchum, ID, Mass-start event from downtown Ketchum to the top of Trail Creek Pass, last three kilometers are rough dirt road, a little over 16 kilometers in total., Bob Rosso, 208-726-3497, jasond@elephantsperch.com,

elephantsperch.com

**June 27-28 — Gate City Grind Stage Race**, Pocatello, ID, 2 day classic stage race in scenic Southeast Idaho, Road race, time trial and criterium all within 20 minutes of Pocatello., David Hachey, 208-241-0034, dmhachey@gmail.com, idahocycling.com

**June 27-28 — Dead Dog Classic Memorial Stage Race**, Laramie, WY, Sat: RR (85 miles or 53 miles), Sun: Crit and TT (10 miles), \$8000 purse, awards points for the American Cycling Association Best All-around Racer and Best All-around Team competition., Kim Viner, 307-742-4565, kviner@msn.com, deaddogclassic.com

**June 28-July 4 — USA Cycling Masters Road National Championships**, Louisville, KY, 719-866-4581, tvinson@usacycling.org, usacycling.org

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

**July 18 — Wells Fargo Twilight Criterium**, Boise, ID, 23rd Annual, NRC race., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**July 19 — Intermountain Orthopedics State Criterium**, Boise, ID, lrc\_board@lycos.com, lostrivercycling.org

**July 25-26 — Tour of Bozeman**, Bozeman, MT, Two day, 3 stage omnium in the mountains around beautiful Bozeman, Montana. Stages include: 20k Time Trial, Downtown Match Sprints, and 70 mile Road Race with 4600+ ft of climbing. \$5000.00 + cash purse. Escape the summer heat and come race in Beautiful Bozeman, Montana!, Brian Frykman, 406-223-7632, info@tourdebozeman.com, tourdebozeman.com

**July 26 — Teton Pass Hill Climb**, Wilson, WY, 8:30 AM road race (4.7 miles, 2284 ft. vertical), 10:30 AM MTB race (5.6 miles, 2870 ft. vertical), cash prizes for top 3 men and women combined racers, Raffle and party following., Brian Schilling, 307-690-9896, schilldog@hotmail.com, ucjh.org

**July 28-August 2 — USA Cycling Road Championships**, Bend, OR, Elite, Junior, and Espoir National Championships., 719-866-4581, tvinson@usacycling.org, usacycling.org

**August 1 — Allan Butler Criterium**, Idaho Falls, ID, Twilight Criterium in downtown Idaho Falls in memory of Allan Butler. Course is flat, technical, L-shape, 1 km in length. Racing starts at 6 p.m., Rob Van Kirk, 208-652-3532, rob.vankirk@gmail.com, idahocycling.com

**August 1 — Mt. Harrison Hill Climb**, Albion, ID, Triple Crown #1., Brad Streeter, brad.streeter@gmail.com,

com,

**August 4-8 — Idaho Senior Games**, Boise, ID, Criterium, hill climb, 10k TT/20k RR, 5k TT/40k RR., jolson@allidaho.com, seidahosenior-games.org

**August 8 — Lamoille Hill Climb**, Lamoille, NV, Climbs Lamoille Canyon Road, 12 miles, 2900' vertical feet., Dean Heitt, 775-738-2497, dgheitt@frontiernet.net, elkvelo.com

**August 29 — Mt. Charleston Hill Climb**, Tentative, Las Vegas, NV, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort., John Tingey, 702-449-6842, tingey.john@gmail.com, mountcharlestonhillclimb.com

**September 5 — Bogus Basin Hill Climb**, Boise, ID, Triple Crown #3, 37th Annual., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**September 12 — Race to the Angel**, Wells, NV, 23rd Annual, 3000' climb., 775-752-3540, chamber@wrecwireless.coop, wellsnevada.com

**September 24 — USA CRITS Finals**, Las Vegas, NV, Criterium, Part of USA CRITS Championship, during Interbike, Mandalay Bay Resort, staggered start times for the different races, Men and Women Pro races, various amateur classes, and an Industry Cup Challenge., Casey Lamberski, 706-549-6632, casey@swagger.us, usacrits.com, swagger.us,

bbtc.net, bccutah.org

**June 6 — Little Red Riding Hood**, Wellsville, UT, Women only century ride, 15, 35, 45, 62, 80 and 100 mile distances in Cache Valley, fundraiser for Women's Cancer Research., Penny Perkins, 801-472-2887, penperk@xmission.com, bccutah.org

**June 6 — Moonshadows in Moab**, Moab, UT, Evening recreational ride, cycle under the power of the full desertmoon., Beth Logan, 435-259-2698, info@skinnyfireevents.com, skinnyfireevents.com

**June 7 — America's Most Beautiful Bike Ride**, Lake Tahoe, NV, 35, 72, 100 miles, 18th Annual, benefit for the Leukemia and Lymphoma Society, Stateline, South Shore Lake Tahoe., Curtis Fong, 800-565-2704, 775-588-9660, tgft@bikethewest.com, bikethewest.com, bikeandskitahoe.com,

**June 7-13 — Black Hills**, Rapid City, SD, 234 mile supported road and dirt tour., Elliot Bassett, 800-755-2453 ext. 3, tours@adventurecycling.org, adventurecycling.org

**June 8-July 2 — Great Alaska Highway Ride**, Dawson Creek, BC, AK, Ride up the full length of the Al-Can Highway, Dawson Creek, BC to Fairbanks, AK., Pedalers Pub & Grille, 1-877-788-0008, rides@pedalerspubandgrille.com, pedalerspubandgrille.com

**June 13 — American Diabetes Association / Tour de Cure-Golden Spike Century**, Brigham City, UT, 25, 69, and 104 mile options, also family loop, Box Elder High School, benefits American Diabetes Association., Marshall Emsley, 801-363-3024 ext 7075, memsley@diabetes.org, tour.diabetes.org

**June 13 — Bob LeBow Bike Tour - "Health Care for All"**, Nampa, ID, Routes from 3-100 miles, ride benefits the TRHS Zero Pay Fund, helping support primary health care for our most indigent patients., 208-467-4431, asandven@trhs.org, trhs.org

**June 18-26 — Rocky Mountain Tour**, Salt Lake City, UT, UT, Tackle the Wasatch Mountains, Soldier Summit, pass BookCliffs and north of Arches Nat'l Park. Challenging at times, rolling to finish in Pueblo, CO. 594 miles, 9 riding days., Bill Lannon, 888-797-7057, abbike@aol.com, abbike.com

**June 20 — Bike for the Cure**, Spring City, UT, A benefit ride for the Susan G. Komen Foundation. 5.5, 42, and 58 mile and 100 mile options through Sanpete County in Central Utah, Start (7:30 am) and finish in Spring City, UT., Erika Stover, 435-283-2158, cestover@mail.manti.com, sanpete.com

**June 20 — Tour of Marsh Creek Valley**, Pocatello, ID, Fully supported ride presented in conjunction with the Pocatello Riverfest! Options of 25, 62, or 100 miles on the lonely roads that tra-



**2009 Utah and Regional Road Tours**

**Celebration of Pathways — 2009 TBA**, Ogden, UT, Snowbasin Resort, 11 am to 7 pm, mtb and road rides, Trail Maintenance, Bike Demo, benefit for Ogden Valley Pathways., 801-920-3426, 801-528-2907, christyshaw@ovpathways.org, ovpathways.org

**May 30 — Bikes for Kids**, Salt Lake City, UT, Metric century (62 miles) plus 4 and 25 mile options in Salt Lake City and Murray, 8:00 am, Intermountain HealthCare facility parking lot in Murray., Teresa May, 801-453-2296, teresa@bikesforkidsutah.com, bikesforkidsutah.com

**May 31 — Eureka 105**, Saratoga Springs, UT, BCC Super Series #4, Saratoga Springs Inlet Park, West Side of Utah Lake to Goshen, Eureka, Cedar Fort and back, self-supported., Don Williams, 801-641-4020, roadcaptain@

You change the OIL in your car every 3 months.

When did you last do your bike's FORK?

(You do like your bike more than your car, don't you?)



