

VOLUME 23 NUMBER 3

FREE

MAY 2015

WEST MOUNTAIN CYCLING MAGAZINE

cycling utah

UTAH • IDAHO • WYOMING • NEVADA • W. COLORADO • N. ARIZONA • MONTANA

**MAY IS BIKE MONTH!
RIDE YOUR BIKE!**

2015 UTAH, IDAHO, WYOMING, NEVADA, & WESTERN STATES EVENT CALENDAR INSIDE!



**ROAD
MOUNTAIN
TRIATHLON
TOURING
RACING
COMMUTING
ADVOCACY**

FEATURING:

- COMMUTER COLUMN
- EVENT PREVIEWS
- TOUR OF UTAH ROUTE
- EVENT PREVIEWS
- KETOGENIC DIET
- DIY 1X DRIVE CONVERSION
- IDAHO HOT SPRINGS ROUTE
- OQUIRRH MOUNTAINS RIDE
- EAST CANYON ROAD RACE

MOUNTAIN BIKE RACING

Smith and Kirkland Win 6 Hours in Frog Hollow



Top Left: Jani Kirkland completed 5 laps on her way to winning the women's solo category.

Above: Cary Smith topped the men's solo category.

Left: Racers honored fellow rider AJ Linnell, who was recently killed in plane crash. Photos by Bryce Pratt, crawling-spider.com

By Cimarron Chacon

A nearly sold out crowd of 230 racers lined up on April 18th for the 6th annual 6 hours in Frog Hollow, held just outside of Hurricane, Utah. An early season race held on the fast and furiously fun trails of the Hurricane Cliff system, this event attracts a wide variety of racers itching to play in the sunshine on dry

dirt. Racers hailed from across the west, and as far away as Canada and New Jersey, with a variety of racing background. The field saw racers as young as 12 and as old as 68, with 20% stating it was their very first race and another 20% coming from a professional racing background. The race field also saw a greater than average turn out in female categories.

This year the female and male open categories we stacked. With 30 males and 17 females vying for the top position was not an easy task. Cary Smith (Wyoming), who has competed in this race several times and is the 2015 male champ, took his place upfront beginning with the LeMans run. By the end of the first lap he had only a 10 second lead on second place finisher Sam Sweetser. However, he threw down his fastest lap of the day during his second time around, with a 49:43 min lap, giving him 02:20 lead. By the ends Sweetser's laps slowed while Smith's laps remained more consistent, giving Smith the win with 6 laps in 5:21:41, a comfortable 15 minutes ahead of Sweetser.

Although Smith's fast lap was impressive, the over-all fastest lap of the day went to Chris Holley, who won the Co-ed Duo team with his wife KC Holley, at 48:01.

For Jari Kirkland (Colorado) the female racing champ, this was her first time racing in the Hurricane/St. George area, and she said she had no idea what to expect. She rolled in late Friday night and did not have a chance to pre-ride the course. Despite her lack of insight, she held her own in the first lap, and like Smith, had her best lap at round 2, with a 57:18 min time around and stayed consistent for the win. Her final time was 5 laps in 5:08:33.

Hearts hung a little heavy over the singlespeed race as many were racing to remember singlespeed legend AJ Linnell after a plane crash took his life earlier in the week. AJ was scheduled to compete in this year's event, and likely would have found his spot at the top of the podium. AJ was a constant presence at many single speed races in the West, having taken the top spot in 2014 at the 6 hours in Frog Hollow and a second place single speed win at the 2015 True Grit Epic 100 NUE. AJ was remembered with a moment of silence at the starting line, and by the signs that adorned the racers on the podium, who dedicated their win to him this year.

Overall the 6 Hours in Frog Hollow had a super fun atmosphere, with many racers dressing in costume, and enjoying the great course and sunshine on a practically perfect day in Southern Utah.

Results: See page 14 and also <http://6hoursinfrog-hollow.com/results/>

Race Photos: <http://crawling-spider.com/6-hours-in-frog-hollow-2015/>

2016 Date : April 16



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Pick up a copy of cycling utah at your favorite bike shop!

Cover Photo: Dixie Robinson of Team Power Up leads the combined Women's Masters and Women's 3-4 field on the climb to Hogsback Summit on April 18, 2015 along with race winner Margaret Douglass (in white on the right).

Photo credit: Dave Iltis. Find a full gallery from the East Canyon Road Race at gallery.cyclingutah.com

SATURDAY, JUNE 6 2015



Register Before June 5, 11pm:
www.bikereg.com
Benefiting BikeUtah.org

BIKE MONTH PREVIEW

May is Bike Month! Ride Your Bike and Celebrate!

I [bicycle icon] SLC Because... MAY is BIKE MONTH!

UTA GREENbike DOWN TOWN SLC ALLIANCE

By Dave Iltis

May is Bike Month! In 1956, Bike Month was created nationally. In Utah, in 2015, Governor Gary Herbert has declared May to be Bike Month.

May is a month of great weather and is great time to take part in any number of bike activities. This year, there are over 30 events in Utah so far. It's a great month to celebrate the bicycle, and to celebrate on the bike. Grab a friend, especially one who doesn't usually ride, and bring them to one of the many great events across the state!

The National Bike Challenge starts on May 1. Keep track of your miles and help create a movement. Sign up free at nationalbikechallenge.org.

May 6 is National Bike to School Day for kids, college students, and everyone else in academics!

On May 10, Cyclofemme rides, a set of low key rides for women only, will be taking place in several locations around the state including Salt Lake City and Provo.

May 11-15 is Bike to Work Week. Many communities around the state will have Bike to Work days too, some during this week, and some on other days during May.

National Bike to Work day is May 15. Replace casual Friday with bike Friday.

May 15 is also the date for the UTA Bike Bonanza. This long running celebration of the bike happens from 4-8 pm at the Gallivan Center in Salt Lake City. There will be booths and events for kids and adults.

Provo is also hosting a Bike Prom on May 15. Get your bike, your best suit and dress (that you would wear on a bike), and come on out.

On May 20, 2015, honor cyclists who have been hit, injured, or killed while riding. The Ride of Silence is a slow paced processional ride that will be held in Salt Lake City and Provo in the early evening.

On May 30, close out the month by attending Bike Prom, a prom on bikes! It's a fundraiser for the Bicycle Collective, and a night filled with a bike ride, dancing, and a huge party.

Bike Month Events:

May 2 — UTA Bike Day with the Mayor of Springville City, Utah Bike Month, Springville City, UT, 9:30 a.m. breakfast / 10:00 a.m. bike ride with the Mayor around town. Opening of the Splash Pad at the Springville Civic Center to follow the ride. Springville Civic Center - 110 South Main Street, Free food, bike swag, and bike safety checkups. Stacey Adamson, 801-227-8958, sadamson@rideuta.com, utarideshare.com, rideuta.com

May 2 — Ogden Bike Swap, Utah Bike Month, Ogden, UT, Ogden Bicycle Collective is hosting a Bike Swap 8am - noon, 936 28th St..

Utah Bicycling Month
Gary R. Herbert
Governor

Whereas, for about 150 years, bicycling has been a simple and efficient method of transportation and a fun recreational activity, as well as a beneficial physical exercise;

Whereas, as a mode of transportation, the bicycle is the most efficient, affordable vehicle created, producing no emissions and requiring minimum space for parking and storage;

Whereas, as a recreational activity or sport, bicycling can be enjoyed both by families and individuals, offering opportunities for the young and old to explore hundreds of miles of bike trails both in urban and rustic settings throughout Utah, or to participate in bicycle racing;

Whereas, as a form of physical exercise, biking three hours per week can help people lose weight, increase strength and physical fitness, and improve cardiovascular health; and

Whereas, the State of Utah applauds efforts to educate all Utah residents about the benefits of biking and encourages individuals and families to ride a bicycle as much as possible;

Now, therefore, I, Gary R. Herbert, Governor of the State of Utah, do hereby declare May 2015 as

Utah Bicycling Month

Gary R. Herbert
Governor

Register items from 7 am to 8 am, Josh Jones, 801-629-8757, joshjones@ogdencity.com, bicyclecollective.org/locations-a-hours/ogden/item/424-2015-gear-swap

May 4-8 — Gear Up for Bike to Work Week, Utah Bike Month, Salt Lake City, UT, Davey Davis, 801-328-2453, davey@bicyclecollective.org, bicyclecollective.org

May 4-30 — Provo Bike Challenge, Utah Bike Month, Provo, UT, Prizes and awards. Join the challenge and keep track of your riding all month. Part of the National Bike Challenge!, Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, provomayor.com/2015/04/28/provo-bike-challenge/

May 6 — National Bike to School Day, Utah Bike Month, Everywhere, UT, A day to climb out of the motor vehicle and onto your bike on your way to school. None, noemail@cyclingutah.com, walkbiketoschool.org/ready/about-the-events/bike-to-school-day

May 8 — Ogden Mayor's Bike to Work Day, Utah Bike Month, Ogden, UT, 8:00 a.m. at A1 parking lot near the Social Science bldg at WSU. Free pancake breakfast at City Hall, 2549 Washington Blvd. We will be riding from

Continued on page 15

CEDAR CITY UTAH 6.27.15

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FIRE ROAD CEDAR CITY cycling

COMMUTER COLUMN

Salt Lake City Chief of Staff David Everitt Commutes Throughout Downtown

David Everitt, the Chief of Staff for Salt Lake City Mayor Ralph Becker, commutes to meetings throughout downtown Salt Lake City. Photo by Sarah Lyman.

By Ashley Patterson

David Everitt pulls off what so many people can't seem to do. As the Chief of Staff for Salt Lake City

Mayor Ralph Becker, he has a high powered job that requires the wearing of a suit, and has a huge number

of meetings each day, yet he somehow manages to ride a bike to work almost every day. How does he do it?

"My commute is a bit over a mile each way so it's short. I actually moved to make my commute shorter because my workdays can be pretty long. And because so many of my meetings are in the downtown core or the Salt Lake County complex, I find it's usually just as fast to ride a bike as it is to drive. And since riding is important to me, I ride a minimum of 60% of the days."

So David is able to wear professional clothes on the bike but also has rain or snow pants and jackets to pull over the nice duds for our occasional inclement weather. He advises other aspiring cyclists to get some waterproof gear, and also not be overly concerned about the perceptions of colleagues. "People in this city are pretty accommodating in terms of business dress."

An added bonus of working for Salt Lake City is that he is provided with a transit pass for those days when the weather or his schedule makes it tricky. He finds he uses his car to get to work about 5-6 days per month, and with so little use he is able to share his (valuable!) downtown parking spot with a fellow Salt Lake City employee. Because he and his wife live and work in the downtown area they are able to share a car, which has allowed them to save money on their overall costs because while downtown housing might be slightly more expensive than other areas, owning only one car for two people has overall resulted in big financial savings for them.

Being a Salt Lake City mover and shaker means that dining and entertainment is an important aspect of his life, and because so many great restaurants and attractions are right in the core of downtown, they are all very accessible by bike, which is music to the ears of those businesses.

He also marvels that he can live right downtown in Salt Lake City, but in just 15 minutes of pedaling, he can get to the great mountain bike trails in City Creek canyon.

David is an avid proponent of the new protected bike lane of 300 South and shares stories of how it has changed his commuter patterns and driven decisions about where he and his wife spend money on dining and entertainment. He also pointed out that he has noticed that more and more cyclists are using that protected lane and speculates that more of that infrastructure will have a significant positive impact on commuter numbers in the City.

The Greenbike program has also allowed him to bicycle more frequently, and he's seeing that use increasing. "If the average person has a meeting that is a 15 minute walk from their office, that person might consider driving when crunched for time. However, with the Greenbike option, that time is cut by about 1/3, and now is competitive with driving short distances."

The best part of riding to work for David is that he often brings along his dog, Zsazsa in his backpack or messenger bag. Zsazsa is a 7lb Chihuahua who is advancing in years and needs a bit of extra attention. Like all of us, she likes getting a little wind in her hair and a ride in a messenger bag on a short bike commute is just what the vet ordered.

As one of the truly busiest people in Salt Lake City, David Everitt is not only a driving force for improving the city for cyclists but also an inspiration for everyone who would like to bike commute just a bit more.

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

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ADVOCACY

Bike Utah News for May 2015

By Phil Sarnoff

Another great Utah Bike Summit is in the books. More than 285 bicy-

clists, advocates, planners, engineers, and elected officials converged on Provo for a day of sessions led off by mountain biking legend Gary Fisher. Again this year, the Utah Bike Summit served as a kick off for another great season of bicycling. Planning for the 2016 Utah

Bring the family and enjoy free food, activities, games, giveaways and more. Meet and attend a Q&A with Dan Burton, the first man ever to bike to the South Pole! For more details, visit UTARideshare.com.

DAKINE **UTA** **ECLIF** **CREAMIES** **TRAVELWise** **Robert J. DeBry ASSOCIATES** **THE BICYCLE COLLECTIVE**

ROAD RESPECT **BLUE** **SALT LAKE COUNTY** **SLC** **SALT LAKE COUNTY** **GALLIVAN** **UTAH**



Mountain bike legend Gary Fisher gave the keynote address at the 2015 Utah Bike Summit in Provo, Utah, on April 10, 2015. One key question he posed was, "What would urban bicycling infrastructure look like if it was designed specifically for bikes, instead of being written on top of existing car infrastructure?" Photo by Dave Iltis

Bike Summit is already underway. If you are interested in being involved in planning for next year's summit, send us an e-mail at info@bikeutah.org

As part of the Utah Bike Summit, Bike Utah presented on our primary initiatives for the upcoming year. Here is a list of just some of the efforts we are moving forward in 2015:

School-Based Bicycle Education and Safety Program

The initiative we are most excited about is the creation of an education and safety program for elementary school students. Nationally, of students who live within a mile of their school, only 2% of ride a bike to get there. When this is coupled with air quality issues and rising rates of obesity among young people due to physical inactivity, bicycling seems like an obvious solution to many of these problems. We are in the process of developing a curriculum and seeking funding so this program can be implemented in Utah's schools.

Active Transportation Benefits Study

Bike Utah is working in partnership with UTA, the Governor's Office of Energy Development, the Utah Department of Health, and Wasatch Front Regional Council to commission a study on the economic, environmental, and health benefits that bicycling and walking bring to Utah. Similar studies have been developed in other states and have found the results to be significant. An overview of those studies can be found here: www.bikeutah.org/economics We hope the results of this study will serve as an educational piece in working with communities, businesses, and state agencies to develop more active transportation programs and projects.

HB 362: Local Option Sales Tax

Bike Utah was happy to be a part of the Utah Transportation Coalition that helped to pass HB 362. This bill created a local option sales tax and

a portion of the revenue generated can be used for active transportation projects. We are now in the process of working with municipalities as they work to get referenda on their ballots to implement the local option.

US Bicycle Route System (USBRS)

The USBRS is a collaborative effort to create bicycle corridors across the United States. Currently, there are more than 8,000 miles of designated USBRS routes, but none within Utah. Bike Utah is working with UDOT and the Utah Outdoor Recreation Office on Utah's first designated route.

Bicycle Friendly American Designations

Each year, the League of American Bicyclists designates bicycle friendly communities, universities, and businesses all across the country. Bike Utah has been working to build the number of designated entities in Utah. Over the past year, the number of Bicycle Friendly Businesses has jumped from 8 businesses to 25. Multiple Bicycle Friendly Community and Bicycle Friendly University efforts are in the works.

It is a great time to be working on bicycle-related efforts in Utah. If you are interested in being involved or supporting our work, please consider one of the following:

Join the Bike Utah board of directors: Bike Utah is looking for motivated, dedicated individuals to join our board of directors. More information can be found at www.bikeutah.org/opportunities The application deadline is May 11, 2015.

