Recalling LOTOJA’s Past

I was breaking bread a couple of months ago with my buddy and LOTOJA creator, David Bern. As LOTOJA was coming up in a couple of weeks, we talked of some of our LOTOJA experiences. Since that conversation, I have ridden my 23rd LOTOJA. I have finished twenty of them, and what a ride it has been. So I thought I would share a few of those experiences.

Probably my second most memorable LOTOJA is my first one in 1986. This was well before the current route was adopted, back when it passed through Soda Springs, Idaho. I had hooked up with two or three others and as we rolled through Soda, one of them saw a McDonald’s coming up and said, “It’s time for lunch.”

Well, I was a novice, and really ignorant about how one survived this event. I thought it was weird, but I pulled off with them and went inside. As they ordered Big Macs, I went to the restroom. While relieving myself, I thought, “This is stupid.” So as I came out, I told them I was just going on and left. Now I laugh at that, and that I even considered that maybe this was normal.

It had rained a good part of the day, and by the time I hit Jackson and headed out for Teton Village, my butt hurt like it never had before, my legs were cramping, it was windy and raining, and I was cooked. I was alternately standing and sitting, first to relieve the pain in my behind, and then the pain in my legs and feet.

My wife, Karma, passed me for the final time on the stretch to Tetons, and later told me she almost cried because of the pain I was obviously in.

I just kept thinking, “I am almost there. If I finish this, I can say I have done it, and never have to do it again.”

I did finish, in a driving rainstorm, no less. That was 22 more LOTOJAs ago. My wife’s jaw dropped when, after dinner, she heard me talk of what I planned to do differently the next year.

Another year, as we rode through Preston, and this was back in the day when everyone started together. I was in the middle of the pack when someone went down a few riders in front of me. There was nothing I could do, and I plowed right into a group of downed riders. I waffled my front wheel. Fortunately, my wife, who has been my faithful support person for all but three of these many LOTOJAs, was close behind.

(This really dates me because then a person’s support could follow behind a rider’s group the whole race, jumping ahead just a few miles before the next feed zone.) I jumped off and made a quick wheel change.

But as I tried to leave, I also discovered my derailleur was not working. The rear dropout was bent. So, I had to run to the car, pull out my tools, remove the wheel, remove the rear derailleur, use a crescent wrench to somewhat straighten the dropout, and reassemble the whole thing. It worked, though I could not use my top end gear, and I actually ended up finishing quite well.

One year, a friend and I decided to have our wives jointly support us. Again, support vehicles followed right behind, usually passing before arriving at the next feed zone. Needless to say, this caused congestion, delay and frustration for both riders and support people. I remember the wife of one rider was down right scary in her driving as she raced past riders and vehicles, passing through Soda Springs, Idaho. I thought, “This is stupid.” So as I came out, I told them I was just going on and left. Now I laugh at that, and that I even considered that maybe this was normal.

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Continued on page 27
Ellen Guthrie is our Rider of the Year!

By Dave Ills
Editor

It’s time again for our year-end awards. Each year, Cycling Utah recognizes outstanding cyclists in a number of disciplines. It’s kind of like the Academy Awards, but with lyres instead of tuxes, and with a great bunch of cyclists.

Ellen Guthrie focused her riding season on one goal – winning the World Cross Country Mountain Bike Championships. She finished third in 2009 and this left her hungry for the win in 2010. She trained and raced all season long, competing in numerous road races, the US Mountain Bike XC National Championships, where she finished third, as well as Road Nationals. She won the Masters Women’s race in the Tour de Park City, and finished second in her class in the Leadville 100. In the end, it all paid off on September 10th in Balnário Camboriú in southern Brazil where she won the Masters 35-39 category. Ali is our Female Road Racer of the Year.

In 2009, Ali Goulet was nearly unstoppable on his cross bike. He won five of eleven Utah Cyclocross Series races, finished third in the Masters 35-39 category at the National Championships, and won 5 of 8 races and the overall in the US Gran Prix of Cyclocross in the Masters 35-39 category. Ali is our Male Cyclocross Racer of the Year (for the 2009 season). Erika Powers finished at the top of the Utah Cyclocross Series in 2009, winning four races along the way. She also finished 10th in Masters Nationals in her age category. Erika is our Female Cyclocross Racer of the Year (2009 season).