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verse the lovely country between Pocatello and Malad Pass, then enjoy food, fun, and music at the Riverfest., Mike Coolear or Dave Hachey, 208-241-0034, dadcol-lae2@hotmail.com, dmhachey@gmail.com, idahocycling.com

**June 20-26 — Cycle Montana,** Missoula, MT, Missoula-Jackson Hot Springs-Missoula, fully supported., Elliot Bassett, 800-755-2453 ext. 3, tours@adventurecycling.org, adventurecycling.org

**June 20 — Bryce Canyon 200 K,** Panguitch, UT, Brevets are self support, timed, distance cycling events, route begins in Panguitch and loops around to Bryce Canyon, Tropic and Circleville before returning to Panguitch., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org

**June 20 — Blue River Century and Metric Century,** Summit County, CO, 4 ride options, 3 century finishes and a metric century, 7 am, benefiting the Lance Armstrong Foundation., Marie Willson, 303-321-5196, marie@bluerivercentury.com, bluerivercentury.com

**June 21 — Up and Over 100,** Salt Lake City, UT, BCC SuperSeries #5, Hogle Zoo in SLC to Summit County via I-80, Kamas, Browns Canyon and back, self-supported., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**June 27-28 — Bike MS: Harmon's Best Dam Bike Ride,** Logan, UT, Benefits National MS Society and multiple sclerosis research, 40, 75, or 100 mile routes on Saturday, 40 or 75 on Sunday, Saturday's route is a figure 8 loop to the north up into Idaho. Flat and friendly to all abilities with rest stops every 8-12 miles. Sunday's route is a loop to the south through Blacksmith Fork Canyon up to Hardware Ranch and back across Hyrum Dam. One of the most scenic routes in Utah! Cache Valley Fairgrounds (400 South 500 West), Becky Woolley, 801-424-0112, Becky.Woolley@nmss.org, curemsutah.org

**June 27 — RATPOD,** Dillon, MT, Ride around the Pioneers in one day, 130 mile tour., 406-549-5987, info@ratpod.org, ratpod.org

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

**July 4 — Tour de Riverton,** Riverton, UT, Part of Riverton Town Days events. Starts at 7:30 am at Riverton City Park, fun ride, 25 mile loop through Riverton and Herriman., 801-523-8268, email@

infinitecycles.com, tdr.infinitecycles.com

**July 4 — Taterville 100,** Richmond, UT, BCC SuperSeries #6, Richmond City Park near Logan/Smithfield, over the LOTOJA course to Montpelier and back self-supported, 100 and 150 mile option., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**July 4-6 — Northwest Tandem Rally,** Victoria, BC, A weekend of tandem fun!, dstenton@uvic.ca, nwtr.org

**July 4 — Wasatch 120 Road Race and Tour,** Heber City, UT, 120 Mile Road Tour starting and finishing in Heber City, Riley Siddoway, 435-671-5053, info@mountainraceworks.com, wasatch120.com

**July 10 — Antelope by Moonlight Bike Ride,** Antelope Island, UT, 16th Annual, This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious. ride goes from marina to the historic Fielding Garr Ranch, about 22 miles round-trip. Registration fee includes park entry, t-shirt and refreshments., Neka Roundy, 801-451-3286, tour@co.davis.ut.us, daviscountyutah.gov

**July 12 — Chalk Creek 100,** Park City, UT, BCC SuperSeries #7, Treasure Mtn Middle School Park City to Browns Cyn, Coalville, Chalk Creek, self-supported, 50 mile option starts at Coalville Courthouse., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**July 15-August 13 — Tetons to Tides,** Jackson, WY, Jackson, WY to Eugene, OR, self-supported tour., Elliot Bassett, 800-755-2453 ext. 3, tours@adventurecycling.org, adventurecycling.org

**July 18 — Pioneer Century,** Morgan, UT, BCC SuperSeries #8, Morgan High School to East Canyon, Echo, Coalville and Back, Self-supported 30 and 70 mile leg options., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**July 19-24 — Idaho Relaxed,** Plummer, ID, 130 mile, low key, bike trails tour., Elliot Bassett, 800-755-2453, tours@adventurecycling.org, adventurecycling.org

**July 19 — Mt. Nebo Loop,** Nephi, UT, BCC SuperSeries #9, From Nephi City Park on Main to Goshen Canyon and Santaquin over Mt Nebo, limited support on the 27 mile climb., Doug Jensen, 801-815-3858, slccyclerg@gmail.com, bccutah.org

**July 24 — Pedal Away Parkinson's,** Kaysville, UT, The 4th Annual 10 mile family fun ride begins at 8:00 am at Gailey Park in Kaysville. All proceeds benefit the Utah Chapter of the American Parkinson Disease Association.,

Meredith Healey, 801-451-6566, senditmyway@gmail.com, pedalawayparkinsons.com

**July 24 — Pioneer Day Century,** UT, BCC SuperSeries #10, TBA., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**July 25 — The Big Loop Tour,** Boise, ID, Boise to McCall, Horseshoe Bend, Boise, unsupported., 208-867-2488, jgasser@acecosemi-con.com, georgescycles.com

**July 26 — Upland Roller 100,** Wanship, UT, BCC SuperSeries #11, Wanship Trailhead thru Coalville Echo over Hogsback to Morgan and back self-supported 30-50 mile options., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**July 26-31 — Family Fun Idaho,** Plummer, ID, Bike trails tour for the family., Elliot Bassett, 800-755-2453 ext 3, tours@adventurecycling.org, adventurecycling.org

**July 26-31 — Bicycle Washington,** Chelan, WA, Chelan, WA to Oroville, to Chelan., 541-385-5257, 800-413-8432, info@oregonbicycleride.org, oregonbicycleride.org

**August 1 — Tour de Park City,** Park City, UT, Fully Supported Road Rides starting and finishing at Park City. Great improvements for 2009. Three ride options: 50, 100, 170 miles through Northern Utah's beautiful mountain valleys., Riley Siddoway, 435-671-5053, info@mountainraceworks.com, tourdeparkcity.com

**August 1 — Around the Block Ride,** Wilson, WY, Starts in Wilson, Wyoming to Victor and the Swan Valley and ends in Wilson after 109 miles and two mountain passes, 40, 70, and 109 mile options, fundraiser bike ride for the Growth Grant Program., Sarah Mitchell, 307-734-8600, info@pursuebalance.org, pursuebalance.org

**August 2 — Preride ULCER,** Lehi, UT, BCC SuperSeries #12, Thanksgiving Point to Goshen and west side of Utah Lake, self-supported., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**August 3 — R.A.N.A.T.A.D.,** Sundance Resort, UT, Ride Around Nebo And Timp in A Day. Start at Sundance and ride down and around the Nebo Loop to Nephi and then back to the mouth of American Fork Canyon, over the Alpine Loop, finishing back at Sundance, 165 miles with over 12,000 feet of climbing. New this year: a shorter 100 mile option from Sundance around the Nebo Loop and back to Payson., Czar Johnson, 801-223-4849, czarj@sundance-utah.com, sundanceresort.com

**August 5-10 — High Country Relaxed,** Silverthorn, CO, Silverthorn, CO - Silverthorn, CO., 800-755-2453, tours@adventurecycling.org, adventurecycling.org

**August 8 — ULCER,** Lehi, UT, Century Tour around Utah Lake, 100, 74, 56, and 24 mile options, Thanksgiving Point in Lehi., 801-641-4020, president@bbtc.net, bccutah.org

**August 8 — Blue Cruise - Pocatello,** Pocatello, ID, Recreational bike ride with 15, 30 and 50 mile routes beginning at 8:30 a.m. Lunch & t-shirt included w/ registration. Benefits the Portneuf Greenway., Karri Ryan, 208-387-6817, 208-331-7317, KRyan@bcidaho.com, bluecruiseidaho.com

**August 9-15 — Ride Idaho,** Nampa, ID, 7 day supported bicycle tour, 360 total miles, Nampa, Payette, Cambridge, McCall, Garden Valley, Idaho City, Boise., Emily Williams, 208-344-5501, Emily.Williams@ymcatvidaho.org, rideidaho.org

**August 9-15 — Oregon Bicycle Ride XXIII,** Monument, OR, Monument, John Day, Unity, Sumpter, Ukiah., 541-385-5257, 800-413-8432, info@oregonbicycleride.org, oregonbicycleride.org

**August 15 — BCRD Sawtooth Century Tour,** Ketchum, ID, Downtown Ketchum, fully supported, half and full century routes, t-shirt and aid station

included., Janelle Conners, 208-788-9142, jconners@bcrd.org, bcrcd.org, sportsbaseonline.com,

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

**August 16 — Promontory Point 120,** Ogden, UT, BCC SuperSeries #13, 5 Points Ogden to Golden Spike, Tremonton and back 120 miles self-supported, shorter options available., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**August 20-22 — Bear Pa Challenge Charity Cycling Tour,** Garden City, UT, Fully supported ride from Bear Lake to Park City over the Uinta Mountains for children's hospital, Saturday "family ride" in Park City (35 miles), Tyler Hooper, 801-292-9146, tyler.hooper@gmail.com, thinkoutsideCC.org

**August 22 — Tour of Utah 1000 Warriors Ride,** Park City, UT, 96 miles, 11,000+ vertical feet, Park City HS at 6:00 am, finish: Snowbird. Wounded Warriors (Marines) Charity Event. Toughest Stage of the Nation's Toughest Stage Race. Beat the Tour of Utah pro time, win the purse and the glory., Rick Bennett, 801-571-3100, rick@rickbennett.com, 1000Warriors.com, tourofutah.com,