Become a member of Bike Utah: We greatly appreciate the support from all of our members and donors. We would not be able to advance any of these efforts without their support. Please consider becoming a member of Bike Utah or making a donation here: www.bikeutah.org/membership

Send us an e-mail: info@bikeutah.org



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RIDE PREVIEW

Gran Fondo Salt Lake Preview

By Dave Ittis

Following the demise of the Cycle Salt Lake Century in 2014, a new organizer has stepped in to create a new road touring event in mid-May in Salt Lake City. We asked Jared Eborn of Extra Mile Racing LLC to fill us in on the brand new Gran Fondo Salt Lake to be held in Salt Lake City on May 16, 2015.

C.U.: Tell us about the event. What will the course be like? What are the distances?

The course will be a little more challenging than the participants old event are used to seeing. We're sticking to Salt Lake County and will ride from the Utah State Fairpark out to Saltair via the I-80 Frontage Road and then south into the valley through Magna, West Jordan, South Jordan and Herriman on the Mountain View Corridor Highway.

What are the highlights of the course?

UDOT's Mountain View Corridor is no stranger to cyclists in the valley. So we're happy to add that to our event. But we're also tossing in an optional climb up one of Utah's most notorious ascents – Butterfield Canyon. We believe that will be a

highlight for all who decide they're up for the challenge.

Tell us about the 'Gran Fondo' aspect of the ride. What parts will be timed? Do riders need to 'race' the event, or can they just come out and ride?

We will time the event, but it is not a competitive race – at least not this year. So riders will be required to observe all normal Utah traffic laws in regards to cycling. By timing the ride, we'll still give people a chance to push themselves and have an unofficial race with their buddies, but we won't be handing out awards for the first person to cross the finish line or the guy with the fastest overall time.

If there is a portion of Gran Fondo Salt Lake that might be considered a race, it will be our King of the Mountain and Queen of the Mountain challenge up Butterfield Canyon. We'll keep track of times from the top to the bottom and have a few awards. The first man and women to the top will get a prize when they get there and the fastest man and woman will also get some prizes. This is because the first to the top might not necessarily be the fastest, depending on actual start time and the time it takes to get the mouth of the canyon.

What support will you have on course?

We will have fully staffed and supported aid stations. We're allowing bike shops or other cycling events to 'adopt an aid station' where they'll serve up snacks, fill up water bottles and fix flat tires as needed. Riders can expect water, First Endurance EFS drinks, fresh fruits, salty snacks, Swedish Fish and all the normal stuff. We also have several HAM Radio operators in vehicles and placed at the aid stations to keep an eye on the course and keep our communications system going.

Why did you decide to create this event?

I've always liked the Cycle Salt Lake Century, but felt Salt Lake City needed something a little bigger and better. So when that event collapsed, I knew there was a place in the calendar to create a truly great event. I believe a great cycling community deserves a great cycling event. I think Gran Fondo Salt Lake will be that event.

What other activities will be held in conjunction with the ride?

We're having an expo and vendor fair at our packet pickup at the Utah State Fairgrounds and we are also going to hold a Classic and Custom

Bike Show. Instead of finishing your ride, grabbing a bite to eat and heading for home, we want people to stick around for a while and look at some of the most beautiful and impressive bikes Utah has to offer. We'll also have some fun activities for kids and youngsters who might want to spin around while mom or dad is riding.

Event details:

May 16 — Gran Fondo Salt Lake, Salt Lake City, UT. A timed bicycle tour of the Salt Lake Valley. Fully supported aid stations, professional on-course support, and a finish line meal await. Optional KOM/QOM challenge ride for the climbers out there. Utah's first Classic & Custom Bike Show at the finish line. Benefits Bike Utah & Team Kid Courage, Jared Eborn, 801-599-9268, jared@extramileracing.com, GranFondoSaltLake.com

Bicycle Collective News for May 2015

We're doing our thing at the Bicycle Collectives across the state, giving away an unprecedented number of bicycles thanks to our up and running shops in Provo and Ogden and our new apprenticeship program in Salt Lake! We've already given away 200 more tuned up kids bikes than at this time last spring!

We want to see you at Bike Prom on May 30th in Salt Lake City! It's going to be a huge party, we strongly recommend getting online beforehand to register at bikeprom.com, prices will be going up at the door and we might sell out ahead of time this year.

What we need most in Salt Lake is storage! If you or anyone you know has a warehouse anywhere in the valley that you want to donate access to our rent at a charitable rate, we want to talk with you!

We're looking to store around three thousand square feet of bicycles throughout the year, which would let us hire mechanics and build capacity in our volunteer programs with confidence.

In Ogden, we're starting to see more and more volunteers and donations, we'd love to see you volunteering in the shop Thursday 6-8, or buying bikes and fixing up your own bike Tuesday/Wednesday 5-9 pm and Saturday 12-5. Spread the word! We're also hiring a mechanic, check on Cycling Utah's job board (cyclingutah.com/jobs) or on our site for more info.

In partnership with Sorenson Unity Center, we're looking for someone to spearhead a kid's specific location in Glendale, a fantastic opportunity for anyone looking to start a bike collective program from scratch!

For all this and more, get in touch through bicyclecollective.org, or by calling 801-328-BIKE.

-Davey Davis

SLCBAC Elects New Chairperson

Shifting gears and history is made: Due to foreseen circumstances, the Chair of the Salt Lake County Bicycle Advisory Committee stepped down on Wednesday, April 1 as a result of his acceptance of a job in Atlanta, GA. Following the SLCBAC bylaws, the committee unanimously elected to promote the Vice Chair position to assume Chair responsibilities. Kate Sturgeon is now the first female SLCBAC Chair and perhaps one of the first to earn this title in the nation. The Vice Chair position was filled by the first female as well, Betsy Byrne. Our committee now consists of a diverse and equally delegated panel of professionals. 2015 is already a banner year!

May is Bike Month and there a plenty of activities planned to encourage and support the growing number of riders in the state of Utah. If you live in a city or township and would like to see more improvements made for bicycles, be sure to attend community council meetings and bicycle committee meetings. Don't know if your city has one? Ask around, visit www.slco.org and search your city's webpage. If you don't find one, consider starting one. Reach out to us and we can help! You are always welcome to attend our meetings on the first Wednesday of each month at the City Government Center in room N2-800.

www.slco.org/bicycle/
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-Ian Scharine

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Saturday, May 30

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- Start 8:30 AM
- All entries will be entered in a drawing for a new bike

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MOUNTAIN BIKE RACING

Grand Junction Off-Road Race Preview

By Dave Iltis

The Grand Junction Off-Road Presented by U.S. Bank will be held from May 29-31, 2015 in Grand Junction Colorado. It is one of the Intermountain West and Rocky Mountain's premier cross country mountain bike events. Featuring courses for beginners through the world's top professionals, the rides plus music festival will have something for everyone seeking a weekend experience chuck-full of mountain bike culture. We asked Andy Suter of Epic Rides to fill us in on the event.

CU: Tell us about the Grand Junction Off-Road race and event weekend.

The Grand Junction Off-Road is the second event in the growing Epic Rides Off-Road Series. Like the Whiskey Off-Road, the three day weekend features a camaraderie driven mountain bike experience for the mountain bike, music loving, and fun seeking community to enjoy.

CU: Tell us about the course for the different categories? How many racers are you expecting?

The Grand Junction Off-Road features 15-mile, 30-mile and 40-mile courses at the beloved Lunch Loops/Tabeguache area south of

town. All distances start and finish in downtown. The 15 Grand event is held Friday and shares some of the same singletrack as the longer distances. The two longer events are on Saturday and take participants into the Upper Tabeguache, including the Butterknife and Twist and Shout trails. Riders will experience a variety of landscapes and challenges, including a stretch along the Gunnison River, climbing and descending slick rock, multi-colored soils, canyons, large boulders, lunar landscapes and more. We are expecting between 500-600 riders this year between the events.

CU: What are the highlights of the cross country race?

The whole idea is that we've taken riders on this incredible journey, pushed limits with some physical and technical challenges, and provided a platform for success. Then you come across the finish line with your name being announced, a cheering crowd, a stemless wine glass, and a fantastic party will be brewing to welcome your return back to downtown Grand Junction

CU: What other events are happening over the weekend? Is the weekend family friendly?

The Shimano Youth Series Kids Ride! Offering both a 1 Grand & 4 Grand (1 Grand = 1 Mile), the

1 Grand is recommended for push bikes, trikes and newbies looking for a short ride through the expo. The 4 Grand is recommended for more experienced riders. Parents are welcome to join the children and experience the scenic ride together!

Funds raised from the Kids Fun Rides are donated to the Riverfront Foundation's family & children's initiatives.

CU: Tell us more about the Grand Junction Off-Road p/b U.S. Bank and Downtown Art + Music Festival.

Epic Rides and Downtown Grand Junction have joined forces to provide what we are calling "the quintessential Western Colorado experience featuring bikes, art, music, beer and wine." As part of its celebration of the bicycle, Epic Rides has built a reputation for throwing memorable parties, and the Grand Junction Off-Road promises to be off the charts this year with the coinciding three-day arts festival that will feature Shakey Graves, James McMurtry, and Big Sam's Funky Nation as the main stage's headliners. They are three of 20 free musical concerts, and with a main stage and two side stages, there will be tunes that will appeal to all palates.

CU: What is the Clunker Crit like? Who can race?

Join over 100 others in the fun



The Grand Junction Off Road offers a tough but beautiful course. Photo by Brian Leddy.

family community event, just getting people to get crazy and wear costumes, do laps on the pro criterium course. It's not uncommon to see whole families dressed up as unicorns or Power Rangers during the colorful parade on bikes. A very fun gathering of the tribe!

CU: What pro's will be racing and about how many? What is the prize list for the pros?

We are expecting 60-75 pros this year to vie for their share of the equally split \$30,000 purse.

CU: Where can people stay?

The Downtown Hotels, SpringHill Suites by Marriott, Fairfield Inn and Suites by Marriott, and Hampton Inn are proud to be the preferred places

to recline the body and relax the soul during event weekend.

With live music, and a unique offering from behind the bar, Marlo's Lounge located in the SpringHill Suites, is the perfect place to start the evening. Enjoy sipping a drink by the outdoor firepit or in the conversation round before strolling through downtown to peruse the 150+ shops or dinner.

Event Details:

May 29-31 — Grand Junction Off-Road, Epic Rides Off-Road Series, Grand Junction, CO, Billed as one of the most challenging XC courses in America, the Grand Junction Off-Road offers a full 3-days of mountain bike culture accented by free live music in the gorgeous Grand Valley, Karen Warsh, 520-623-1584, info@epicrides.com, epicrides.com



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ROAD RIDING

A Guide to Randonneuring – Non-Competitive Long Distance Road Cycling



The above is on a 300K brevet, west of Nephi with Mount Nebo in the background. Photo by Richard Stum.

By Richard Stum

Do you like long rides? Really long rides? If so, then you randonneuring is for you. A randonneur (rahn doe ner) is a cyclist that rides brevets. Therefore, randonneuring is the sport of non-competitive, long distance road cycling. Randonnée is another French word, which loosely translated, means a long rambling journey. Randonneuring is different than “self-contained touring” as we travel lighter, without the heavy pannier bags needed for camping.

So what does “brevet” (pronounced bruh-vay) mean anyway?

It is a French word that means certificate, as in a small white card. In the cycling world, a brevet is a minimally supported, ultra-distant, road cycling event. In other words: an extremely long bike ride (typically, 125 miles or longer) with little, if any, outside support. A brevet is not a race, although riders do seek to improve their personal best times. For many, the goal is simply to finish or go farther than they have before. These events are timed and one must meet the intermediate and final cut off times to qualify (a generous 20 hours is allowed for a 300K (190

miles).

Randonneurs USA, or RUSA, has regions all over the United States providing organized brevets. The local region in Utah is called the Salt Lake Randonneurs. They offer rides throughout the state of Utah. The organization is co-sponsored by Bonneville Cycling Club in Salt Lake.

Again, randonneuring, unlike bicycle racing, has minimal or no support during the event. Regular road bikes or recumbents are used and drafting is allowed. Longer brevets such as a 600K, 1000K or 1200K are multi-day events and usually have a drop bag service or an overnight stop (although some of us do ride 600K “straight through” the night without sleeping).

A full brevet “series” is made up of the four traditional distances (miles are rounded off):

200 km = 125 miles, 13.5 hour limit

300 km = 187 miles, 20 hour limit

400 km = 250 miles, 27 hour limit

600 km = 375 miles, 40 hour limit

Additionally, there are longer brevets:

1,000 km = 620 miles, 75 hour limit (3 days & 3 hours)

And the granddaddy of them all, frequently called a Grand Randonnée:

1,200 km = 750 miles, 90 hour limit (3 days & 18 hours)

Here in Utah, the Salt Lake

Randonneurs offers all distances from 100 km (63 miles) to 1000 km (620 miles). The brevets in Utah are all loop rides, or out and back. They start in various locations such as Logan, Centerville, Moab, Saratoga Springs, Nephi, Hurricane and Kanab. See the Road Touring calendar in this issue, and on cyclingutah.com for details.

How a Brevet Works

At the start of the ride, participants are provided with a brevet card and a cue sheet that shows the route. Riders must follow the route exactly and get to the checkpoints (also called controls) on time. Every rider must stop at each checkpoint to have his or her brevet card verified, thereby obtaining “proof of passage.” Checkpoints are also provided as brief rest and nutrition refill points. It will be very rare that you need to ride more than 35–40 miles without passing through a town or location with services, or at the very least, a potable water supply. If you should get off course, you must return to the route at the point where you got off track.

It is not enough that you ride the required number of miles or kilometers — you must ride the route exactly as it appears on the cue sheet. Anyone observed taking shortcuts from the official route will be disqualified, but there is no penalty for

detours or unforeseen things such as road construction, flooding, or traffic accidents. Brevets are not races, but riders must reach the checkpoints on time so as not to be disqualified. Riders can stop and rest any time, but the clock is always running.

At the finish, sign your brevet card and turn it over to a brevet official, along with your receipts. The results are sent to the national USA organization and to the international governing body in France (Auxax Club Parisien, ACP). Results are then posted online. Since brevets are not races, the results are listed alphabetically and not by finish times. Finishers may buy medals if they finish a series successfully.

Weather: Rides are held rain or shine so bring adequate clothing for variable weather conditions. Brevets are long events and the weather might change a great deal before you reach the finish.

Lighting: Most brevets 300 km or longer will probably have some riding in the dark. Proper lighting is essential and required by law. See our rules page for more details.

Self Reliance and Determination: Brevet riders are expected to be self-sufficient and tenacious. They should be able to repair their bike, read a cue sheet, and deal with bad weather. Having said that, The Salt Lake Randonneurs

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A rider on a 200K brevet on the Nebo Loop road, looking north to Utah Valley. Photo by Richard Stum.

are not going to leave you stranded. They do not have the resources to provide sag but can sometimes get you back to your car or help you call a friend for a ride.

Integrity: It is not practical to have event officials everywhere. Brevet riders are on their honor to follow the rules. Friendly camaraderie, not competition, is the hallmark of randonneuring.

Sanctioning: All brevets are sanctioned by Randonneurs USA (RUSA) and most are also sanctioned by Audax Club Parisien (ACP) in France too. Certified brevets can be used as qualifiers for 1200 kilometer events. ACP brevets count towards Super-Randonneur, Randonneur 5000 & RUSA awards. RUSA (USA domestic events) count toward RUSA distance awards, R-12 & Ultra-

Randonneur (200k+ events).

Differences Between a Commercial Century Ride, Racing, and a Brevet

A commercial ride has water & nutrition stops every 20-30 miles. Many brevets have no regular support—instead you must stop at convenience stores & purchase your own supplies. These opportunities are usually spaced 40-45 miles apart.

A commercial ride usually has a sag vehicle. Some brevets have no support, and thus it is suggested that you have a family member or friend on call to come get you in the event of a mechanical problem or if you bonk.

A commercial ride frequently has hundreds of cyclists to draft with. Many randonneurs use aerobars as

they know they may be “on their own” for long periods of time.