Dave Harvard raced and raced and raced from the start of the season to the end. Along the way, he picked up wins in the Downtown Criterium, Sugarhouse Criterium, Chalk Creek Road Race, stages in the Tour of the Depot and the High Uintas Classic and fifteen Utah Criterium Series races. He also competed in the Tour of Utah for Canyon Bicycles. He coaches numerous riders and helps run the Canyon Bicycles squad. His consistency and results earned him the season titles in both the UCA Points Series and the Utah Criterium Series. Dave is our Male Road Racer of the Year.

Nicole Evans (Millcreek Bicycles) won fifteen races this season including the Utah State Criterium, Time Trial, and Hill Climb Championships on her way to winning the overall UCA Points Series in the Pro/1/3 women’s category. Nicole is our Female Road Racer of the Year.

St. George’s Spencer Mehr (Gravity Garage) won lots of downhill races this year. He was tops in all 5 Utah Downhill Series events he entered on his way to the Cat 1 19-29 series win. He added a National Championship jersey in the 25-29 age group for his win in the downhill in Grandy, Colorado. Spencer is our Male Downhill Racer of the Year.

Ana Rodriguez (Staats/Brothers Bikes) won all five Utah Downhill Series events that she entered this year along with the overall series title. Ana is our Female Downhill Racer of the Year.

Alex Grant (Cannondale Factory Team) won four races on his way to taking the overall Intermountain Cup Series. He also won Park City Point 2 Point endurance race and placed 8th overall in the prestigious Leadville Trail 100. Alex is our Male Mountain Bike Racer of the Year.

KC Holley (Mad Dog/29er Crew) was consistent all season with several podiums and a win on her way to taking the Intermountain Cup Series in the Pro Women’s category. She also won the Mt. Ogden 100K, and took home a National Championship in the women’s duo category at the 24 Hours of Moab. KC is our Female Mountain Bike Racer of the Year.

Canyon Bicycles dominated the team points competition in both the UCA series and the Utah Criterium Series. They placed well across multiple categories in both series. They also rode a stellar Tour of Utah in support of second place Francisco Mancebo. Canyon Bicycles is our Road Racing Team of the Year.

UtahMountainBiking.com Race Team has done a great job of recruiting families and new riders to the sport. Additionally, they won the Intermountain Cup Race Series team points competition again this season. To do this, they placed well in numerous races and categories and did volunteer trailwork across the Wasatch Front. UtahMountainBiking.com is our Mountain Bike Race Team of the Year.

Their 325 members organized 521 rides this season, including the major

Continued on page 6
The day was clear. Still. Beautiful. The La Sal Mountains, dominating the horizon, were speckled in gold and orange and red. The nearby fins and ledges of ancient sandstone reflected the autumn sunlight. It would have been a scene of serenity and solitude—but for the 400 bike racers sprinting through the desert.

The 16th Annual 24 Hours of Moab was underway. The comic absurdity of the Le Mans sprint was offset—somewhat—by the fact that once again the event was playing host to the USA Cycling 24-Hour National Championships. And once again, in an encore performance to 2009, Josh Tostado (Bach Builders) and Kelly Magelky (Trek) separated themselves from the rest of the solo field. The pair traded the lead throughout the first several hours of the race, taking advantage of the fast course and pleasant weather to turn in unbelievably quick lap times. “We were actually attacking one another pretty much until it got dark,” explained Kelly. “I think the decisive move for him was the effort he put in on our first night lap.” Convinced Josh wouldn’t slow down, Kelly settled in, and hoped to reel him back late in the race. “The reality is that Josh didn’t slow down—at all!”

After 18 laps and 24 hours, Josh Tostado celebrated his third straight solo victory at Moab—something nobody else has done—and his second consecutive 24-Hour solo national title. Kelly Magelky finished 2nd, also completing a mind-bending 18 laps. Cary Smith (Hammer Nutrition), Ben Koenig (Rib Mountain Cycles), and Ernesto Marenchin (Speedgoat) rounded out the top five in the solo race.

In the Women’s solo race, veteran 24-hour soloist and adventure racer Jari Kirkland (Alpine Orthopedics) rode away early in the event, establishing a lead that she would keep throughout the entire race, capturing the Stars and Stripes jersey that a knee injury prevented her from pursuing in 2009. She won with a very stout 15 laps around the grueling course. Finishing on the podium in 2nd place was Kris Cannon (Backcountry Provisions), and in 3rd, Laureen Coffelt (Velosoul). Completing the top five were Timari Pruis (Kenda) and Cari Wullner.