**August 22 — Desperado Dual,** Panguitch, UT, 200 mile double century in Southern Utah, 100 mile option, Utah's only fully supported, 200 mile, one day cycling adventure., 435-674-3185, rgurr@redrockbicycle.com, desperadodual.com,

**August 22 — Bike the Bear Century,** Garden City, UT, 50, 100 mile rides, starts at Camp Hunt, register through Trapper Trails Boy Scout office, supported ride, includes t-shirt and goodie bag w/registration., Jason Eborn, 801-479-5460, jeborn@bsmail.org,

**August 22 — CASVAR 2009,** Afton, WY, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley., Howard Jones, 307-883-9779, 307-413-0622, info@casv.org, casv.org

**August 22 — Ride for Teens,** Provo, UT, 2 to 50 miles options in all three forks of Provo Canyon. Proceeds benefit local at-risk youth services. Prizes and post ride meal, the event starts at 8 am at the Ronald Williams Last Park, essentially Heritage Schools, 5600 N. Heritage School Dr. Provo., Jesse Ellis, 801-367-3599, ellisadvocate@gmail.com, heritagertc.org

**August 22-23 — Bike MS Road, Sweat, and Gears,** McCall, ID, Benefits the MS Society of Idaho and multiple sclerosis research, 20, 25, 40 & 60 miles, Camp Pinewood., Erin Farrell, 208-388-1998, id@nmss.org, bikems.org, msidaho.org,

**August 22 — HeArt of Idaho,** Idaho Falls, ID, 25, 50, 62, and 100 mile options. Entry fees are \$22.00 and \$32.00 that will cover entry, t-shirts, goody bags, and post ride BBQ at the museum. Routes are flat to rolling, easy to moderate difficulty. Sponsored by IF Art Museum, in conjunction with a show of antique bikes., Alpine Cycle, 208-523-1226, alpinecycle@one-west.net, theartmuseum.com

**August 29 — Cache Valley Century Tour,** Logan, UT, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 8 am, in Richmond (12 mi north of Logan on Hwy 91), Bob Jardine, 435-752-2253, veloistbob@yahoo.com, cvveloists.org

**August 29 — The Big Ride,** Richmond, UT, BCC SuperSeries #14, Richmond City Park over Strawberry to Montpelier, West to Soda Springs, loop route on LOTOJA course., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**August 29 — Hess Cancer**

**Foundation Legacy Parkway Tour,** Bountiful, UT, 20 mile bike ride, half marathon, and 5K run on Legacy Parkway, Ride will begin at 8:30 am. All proceeds go directly to the Hess Cancer Foundation, a non-profit that provides financial assistance to families who lose a child to cancer. (www.hesscancer.org), Travis Hess, 801-520-9755, hessstravis@hotmail.com, tourlegacy.com, hesscancer.org,

**August 29 — Sanpete Classic Road Race and Fun Ride,** Spring City, UT, Non-competitive fun ride and Road Race (UCA) for all classes, fully supported, 75 miles, route will circle the Sanpete Valley and will be on mostly flat roads with a few short moderate grades., Eric Thompson, 801-541-3840, jericthompson@comcast.net, skiutahcycling.com

**August 30-September 5 — Tour of Southern Utah,** St. George, UT, Carmel Junction (via Zion National Park), Bryce National Park, Escalante, Torrey, Panguitch, Cedar City and back to St. George., Deb Bowling, 818-889-2453, deb@planetultra.com, planetultra.com

**September 4-7 — Great Utah Bike Festival,** Minersville, UT, Every kind of event for every kind of biker, 3 century rides (100, 65, 50 mile options), road and mountain recreational rides, cyclocross racing, mountain bike racing, road stage race (2 road races, time trial, criterium, part of UCA series), Bike Ed presentations, bike parade, street racing, and more!, 801-677-0134, bob@bike2bike.org, bike2bike.org

**September 5 — Summit Challenge,** Park City, UT, To benefit the National Ability Center, 15 and 50 mile ride and 100 mile ride, check-in starts at 7 am at NAC's Bronfman Recreation Center & Ranch, rides start at 8:30 and 9 am. at the National Ability Center in Park City., Jennifer Atkin, 435-200-0985, jennifer@discovernac.org, discovernac.org, summittchallenge100.org,

**September 5 — Hooper Horizontal 100,** West Point, UT, BCC SuperSeries #15, West Point Park to West Weber and Hooper, self-supported century, 30 and 65 mile options., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**September 10-19 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah),** Blanding, UT, 3 ride options: September 10-19, 10-12, or 13-19, Blanding to Cedar City, 400 miles, 3 National Monuments, 5 State Parks, 4 National Forests., Les Titus, 801-654-1144, lestitus@lagbrau.com, lagbrau.com

**September 12 — 10th Annual Independent Living 5K Run and Roll,** UT, Hand-cycle, wheelchair & walk/run categories. Course TBA., Debbie or Kim, 801-466-5565, ulic@xmission.com, ulic.org

**September 13 — Tour de Tahoe - Bike Big Blue,** Lake Tahoe, NV, Bike Big Blue, 7th Annual, ride around Lake Tahoe on the shoreline, food and support, 72 miles. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9658, tgfr@bikethewest.com, bikethewest.com

**September 18-20 — Moab Century Tour,** Moab, UT, Moab to La Sals and back, 45, 65, 100 mile options, century on Saturday, social rides on Friday and Sunday, benefits the Moab Cancer Treatment Center., Beth Logan, 435-259-2698, info@skinnytirefestival.com, skinnytireevents.com

**September 19 — Tour de Vins,** Pocatello, ID, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, ride through Buckskin and Rapid Creek, fundraiser for FS Alliance (family violence prevention), Idaho State University., Sarah Leeds, 208-232-0742, sarahl@fsalliance.org, FSAlliance.org

**September 19 — Randy's Fall Colors Classic,** Salt Lake City, UT, BCC SuperSeries #16, Sugarhouse Park over Big Mtn, Coalville, Wanship, Browns Canyon, and back via I-80, self-supported century., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org



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**September 19 — I Think I CANyons.** Salt Lake City, UT, Benefit ride for the Fourth Street Clinic, A nonprofit healthcare clinic in Salt Lake that provides free healthcare for the homeless, Little Cottonwood Canyon, Big Cottonwood, Millcreek, and Emigration, start and finish at the Olympus Hills Shopping Center located on Wasatch Blvd. near 3900 South. Start time 7 am; registration begins at 6:30 am., Joel Welch, 801-631-7872, rjoelwelch@hotmail.com, ithinkicanyons.com

**September 19 — Fifth Annual Josie Johnson Memorial Ride.** Salt Lake City, UT, This memorial ride is dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back, no charge to participate., Jason Bultman or John Weis, 801-485-2906, 801-278-3847, john.weis@path.utah.edu, josiejohnsonride.com

**September 26 — Heber Valley Olympic Century.** Heber, UT, 25, 50, 62, 100 mile options. Also, Biathlon option! Enjoy scenic Heber Valley in its autumn finest during this fun and challenging ride that visits the Olympic venues, fundraiser for Huntsman Cancer Institute., Bob Kinney, 801-677-0134, Bob@Bike2Bike.org, bike2bike.org

**September 26 — Yellowstone Fall Old Faithful Cycling Tour.** West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, Supported ride., Sara Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

**September 27-October 3 — OATBRAN.** Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 18th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully Supported motel style tour., Curtis Fong, 800-565-2704, 775-588-9658, tgft@bikethewest.com, bikethewest.com

**October 2-4 — Sawtooth Cycle Challenge Bike Ride and Race.** Sun Valley, ID, 4 rides/races, all start in Sun Valley, Galena Summit Challenge (30 Miles), Metric Century to the Top of Galena and back, Century to Redfish Lake and back, Extreme 150 mile Road Challenge from Sun Valley to Idaho City, benefits Leukemia and Lymphoma Society, Rob Nesbit, 208-371-5198, sccinfo@cablone.net, sawtoothcyclechallenge.blogspot.com

**October 10 — Trek WSD Breast Cancer Awareness Ride.** American Fork, UT, 10 a.m., Trek Bicycle Store of American Fork, UT, 10 or 20 mile casual ride for all riders. All registration contributions go to Breast Cancer Fund. Raffle, S.W.A.G. & light food. For more information contact Trek Bicycles of American Fork, 356 North 750 West, American Fork, Vegas Sharp, 801-763-1222, Vegas@trekaf.com, trekaf.com

**October 10 — RTC Viva Bike Vegas.** Las Vegas, NV, 25, 50, and 100 mile rides from Las Vegas to Lake Mead, Proceeds benefit Las Vegas After-School All-Stars Program., 702-676-1542, dowlngk@rtcnsnv.com, rtcnsnv.com