A commercial ride has arrows painted on the road, or signs posted where to turn, supplemented by a cue sheet. On a brevet, you are only provided a cue sheet, supplemented by a link to an online map or a GPS guidance system.

Many commercial rides are over by dark. Some brevets run all night long, so one must pack lighting gear and night-time apparel for the cold.

A commercial race has a wheel van following your age-group with spare wheels. Many randonneurs use high-spoke count rims to lessen the probability of a having a broken wheel when they are 40 miles from nowhere.

On some races in a commercial ride, if the weather really turns nasty (blowing wind & hail, lightening etc.), you can seek refuge inside the support vehicle. On a brevet, you seek refuge in a ditch on the side of the road (true story), or, if you are lucky, a convenience store, unless it is in the middle of the night and they are closed.

Pro racers not only have a wheel van, but a support vehicle with complete bikes, extra clothing and nutrition. Randonneurs carry their rain gear and special foods and powdered drinks with them.

So, why ride a brevet?

For the satisfaction of doing a

self-sufficient ride

Lower cost.

Many brevet series are offered in ultra-endurance distances not offered by most commercial rides (200-750 miles in length).

Summary of Other Rando Terms

A “populaire” is a randonné event of 100-199km

A “brevet” is a randonné event of 200-1999km

A “grand randonné” is a randonné event of 1200km or longer

A “permanent populaire” is a randonné ride of 100-199km (not an event, but a route that is permanently available to ride on ones own schedule)

A “permanent” is a randonné ride of 200km or longer (not an event, but a route that is “permanently” available to ride on ones own schedule)

Welcome

The Salt Lake Randonneurs welcome anyone — for just one ride or the whole series. You do not need to be a member of any club to ride, although you are encouraged to join the club’s co-sponsoring local organization, the Bonneville Cycling Club. For most events in 2015, the fee is only \$5 per ride.

For more information, visit SaltLakeRandos.org

2015 Rides:

May 9 — 6-Valley Tour Brevets, Salt Lake Randonneurs Brevet Series, Saratoga Springs, UT, Starts in Saratoga Springs, out to the West Desert and around the Oquirrh Mountains and/or around Hobbie Creek & Utah Lake. 130, 200 or 400 km (83 to 250 mile) options. A brevet is a timed ultra distance event, Richard Stum, 435-462-2266, richard@eogear.com, saltlakerandos.org

May 22-23 — Triple Loop Brevets, Salt Lake Randonneurs Brevet Series, Nephi, UT, Self-supported with overnight gear drops. Starts in Nephi, UT, south to Junction and back, & finally a lap around Utah Lake. 300, 400 or 600 km (190 to 375 mile) options. A brevet is a timed ultra distance event., Richard Stum, 435-462-2266, richard@eogear.com, saltlakerandos.org

June 8-10 — Red Rock Randonnee, Salt Lake Randonneurs Brevet Series, Kanab, UT, Self-supported with overnight gear drops. Starts in Kanab, UT, through Zion, Bryce, & Grand Canyon. 400, 600 or 1000 km (250 to 620 mile) options. A brevet is a timed ultra distance event., Richard Stum, 435-462-2266, richard@eogear.com, saltlakerandos.org

July 10-11 — Raspberry Ramble Series, Salt Lake Randonneurs Brevet Series, Logan, UT, Self-supported. Starts in Logan and climbs up Strawberry Canyon (LoToJa route). Longer routes then go around Bear Lake before heading north to Soda Springs and finally out to Golden Spike Natl Monument. 300, 400 & 600 km (125 to 375 mile) options. A brevet is a timed ultra distance event, Richard Stum, 435-462-2266, richard@eogear.com, saltlakerandos.org

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PRODUCT REVIEW

Scott Sports Solace 30 Road Bike is an Endurance Machine



By Dave Iltis

I had the pleasure of testing out the Scott Solace 30 road bike this spring in the Salt Lake Valley and it excelled. I really didn't want to give this bike back, I liked it that much. The Utah based international powerhouse bike manufacturer Scott Sports was kind enough to lend me the bike for an extended demo.

The bike is sharp looking, with white, green, and black graphics. The carbon construction is Scott's lightweight IMP proprietary method, and yields a frame weighing 950g in a 54 cm model. The fork comes in at 330 g. It also uses a carbon steerer tube. The weight for a complete bike in a 54 cm (not the size I tested) is just shy of 18 pounds. I tested out an XL (58 cm) frame size.

After the sharp graphics, the first thing one notices after the sharp graphics on this bike is the lack of a brake bridge on the seat stays. This is because the rear brake has been placed underneath the chain stays (similar to the placement of mountain bike U-Brakes). This is a purposeful

design feature as it allows the chain stays to be a bit more compliant than typical ones, and act as shock absorbers to smooth out the ride.

This smoothness has big benefits when riding – the feel of the bike is a little springier than the average carbon bike. Scott pitches the bike as more comfortable, and that it is, but it's not a comfort bike. It's a performance machine. It has a lively feel, a little more like a steel bike. The frame does a great job of absorbing rough spots in the road.

Scott designed the bike from top to bottom to improve comfort without sacrificing performance. In addition to moving the rear brake (see above), they made a number of design changes over a 'standard' frame. The downtube is wide, 66 mm, just above the bottom bracket. This helps to maintain lateral stiffness. Both the top tube and downtube are ovalized with a wider horizontal section. This improves the vertical compliance and provides more comfort, but also maintains lateral stiffness which means that more power is transferred from the pedals to forward motion. The seat stays also



Top left: The Scott Solace 30 is a winner - a high performance carbon road bike that is really comfortable.

Top right: One of the features of the bike is that the rear brake has been moved to below the chainstays. This provides greater shock absorption. Photos by Dave Iltis

get this treatment, along with a taper from seat tube to rear dropout. Both of these add to comfort and maintain performance. The seat post diameter was also chosen carefully, and at 27.2 mm instead of the usual oversize 31.6, comfort is again improved.

Lastly, they also revisited fork design by adjusting the diameter of the fork blades by the front dropout

to be a bit smaller and increasing it by the bottom of the headset. These adjustments both increase comfort and performance simultaneously.

The net result, when compared to the Scott Foil, is an increase in comfort of 30% in the frame, and 21% in the fork. Yet, the lateral stiffness is still high, this in part because the bottom bracket design is generally the same as the Foil and Addict.

Lastly, the frame is different for each size. Larger sizes have larger diameter tubes, smaller sizes have smaller tubes. Larger sizes have a bit thicker carbon layup too in order to maintain stiffness.

How did it ride?

The bike was great! The ride is smooth and predictable. And comfortable. But true to the design intentions, it's stiff side to side, and power to the pedals is transferred cleanly to forward motion. On descents, the thing I noticed most is that the bike is stable. Very stable. This is no doubt a combination of the geometry – the bike has a 73.3 degree head angle – and frame construction. I felt confident descending at speed on it. The compliance also adds a bit of stability too as bumps in the road don't affect the rider as much. The bike also climbs really well, no doubt because of the solid lateral stiffness.

One of the things I really liked about the bike is how well the XL frame size fit me right out of the box. Each rider is different, and adjustments to stem length, seat height and setback, and stem height are something everyone should pay attention to (and get a custom fit too). I'm

6'2", and sometimes larger frames that fit me well are hard to find. Not the case here. The 57.5 cm top tube paired with a 205 mm head tube, and 120 mm Syncros stem left me feeling like I didn't notice the bike – which is perfect. I wasn't too low or cramped. Nor did I feel crunched either. What this means is that I could ride all day, and feel comfortable the whole time.

A note on the head tube height. Many larger bikes have short head tubes (in the 180-190 mm range). While this can be ok for some racers, and for some extra limber riders, the slightly taller head tube of the Solace translates to a little less fatigue on one's neck, and perhaps a little more power from the lower back. It's my belief that many race bikes are too low which, while increasing aerodynamics, can result in muscles that are applying power in perhaps a less than optimal way. The bike is targeted to the endurance rider, enthusiast, and introductory racer. The head tube is a little taller, and thus the rider is just a little higher on the bike. For myself, I felt like this improved stability. However, when cornering, it is just a little less precise than a high end race machine because of the higher center of gravity. In my view, this would only make a difference when racing criteriums.

Components: The Solace 30 comes with the Shimano 105 11-speed group. The compact crank and 11-32 cassette gives a huge gear range that will work anywhere from flats to Little Cottonwood Canyon. A Syncros carbon post, aluminum stem, and aluminum bars filled out the cockpit. The wheels are Shimano 16 spoke front, 20 spoke rear aluminum wheels. These are great for all purpose riding and training, and introductory racing, but for the higher level competitor, a set of carbon wheels would be in order.

The Shimano components work flawlessly, and it's amazing that on a bike of this level (introductory racing/century rides) how well the components work. Even when compared to top of the line Dura-Ace from a few years ago.

The bike came stock with 25c Schwalbe Durano tires. While there is some debate regarding whether or not the 23c or 25c tires are faster, the 25c tires are definitely more comfortable. The tires ride really well. The frame easily fits the 25c tires, and from the looks of it, would handle 28c's as well.

The one thing in the component pick that I didn't care for much was the Syncros FL2.5 seat. It was a bit too minimal for my liking. But, seats are as different as the rider sitting on them. You may like it just fine. Try out a few if you don't.

All in all, I would give this bike five stars. At \$2149, you are getting a great bike that is perfect for the enthusiast, the endurance rider, the century rider, or the introductory racer.

For more information, and to find a local dealer, visit scott-sports.com



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HEALTH

Nutrition Discussion: Modified Ketogenic Diet for Endurance AthletesBy **Breanne Nalder MS, RDN**

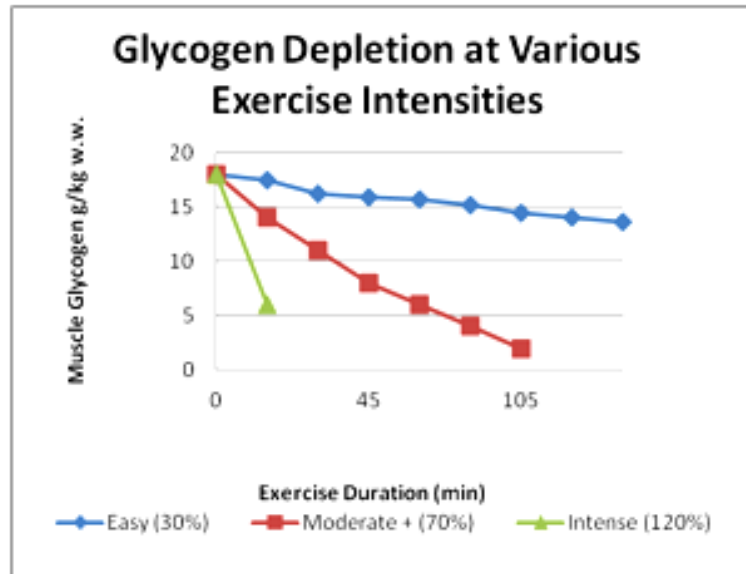
It's nothing monumental to hear that a balanced diet is the key to optimal nutrition. As discussed one of my previous articles in Cycling Utah, there are a lot of "fad" diets, with so much mixed information on the internet, and many personal opinions or anecdotal success stories about the best methods of eating. Whether it be low carb diets, juice cleansing, gluten-free, or any other "quick fix", there are definitely pros and cons to each of them. The research behind their methods and results can be mixed, and the conclusions are often skewed to promote nutrition products or the company that is funding the research.

The most challenging part of navigating all the nutrition information out there is the application to individual's body needs, especially athletes. When fueling our bodies, taking anything to an extreme lends itself to creating a nutritional deficiency somewhere else. There are numerous macro- and micronutrients that work together to make our tissues, hormones, physiological systems, etc. function properly. The importance of balance and consistency in our food patterns applies to athletes especially, as nutrition directly affects performance in training and competition. The purpose of this article is to look at the science behind the ketogenic diet (KD) and propose an applicable and balanced nutrition plan, a KD for endurance athletes based on individual needs for training and racing, and overall long-term health.

What is the Ketogenic Diet?

The First Endurance website has an article entitled "Reviewing research aspects of the ketogenic diet on endurance athlete performance: should I try it out?" by Loulika Lili-Williams, PhD, which accurately defines the KD as a high-fat, low carbohydrate and protein sufficient diet. This article does a great job of describing how the KD has traditionally been used by dietitians and doctors in clinical settings to treat neurological disorders and errors in metabolism (i.e., diabetes). The method lends itself to the research that eating more fat than carbohydrates stimulates the body to oxidize fatty acids and use ketone bodies for energy. Thus, putting the body in a state of ketosis. As Dr. Lili-Williams summarizes from current research studies, the metabolic benefits to endurance athletes can include increased ATP and mitochondria production, efficient fatty acid oxidation, and maybe VO₂ max increase. These are all desirable adaptations, but there are also studies that show the KD methods leading to dehydration and hypoglycemia, and decreased ability to maintain anaerobic workload. Go to firstendurance.com for more information on the specifics of the diet and the current science behind the ketogenic diet and affects on athletes.

To cover the basics macronutrients, fat provides energy during low to moderate intensity exercise (i.e., walking, jogging, easy cycling). At



an endurance pace, we burn about 50% carbohydrates and 50% fats. The higher the intensity, the more carbohydrates we use. Until we are anaerobic, which is when lactic acid is generated, and only lasts ~15 seconds, then it's back to carbs and fats for fuel (see figure below). Carbohydrates (CHO) are the body's primary energy source during exercise. Dietary CHO (grains, fruit, starchy veggies, juice and sport drinks) are stored in the liver and in the muscle as glycogen.

During exercise, these glycogen stores fuel working muscles. How soon we run out of energy depends on workout intensity. So, hard and intense workouts decrease glycogen stores more quickly than moderate exercise bouts. Glycogen stores are

limited, so during exercise lasting more than 60-90 minutes, consuming carbohydrate while exercising improves performance. More specifically, 30-60g of carb/hour will help keep you fueled and feeling strong. The standard recommendation is that endurance athletes need 50-65% of total calories from carbohydrates. That means the ketogenic diet, which can be 65% or more of total caloric intake from fat, is a huge deviation from that. This is where it is important to look at the individual athlete to determine what the ratios of carbohydrate:protein should be, because everyBODY is different. Not only do intensity and duration of workout determine macronutrient needs, but macronutrient percentages that work for some may be totally different for another depending on age, gender, fitness level, metabolic rate, training/racing calendar, and genetics.

Is the Ketogenic Diet Good for Endurance Athletes?

Based on the food science discussed so far, the question becomes whether or not the ketogenic diet is the best option for endurance athletes, especially because macronutrient needs can differ on a day-to-day basis. It seems logical that sparing carbohydrates to promote fat burning could be ideal, and there is some validity to this, but we must look at each athlete as an individual. An athlete that does ultra-endurance activities, where they train and compete for long hours at low intensity would benefit more from a KD than an

athlete that needs high end power for sprints and short duration intensity. As stated earlier in this discussion, long sustained efforts utilize more fatty acids for fuel, whereas short intense efforts rely almost solely on carbohydrates.

A modified ketogenic diet, as presented in this paper, is an attempt to find the best method to appropriately fuel an endurance athlete, with the mindset that we put the proper gas in our fuel tank to make our body engines achieve optimal results. Endurance athletes would do well on a 50:35:15 percent CHO:fat:protein ratio, respectively. That would be the lowest one should go in carbohydrates and protein but still get the positive ketogenic effects of utilizing fats, sparing carbs, and running that engine all day. Then, as the duration decreases and intensity of anaerobic efforts increases in training or racing changes, the KD could be adjusted to 55:30:15, 60:25:15, or 65:25:10 percents, respectively. This way, basing the diet plan on what the individual is doing will lend itself to optimal performance as well as long term health.

Fats and the Ketogenic Diet

Another benefit of the modified KD is the reduced chances of long-term negative effects of high fat diets. We've all heard the stories of super fit athletes that randomly die of a heart attack, which may be associ-

ated with high levels of visceral fat. Even if the body physique is lean to the outside perception, there can be fat on the internal organs, specifically blood vessels. More loosely, this describes the term "skinny fat," which most athletes don't necessarily strive for... remember, lean muscle mass is metabolically active tissue, so it takes more carbohydrates to keep that tissue thriving.

It is important to mention that the type of fats we choose to use as fuel is important. Fat can be broken into two categories: saturated and unsaturated. Saturated fats are usually solid at room temperature, and lead to high cholesterol and heart disease. We want to limit saturated fats to < 10% of total fat consumption per day. Saturated fats are mostly found in animal products (meat, dairy, egg yolk), processed foods (cookies, baked goods, butter) and all trans fats, even coconut oil. Unsaturated fats are the ones we want to consume. Mono and poly unsaturated fats are fluid at room temperature (Omega-3 fatty acids are the most important in this group, as they are nature's anti-inflammatories). Food examples include fatty fish and plant sources such as nuts, flaxseeds, avocado, and vegetable oils (canola, olive, peanut, sesame oils, etc.). Keep in mind that fat goes further than carbs or protein, as 1 gram of fat has 9 calories, while carbohydrates and proteins each have 4 calories per gram. So, using fat as a sprinkle for flavor to our meals and snacks can go a long way in our total caloric need each day.

When implementing the modified KD for YOUR specific needs and exercise output, be sure to choose LEAN meat and limit red meat consumption. When choosing dairy products, opt for skim or 1% because low to no fat is all you need. The nutrients are in the milk, not the fat. Milk alternatives (almond, soy, rice, etc.) are great substitutes with all the calcium and nutrition you need. Be sure to favor fresh, whole, UNPROCESSED foods. Reconsider getting "fast" food, as it is traditionally low quality, and high in saturated fat, especially prior to training or competition. Instead, favor carbohy-

drates with low to moderate amounts of healthy fats. Fat takes longer to digest than carbohydrates, so pre-workout meals should be low in fat content so you are ready to roll. Also, recovery nutrition should be appropriate for the exercise performed, meaning mainly carbohydrates to replace glycogen to the muscles and moderate amounts of protein to repair tissues. Be sure to get the fats you need in the meals NOT immediately surrounding training or competition so they have time to get digested and the body can efficiently break them down to use as fuel. This is when the ketogenic diet will work as it is designated to.

Conclusion

In conclusion, the KD can have many positive effects on endurance athletes, but there are upsets to other systems that may lead to detriments as well. Because the human body is a multifaceted and complex set of energy systems, hormones, and metabolic pathways, it is crucial that athletes strive to maintain balance. The ultimate goal should be a fine consistent healthy habits so that performance can improve and the body adapt to places where the changes stick. A quick body change is likely in response to the drastic food change, and odds are that it won't last long anyway. Many of us know the post-diet rebounds of gaining it all back, fluctuations of energy levels, or going back to our body's "normal" appearance. Using the proposed modified KD approach, appropriate for the individual athlete's needs, fitness level and type of training/competition may be the key to achieving those overall nutrition goals.

At PLAN7 Endurance Coaching, we can help with your questions on the Ketogenic Diet by using a Basal Metabolic Rate test to determine exact calorie and macronutrient needs then figuring what gas to fuel your tank with for sport performance. For more information on this, email me breanne@plan7coaching.com

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MOUNTAIN BIKE ENDURO RACING

Scott Enduro Cup Season Preview

By Dave Iltis

The Scott Enduro Cup presented by Vittoria is a three race enduro mountain bike race series in its fourth year. Races this year will be in Moab, Sun Valley, and Park City. We caught up with Mountain Sports International, the promoters of the series, for a preview of the 2015 season.

What is Enduro? How do the races work?

Enduro mountain bike racing has emerged as one of the sport's most popular race disciplines. Imagine a competition somewhere between grueling cross-country and rowdy downhill mountain bike racing. Enduro is a multi-stage race format, which combines gravity fed descending timed stages and linked together by untimed transfer stages.

There are no set guidelines dictating the parameters of an Enduro course. Race organizers can be creative with the distance, number of timed vertical descents and untimed transfer stages. However, the North American Enduro Tour (NAET), the North American sanctioning body of the sport, encourages timed stages to be primarily downhill with minimal climbing.

What level rider do you need to be to race Enduro?

Each location provides a challenging and unique mountain bike race experience for both men and women professional, amateur and junior athletes. While the technical downhill descents may be rather challenging for a beginner, intermediate riders are encouraged to enter the amateur division for a less intimidating competition field.

While males make up the majority of the sport's participation, it is also an excellent format for both elite and amateur female racers. Elite female riders participating in the past Enduro Cup seasons noted how much they enjoyed getting to know their fellow competitors as opposed to more cut-throat cross-country races where social opportunities are limited.

Similarly, amateur riders appreciated the opportunity to gain advice and support from more experienced female colleagues throughout the duration of the event.

Why should you race Enduro?

Enduro Racing is pits cardio and fitness with a rider's technical skills. Many athletes enjoy the comradery and relaxed atmosphere of the Enduro Cup while turning up the hard-charging as they drop into the timed descents.

Tell us about the Scott Enduro Cup series.

The Scott Enduro Cup presented by Vittoria is dedicated to the progression of enduro mountain biking. The series was founded by Ali Goulet in 2012 at the Canyons Resort and with the production management of Mountain Sports International (MSI), the race has evolved into a three-stop series over the past four years. Every event showcases top quality athletes, brands, and trails, which will provide an authentic and robust experience for athletes and spectators.

Give us a brief highlight for each of the three races.

Each race location showcases spectacular views and requires riders to have the endurance to sustain energy while pedaling on the non-timed transfer stages while upholding impeccable skill to charge full-throttle down the timed descents. Each race is followed by a barbeque and raffles benefiting local non-profits.

At the first stop in Moab, Utah (May 9), riders will battle for the fastest time through the Klondike Bluffs course with stunning views of Arches National Park. Next, Enduro Cup will travel to Sun Valley, ID, as the flagship race of the Ride Sun Valley Bike



The Scott Enduro Cup returns to Sun Valley in 2015 as part of the Ride Sun Valley Festival. Photo by Jay Dash / MSI.

Festival (June 25-28) (ridesunvalley.com), which is complemented by several days of cycling entertainment for the entire family. Finally, the series will return to the birthplace of Enduro in Utah, Canyons Resort (August 15), which always features a stacked pro field and enthusiastic crowd.

Series Details:

May 9 — Scott Enduro Cup at Moab, Scott Enduro Cup Series, Moab, UT. The first stop of the 2015 Scott Enduro Cup presented by Vittoria will take place on the world famous red rock trails of Moab UT. This is a great place to kick off your racing season.

June 27-28 — Scott Enduro Cup at Sun Valley, Scott Enduro Cup Series, Sun Valley, ID,

Competitors will be challenged to different hair-on-fire race stages. Gravity-hungry athletes will take on one of the longest enduros in the U.S. Racers will use a combination of lifts and good old pedal power to reach the start of each course

August 15 — Scott Enduro Cup at Canyons Resort, Scott Enduro Cup Series, Park City, UT. Last year's race featured a stacked pro field and enthusiastic crowd. Racers at Canyons Resort can expect a course covering 17+ miles of trails within Canyons' network covering approximately 3,400 vertical feet ascending and descending. Premier racing for pros, amateurs, and juniors including challenging courses, professional timing, and a lively festival with lunch for competitors.

Contact info: Jessica Kunzer, 801-349-4612, jkunzer@msports.com, Courtney Leonard, 801-349-4616, cleonard@msports.com, endurocupmtb.com



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MECHANIC'S CORNER

How to: Do-It-Yourself 1x Drivetrain Conversion

By Tom Jow

Last summer in my article, "Is a Single Ring Drive on Your Mountain Bike Right For You?", I outlined the details of the popular Sram XX1 and XO1 single ring drivetrains. I also compared those details to a DIY 1 x 10 speed upgrade using aftermarket parts. During the winter I was the recipient of an eThirteen 42 tooth cog kit (from a neutral source). It was then I decided to demonstrate how to perform this upgrade.

There are few parts necessary for this conversion. A rear cog, a special narrow/wide chainring and a quick link for the chain. The procedure for installing these components, as well as removing the front derailleur and shifter is not too difficult. Total time for the job was approximately 1 hour. The tools required are such that would be standard fare at any home mechanics workbench. However, for those not yet completely equipped, here is a list:

Cassette Lockring tool
12 inch Adjustable Wrench or Cassette tool handle
Chainwhip
Torque wrench capable of 40n-m (optional)
Pliers
Park MLP 1.2 chain link pliers
Chain tool
Metric Hex Key wrenches, 2-10mm
Torx Key wrenches T20, T25, T30 (depending on components)
Cable Cutters
#2 Phillips Screwdriver
Isopropyl Alcohol (for removing/installing friction grips)

Now let's begin!

Step One: Remove the cassette.

Place the chainwhip on the cassette, holding firm in the drive direction. Insert the cassette lockring tool and with a long lever, turn it counter clockwise.

See photo 1.

Remove the lockring, and then the cassette. I like to pinch the whole cassette between my thumbs and fingers while lifting up. Be careful, there are parts that like to roll away when dropped.

Step Two: Install the conversion cog and reassemble cassette.

Before installing the new cog, verify if a spacer is built in or will be required from another location. If the spacer is not integrated, use the one from between the 17 and 15 cogs.

See photo 2.

Next, align the index spline of the cog and freehub body, then slide it on. Continue with the large, then medium cog groups. At this point, since we added a cog, we must remove one. Choose between the 17 and the 15. I chose the 15 (as do most others from what I've read). If your conversion cog has a built in spacer, you will also leave a spacer out.

See photo 3.

Place the 13 and 11 cogs on top, grease the lockring threads, and tighten it to 40 newton-meters of torque (pretty darn tight).

See photo 4.

Step Three: Remove chain, crank arms, chainrings

Disconnect the chain. If the chain has a removable link such as Sram, or KMC use pliers or the Park master link pliers to disengage and remove the link. Shimano chains require pressing a pin out with a standard chain tool.

See photo 5.

In order to remove the inner chainring, the right crank arm must be removed. In most cases, this also means removing the left arm and sliding the right arm and spindle out. On Shimano cranks loosen the two bolts and lift the safety washer to remove the left arm. Sram and FSA cranks have a self extracting bolt. Just remove the bolt and the arm is pressed off the spindle. Slide the spindle out. A few light taps with a hammer may be required.

See photo 6.

Once the right crank is out, the inner chainring can be removed. Use caution removing these bolts. There are 30+ chainring teeth waiting to slice your knuckles. Leather gloves can be your friend.

See photo 7.

Step Four: Install new chainring, remove front derailleur

With the old rings removed, the new ring can be installed. The chainring I used had the chainring nuts machined in. Double check

that the chainring nuts do not protrude beyond the crank arm spider. If so, singlespeed chainring bolts and nuts will need to be used.

See photo 8.

Grease the chainring bolt threads and tighten to 8 newton-meters torque (not too tight).

While the crank is out, remove the front derailleur. Cut the cable end off. Loosen the cable pinch bolt and remove the cable. Remove the derailleur mounting bolt(s) and remove derailleur. Next reinstall the crank arms. Tighten Shimano crank arm bolts to 14 newton-meters torque. Tighten the Sram or FSA crank bolt to 48 newton-meters torque.

Step Five: Remove the front shifter

Remove the front derailleur cable and housing from the frame. It may be held on with plastic ties, clips, or clamped on. Finally, remove the front shifter. To do this, the left grip must first be removed. If it's a lock-on grip, no problem. Just loosen the screws, pry out the end plug, and slide the grip off. Old school friction grips require compressed air or lubrication to get them off. Since most home mechanics may not have compressed air, let's go straight to the lubrication method. Carefully slide a thin screwdriver between the grip and handlebar. Spray isopropyl alcohol into the opening. Twist and pull until the grip comes off.

Then, loosen the screws holding the brake, shifter and anything else in between. Slide it all off until the shifter is removed.

See photo 9.

Reinstall the brake, bell and grip. Position the brake lever to match the right side.

Final step: Install B-screw, reinstall chain, replace rear wheel, adjust rear derailleur

We're almost finished. If your kit comes with a replacement B-screw, replace it now. The function of the B-screw is to adjust the position of the upper pulley under the cassette for best shifting.



From the top:
1. Remove the cassette by turning counter clockwise
2. Cog with built in spacer
3. 17 and 15 cogs with spacer
4. Completed cassette conversion
5. Squeeze the link at an angle to disengage it

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See photo 10.

When this is done, reinstall the chain (Shimano chain owners use a new chain or a quick link).

The last task is to replace the rear wheel and adjust the derailleur. Shift the chain into the lowest (largest) cog. Adjust the B-screw to approximately 6mm (”) of clearance. Ideally when shifting to the low gear, the upper pulley should not bump into the cog. Nor should it ride up tight under the cog which can make a grinding sort of noise. The limit should require no adjustment and cable tension adjustments should be minimal.

Next Month: A review

With about four weeks between issues, I should have put enough hours in for a good on-trail review. By that time I will also have a good comparison of the gear changes as well. But that wasn't so hard was it? Three parts, twelve tools and a couple hours time for a functioning 1 x 10 drivetrain?

Notes:

The reference to narrow / wide chainring concerns the shape of the teeth. By alternating the shape of the teeth from narrow to wide, combined with a "clutch" rear derailleur, this tooth profile prevents the chain from derailing during rough conditions. The chainring I purchased was the RaceFace brand, normally priced around \$60.00. The smallest narrow / wide chainring available for a 104mm BCD is 30 teeth. There are smaller rings available from other manufacturers for the inside position (64mm) sized from 24 to 28.

The eThirteen cog kit costs \$69.00. This is not the only cog kit in production.

A 10spd quick link ranges in price from about \$3.00 - \$15.00. I did not shorten my chain and over three rides has not been a problem.

More information regarding removing the cassette and crank can be found at:

"How to Replace a Chain and Cassette", Cycling Utah, March 2010

"Replacing a Bottom Bracket", Cycling Utah, April 2012.

LETTER TO THE EDITOR

Cycling and Air Pollution

By Lou Melini

I would like to respond to the Health article by Mr. Charles Pekow published in the April issue of Cycling Utah entitled Where Should You Ride to Avoid the Effects of Air Pollution. As a general statement, Mr. Pekow presented the readers a nice review of a study from Portland State University. In his analysis of the study there is still a lot to learn about the effects of air pollution to cyclists. However the article gives the impression to the readers of Cycling Utah that there are only negative effects by cycling in pollution.

Over the past several decades, there have been a number of longitudinal studies that looked at mortality of casual cyclists (commuters, etc) and compared them with non-cyclists. Unfortunately I have cleaned out a lot of stuff in my retirement so I only have a couple of articles. In the Environmental Health Perspectives (August 2010) an article entitled Do the Health Benefits of Cycling Outweigh the Risks, the authors data synthesis stated; "beneficial effects of increased physical activity are substantially larger (net 3-14 months of life gained) than the potential mortality effect of increased inhaled air pollution doses (0.8-40 days lost) and the increase in traffic accidents (5-9 days lost)." The conclusions were; "On average, the estimated health benefits of cycling were substantially larger than the risks relative to car driving for individuals shifting their

mode of transport". The authors also recognized and noted that if a larger portion of the population shifted transit options from a car to a bicycle "societal benefits are even larger because of a modest reduction in air pollution and greenhouse gas emissions and traffic accidents". References to the article total 2 full pages primarily from Europe. In the Archives of Internal Medicine (June of 200), a Danish study entitled "All -cause mortality associated with physical activity during leisure time, work, sports, and cycling to work" the authors looked at 30,000 participants aged 20-93 with a mean follow-up of 14.5 years. The results noted that bicycling to work decreased risk of mortality by approximately 40% compared with the sedentary controls.