**October 17 — Tour de St. George.** St. George, UT, Ride with us around

Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at 900E & 100S (Dixie State College), Tim Tabor, 435-229-5443, timbosplace@msn.com, tourdestgeorge.com

**December 31-January 1 — New Year's Revolution.** Goodyear, AZ, Join us on this special occasion to celebrate the end of one year and the beginning of the new year as we Ride out the Old and Ride in the New Year. What better way to celebrate than on your bike. Two different routes in warm & sunny Arizona. Escape the cold. Three distances each day (100, 70, 50) as we ride and enjoy the warmth., 801-677-0134, Bob@Bike2Bike.org, Bike2Bike.org

**Multi-Sport Races**

**May 30 — Sunrise Duathlon.** West Jordan, UT, Short course: 5K run, 10mile bike, 5K run; Long Course: 10K run, 25 mile bike, 10K Run. Benefits the Hess Cancer Foundation., Travis Hess, 801-520-9755, hesstravis@hotmail.com, hesscancer.org, active.com,

**May 30 — Salem Spring Triathlon.** Salem, UT, Knoll Park., Travis Snyder, 801-465-4318, salem-springtri@hotmail.com, racetri.com

**May 30 — DuXtreme off-road duathlon and the Endurance Festival.** Boise, ID, 25K Sprint (5K run-20K bike), 50K Olympic (10K run-40K bike), 101.5K Xtreme (13.1 mile half marathon-50 mile half century) distances on 5K run and 20K bike circuit courses at the new Idaho Velodrome and Cycling Park in Eagle, ID. Also trail running, mountain biking, kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, DuXtreme.com

**May 30 — SunDog South Valley Aquathlon.** South Jordan, UT, 400m serpentine pool swim followed by a scenic, flat 5k along the Jordan River Parkway., jcs-teere@gmail.com, sundogsport.com

**June 6 — Vikingman.** Heyburn, ID, 1/2 distance and olympic distance triathlon, Riverside Park., Lisa Clines, 208-431-0463, info@vikingman.org, vikingman.org

**June 12-13 — Battle at Midway Triathlon.** Midway, UT, Olympic Distance Tri, off-road duathlon, doggie doo-athlon. New for 2009 - a 9K trail run Friday night., 801-450-8477, info@bamtriathlon.com, bamtriathlon.com

**June 13 — Ironman Boise.** Boise, ID, 1.2 mile swim, 56 mile bike, 13.1 mile run., 727-942-4767, boise@ironman.com, ironmanboise.com

**June 13 — Utah Summer Games Triathlon.** Hurricane, UT, Olympic and Sprint, Sand Hollow Reservoir, the second Trifecta event, the Utah Summer Games Triathlon., Doug McCoy, 435-865-8421, dmccoy@castlerockmultisports.com, utahsummergames.org/sports/triathlon.html

**June 19-20 — San Rafael Classic Sprint Triathlon.** Huntington, UT, Huntington State Park, duathlon, kids tri, spring and Olympic triathlons, all proceeds from this event go to fun the Emery County Search & Rescue., 435-637-0207, davecapalbo@yahoo.com, sanrafaelclassic.com/

**June 20 — TriUtah Cache Valley Classic Triathlon.** Hyrum, UT, Hyrum Reservoir, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, Where else can podium finishers get a cowbell?, Chris, 801-631-2614, 801-631-2624, info@triuah.com, triuah.com

**June 20 — Provo Triathlon.** Provo, UT, Olympic and Sprint, also kids race, Utah Lake State Park., Aaron Asay, 801-361-9425, aaron@sbrtri.com, provotri.com

**June 20 — Redfish Lake Triathlon and Duathlon.** Redfish Lake, ID, Olympic and Sprint Tri distances, Sprint Duathlon, Redfish Lake Swim!, Jeff Clegg, 208-774-3536, 208-644-6405, Jeff@redfishlake.com, redfishtri.com

**June 27 — DinoLand Triathlon.** Vernal, UT, Olympic and Sprint distances., 435-789-7720, info@dinoetri.com, dinoetri.com

**June 27 — Rock Cliff Tri at Jordanelle - Salt Lake Triathlon Series.** Salt Lake City, UT, The Rock Cliff Tri at Jordanelle offers athletes the chance to race one of Utah's premier mountain racing venues near Park City, sprint and olympic distances., Greg Fawson, 602-288-9078, greg@ustrisports.com, ustrisports.com

**June 27 — SunDog Bear Lake Triathlon.** Garden City, UT, If Tri courses were dreamt, designed, and built from the ground up (the way golf courses are) this would be the result. The Bear Lake SunDog Triathlon courses are like nothing you have seen before--featuring the best that south-shore Bear Lake has to offer, Four words: post race raspberry shakes., jcs-teere@gmail.com, sundogsport.com

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

**July 11 — TriUtah Echo Triathlon.** Coalville, UT, Echo Reservoir, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, Utah's best open water triathlon course., Chris, 801-631-2614, info@triuah.com, triuah.com

**July 18 — Cache Valley's Super Sprint Triathlon.** Logan, UT, 500 M swim, 12.5 mile bike, 5K run, Logan Aquatic Center, 7:30 am, all proceeds are donated to the American Mother's Association., John O'Very, 435-764-2319, triathlon@cvst.org, cvst.org, runnecard.com,

**July 18 — Scofield Triathlon.** Price, UT, Kid's, Sprint, Olympic and "ESCAPE from Scofield" distances, the highest elevation triathlon in the USA, Mountain View State Park Boat Ramp., Brogg Sterrett, 801-557-6748, race@bbsctri.com, bbsctri.com

**July 25 — Blanding Hillman Triathlon.** Blanding, UT, Swim .75 mile, Bike 15 miles, Run 3.2 miles, Kids' triathlon July 24, Recapture Reservoir., Stephen Olsen, 435-678-1314, solsen@sanjuanschools.org, hillmantriathlon.info

**July 25 — Burley Idaho Lions Spudman Triathlon.** Burley, ID, spudman@burleylions.org, burleylions.org/spudman.html

**August 1 — Layton Triathlon.** Layton, UT, Mini-sprint at Layton Surf and Swim, info@onhillevents.com, laytontriathlon.com

**August 15 — Utah Half Triathlon.** Provo, UT, 1.2 mile swim, 56 mile bike, 13.1 mile run., Travis Snyder, 801-465-4318, salem-springtri@hotmail.com, racetri.com

**August 15 — Rush Triathlon.** Rexburg, ID, 208-359-3020, chish@rexburg.org, rushtriathlon.com

**August 22 — TriUtah Jordanelle Triathlon.** Park City, UT, Jordanelle Reservoir, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, One of Utah's oldest triathlons now in its 11th year!, 801-631-2614, 801-631-2624, info@triuah.com, triuah.com

**August 23 — XTERRA Wild Ride Mountain Triathlon (American Tour**

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

**August 29 — Bear Lake Classic Triathlon.** Garden City, UT, the last race in the ELEVATION TRIFECTA series in Northern Utah, Sprint and Olympic distances., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

**September 12 — Bear Lake Brawl Triathlon.** Garden City, UT, Olympic and Sprint., Bill Rappleye, 801-492-3442, bill@goldmedalracing.com, goldmedalracing.com

**September 12 — Alta Canyon Sports Center I Can Triathlon.** Sandy, UT, 400m swim, 9 mile bike and 5K run., Alta Canyon Sports Center - 9565 S. Highland Dr., 801-568-4602, sandy.utah.gov

**September 12 — Camp Yuba Triathlon.** Yuba State Park, UT, Travis Snyder, 801-465-4318, salem-springtri@hotmail.com, racetri.com

**September 12 — TriUtah Ogden Valley Triathlon.** Eden, UT, Pineview Reservoir, 1000 meter swim/15.2 mile bike/4 mile run, Utah's only "Battle of the Sexes" Equalizer triathlon followed by the post-race Taste of Ogden Valley Festival., 801-631-2614, 801-631-2624, info@triuah.com, triuah.com

**September 12 — Endurance Festival.** Pocatello, ID, 25K Sprint (5K run-20K bike), 50K Olympic (10K run-40K bike), 101.5K Xtreme (13.1 mile half marathon-50 mile half century) distances on 5K run and 20K bike circuit courses. Also running, road cycling, DuXtreme duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, EnduranceFestival.com

**September 12 — DuXtreme off-road duathlon at the Endurance Festival.** Pocatello, ID, 25K Sprint (5K run-20K bike), 50K Olympic (10K run-40K bike), 101.5K Xtreme (13.1 mile half marathon-50 mile half century) distances on 5K run and 20K bike circuit courses. Also trail running, mountain biking, DuXtreme off-road duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, DuXtreme.com