I write this letter as I think I have noted that in the past several years the focus on the air quality in the Salt Lake Valley has significantly diminished number of potential commuter cyclists. We are told that cycle commuting is increasing, but the potential is much greater. I believe it was the local Salt Lake Tribune that reported higher rates of driving due to air pollution concerns, which obviously makes our air quality worse, further increasing concerns about our air quality and cycling. Certainly air quality is an important factor to cyclists especially if there are other risk factors. One has to assess individual risk and concerns that may mitigate the use of a bicycle. Overall however, casual cyclists such as commuters have benefits that outweigh

the negative aspects as pointed out in other research. Mr. Pekow helpfully noted the specific research that needs to take place to help guide decision-making by cyclists in his article. My only criticism is that the article focused on one study, potentially dampening utilitarian use of bicycles that would be beneficial to individuals and society. It would be helpful to include other research that paints a larger and brighter picture for cyclists concerned about air pollution.

Lou Melini is a long time contributor to Cycling Utah.

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From the top:
6. Race Face crank extractor is on the right arm
7. Removing the inner chainring bolts
8. Be sure chainring nuts do not protrude past spider arms
9. Three things to remove before the shifter comes off
10. Included black replacement B-screw

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ROAD RACING

McCutcheon and Peterson Climb to Wins in East Canyon-Echo Road Race

Above: Mitchell Peterson (Canyon-Shimano) won the Men's Pro/1/2 race with a decisive move at 500 meters to go.

Right: Mindy McCutcheon (right, Canyon-Shimano) and Brooke Mickelson (Red Rock) on the second time up to the Hogsback Summit. They would get reeled in, but the duo eventually finished 1-2. Photos by Dave Iltis

day, nearly 300 racers lined up at the Sports-Am East Canyon-Echo Road Race on April 18, 2015. The beautiful 60 mile road race featured three ascents of Hogsback Summit – 2 from the east and one from the west along with a trip by East Canyon Reservoir and a traverse of Echo Canyon Road.

In the men's Pro/1/2 race, an early break formed with the quintet of strong riders Jason Castor (FFKR/Contender), Cortlan Brown (Astellas), Jared Brewer (FFKR/Contender), Rob Smallman (Team Endurance 360), and Michael Wilcox (Canyon-Shimano). They rode to an early one minute lead, but were reeled back in on the back side of the course before the turnaround. The break would bode well for Canyon-Shimano. With seven riders in the field, they let the other teams work and thus remained relatively fresh for the finishing climb. Canyon set



By Dave Iltis

On a brilliant and breezy spring

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up their train in the town of Henefer, just before the climb. They strung it out, blowing riders off the back. Tim Mulvihill (FFKR/Contender) went to the front and reduced the lead group to six guys – Justin Griffin (FFKR/Contender), Mulvihill, Mitchell Peterson (Canyon-Shimano), Cameron Hoffman (Endurance 360), Ben Schmalz (Cicada Racing) and Cortlan Brown. When Peterson attacked when the road steepened, the group was reduced to three – Peterson, Griffin, and Brown.

Peterson continued the attacks. Brown worked as well and attacked. Peterson countered. Wary of Cortlan Brown's sprint, Peterson put in a final attack with about 500 meters to go, shedding Brown and Griffin to take the win by five seconds. Griffin took second with Brown in third two seconds back. When asked about the race, Peterson said, "It went perfectly. The team raced really well. We didn't have to do much work early. There were lots of attacks going. The team was in pretty much every move."

In the women's race, seven riders (of nine starters) stayed together until the East Canyon turnaround with two riders falling off. The remaining

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Above: Joe Stewart (SBR Cycles) sprinted to the win in the Men's 3-4 field. Right: Juniors Luke Heinrich (left) and Jack Shuckra (right) (both of FFKR/Contender) on the climb to Hogsback Summit. Photos by Dave Iltis

five – Mindy McCutcheon (Canyon Bicycles – Shimano), Jannalyn Luttrell (Harristone – Sun Valley Mortgage), Brook Mickelson (Team Red Rock), Mary Emerson and Megan Lowe (both of Team TOSH p/b Hyperthreads) – stayed together until the final climb. McCutcheon went to the front and “I just drilled it as hard as my little legs could.” McCutcheon dropped the riders one by one until about a kilometer to go when she dropped Mickelson to take the win with Luttrell following in third place.

In the men's 3-4 race, there was a break of five early on and stayed out until the turnaround. SBR Cycles rode well as a team. Nate Curtis (SBR) helped to reel the break in and pulled the group in to the final climb. Joe Stewart (SBR Cycles) and teammate Tanner Soelberg led the final climb, pulling away and soloing the last kilometer. Joergan Trepp (Cicada) and Soelberg rounded out the top three.

In the Masters 35+ race, Margaret Douglass followed Robyn Masters and Kelly Hunsaker (both of Ski Utah/Plan 7) on the final climb. Former Masters National Champion Douglass went with about 500 meters to go, “Sooner than I wanted. I led it out because it was time to go and I went. I just go intuitively.” When asked how she felt, she remarked, “A

win always feels good because they are tough to get.” Hunsaker finished second and Masters third.

In the juniors race, Luke Heinrich and Jack Shuckra (both of FFKR/Contender) rode together over the fourteen mile course until a few hundred meters before the finish when Heinrich dropped Shuckra to take the win.

Other category winners included Masters 45+ Jeff Sargent (Ski Utah/Plan 7), Women's 3-4 Ali Knutson (Harristone/Sun Valley Mortgage), Women's Masters Margaret Douglass (Endurance 360), Men's 4-5 Andrew Dorais, Men's 3-4 Joe Stewart (SBR CYCLES-LHM FORD LINCOLN PRO), Masters 55+ Jerald Hunsaker (Bountiful Mazda Cycling Team), Men's 35+ B Lucas Parker (Spider Bait Cycling), and Men's 35+ A Jared Kirby (Bountiful Mazda Cycling Team).

See results on page 14 in this issue.

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The bicycle art of Steve Smock. All of Steve's work is untitled. All paintings except the abstract chainrings are oil on canvas. The chainrings piece is oil on bike box.

Gallery, he had a lot of ground to cover in a week.

“My boss told me that I should call in sick—for a week—so I did,”

By Austen Diamond

Artist Steve Smock finds his muse in bicycles.

Steve Smock was working as a bike technician at Backcountry.com, when in 2009, he was invited to participate in his first gallery show. To complete a painting titled “Cognizant” for the group show at 15th Street

Smock says with a laugh. “I painted day and night, and I loved every minute of it.”

“Cognizant” is one example of Smock’s hyper-realistic oil paintings inspired by bicycles. He nails the

glint and grime of gears and the beautiful curvature of a bike. Smock also paints in impressionistic and abstract styles. In Utah, Smock has shown at 15th Gallery, Michael Berry Gallery, A Gallery, Weber State University, Bountiful Davis Art Center, and JGo Gallery. He has participated in the Chicago Bike Art Show, the oldest bicycle art show in the U.S.

Smock’s first show—and the opportunity to paint full-time for a week—became a pivotal moment for his trajectory into the art world and for combining his passions of biking and painting.

At 23, Smock moved to Utah from rural Indiana to take part in the cycling scene. He worked stints at a number of shops around Salt Lake City, but a nagging to explore art persisted. So, he set out to learn in an academic setting, where his passion began to take off. Lauded for his painterly skills, Smock was, self-admittedly, a terrible student.

“One professor just told me—really honestly—that if I wanted to be a professional artist, then I should stop chasing a degree and just go paint,” says Smock, whose body of work at the time primarily dealt with plein air

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Steve Smock in his studio at Poor Yorick. Right: The painter at work. Photos by Austen Diamond

and abstract art. By reducing familiar elements of the bike, his new work doesn't point directly back to bikes or bike parts. But something familiar remains.

Smock cites local artist Paul Bernard as an influence in terms of composition, and Andy Warhol because of his boundary pushing nature. More than anything, though, Smocks says that the work ethic he learned from his parents plays a bigger influence than other artists or modalities.

"I'm painting every day, from 8 a.m. to 8 p.m., and I can see myself evolving each day," Smock says. After more than a decade of painting on and off in studios and at his home, he has found a permanent residence at Poor Yorick Studios.

With nearly 40 other artists at Poor Yorick Studios, the place



bounces with creative thought. And on gallery stroll nights, like the one held March 2015, the place is bustling. Smock's studio was packed, and he needs two of himself to keep up with the questions and sales. It made room for all of the new paintings he's cranking out.

"I can't wait to see where my art goes," Smock says. "I don't think I could ever run out of a narrative when it comes to bikes."

For more information about Steve Smock Studio, visit Smock-Art.com.

landscapes.

"I loved painting landscapes, but I always just wanted to put a bike in the scene, to add some action, and, well, I guess just because I love the beauty of bikes and fluid motion," Smock says.

Another professor, Fred Van Dyke, saw this and asked him why in the hell wasn't he painting more bikes, only bikes, Smock remembers. The light clicked--or, rather, the gears shifted.

"Cycling was never a narrative in my artwork, but it became the sole narrative when I really began to think artistically about the cycling culture itself and its value in society," Smock says.

It's about form that's functional. It's about social responsibility. It's about the most efficient machine ever created. It's about beauty in geometry.

Cycling culture is multi-faceted, from bounding BMXers to hardcore

commuters, from ramped-up road cyclists to fantastic fixies. There's a wide appeal. And Smock's art is gaining traction outside of the cycling community. "The people who are buying my stuff don't even ride bikes, which I'm happy about, because it means that there's a connection to the art itself, and not just to being a biker," Smock says.

His art has covered much stylistic ground over the years. What began as a practice of rendering bike parts in photorealism--photographic, illustrative, almost technical in precision--evolved into more impressionistic paintings that had more movement and atmosphere.

After an accident injured tendons in his painting hand, Smock had to begin using a brace system, where he places his hand on a movable board he built. The actionable impressionistic paintings in his portfolio became more difficult to render, so he has evolved to create more minimalistic

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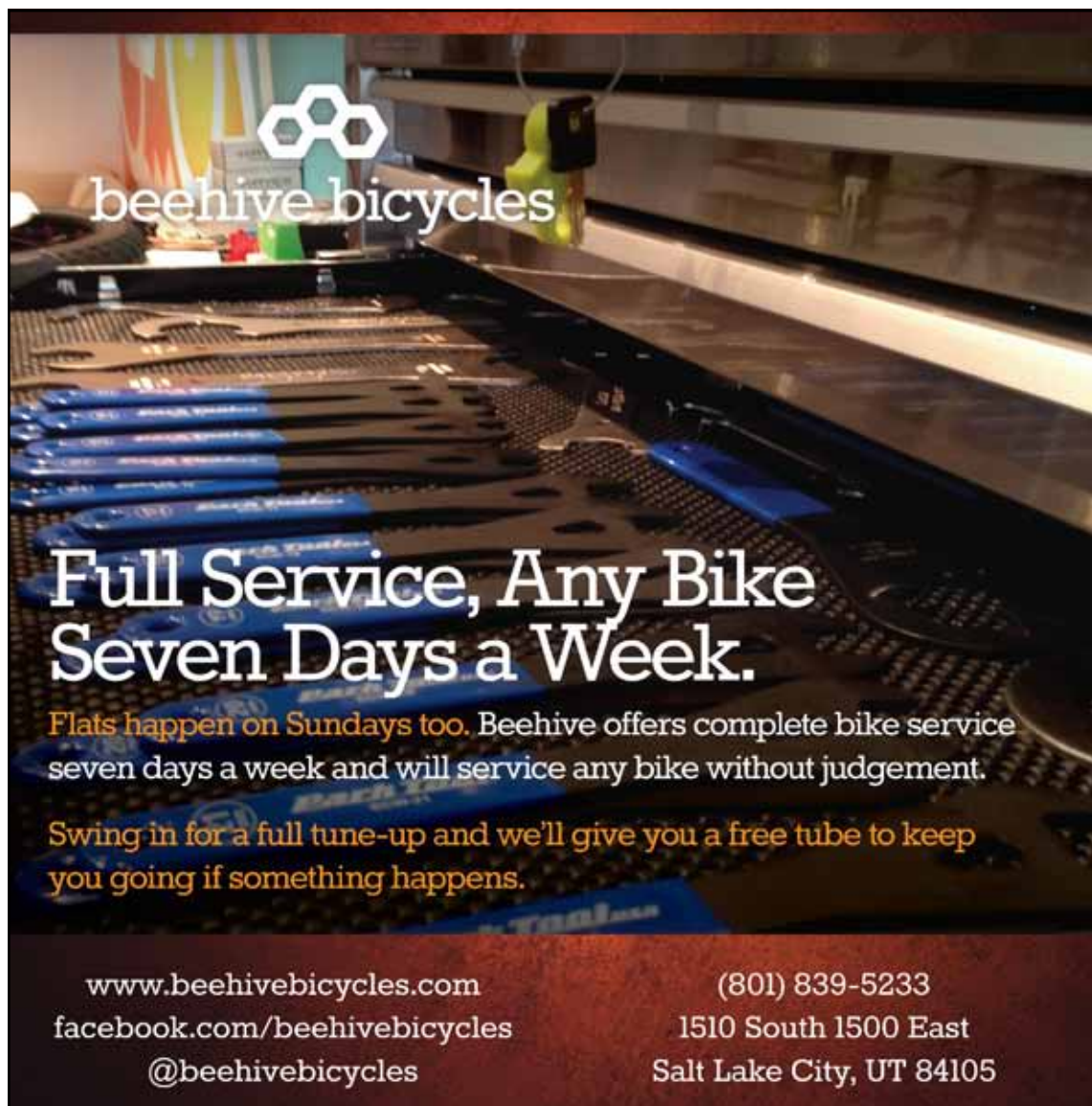
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Bike Utah — UT, Utah's Statewide Advocacy Group., Phil Sarnoff, 801-440-3729, psarnoff@bikeutah.org, bikeutah.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT. Meetings are the 3rd Monday of the month from 5-7 pm in the SLC Transportation Division Conference room., Becka Roof, 801-535-6630, bikeslc@slcgov.com, bikeslc.com

Salt Lake County Bicycle Advisory Committee — Salt Lake City, UT, Bicycle Facilities Planning Meetings are third Wednesday each month from 4-6 p.m., with the exception of the month when the Quarterly County Advisory Committee is meeting on the third Wednesday from 6-8 p.m. (see website for meeting details). Meetings are held in Suite N-3001 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, UT. 801-468-3351, Megan Hillyard, 801-468-3351, MHillyard@slco.org, bicycle.slco.org

Utah BMX

RAD Canyon BMX — South Jordan, UT, Indoor and outdoor BMX racing. Location: 5200 W, 9800 South, Practice Tuesday 6:30- 8:30, Race Thursday, Registration 6:00- 7:00, Race at 7, May through September (practices starting in April with additional practices on Tuesdays through May), Dallas Edwards, 801-803-1900, radcanyonbmx@radcanyonbmx.com, radcanyonbmx.com

Legacy BMX — Farmington, UT, Indoor bmx racing at the Legacy Events center 151 South 1100 West, Farmington, UT., Practice Wednesday 6:00- 9:00; Race Saturday, May through September, Kevin , 801-698-1490, kevin@kikphoto.net, lfbmx.com, radcanyon.com

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

Mooseknuckler Alliance — St. George, UT, We accept all types and styles of riders, most important we want people to ride their bikes and enjoy doing it. Most of us love riding our bikes in all types of weather and

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miles, or 100 miles, experience all that Scenic Rural Oregon has to offer! Start: Historic Train Depot in Downtown Ontario, tour through the rustic country side, experience the majesty of the High Desert landscape, and make your way towards the stately Owyhee Dam before circling back towards town.

637-6423, sphillips@cheyennecity.org, cheyennecity.org

June 27-28, 2015 — Gran Fondo Kootenai, Libby, MT, A two-day, point-to-point, "stage" gran fondo featuring fully supported rides through the spectacular landscapes of Montana's remote northwest corner. Located on National Forest Scenic Byways, routes take in the stately Cabinet Mountains, serene Lake Kootenai, and the legendary Yaak Valley. Proceeds benefit charities in Libby and Eureka, Montana.

June 27, 2015 — Bingham County Idaho Relay for Life, Tentative for 2015, Kellogg, ID, 50 and 100 mile options. Limited Sag, rest/food station. Starting in Kellogg we will ride 50 or 25 miles west and return.

July 8, 2015 — Ruby Mountain Bike Tour, Spring Creek, NV, 80 mile bike tour from Deeth to Spring Creek and mini tour from Lamolite to Spring Creek. Relay or Solo cyclist. Leg one-Deeth to Angel Lake is all paved roads and ideal for road bikes. The remainder of the course is oil packed, gravel and paved, and may be better suited to mountain bikes.

July 11, 2015 — Goldlocks Boise, Goldlocks Bike Ride, Meridian, ID, Fully supported, non-competitive, women only bike ride. Beautiful route, yummy food, pretty t-shirt, good lookin' Papa Bears.

July 11-12, 2015 — Triple Bypass, Evergreen, CO, The route is 120 miles, traversing Juniper Pass (11,140 ft), Loveland Pass (11,990 ft), Swan Mountain and Vail Pass (10,560 ft).

July 12-24, 2015 — B.E.A.R.S. - Bicycling the Extraordinary Alaskan Roads, Anchorage, AK, Explore a variety of Alaskan landscapes, from Denali to Prince William Sound. Fully supported trip with both camping and great food.

0008, 325-353-8712, tours@pedalerspubandgrille.com, pedalerspubandgrille.com, bike_tours/alaska/Bears.htm

July 12-17, 2015 — Tour de Wyoming, Sundance, WY, Hilly route that loops through Black Hills of Wyoming and South Dakota. While covering 366 miles, the route passes by two national monuments and goes through two national parks, one national forest and one South Dakota state park.

July 18, 2015 — Absolute Bikes Taylor House Benefit Century Ride, Flagstaff, AZ, Benefit ride in the high-altitude cool pines of Northern Arizona. There are 30, 45, 65, and 95 mile route options.

July 25, 2015 — Jedemann Gran Fondo, Cheney, WA, A timed 100 mile, 66, or 30 mile cycling ride and cycling festival.

July 25-August 1, 2015 — Oregon Bicycle Ride, Roseburg, OR, Participate in our week-long fully-supported tour exploring some back roads through the Coast Range to the Oregon Coast and back to the wild and scenic Rogue River.

July 25, 2015 — Four-Summit Gran Fondo Challenge Event, Cascade, ID, Options include 75, 60, 50, 30 or 8.2 Mile Options. Course covers two mountain passes along Warm Lake Road. The ride starts at the American Legion Hall in downtown Cascade and proceeds down Main Street to Warm Lake Road.

georgescycles.com, gcorsaevents.com, 4summitchallenge.com

July 26-September 6, 2015 — Klondike Gold, Fairbanks, AK, Cycle the route of the Klondike Gold Rush, in reverse from historic Dawson City, Yukon to Skagway, Alaska. Fully supported camping tour with a few nights in motels.

August 1, 2015 — Sawtooth Century Tour, Sun Valley, ID, Benefit for the Wood River Bicycle Coalition. Road bike tour from Ketchum to Altares Lake and back. 50 or 100 mile tour options.

August 1, 2015 — Gran Fondo Taos-Mora-Angel Fire, Taos, NM, 7:00 am start. 105, 84, or 46 miles. Five aid stations. Beautiful scenery. Ride for fun, ride for time; all riders welcome!

August 1, 2015 — Colorado Cyclist Copper Triangle Alpine Classic, Copper Mountain, CO, 10th Annual. The Copper Triangle has long been considered one of Colorado's classic alpine road rides.

August 1, 2015 — Ride 2 Recovery Honor Ride Orange County, Honor Ride, Orange County, CA, Presented by A Road Bike 4U, Honor Ride OC offers two amazing routes with the longer heading out to the ocean with scenic views and great climbing!

August 2, 2015 — NAMI Billings Annual Bike Ride, Billings, MT, Our 12th annual NAMI Billings Bike Ride will start and end at ZooMontana. The ride raises money and awareness for those affected by mental illness.

August 8, 2015 — HeART of Idaho Century Ride, Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ.

August 8, 2015 — Le Tour de Kootenai, Libby, MT, Fully supported 83 mile bike ride which tours the breathtaking shoreline of Lake Kootenai. Ride finishes with a Blues Festival Finale.

August 8-15, 2015 — Idaho Bicycle Ride, Blackfoot, ID, Weeklong fully-supported tour exploring the beauty of the Snake River, Swan Valley, Jackson, WY and Lava Hot Springs, ID on two wheels.

August 15-22, 2015 — Ride Idaho, Couer d'Alene, ID, 7-Day fully supported with showers, beer garden, entertainment, Tent and Porter Service available.

August 15-16, 2015 — Bike MS Wyoming, Bike MS, Sundance, WY, Ride through the rolling hills surrounding grasslands and ponderosa forest at the foot of the Black Hills.

August 22, 2015 — Pedal For Patients, Fruitland, ID, The ride starts and ends at Saint Alphonsus Fruitland Health Plaza in Fruitland, Idaho. 910 NW 16th St. Lunch, rest stops, and sag wagons will be provided along with plenty of food.

August 22, 2015 — Pedal For Patients, Fruitland, ID, Choose the distance: 100, 68, 40, or 20 miles. The ride starts and ends at Saint Alphonsus Fruitland Health Plaza in Fruitland, Idaho 910 NW 16th St.

August 22, 2015 — Cruisin Magic Valley, Twin Falls, ID, A 12, 30, 50, or 100 mile bicycle ride for all levels. There is a family friendly 12 mile route that takes you out to Meander Point. The 30 mile route heads out west, north of Filer, through farm country.



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2015 Holly Frontier Tour de Prairie
June 27th
\$35.00 registration fee, includes breakfast, lunch, goody bag, and fully stocked rest areas every 12.5 miles on the course.
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Sunday - June 7, 2015
Stateline, South Shore Lake Tahoe, NV - 24th Annual. A great Century Ride around Beautiful Lake Tahoe in conjunction with the Leukemia & Lymphoma Society's Team in Training program. 3000 participants.



Saturday - June 20, 2015
Genoa NV - 8th Annual Tour of the Carson Valley - BBQ & Ice Cream Social. 6 Mile beginner Mtn Bike Ride, 11 Mile Family Fun Ride, 20 Mile Bike & Hike, 44 Mile and challenging 60 Mile ride. Live Music, BBQ & Ice Cream Social at rides end.



Sunday - Sept 13, 2015
Lake Tahoe, NV - 13th Annual. Another opportunity to enjoy the end of summer and ride around Tahoe's 72 Mile Shoreline. 2000 participants.



Sept 27 - Oct 3, 2015
24th Annual "One Awesome Tour Bike Ride Across Nevada." Fully Supported multi-day tour across the Silver State on US Hwy 50 - America's Loneliest Road, from Lake Tahoe to the Great Basin National Park. Limited to 50 participants.

For more info and to register go to
BikeTheWest.com

TOUR OF UTAH

Route Announced for 2015 Tour of Utah – Race to Travel Through Utah and Idaho



In 2015, the Tour of Utah will return to Salt Lake City with the grueling stage 5 circuit race. While only 55 miles, the day will feature the 20% slopes of Wall and Zane Avenue. Here, the race passes by the Utah State Capitol in 2013. Photo by Dave Iltis

Race to Travel Through Utah and Idaho

Close to 52,000 Feet of Elevation Gain Across 712 Miles Stamps Men's Stage Race as "America's Toughest Stage Race" in August

Salt Lake City (April 23, 2015) – Organizers of the 2015 Larry H. Miller Tour of Utah today published maps and route details on its website for all seven days of the men's professional cycling stage race on Aug. 3-9. A field of 16 of the best men's cycling teams in the world will compete over 712 miles and 51,442 feet of elevation gain, solidifying "America's Toughest Stage Race" as the most challenging 2.HC race in North America, sanctioned by the Union Cycliste Internationale (UCI).

With the overall start in Logan, the Tour of Utah will not only cover new territory in northern Utah, it will also roll through Idaho for the first time. This is the second time in the 11-year history of the Tour that a second state has been accessed for the race route (Wyoming visited

in 2014). Across Utah, the race will visit four new counties, three new state parks and one new ski resort. Overall, the race route will pass by a record 10 ski resorts this summer. The first four days of racing will feature completely new mountain terrain along the Wasatch Range of the Rocky Mountains. New routes will also be offered in Salt Lake City for the returning Friday circuit race and the start of Saturday's "Queen Stage."

Start times for the first five stages have been modified to accommodate live national television broadcasts on FOX Sports Network (FSN). Stage 1 to Stage 4 will be covered live from 1-3 p.m. MT. The majority of Stage 5 will be featured in a 5-7 p.m. MT time slot for live coverage. FSN will broadcast the final two hours of Stage 6 and Stage 7 in the traditional 2-4 p.m. MT time slot across the U.S. FSN will also broadcast evening highlight shows, and TourTracker will provide start-to-finish live race coverage via web cast and mobile applications all week.

Courses and start times for the Tour of Utah Women's Edition:

Criterium Classic have also been announced. On Monday, Aug. 3, the Criterium Classic will take place from 11 a.m.-12:15 p.m. on a 1.5-mile circuit in downtown Logan. On Tuesday, Aug. 4, the second day of racing will take place from 11:30 a.m.-12:45 p.m. on a 1.45-mile circuit in downtown Ogden.

2015 Larry H. Miller Tour of Utah Route Highlights

712 miles/1,145.85 kilometers — second longest course in 11 years
51,442 feet/15,679.5 meters of elevation gain — most climbing of any race in North America

7 stages — second year for full week

10 ski resorts — highest number of ski resorts passed

2nd time race extended outside Utah — Bear Lake region of Idaho

3 new state parks along route — Bear Lake State Park, Antelope Island State Park and Wasatch Mountain State Park

2 courses unveiled for Tour of Utah Women's Edition: Criterium

Stages	Start – Finish Locations	Times*	Mileage and Elevation Gain
Monday, Aug. 3 Stage 1	Logan to Logan	9:15 am to 2:45 pm	132 miles/215.5 km 6,553 feet/1,997.3 meters
Tuesday, Aug. 4 Stage 2 presented by Workers Compensation Fund	Tremonton to Ogden	10:45 am to 2:45 pm	100.3 miles/162.9 km 4,630 feet/1,411.2 meters
Wednesday, Aug. 5 Stage 3 presented by Zions Bank	Antelope Island State Park to Bountiful	10:05 am to 2:45 pm	107.9 miles/178 km 6,400 feet/1,950.7 meters
Thursday, Aug. 6 Stage 4 presented by Subaru	Soldier Hollow in Heber Valley to Soldier Hollow	9:30 am to 2:45 pm	128.7 miles/207.1 km 8,173 feet/2,491.1 meters
Friday, Aug. 7 Stage 5 presented by Utah Sports	Salt Lake City downtown circuit	4:40 pm to 6:45 pm	55 miles/89 km 4,921 feet/1,499.9 meters
Saturday, Aug. 8 Stage 6 presented by University of Utah Health Care	Salt Lake City to Snowbird Ski and Summer Resort	10:50 am to 3:45 pm	110.4 miles/181.5 km 12,959 feet/3,949.9 meters
Sunday, Aug. 9 Stage 7 presented by VLCM/ Barracuda	Park City to Park City	12:20 pm to 3:45 pm	78 miles/133.5 km 7,806 feet/2,379.2 meters

Classic in Logan and Ogden

"With the route for the Tour of Utah changing each year, we are proud to design courses that continue to challenge the best cyclists on the planet with the toughest mountain terrain," said Jenn Andrs, executive director of the Larry H. Miller Tour of Utah, a division of Miller Sports Properties. "The race route gives us an opportunity to showcase the diverse beauty of northern Utah, and a portion of Idaho for the first time, making it a win-win scenario for new communities and cycling fans."

The Larry H. Miller Tour of Utah gained international status in 2011 when it was sanctioned by the UCI, the global governing body of the sport of cycling. In 2015 the race has been elevated to a 2.HC rating, one of only three such multi-day events in North America. This year's Tour of Utah will continue as the first internationally-sanctioned cycling competition in North America for men following the Tour de France.

Tour of Utah Stage Highlights

Stage 1 is the longest opening day in Tour of Utah history at 132 miles. The route will take riders from downtown Logan through Logan Canyon and Garden City, then navigate 48 miles around Bear Lake, known as the "Caribbean of the Rockies" for its turquoise-colored water. The race will roll through Idaho for the first time around the north side of Bear Lake. Returning through Garden City and Logan Canyon, racers will also pass the Beaver Mountain Ski Area a second time on the stage. There will be two circuits in downtown Logan, with the finish along North 100 East and Federal Avenue. Spectators in downtown Logan will be treated to the Women's Edition: Criterium Classic the same day, which uses the same start/finish area as the men.

Stage 2 presented by Workers Compensation Fund will see the Tour start for the first time in Tremonton. Racers will enjoy the wide, rural roads of Box Elder County, including the famous Fruit Highway (Hwy 89). Rolling along the Wasatch Front through Honeyville, Brigham City, Perry and Willard, the race will then enter Weber County and the city of Ogden. The route heads east through Ogden Canyon and around Pineview Reservoir before returning to Ogden via the North Ogden Divide. Once the race re-enters downtown, spectators will be treated to three laps of a 2.28-mile circuit that will finish on Historic 25th Street across

from Ogden Municipal Gardens. It is the first time the Tour of Utah has returned to Ogden for a stage finish since 2012. A similar downtown circuit will be used for the Women's Edition: Criterium Classic.

Stage 3 presented by Zions Bank visits Davis County for the first time, including a start at Antelope Island State Park. The largest island in the Great Salt Lake, riders will enjoy four miles on the island and cross the seven-mile causeway to the mainland, leaving behind a large wildlife population of antelope, big-horn sheep and more than 600 free-roaming American bison. Racers will encounter familiar roads up the North Ogden Divide and the Eden Valley from the day before, but this time in a clockwise direction. After racing around Pineview Reservoir, the race will head up Trapper's Loop in the shadow of Snowbasin Resort, a previous venue for the Tour of Utah (2013) and Olympic Winter Games (2002). The race will re-enter Davis County and have two nine-mile circuits in Bountiful, which include a difficult climb on 400 North along the Bountiful Bench. The first-time finish in downtown Bountiful will be on Main Street at Center Street, with the peloton rolling in a northbound direction.

Stage 4 presented by Subaru has a new start/finish at Soldier Hollow in the Heber Valley, site of the 2002 Olympic Winter Games biathlon and Nordic events. The race will head up Daniels Canyon past Strawberry Reservoir and along the undulating terrain in Duchesne County for the first time. Heading through the Uinta National Forest, racers will make an inaugural climb up Wolf Creek Pass this year, descending into Woodland on the way through Midway to Soldier Hollow, which sits in Wasatch Mountain State Park. A long, uphill finish line at Soldier Hollow will give spectators a great location for the exciting finish across from the Day Lodge at Soldier Hollow.

Stage 5 presented by Utah Sports Commission revives the popular Salt Lake City circuit, which returns from 2013 with a twist. Starting on the north side of the Utah State Capitol on 500 North, the race will follow the traditional route, passing City Creek Canyon, the Avenues neighborhood and the University of Utah. The race

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will descend down South Temple and turn right on the steep climb up State Street, then make a new turn on North Temple to 200 West, passing through the Marmalade and Capitol Hill neighborhoods. Things get interesting as the race turns right on 600 North and ascends 20 percent grades up Wall Street and Zane Avenue to the hilltop finish at the Utah Capitol. The race will complete seven laps to make this the hardest 55 miles of the week. Huge crowds are expected to congregate at Reservoir Park, which will host the Lifestyle Expo and will see the race pass on three sides of the park.