**September 12 — SunDog Gunlock Triathlon.** TBA, UT, TBA, jcs-teere@gmail.com, sundogsport.com

**September 19 — Daybreak Tri - Salt Lake Triathlon Series.** Salt Lake City, UT, Race the only open-water triathlon in the Salt Lake Valley! Pristine lake, bike course in the Oquirrh Mountains, running on over 13 miles of run trails, sprint and olympic distances., Greg

Fawson, 602-288-9079, greg@ustrisports.com, ustrisports.com

**September 19 — DuXtreme road duathlon at the Endurance Festival.** Park City, UT, 5K Sprint (5K run-20K bike), 50K Olympic (10K run-40K bike), 101.5K Xtreme (13.1 mile half marathon-50 mile half century) distances on 5K run and 20K bike circuit courses. Options for running, road cycling, DuXtreme duathlon and kids events., Mike Welch, 866-8-ECO-FUN, info@EnduranceFestival.com, DuXtreme.com

**September 26 — Kokopelli Triathlon.** St. George, UT, Sprint and Olympic distances, the third race of the SG TRIFECTA series at Sand Hollow, post race food included., Brogg Sterrett, 702-401-6044, race@bbsctri.com, bbsctri.com

**September 26-27 — XTERRA USA Championship/ XTERRA Utah.** Ogden, UT, XTERRA Utah on Saturday: 750m / 19K mountain bike / 5K trail run; XTERRA USA Championships on Sunday (Pros only): 1.5k swim / 30k mountain bike / 10k trail run; he XTERRA USA Championship is the culmination of a series of more than 50 qualifying events across the US that award points to the top athletes in XTERRA's eight regions., Ann Mickey, 877-751-8880, info@xterraplanet.com, xterraplanet.com

**October 5-17 — Huntsman World Senior Games.** St. George, UT, Must be 50 years or older, Cycling Road Race, Time Trial, Hill Climb and Criterium along with Mountain Biking and a Triathlon., Kyle Case, 800-562-1268, hwsrg@infowest.com, seniorgames.net

**October 17 — Powell3 Triathlon Challenge.** Page, UT/AZ, Sprint-750m swim, 20k bike, 5k run/ Olympic- 1500m swim, 40k bike, 10k run., Bill Rappleye, 801-492-3442, bill@goldmedalracing.com, goldmedalracing.com

**October 17 — 2009 Land Rover Pumpkinman Triathlon.** Boulder City, NV, Intermediate, Short, and Halfmax, info@bbsctri.com, bbscendurancesports.com

**October 17 — SAC Triathlon.** St. George, UT, Sprint, Beginner and Kids Triathlon at the Summit Athletic Club., Gene Trombetti, 435-628-5000, gene@thesummit-tac.com, mysunmitathleticclub.com

**October 31 — Rocktober Triathlon.** Alpine, UT, Travis, 801-465-4318, salem-springtri@hotmail.com, racetri.com

**November 7 — Telos Turkey Triathlon.** Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., 801-678-4032, shaun@t3triathlon.com, t3triathlon.com

**November 8 — 5th Annual Nevada Silverman Full and Half Triathlon.** Henderson, NV, Full and Half Distances, Lake Mead., Frank Lowery, 702-914-7852, info@silvermannv.com, silvermannv.com

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## ADVOCACY

### Dare to Dream....And Dream Big Mountain Trails Foundation of Park City – 400 miles of single track trail and still expanding

By Lynn Ware Peek

#### It Starts With Passion, Vision, a Pick and a Shovel

Mountain Trails Foundation's Executive director, Carol Potter, declares 1992 as the year the organization really got rolling. There were about 10 miles of dirt trails in Park City - great trails, made the old-fashioned way, with clippers, a pick and a whole lotta' heart and soul. Locals were out there, fashioning ways to explore great terrain on two wheels or two feet. We biked through Daly Canyon before the Northside and Empire lifts were even a glimmer in Deer Valley's eye. Riders were content because we didn't know how stellar it could be.

In 1992, some community visionaries in town realized that if they didn't click into activism mode (and thank goodness they did) huge opportunities to create a trail system would be lost forever. They knew, as Park City locals still do, that almost all the land around Park City is private. Good for developers, bad for hikers and bikers, right? Wrong. This second tier of trail activists started going to city council and county commission meetings and pushed for trail systems to be included in development agreements as a community benefit. In other words, you want to develop this land parcel, Mr. Developer? Great, include a trail system and your application will be considered. It was before having a trail in your back yard was analogous to having a ski-in/ski-out property in the winter.

#### Bursting With Know-how

Enter Troy Duffin, a self-proclaimed recovering land-use attorney who had just moved to town, armed with an arsenal of knowledge about easements and land issues, and possibly a pick and shovel in the back of his truck. He was quickly chosen as executive director for this fledgling organization and Mountain Trails Foundation was cranked into full throttle.

Duffin's vision seemed lofty - part of it included a mid-mountain trail which would run from Deer Valley to The Canyons, following contour lines and approximating a steady 8,000 feet. The Mid-Mountain Trail would be for all user levels, and not exclusively for the intrepid. To get things going, the pick and shovel gave way to the trail bully, an automated trail builder for speed and efficiency. But even so, the Mid-Mountain Trail was a bold endeavor seeming impossible to procure: easements through three ski resorts and some private properties. However Duffin, the new trail hero, saw it as a worthy challenge. The Colony development near The Canyons ski resort was the first to see the potential of both agreeing to trail easements and embracing trails as an amenity for its land owners. Soon other land owners followed suit, and the rest is history. Four hundred miles of single track trail later, Troy Duffin is a Park City legend.

Duffin's efforts set the standard for trails in the west. He is currently in high demand throughout the nation, building trails, speaking, and teaching in communities that

aspire to build a trail system like Park City's.

Fast forward nine years to 2003, scores of miles of trails, and to Mountain Trail's need for a full-time executive director. While Duffin had committed his energy and knowledge to Mountain Trails, he was a part-time director who was also busy with a separate successful trail building company, Alpine Trails.

#### Vast Experience Required!

Mountain Trails needed a full-time director to guide it through its new status as the auspicious recipient of tax revenue, private donations, and government grants. Enter Carol Potter. Carol hailed from Cadillac, Michigan, where she literally owned the keys to the city, working for the Convention and Visitors Bureau. Her daughter, Cammy, had lived in Park City as a ski racer in high school and later as a member of the US Snowboard Team. She had always urged mom to move west, knowing she would love it. Tragically, Cammy was losing a long battle with cancer and Carol did come to Park City - to be with her daughter during her final months. To Carol this was Cammy's town and she wanted to be part of that after Cammy was gone. Five years later, Cammy's friends and family still feel her vibrant energy all over town and honor her memory with a trail in Round Valley respectfully named "Cammy's Trail." People swear they get a positive burst of energy that inspires them to ride a little faster when they are on it.

The Mountain Trails Foundation has a dynamic board of directors who saw Carol Potter as the natural choice to lead an organization exploding with possibilities. Hard work during Duffin's tenure had created momentum, but Potter's marketing background was needed to guide the way. Thankfully, Potter is a vigorous organizer, a savvy events person and the goddess of grant-writing, making her the perfect leader.

Carol admits that she had incessant energy to put into Mountain Trails - in the beginning as a way to stave off the grief over losing her daughter. The organization has benefited from this energy and so has Carol. She is the grand dame of Park City and can often be seen walking the trails with mascot "Roxy," a (leashed) pug of infinite personality. Potter laughs, "People asked me all the time how I could direct a trails organization...I don't even ride a bike! I tell them more gets done because I don't ride a bike...I WORK!!"

She knew she had huge shoes to fill. Unlike Troy Duffin, she wasn't a trail builder or a land-use attorney. But on her five-year watch, Mountain Trails Foundation has received approximately \$3 million in trail enhancement grants. She led a contingency to support the Park City Walkability bond in 2007 which awarded Park City \$15 million to enhance the urban alternative transportation scene. Carol Potter continues to raise the profile of Mountain Trails from a small, very effective organization to a dynamic, energetic non-profit. It is one of

the premier non-profit organizations whose efforts translate directly into serving the active community of people who love to love their trails.

#### What's Up With Mountain Trails Today?

The greatest accomplishment of the Foundation is that while most land in Park City is privately held, Mountain Trails has succeeded in making developers see the value of trails, both in terms of aesthetic value as well as property value. Just when it seems it couldn't get any better, it does. You can ride your favorite trail and literally stumble upon some new connector or diversion that wasn't there last year. Mountain Trails, along with its sidekick Basin Recreation, has begun to groom trails in the winter months for cross country skiing, snowshoeing, and general use in Round Valley and other locations.