Stage 6 presented by University of Utah Health Care continues as the “Queen Stage,” with 12,959 feet of climbing from Salt Lake City to Snowbird Ski and Summer Resort. The 110-mile journey begins at a new start location in front of the historic Rio Grande Depot in downtown Salt Lake City. Riders will roll out passing Pioneer Park, which hosts the Downtown Farmers Market each Saturday from June to October, and take 800 North to Emigration Canyon. The race continues through Morgan and Summit counties on the way to Park City and the brutal climb to Guardsman Pass, followed by the fast descent of Big Cottonwood Canyon to Wasatch Boulevard. For a ninth year, and the second consecutive year starting in Salt Lake City, the Queen Stage will finish with the legendary six-mile climb of Little

Cottonwood Canyon to the Snowbird Ski and Summer Resort. This same route will be used earlier in the day for The Ultimate Challenge, an amateur cycling event hosted by the Tour of Utah, University of Utah Health Care and Harmons Grocery.

Stage 7 presented by VLCM/Barracuda uses the same course that has been used since 2013. The 78-mile race will once again start and finish on Historic Main Street in Park City and include one of the toughest climbs in the world at Empire Pass. This six-mile climb has a gradient that averages 10 percent, with pitches greater than 20 percent. Last year, the race saw former world champion and Tour de France champion Cadel Evans (Australia) of BMC Racing Team use his superior descending skills to catch and pass the lead group on the Mine Road, with speeds exceeding 60 miles per hour, to take his second stage win of the week in Park City. American Tom Danielson of Cannondale-Garmin took the overall title for a second consecutive year on Stage 7.

Tour of Utah Women’s Edition: Criterium Classic Route Highlights

Logan will host the first day for the Omnium event, with an 11 a.m. start. Top women’s professional and elite cycling teams will race for 75 minutes on a technical 1.5-mile course with six corners in downtown Logan, a similar loop that will be used by the men for the Stage 1 finish. Starting on 100 East and Federal Avenue, the course will turn left on



The Tour of Utah will loop around Pineview Reservoir in Stage 2 of the 2015 Tour of Utah. Riders are shown here in stage 4 of the 2014 edition. Photo by Dave Iltis

Center Street and start a long, gradual climb through Boulevard to 400 East. The course levels out before the riders turn left on 300 North and encounter a fast downhill to the last corner to the finish line.

Ogden will host the second and final day for the women, racing 75 minutes from 11:30 a.m. to 12:45 p.m. The start/finish will be located on Historic 25th Street and Kiesel Avenue, across from the Ogden Municipal Gardens. This fast, flat 1.5 mile circuit has six corners, using

some of the same roads the men will race for the Stage 2 finish. The course turns right on Washington Avenue to 28th Street, followed by a right turn on Grant Avenue, a left turn on 26th Street, a right turn on Lincoln Avenue, then a final right turn on Historic 25th to the finish. The winner of the Criterium Classic will be determined by total points from the two days of racing.

To date, 13 men’s professional teams have been confirmed as part of the final field of 16 teams. Four of

those teams have also received invitations to race at the Tour de France. A two-day USA Cycling-sanctioned competition (NCC) will be held this year for top women’s professional and domestic elite cycling teams on Aug. 3-4. Eleven women’s teams have been confirmed for the Tour of Utah Women’s Edition: Criterium Classic.

For more information visit www.tourofutah.com.



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

BICYCLE TOURING

A Trip on The Idaho Hot Springs Mountain Bike Route: An Adventure Cycling Association Classic



By Lou Melini

The Adventure Cycling Association (ACA), early in 2014, published the Idaho Hot Springs Mountain Bike Route (IHSMBR). The name of the route is a bit cumbersome but descriptive. I told myself it was time to try a dirt road bike tour. I contacted my cyclocross buddy Dennis McCormick who also had the same desire when he heard about the route.

The IHSMBR, designed by Casey Greene from the ACA, is a 517-mile route comprised primarily by a series

of dirt roads winding through the National Forests of Central Idaho. For the more adventurous, there is an additional Singletrack Options Map featuring 4 singletrack routes totaling 227 miles. The primary towns that one will ride through on the IHSMBR are Ketchum and McCall, with Boise being about 30 miles off route. Stanley, Cascade and Idaho City are other towns on the route.

There are several reasons that make the IHSMBR a destination for self-supported bike travelers. First it is a loop route, so a vehicle shuttle should not be necessary. One could also fly into Boise to start and finish



Left: Dennis at one of the many beautiful campgrounds on the Middle for of the Boise River. Right: Dennis McCormack on the road to Stanley, Idaho. Photos by Lou Melini

the ride. Second, you do not have to do the entire route. There are 2 paved roads that run east to west creating 3 sections allowing for a shorter loop trip if time is limited. For whatever reason, the ACA map only highlights one paved road. Dennis and I did not do the upper section of the IHSMBR due to construction on the dirt road north of Warm Lake. The restaurant waitress said that the construction crew had turned back a couple of cyclists though other cyclists reported no problems getting through.

In addition to the logistical attractiveness, the IHSMBR has beautiful scenery at every turn of the route. High mountains, raging rivers, a multitude of streams, endless forests, and of course hot springs. The ACA map lists 41 hot springs along the route, though 50 are listed on the website narrative. Dennis was in his glory soaking in as many of the hot springs that he could manage. One hot spring even came with a bathtub. He soaked in pools named Boiling Springs, Hot Springs, and a few which had less descriptive names and were simply lukewarm. For me, luxuriating in hot springs brings back memories of my 1960's high school wrestling days sweating in hot whirlpool baths to lose the last few ounces to make weight that the amphetamines didn't touch. However as an end of the day bath, the springs were wonderful.

Though I am an experienced road traveller with limited dirt trails, travelling on a route composed primarily of dirt roads is a totally new experience. I was visioning bucolic rolling dirt roads on which I could ride with my camping gear for distances that

would be upwards of 75% of what I could do when traveling on paved roads. I was naïve to the difficulty of traveling on dirt so I struggled to complete 30-35-mile days. Perhaps due to my age or overloading my touring bike, this trip was one of the more difficult tours I have experienced. Dennis and I experienced a few of the bucolic roads I envisioned though we were challenged by 8 mountain passes that found us pedaling in our lowest gear for hours. (I used a 24 chain-ring X 32 cassette low gear). Because we did not go to McCall we missed one of the more difficult climbs. Overall we averaged about 30+ miles/day, in part due to a few complications that we experienced.

One of the complications was a quarter mile or so section of road between the Boise spur and Featherville being washed out- gone under water! Someone had (thankfully) built a narrow trail to bypass the washout section. We took several back-and-forth trips for 3 hours to carry our panniers and push our bikes past this section. Reports of people trying to ford the river were unpleasant due to massive amounts of mud and sand coating their bikes. Another complication occurred when both Dennis and I managed to misinterpret the map for a 5-mile misadventure off the route, fortunately the only time we did that. However both of these complications were on flat sections of the route so we didn't get to fully take advantage of the geography to further our progress but we obtained material for some good stories to tell.

With of the number of intersecting dirt roads you will have to read the map carefully and have an accurate computer on your bike. The IHSMBR does not have latitude or longitude markings so you would need a separate map or download feature for GPS use. One rider we met had downloaded the IHSMBR onto his Garmin unit. They were able to follow the map and their unit told

them if they were off-route. Dennis was unable to download the map at the time of our trip. After that experience I really need to force myself to learn more about software for bike travel. Even my Luddite nature is realizing the advantages. We used quite a bit of time stopping to check our maps to ensure we were on the correct road.

Many of the dirt roads we traveled were not signed with a Forest Service number and the IHSMBR map will state, "turn onto unsigned FR 277" as an example. How do you know it is FR 277 if there isn't a sign! Additionally there were small roads that we came across that were not on the map adding a touch of confusion at times. For example, the mileage readings on our bike computers said we should have been at the "Y" on the map with instructions "to keep right at the Y in the road". The actual "Y" referred to on the map instructions was another 0.15 miles further ahead, not the "Y" we encountered according to our computer mileage. The "Y" we encountered was not on the map. We were fortunately told "not to go to right at this "false Y" by a couple on their ATV. Part of the problem was that my computer mileage was off by about 0.1 miles for every approximate 8 miles of travel. Get the download and accurately calibrate your computer!

Dennis and I started our tour in early September and ending it 15 days later. We rode 440 miles of the 517 IHSMBR. Starting in Ketchum, we rode the route in a counter-clockwise direction. Dennis had made arrangements a few days before departure to leave his car in the off-season completely empty River Run Ski Resort parking lot. After leaving Ketchum, there were ample places to pull off the trails to camp including quite a few Forest Service campgrounds. Water was easily obtained from the multitude of streams. The water in Idaho City and north to Placerville tasted bad, so bottled water was needed or filtering of tap

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Top: Dennis in a bathtub at Phifer Bath House Hot Spring. This is at the turnoff on Phifer Creek Road as we were riding to Featherville. **Middle:** The beautiful Middle Fork of the Payette River by Boiling Springs Campground. Photos by Lou Melini **Below:** Lou looking out at the end of the road which was washed out for about a quarter mile. It took over three hours using ropes to transport bikes and gear around the slide. Photo by Dennis McCormack



water. We stayed in one commercial campground in Cascade but the rest of the trip was devoid of commercial campground opportunities.

Dennis rode a mountain recumbent bike. This bike bombed down mountain slopes and rode very well on the flatter parts of the route. It was a slug going up hill. He used tubeless 29 X 2.3" tires without a problem. I rode my fully rigid commuter/travel bike with 26 X 1.9" tires with tubes. The bike rode a little roughly on descents and washboard sections, fortunately very few of the latter. The bike climbed well and overall the bike was more than adequate. The strengths and weaknesses of our bikes were opposite that equaled us out in the end. Dennis and I packed our gear in panniers. We both could

of sections in which we carried 3 days worth of food. It turned out this wasn't completely necessary as Warm Lake had a small but nice café, and one could buy a lunch in Placerville and Featherville, places where we were unsure of what to expect regarding food availability.

We came across about a dozen or so other riders on our travels. There were two Brits, a South African, a Dutch cyclist, a couple from D.C and the honeymooners from Portland. Most of the bikes were rigid mountain bikes, a few with shocks, one cyclocross bike, a fat-tire bike (doing an overnight ride) and the newlywed couple riding a Gates-belted, internal-hub equipped, custom Co-Motion mountain tandem. It was purchased in part as a wedding registry gift. They were also pulling a BOB trailer, the only riders pulling a trailer. The rest of the riders had "bike packing" set-ups on their bikes for lightweight traveling. Perhaps because they were traveling lightly, the majority of riders were staying in motels and eating out in restaurants. It was the first time traveling by bike that I felt like an anomaly with panniers.

I was pleasantly surprised by the weather we had. Mid-September weather in Stanley and McCall should have been approximately 35 to 65 for the low/high temperatures. We experienced highs from 65 to temperatures approaching 90 degrees, on a few days. Of course the mountain passes were cooler. On the low side we had one night at 17 and another at 22 but the rest of the nighttime temps were from the mid-30's to mid-40's. We had one night of rain. Being September, we avoided mosquitoes, but the route description on the website mentions these little pests.

Bicycle shops are located in Ketchum and McCall though Stanley has a small selection of bicycle parts. It would be wise to have new brake pads, chain, and perhaps a new battery for the bike computer prior to your trip departure. For your tool kit, include spare brake pads and chain link in addition to whatever you use to clean the bike, as it will be full of dust and dirt. I carried my usual over-

have packed lighter. The panniers were nice as there were a couple



Above: The Old Toll Road over Gelena Pass from Ketchum heading toward Stanley.

Middle: Lou Melini climbing. Lou's mirror had seen better days. **Lower:** Boiling Springs, Hot Springs lived up to its name. Photos by Dennis McCormack



abundance of spare tubes but I only had one flat and Dennis had none.

Cell phone service was spotty. I had better coverage with my wife's Verizon service. In Idaho City area, neither Dennis nor I had coverage.

The Idaho Hot Springs Mountain Bike Route is a highly recommended off-pavement bike tour. I will again

mention that there are many mountain summits to traverse. Be sure to read as much as you can before doing this ride. A good place to start is the Adventure Cycling Association's website: www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/idaho-hot-springs-mountain-bike-route/



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MOUNTAIN BIKING

When in Moab, Make Lemonade...

Above: Slickrock, sometimes the classics are the best.
Right: Heather Gilbert experimenting with grade versus traction.
Photos by Lukas Brinkerhoff

By Lukas Brinkerhoff

4:14 AM – The wind that has been howling all night, ripping up the tent stakes that would keep things from flapping, is now accompanied by a torrential downpour. If the wind hadn't been keeping me up all night, the nervous excitement of attempting to ride the White Rim in one day would have. Every rain drop, every gust of wind was just another reason that that ride was not going to happen. We all knew that this was a possibility, driving hundreds of miles with a forecast that, for once would be spot on, stating that the weekend would be doused in precipitation.

Wake up was at 6. The group slowly gathered around, everyone giving their opinion on the prospects. The rain continued to drizzle until the time had passed for even having sufficient daylight to complete the ride. And then it stopped. Once it was painfully obvious that no one was heading out on the White Rim, Plans B, C and D were thrown down on the table.

The forecast gave us a window of little or no rain for a few hours with thunderstorms dropping in the late

afternoon. As we drove out of the muddy mess we had gotten ourselves in, someone made some calls to the local shops to find out what rides were possible given the circumstances. It wasn't on the top of everyone's list, in fact it was sixth on Heather's, but the obvious choice was Slickrock. Given an hour or so to dry, the trail would be left unhurt by our tires.

In the last five or so years, Moab has seen a resurgence in legal trail building. Many of the newer trails have surpassed the old classics. I don't know anyone that still rides up Amasa Back when Hymasa is there for the pedaling, but there is certainly something to be said for the trails that started it all. And Slickrock is on top of that list.

My favorite trails are known for their hurt to mile ratio. They aren't long on miles but can make you feel like you've pedaled much farther than you have. Slickrock falls squarely in that category. Depending on your turn choices, you should end up with somewhere around a 10 mile ride. The sandpaper like surface allows for grades that far exceed what you would ever be able to ride on dirt. This allows for crazy steep rollers, but also for very steep climbs.

Combine the two and you have a trail that feels longer than it is.

As we hit the trailhead, the sun had poked its head out from the clouds and we quickly forgot about our early morning disappointment. Instead of pedaling through caves that are dark with pain, we were standing on top of rollers encouraging each other to ride them by saying things like, "It rolls way nice at the bottom." Or "Just stay back and keep your tires turning so you don't lose traction." As we made it back to the trailhead, the ominous clouds were hanging heavy over the sandstone cliffs in all directions. We made our obligatory after ride high fives and then split.

The rain set in heavy in the afternoon keeping us hunkered down in the tent hoping that our choice to stay through the weekend wasn't another bad decision. The thunder head would move through dumping moisture and echoing its fury off the canyon walls and then be done allowing the sun to lure us back out of our nylon cocoons.

The motivation for our trip to this side of Utah was renewed as we sat around the camp fire analyzing the day and the decisions made. Everyone agreed that there was no way we would have been able to finish the White Rim, but that didn't help ease the pain of knowing that big miles were promised and big miles were not had.

The solution – a biggish ride taking advantage of the 3-4 hour window of mostly sunny that was forecast for the next day. We assumed that if we began the ride as it was raining in the morning, climbing the 15 or so miles to the top, would put us at that perfect time to have some rays bounce off our helmets as we made the drop. And like that it was settled, we would ride 7 Up to Bull Run and make a loop out of the Mag 7 trails network.

7 Up is mostly an old dirt road. There are several sections of singletrack that intertwine the double that keeps you climbing. The recent rains left the soil damp. Our tires were not collecting any mud, but it felt like riding through sand. Every pedal stroke was a challenge and the energy put in didn't always equate to forward motion once again creating a ride that felt longer than it was. By the time we hit the upper trailhead to drop into Bull Run, I wasn't just ready for a beer and lunch, but was looking for the easiest way out. Luckily, I'm a sucker for singletrack and having ridden these trails before knew that the descent was going to be worth it.