"Mountain Trails has recently championed connectivity," explains Carol Potter. While Park City could boast countless front/back country trails, it lacked the paved bike trails around town to connect those arteries. Now the thrust in Park City is urban accessibility - making our town a safer and more feasible place to walk or ride. A vibrant Share the Road campaign is underway, a reminder of the direction this community and Mountain Trails Foundation takes - tenaciously, constantly, with focused vision and a lust for success.

#### National Trails Day

Potter explains that on June 6 (National Trails Day), "in a wonderful collaborative effort, Mountain Trails, Basin Recreation and Park City will celebrate what the community cherishes: trails and open space." New open space acquisitions and trails being built through those areas are in the proximity of Quarry Mountain, from Round Valley to Trailside, the PRI property near Hwy 224 at the base of the Olympic Park, and the Koleman property (formerly the home of Miss Billie's day care).

The new trail map is out, available in all bike shops and other places that trail lovers frequent. The photo on the cover of the map says it all; green mountains shedding the last of the snow-pack, gentle hills that roll down to the suggestion of a town below, and a fit woman atop her bike with a radiant smile.

Park City locals and visitors owe a debt of gratitude to the Mountain Trails visionaries who dared to dream...and dream big, making Park City's trail system a world class destination resort in its own right. The best way to acknowledge Mountain Trails is to get out there and use, respect, contribute to, and celebrate the best trail system in the country. It's why we live here, after all.

www.mountaintrails.org

Lynn is a free-lance writer and year-round trails enthusiast whose dog, Jack, can vouch for her love of the trails.

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## Endurance Mountain Bike Racing Returns to Park City in September

Park City's vast network of single track oozes potential. In this case, the specific potential to showcase the trail system in an endurance mountain bike event. On September 5th the Park City Point 2 Point will debut, making it the only event of its kind in Utah. Inspiration was taken from past endurance events that exposed the magnitude of Park City's trail system.

The Point 2 Point will feature just what it claims in its title - a point to point single track race, with no repeats on trails. This feature could only be realized in Park City, where nearly 400 miles of trails make it distinctly unique. Race promoter, Jay Burke, uses this distinction as the core feature of his race.

"There will be no two-way traffic on any piece of trail, only a couple of crossings that will be very well-marked," Burke explains. "Few endurance events can boast a one-way course. It makes it extremely unique and extremely cool - it is a true point to point."

Adhering to this vision enlists creativity in course design as well as zigzags all over Park City. It's what will give it its vast elevation gain - from Round Valley at 6,800 feet, up and down myriad times to the top of Deer Valley at roughly 9,000 feet. It follows multiple ascents and descents through Park City Mountain Resort and then heads towards the Canyons, where it finishes to a rockin' concert at the Plaza.

While the course map gets its final touches, Burke says, "Rest assured, the course will deliver between 8,000-10,000 vertical feet of climbing in 70-80 miles." Sign me up!

While Burke and fellow promoters, Shannon Boffeli and Brian Hester, are still hammering out details, they have recently completed the arduous permitting process required for a race of this magnitude. Equal to Burke's palpable enthusiasm is his experience, giving the Point 2 Point the credibility it will justly earn. A long-time endurance racer himself, Burke has worked in ski area tourism and race promotion at Solitude resort. With a nod toward tourism and local lifestyle, he is working closely with Park City area resorts to generate off-season exposure and to highlight the trail system.

There is no doubt this inaugural event will set a new standard in endurance mountain bike racing. Find yourself there.

Keep track of the event with regular updates at [www.thepcpp.com](http://www.thepcpp.com).

-Lynn Ware Peek

Lynn Ware Peek lives in Park City and can be found training for the Point 2 Point, in front of her computer or occasionally on her bike.

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**HEALTH**

**Pace Yourself!**

By Erik Moen PT, CSCS

The frequent question...how hard should I go while performing an endurance event? What's a good pace for a time trial (TT)? Do I go out hard, or should I ease into race or ride pace? I am sure you have discovered what happens when you go out too hard...you blow up! On the other hand if you go out too slowly, you will sometimes feel like you did not go hard enough.

What is pace or what is meant by setting a pace for bicycling? Pacing is how you "dose" exercise intensity for a particular event. Pacing is performed in hopes of maximizing an event performance. Pacing is critical for success in timed individual athletic events such as TT's, triathlon, rowing, long track speed skating.

A research paper by Ham and Knez discussed pacing strategies for a 30km time trial (TT) 1. A time trial is an individual race where you race "against the clock". A TT requires an athlete to go as fast as they can over a certain distance. This paper looked at a longer event (30km) to best demonstrate the use of pacing. We know that in shorter events, such as 4km or less, pacing should be approached by a short and powerful start (above average pace for the event)2. Ham and Knez compared pacing strategies with time to exhaustion values as a means to calculate best pacing strategy for a longer TT. They discovered that athletes who had faster starts would then have slower completion times. It was suggested that early lactate acid build up is the reason for impaired performance. Their research suggested that starts for longer TT's should be held closer to projected pacing levels so as to avoid early onset of exhaustion. This would suggest that athletes create an

even dosing of energy to an event. They also found athletes who varied their TT efforts much greater than 5% over their optimal TT pace had slower results.

This paper is useful to more applications than just a 30km TT. Think about endurance events such as your local century ride. You will pay the price when you go out too fast. There is plenty of anecdotal evidence demonstrating the ill effects of going out too hard on endurance rides. You will find that even pacing strategies will allow for "best results" on most recreational endurance events.

What can I do?

Know your optimal pace. Experiment with pacing levels. This experimentation should include discovery of what is too hard of pacing and what is too easy.

Quantify your pacing in terms of cadence, heart rate and power. Heart rate and cadence are easy to monitor and should be best understood prior to application of power. Power monitoring is great if you can frequently test and then know your threshold power.

Resist the temptation to start an event too hard. This involves knowing a quantity or value that is associated with too hard of a pace. Use metrics of cadence, heart rate and/or power. Starts that exceed 5% of projected pace will result in poor performance.

This research encourages the cyclist to "know thy self". Pacing strategies will help you perform better. The establishment of this strategy requires work on your part. This includes testing, monitoring, event practice and self control. Don't leave an important event to chance. Good preparation and strategy proves to be the best performance enhancement.

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Erik Moen PT, CSCS is a nationally know expert on bicycling injury treatment and bicycle fit. Erik practices physical therapy in the greater Puget Sound area. Erik may be reached through his website, [www.bikept.com](http://www.bikept.com)

**ADVOCACY**

**Are Utah and Idaho Bike Friendly?**

By Charles Pekow

Both Utah and Idaho could stand to improve their bicycle friendliness. Though both states have initiated policies that help cyclists, their state governments could do a lot more, according to the 2009 rankings of the Bicycle Friendly State Program of the League of American Bicyclists. The League ranks the 50 states in terms of their accommodations for bicyclists.

Utah's rank dropped from 11 to 18 from 2008 to 2009. Idaho, meanwhile, saw its rank improve from a rather dismal 37 up to 34. In both cases, however, the change in rank may have had more to do with other states improving or retrogressing than with any changes in Utah or Idaho, says Jeff Peel, program specialist for the Bicycle Friendly Communities program. But he said that Utah didn't do much to improve over the last year.

The rankings do show that other states are making faster progress.

The League ranks states in terms of their legislation, programs and policies, education, infrastructure, evaluation and enforcement.

The League criticized Utah for failing to require education about bicycling laws in its police training. It also knocked Idaho for failing to require motorists to give three feet of clearance when passing bicyclists, a law many other states have passed. "As cyclists, we always experience motorists buzzing us," Peel notes. Prosecutors can enforce the law in cases involving accidents where a motorist overtakes a cyclist, he says.

The raters also criticized Utah for failing to implement a statewide mountain bike plan, despite the state's plentiful mountain biking

facilities. "The Utah Department of Natural Resources didn't indicate it has a policy that deals with mountain bike issues," Peel says. "Imagine what Utah could be with it."

The League praised the Utah Department of Transportation for its policy revised last year requiring accommodating bicyclists in roadway plans. But it recommends the state put in more shoulders and bikeways on state highways and plan better to connect bikeable roadways. "We also ask that when a state has a plan, it includes performance measures to make sure the state is implementing the plan in a timely manner," Peel explains.

The rankings also praise Utah for a law allowing fines for people who open up a car door and smash a cyclist, and for the state's bike route map system. The league also likes Utah's policy of requiring a minimum four-foot clearance for rumble strips.

Idaho, meanwhile, falls short for failing to restrict cellphone use by drivers and for failing to enact a policy requiring all users be considered in road design. Unlike Utah on the good side, however, Idaho has developed a mountain biking plan considering trail access and construction.

But the rankings point out that "there is no statewide route network and no dedicated funding from state" for bicyclists.




And think of how far behind the states are compared to Washington state, ranked number one in both 2008 and 2009. Washington state enacted a program to encourage bike commuting and its state tourism website promotes bicycle tourism. State agencies work together to promote getting to recreational facilities by bike.