Bull Run is a blast. There's some uphill, but it is far outweighed by the down that you think that it is all downhill. There's sandstone, there's dirt, there's tech and there's flow. There's a little bit of something for everyone. We then dropped into Great Escape continuing our fun as



the trail continued toward its maxim where we would be forced to climb back out and to the car.

The weather held and we enjoyed the final pedal strokes to the top of the Gemini Bridges road. The wind was howling, but the rain never came. We regrouped and then bombed our way back to the cars.

As we rolled out the sleeping pads in the parking lot and opened the olives and beer, there was nothing about this weekend that was a disappointment. Sure, we didn't get to ride what we came to ride, but riding is the goal and we chased the sun all over Moab with smiles on our faces.

Tips for the Trail

Slickrock Trail

\$5 fee to enter Sand Flats Recreation Area.

Both directions are fun, but clockwise is my preferred direction.

Mag 7 as a loop

Park the car at the info kiosk at the bottom of Route 313.

Pedal about 4 miles up the road past the first switch back and then watch on your left for a sandstone slab that drops off the road.

Follow 7 Up to the upper trailhead. There are several spots where you can take singletrack or dirt road, obviously always take the narrower route.

Once at the top, ride Bull Run to the Great Escape and then follow the road out to the Gemini Bridges turn off.

Use the paved bike path to pedal back to the cars.

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



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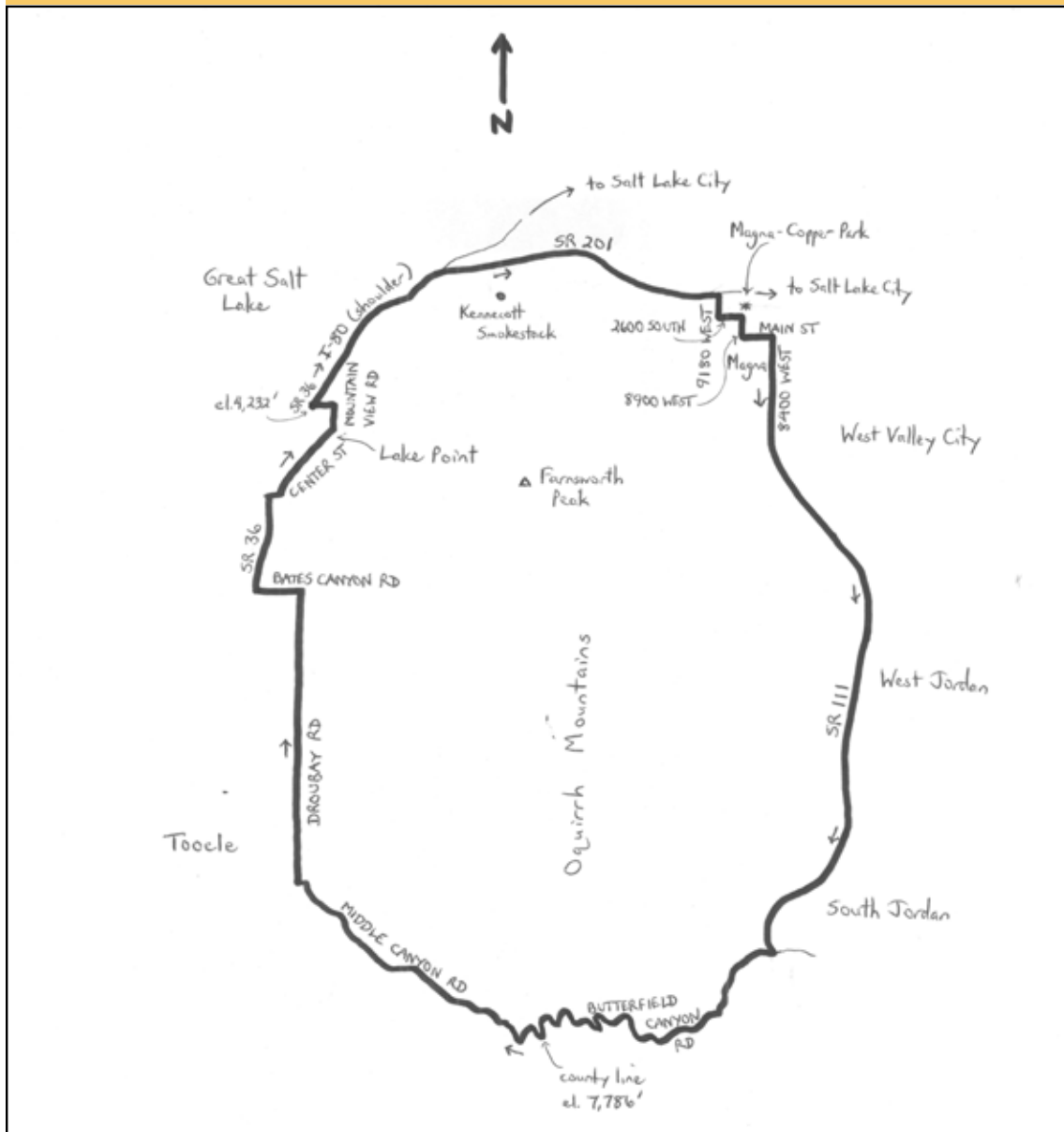
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RIDE OF THE MONTH

Oquirrh Mountains Challenge



By Wayne Cottrell

The Oquirrh Mountains Challenge is a 53.2-mile ride that encircles and crosses the Oquirrh Mountain range, passing along the western edge of Salt Lake Valley, and the eastern edge of Tooele Valley. Note that this route is not to be confused with the Oquirrh Mountains "Loop," which completely encircles the mountain range over a distance that is twice as long as this one. This ride penetrates the mountains through Butterfield and Middle Canyons, on the southern part of the loop, and skirts the shoreline of the Great Salt Lake on the northern part of the loop. About 99.5% of the ride is paved; the remaining 0.5% is a maintained but steep dirt segment in Middle Canyon. Note that Butterfield and Middle Canyons can be closed for between six and eight months a year, because of wintry weather conditions. The



canyons are always open from June through September, and may be open earlier or later, depending on the weather. Be sure to check and plan accordingly. Be prepared for cooler temperatures at the higher elevations.

Start the ride at Magna Copper Park in Magna, located at 2600 South 8941 West. The starting elevation is 4,258 feet. Magna was an unincorporated community of 26,500, as of 2010, with a history in agriculture, and then copper mining. Today, Magna is a thriving and rapidly-growing suburb. Leave the park via 8900 West, and head south to Main Street. Turn left here and head east. As you are riding along, you may recognize Main Street from several TV productions, including Disney's *Dadnapped*, and the *Touched by an Angel* series. Turn right at 8400 West (State Route 111), and head south. The highway climbs steadily and gradually along the eastern flanks of the Oquirrh Mountains, on the west side of Salt Lake Valley. The highway is also known as the Bacchus Highway, named for T.E. Bacchus, vice president of the Hercules Powder Company, which manufactured explosives in this area during the early 20th century. The highway leaves Magna, entering West Valley City, and then West Jordan. From humble beginnings, these two cities are now the second and fourth largest in Utah, with 2013 populations of 133,579 and 110,077, respec-

tively. The highway finally crests at 5,162 feet, 0.7 miles south of 5400 South, about 7.5 miles into the ride. From here the highway descends and climbs gradually, with good views of the Salt Lake Valley to your left.

The Bacchus Highway crosses the New Bingham Highway (State Route 48) at mile 11 of the ride. Bingham Canyon is to your right, featuring the intriguing town of Copperton, and then the Bingham Canyon Mine, also known as the Kennecott Copper Mine. This is the largest open-pit mine in the world, from which one-third of the world's copper, along with gold, silver, and molybdenum, have been extracted over the years. A side trip to the mine is definitely worthwhile. Leave West Jordan after crossing the "old" Bingham Highway, and enter South Jordan. This city had a population of just under 60,000 as of this writing, but the Kennecott Mining Company's plans for the Daybreak development, filling in some of the vast, empty spaces that you see out here, could double the city's population.

After crossing 11800 South, the highway curves to the right, heading southwesterly, and climbing to a new crest of 5,500 feet. Following a gradual descent, the highway begins to curve sharply to the left. Near the beginning of the curve, bear right onto Butterfield Canyon Road (mile 16.0 of the ride). This is the feature segment of the ride. Signs at the gate-

way to the canyon indicate whether the road is closed or not, along with the yearly dates of closure. The elevation here is 5,440 feet. The road narrows as it works its way up the canyon. The average gradient is 5.7% over the next 4.6 miles, up to a sharp hairpin curve; beyond here, the gradient increases to 8.6% as the climbing gets intense. The road crests at mile 22.9 of the ride, at 7,786 feet. The crest is a crossroads: to the right, a dirt road heads to an overlook of Bingham Canyon Mine; to the left, a trail heads into the wilderness; ahead, the road name changes to Middle Canyon Road as it enters Tooele County. Side trips into the surrounding lands, along designated trails, are highly recommended.

The county line signifies a change in roadway funding and maintenance, as the pavement ends, and the surface is now dirt. The opening descent is steeper than the climb, at a gradient of 12.1%. Take it slow along here, as the pavement resumes after the road negotiates a series of switchbacks and steep drop-offs. The dirt road has had a washboard surface in the past, so an option would be to walk this segment. Back on pavement, Middle Canyon Road continues to descend at a gradient of 7.1%. At mile 28.5 of the ride, leave Middle Canyon and enter Tooele Valley, a few miles past the midpoint of the ride. With its continuing growth, the Tooele area is destined to become Utah's fifth official urbanized area. Enter the city of Tooele as you turn right onto Droubay Road, to head north. Droubay skirts the eastern edge of the city and the valley, generally descending. Turn left onto Bates Canyon Road at mile 34.8, followed by a right onto busy State Route 36. Although there is a shoulder, you may be grateful to get off this highway by making a right turn onto Center Street. The road bends to the left, and heads into the community of Lake Point. Turn left onto Mountain View Road and head north. Turn left onto Saddleback Boulevard, maneuvering around the traffic circle, and head west, returning to State Route 36. Turn right here and head north – this area, just off the I-80 freeway, is a busy interchange with gasoline stations, convenience marts, eateries,

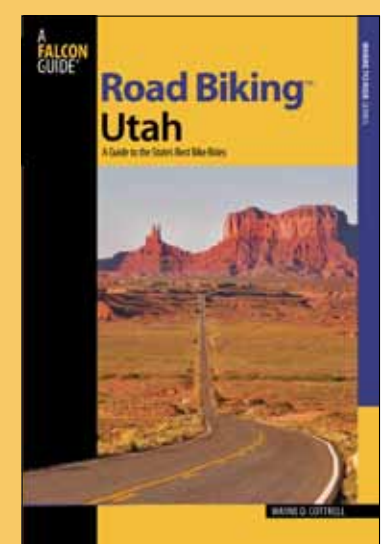
and truck stop facilities. Watch out for turning traffic. Continue passing through, perhaps stopping for refreshment, and enter the I-80 freeway. The next 2.5 miles are along the shoulder of this freeway, as you travel along the narrow passageway between the northern flanks of the Oquirrh Mountains and the Great Salt Lake, which is to your left. The lowest elevations of the ride, at 4,232 feet, are along here.

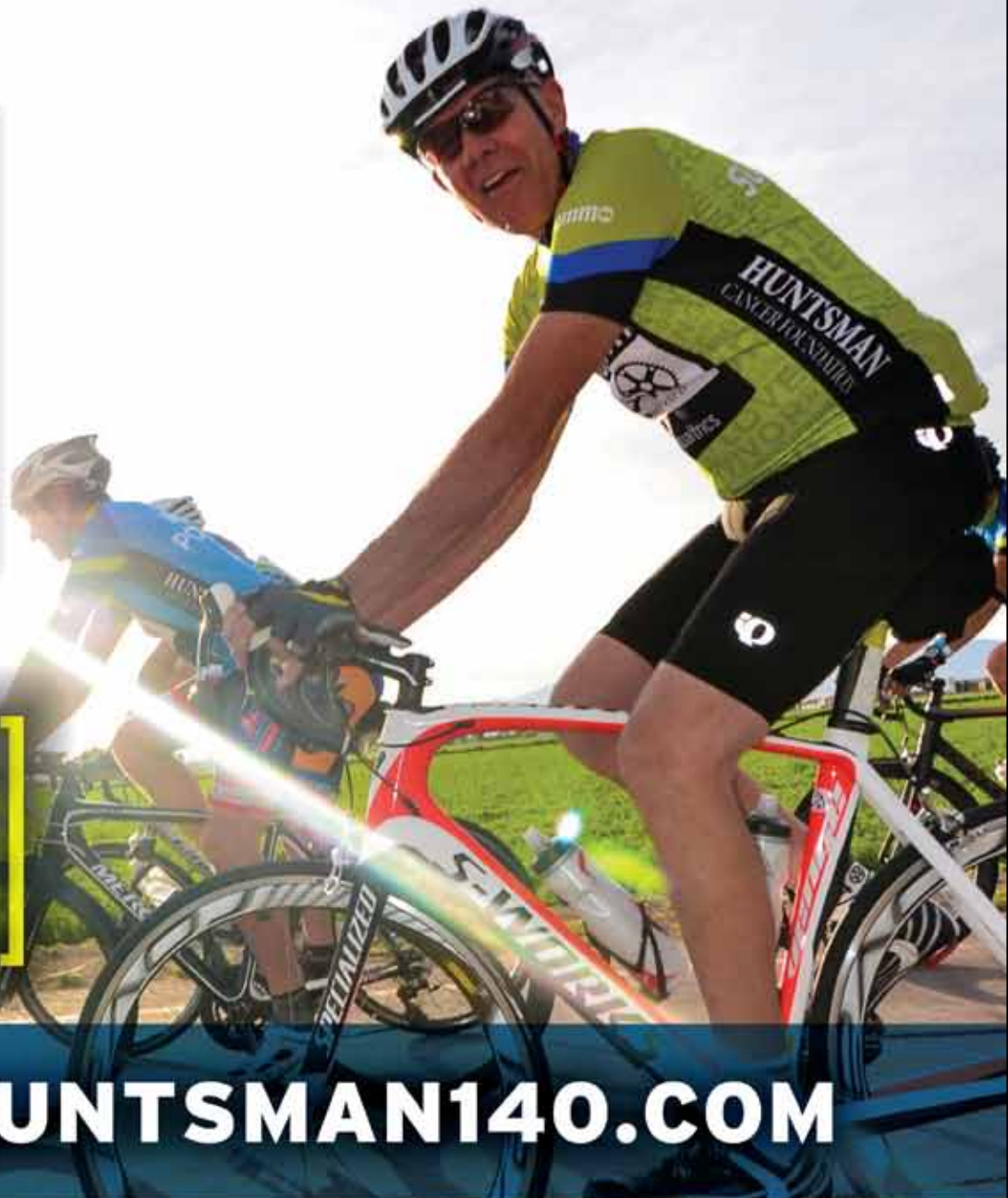
Exit I-80 at the State Route 201 junction at mile 45.4 of the ride, and head east along this expressway, re-entering Salt Lake County. To your right is the 1,215-foot high Kennecott Smokestack, which serves as a vent for that corporation's copper smelting operations. Although the smokestack is a record-breaker, being the tallest free-standing structure west of the Mississippi River, it is also the greatest single source of air pollution along the Wasatch Front. Hold your breath as you pass by, to minimize your inhalation of lead, cadmium, arsenic, and mercury. Continue eastward along route 201; turn right onto 9180 West and re-enter the community of Magna. Turn left onto 2600 South and head east. Magna-Copper Park will be on your left after about one-fourth mile. End the ride here.

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

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

Let us know what you think. Send your feedback and letters to the editor to: dave@cyclingutah.com





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