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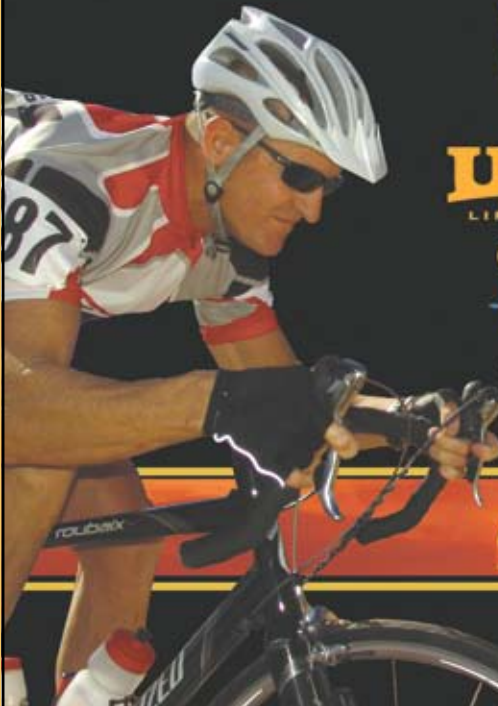

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## TOURING

*Il Tour di Vino - A Bike Tour of Northern Italy*

Above: The view in Como.  
Below: The Duomo di Milano.



By Ron Ferrucci and Jason Bultman

**Day 1: Tour de Como (10km):**  
Nero D'Avola

**Day 2: Como to Lecco (75km):**  
Negromaro, Syrah, Prosecco,  
Sassorosso (Valtellina Superiore  
Grumello)

**Day 3: Lecco to Milano (90km):**  
Lambrusco, Brunello Di  
Montalcino

Bello Italia! Pronto prego pizze grazie! The countryside, lakes, small villages, and narrow cobblestone streets: you can't go wrong with a bike tour of Italy. With a few emails, map, book, and about 5 minutes of advance planning, "Il Tour di Vino" was launched. My good friend Ron "something Italian" Ferrucci has been studying for his Ph.D. in the city of Ferrara for just over a year. Enthused with the idea of a bike tour, Ron promptly polished off a manuscript and boarded a train to meet me in the big city of Milano.

The first mission of the trip was to find a bike to rent. The only lead was a website from a Google search that advertised "Nolleggio" (rental) bikes at a bike store called AWS near the central train station. A hybrid style Bianchi ridden upright with fenders and rear rack for my pannier fit the bill. Ron was equipped with his Colnago racing bike and BaileyWorks bag with all necessary tools. I installed my pedals and lights. Now we had everything we needed, except at this point we still had no plan on where to go. With the map on the counter and a few ideas with the one bike store guy who could speak English, we decided to head north to the lakes, after some

Italian pizza and beer.

#### Day 1 Tour de Como

We boarded the train to Como at the Stazione Centrale, utilizing the special compartment for our bikes. I passed out on the train, blurry from the all-nighter 15-hour travel, and we arrived in Como 30 minutes later. The guy at the bike store in Milano told us about the "fabbrica di birra", or "beer factory", in this town, so we got directions and then our first steep climb on the tour. Good thing my new bike has a granny gear; Ron, on the other hand, was not so lucky. At the top of the hill, hot and thirsty, we found the big brewery restaurant...closed. Most restaurants close by 2:30 or 3pm, and we missed it. Down the steep hill we go, to the lake. Like most towns in Italy, Como has a town "centro" where people assemble under a tall clock and belltower, a pedestrian thoroughfare on cobblestone streets with fashion designer shops, and fashion savvy Italian people walking around. We sat down in the busy alley to watch folks and have a caffè while Ron explained the way of life in Italy.

We read about a youth hostel next to a women-only hostel right on the lake, so we rode on the path bordering the lake looking for Ostello Villa Olmo. Found it, full. We continued the lake tour and finally found a simple place in an alley one block from the lake called Albergo (Hotel) Funicolare, with a nice alcove for our bikes. The funicolare, like the inclines up Mt. Washington in Pittsburgh, is a cable-powered trolley car that pulls passengers up and down the mountain. This funicolare heads up to Brunate, a wonderful town overlooking the lake where George Clooney owns a villa; this I learned from my friendly



Above: Jason and Ron in front of the Monument to Cyclists.  
Below: Jason on the color coded bike lane on the way to Milano.



airplane neighbor "I'm very Italian" Raphael. This night we opened our first bottle of wine on Il Tour di Vino, preparing for pedaling.

#### Day 2: Como to Lecco

This day was one of most enjoyable days of bicycling in my life. We decided to head north to Bellagio for lunch, take the recommended climb to Madonna del Ghisallo, and then circle down the east side of the lake to the town of Lecco. The road borders the lake the entire route, swooping up and down and around with stunning views dotted with little villas and cafes along the way. Tall, centuries-old rock walls border the inland side of the road which is super narrow, hardly wide enough for 2 European-sized cars to pass each other. Ron and I are comfortable in this environment, as veteran full-time commuters in the U.S., but there is added comfort for the fact that this stretch is popular for cyclists. We pass spandex-clad Italians screaming by on their racing bikes, with the same "this is sweet" grin plastered on our faces. I wave to the old ladies peering out of their 2nd story windows, and they wave back with a smile.

We had pizza and a bottle of wine in Bellagio, and prepared ourselves for the "humbling" climb ahead to the Madonna del Ghisallo sanctuary, which is dedicated to the patron saint of cyclists. From the Lonely Planet book *Cycling Italy*: "...it is no ordinary chapel. Cloaking the walls between votive plaques are glass-framed bike jerseys and packing the rafters is a curious collection of bicycles. On the left, amid others, is the steed il campionissimo that Fausto Coppi rode to victory in the 1949 Giro d'Italia...how about Gino

Bartali's 1948 Tour de France coup wheels?...any cycling devotee gets the shivers." How could we not go?

Oh thank you God for the granny gear. This climb was 14% for a good part of 9 kilometers. It is a bit like Little Cottonwood, but steeper. The chapel was decorated with bikes and various types of dedications to the sport's greats from the last century. A monument to cyclists and large museum of bicycling are right next door, overlooking the lake and mountainous backdrop. The Museo del Ciclismo is

a huge 3-story building built into the mountain's rock. Downstairs there was an art gallery and folks greeted us with food and wine, a celebration of 100 years of the Giro d'Italia, which started on this same day in 1909. We then watched some of the first stage of the Giro in a room with a large movie screen, learning then that this was Lance Armstrong's first time competing in this race.

Another highlight in this day's tour was the tunnels. Long, tubular, dark tunnels, with amazing acoustics. The last tunnel brought us out to an intersection where the town of Lecco is displayed just on the other side of the lake. Thanks to a friendly bicyclist in town we eventually found Hotel Moderno, a nice spot next to the train station with big rooms and a big breakfast. Walking to the town Centre through the cavernous canyons of the beautifully preserved hand-laid stone streets is quite the experience. An open town square under the tall belltower was filled with people seated outside of the many ristoranti. The food and wine was excellent, once again. People of all ages were walking the promenade, meeting and greeting each other. We reminisced about Salt Lake City bike culture and the Bike Collective (Ron served as board member). It started to rain, but the seating areas were covered with canvas, and everyone kept along merrily eating and drinking.

#### Day 3: Lecco to Milano

This leg was another amazing day on the bike. We rode on a dirt and gravel trail 50 kilometers south along the River Adda on our left, and passing interspersed small towns and tracts of farmland on the right. We stopped at the Imbersago ferry crossing and had some gelato. The trail is perfect, people of all ages were out biking and walking. With playgrounds everywhere, swans and ducks swimming in the water, a flat and easy trail, I resolved to bring my family next time and ride this again. At this time, I thought we would head west from the river for a little spur

Continued on page 31



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**UTAH CYCLING INDUSTRY PROFILE**

**Specialized Blends Bike Culture and Distribution Center**



The Lunch Ride leaves promptly at 12:10 p.m.

By Tyler Servoss

A major business center for a bicycle industry giant lies nestled in the heart of Salt Lake City's Westside. Specialized Bicycles and Components Salt Lake City Distribution Center first opened in the late 90's and has become an important component of the Morgan Hill, California company's global business. With an initial focus on warehousing and distribution, the business operations have expanded to include warranty, customer service, traffic (shipping and receiving), a service center, online store, and quality control.

If you are wondering who is behind the bikes sold at your LBS and under a number of ProTour riders, look no further than those who work in the Salt Lake offices.

Lunch rides roll from the building at 12:10 p.m. promptly most any workday of the year. On the snowiest days the cross bikes come out and the ride goes on. Specialized corporate encourages each of its offices to organize a lunch ride and in Salt Lake the task is made easier by many excellent west side route options and full showers and locker rooms at the warehouse. The rides include employees in a wide range of positions from warehouse workers, to customer service reps, to management. Often vendors, friends, or other visitors will join in the fray. Make no mistake; the lunch ride is likely to leave you gasping for air as the group sprints for the top of the overpass or the famous duck crossing sign at the International Center.

In addition to the bike culture among employees, the company reaches out to the Utah cycling community through its continued involvement in local club sponsorship, including Canyon Bicycles and Bountiful Mazda Cycling Club, as well as providing support for a large number of fund raising rides throughout the state. Specialized is a major sponsor of the MS Dam Bike Tour,

manufacture and then held in inventory or forwarded on to dealers. The shipping department is able to boast of one of the highest on-time and accurate shipping ratings in the industry.

**Quality Control:** As concerns arise internally and through end-user or dealer feedback, bikes can be pulled from the warehouse and examined to identify and rectify issues quickly.

**Product Testing:** When the designers in Morgan Hill want more objective testers, unbiased by direct involvement in the design process, they send equipment to SLC to be put through human, real world testing. Using interactive online feedback, the test riders are able to share findings with the design and manufacturing teams, refining and improving products before they hit full scale production. The push is to continually improve products and raise the needle.

Currently 81 full and part time employees work at the center. Additional temporary workers are brought in on an as-needed basis when shipping volumes increase.

The current facility is not ideal from an organizational standpoint and Specialized will be moving soon to a new location just west of Bangerter Highway. The new digs will have more windows, will bring all of the employees closer together in the facility, and foster a better work environment.

The culture is more robust than you might expect from one of the world most prolific bike manufacturers and is true to the vision of what company founder Mike Sinyard created some 25 years ago. These guys truly ride what they make, service, ship, design, warranty and sell.

donating time and bikes to the multiple sclerosis fundraising ride. They also donate bicycles to various kid's charities around Christmas. Another laudable factor is the willingness to hire and lend a flexible schedule and support to several aspiring racers.

Commuting and advocacy is a way of life for a number of Utah employees. Adam Gleim represents Specialized on the Salt Lake City and Salt Lake County bicycle advisory committees. Salt Lake employee Zane Freebairn currently holds the coveted commuter cup, an internal award for the most miles commuted in 2008. A huge push is made for the annual National Bike to Work Day and the entire staff is expected to ride in to the office. The same lunch ride showers are put to good use by a cadre of seasoned commuters.

So what are some of the things handled in Utah?

Shipping and Warehousing: Bikes are shipped to SLC from point of

Continued from page 30

to the town of Colnago, because it's called Colnago. The town was great, but completely shut down on a Sunday. We moved on town to town along a desolate highway looking for anything open where we could fuel up. It was now past 2:30pm and we were realizing we may have to ride the remaining 40 kilometers to Milano on an empty stomach. Even more concerning is that we did not have any wine either. We finally found a nice ristorante right on the river, thanks to a guy out bicycling who showed us the way. People in Italy tend to be friendly and helpful, and cyclists are no different. Both cyclists that we asked for help just said "follow me" and led the way.

We headed south from the restaurant along the river trail through the towns of Vaprio, Groppello, Inzago and Gorgonzola (yes, after the cheese) and then headed west on a path next to the canal that brought us all the way back into Milano. The popular canal path gradually increased with traffic as we approached the big city. The impressive canal systems were built centuries ago but still serve their purposes today. It was about 8pm when the trail ended and we ventured out onto the cobblestone streets in search of the Duomo, the massive gothic cathedral built between 1386 and 1965. Riding in Milano is an experience. You have to be careful to watch where you're going, as the sights and sounds can easily distract, and the trolley car rails and large stone gaps can eat a thin wheel. Thankfully, bicyclists are respected here, and the ride is entirely enjoyable. Hotel Santa Marta on the street of the same name, south of the Duomo, was perfect.

We found a great spot on a street corner with outside seating, enjoyed

some wine and aperitivos, watched a soccer game at a neighboring bar, and let go of time while sharing stories with some locals we met. A memorable sight from that night was a guy riding his town bike down the dimly lit street, with a girl seated on the handlebars facing back, legs astride, embracing and kissing him. Que bella! This is actually a common sight in Italian cities: guys riding around with the girlfriends on the handlebars, top tube, or rear rack.

**Epilogue:** Jason and Ron part ways. Jason to Chiari, Ron: Padova or bust. Sunday night, I suggested to Jason that I might ride to Padova instead of taking the train--he said it would be "heroic." After road testing my legs riding with Jason to drop off his bike Monday morning, I decided to accept the challenge and attempt the 200km trip to Padova (after 150 km on a racing bike with no granny and all my gear carried on my back). In keeping with the spirit of "il tour di vino", I decide I will take a glass of wine with my caffè at each rest stop (every 25 - 30 km). After riding 150km and still being 100km from Padova (damn, lying GPS!), I decide to call it at 175 km. That would get me to Mantova, I hoped, where there was a train station. Along the way, I change the itinerary on my GPS, which promptly gets me lost. After 13 km, which should have me near to Mantova as the GPS said when I reset it, I check again. 17km!!! By this point, it is 9 pm and I am in the middle of nowhere. I retracked my route and found the way to Mantova, arriving at 11pm and 200km.

My own personal Balorda (look it up - a party on bikes): Salice Salentino, Pinot Grigio, Gutturino, Cabernet, Bardolino

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**Tour of Utah Announces Pro Team Selection**

SALT LAKE CITY – May 27, 2009 – The 2009 Larry H. Miller Tour of Utah, billed as America’s Toughest Stage Race, announced it has confirmed the initial lineup of professional and amateur cycling teams for its fifth edition. The teams represent many of the finest cyclists in the world. These athletes will compete for a share of the \$45,000 purse and valuable National Racing Calendar points. The 2009 Tour of Utah will take place August 18-23 in Salt Lake City, Ogden, Park City, Thanksgiving Point, Mt. Nebo, Tooele, and Snowbird.

Making the announcement was Tour of Utah Executive Director, Terry McGinnis.

Of the sixteen teams that have thus far committed to compete in the 2009 Tour of Utah, eight are professional: BMC Racing; Team Garmin, OUCH Pro Cycling, Bissell, Team Type 1, Land Rover-ORBEA, Fly V Australia, and Colavita/Sutter Home. In addition, eight amateur teams have also accepted an invitation to compete: Trek/Livestrong, Cal Giant, Bobs, Rio Grande, Waste Management, Ciclismo Racing, ZteaM Cycling, and Team RideClean. The Tour of Utah will announce the rosters of the two Utah teams in the coming weeks.

“Riders from all over the globe will test themselves over Utah’s challenging, and incredibly scenic terrain,” said McGinnis. “We have added a prologue this year, increasing the race to six days, and more than 325 miles.”

“Being selected to ride in the Tour of Utah puts you on the map in the cycling world,” said Utah resident and 2008 Tour of Utah overall winner Jeff Louder, of the BMC Racing Team. “Winning last year’s event helped catapult me to an entirely new level of recognition, confidence and respect. This tour is easily among the most challenging courses on the National Racing Calendar, and should not be missed.”

McGinnis also thanked a number of sponsors for their support of the Tour. The Larry H. Miller organization, Zions Bank, Glacéau Vitamin Water, 1st Endurance, Toyota, University Health Care, and teamgive are currently the Tour’s earliest supporters. FFKR Architects, KJZZ, Salt Lake Convention & Visitors Bureau, Snowbird Ski and Summer Resort, Canyon Bicycles and USA Cycling have also contributed to the race.

The Tour is also seeking volunteers in the following areas: course marshal, hospitality, medical control, security and volunteer assistance. Over 50 enthusiasts have already come forth to volunteer, but McGinnis says more are needed. The Tour is also offering the opportunity for Utah families to host Tour of Utah racers.

The 2009 Larry H. Miller Tour of Utah Presented by Zions Bank will proceed as follows:

August 18, Prologue: Utah State Capitol

August 19, Stage One: Ogden to Salt Lake City. Eighty-two miles finishing in Research Park.

August 20, Stage Two: Thanksgiving Point to an uphill Mount Nebo finish

August 21, Stage Three: Individual Time Trial – Miller Motorsports Park

August 22, Stage Four: Park City to Snowbird – 99 miles of mountains

August 23, Stage Five: Downtown Salt Lake City Criterium around Library Square

For more information on the Tour, sponsorship opportunities, or how to volunteer, visit [www.tourofutah.com](http://www.tourofutah.com) or contact Terry McGinnis at [terrymac@xmission.com](mailto:terrymac@xmission.com).




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- 8/21 STAGE 03 Miller Sports Park Individual Time Trial
- 8/22 STAGE 04 Park City to Snowbird, 99 mountainous miles
- 8/23 STAGE 05 SLC Crit around Library Square

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