Also up for grabs were national titles in several team categories. One of the most impressive four-man performances in 24 Hours of Moab history was turned in by the Honey Stinger/Trek scorching foursome of Jay Henry, “Rad” Ross Schnell, Kalan Beisel, and Ernesto Marenchin (Speedgoat). The Coloradans spun 22 laps around the 15-mile circuit. That’s 328 miles and nearly 30,000 vertical feet. “When I...
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GEAR PICKS

SpokeLit by NiteIze
Rarely have I had a bike part or bike that has provoked as many comments as the SpokeLit bike light by NiteIze. The light, shaped like a wheel reflector, inserts into the spokes of your wheels. It runs in two modes: continuous or blinky. When you ride, your wheels are completely lit up as the light forms a ring as the wheels rotate. They are highly visible at night, so your chances of being seen by motorists, especially those approaching from the side are greatly increased. Everytime I use these, people on the sidewalk exclaim say, “Cool Lights!” Fellow riders had similar reactions. One trick to using the lights is getting them out of ‘test mode’. If you fail at this, the lights shut off after a minute or so. It would help if I read the directions. The only drawback I have found is a relatively short battery life – unfortunately, the battery doesn’t last all summer.

I also tried the BikeLit, a small rear blinky light that attaches to a seatbag or seat rails. The light works well and attaches easily, but is not a powerful as other rear flashing lights. Find out more at NiteIze.com.

-Dave Iltis

New Women’s Pro Road Team Features Three Top Utah Riders

Primal Wear, a cycling clothing company based in Denver, will sponsor Primal-MapMyRide Professional Women’s Racing Powered by BH Bikes, a new pro team. The team will be directed by former pro racer Susannah Gordon. The team will include three of Utah’s top female road racers. Nicky Wangsgard, winner of the International Cycling Classic, is a top tier sprinter and winner of many big criteriums around the country. Nicole Evans, 2010 UCA points leader with 15 wins this season, is a strong climber and powerhouse time trialist. Tiffany Pezzulo is an experienced crit rider who finished second overall in the national level USA CRITS Series in 2010.

Other top riders include all-a-rounder and track start Megan Hottman and Emily Kochavek, past U-23 National Champ. While Utah has had several riders race at the pro level in the past, this will be the largest Utah contingent on a single pro team. The team will be competing in National Racing Calendar (NRC) races including Valley of the Sun, Sea Otter, Tour of the Gila, Joe Martin Stage Race, and Elite Nationals. Additionally, the riders will race locally and regionally. Expect the Utah contingent to place well when they are in town.

According to Gordon, the team is “a unique opportunity for all these women and for the companies to focus on women’s specific cycling products.” All of the sponsors have women’s specific product lines that the women will use in competition next season.

-Dave Iltis

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-Dave Iltis
This race involved a year of planning. The next day the race was my son’s 15th birthday—school for my kids. Plus the day of beginning of high school and middle school for my kids. The 51-year-old mother of two and physician raced Camboriú, in southern Brazil.

I figured if just made it to the start line, it would be big accomplishment. Especially tough too, given it was the beginning of high school and middle school for my kids. Plus the day of the race was actually my birthday! he said I could go but that he wanted a rainbow jersey in return!

I went to Brazil on US Airways (10 in the morning, I later slept from Uruguay. Travelling alone to Rio, I was sure I was going to die, because they had reasonable inter-continental prices. 450$ each way. Leaving Salt Lake City at 7 months of racing, 3 days of the Miller Motor Park Race Series. The 51-year-old Masters XC

Ellen Guthrie (Spin Cycle) shows her gold medal and World Champion's Jersey. Photo: courtesy Ellen Guthrie

Last year I had won third at Master's MTB XC Worlds in PraLoup, France. I had looked at the hotel in the champion's rainbow jersey and decided that I really wanted to try and win one. So this year I planned to go further south to Balnário Camboriú, in southern Brazil. I had planned on some time in Rio before coming home, which made it easier to leave. Big adventure, very satisfying. I couldn’t have done it without support from Spin Cycle and the GREAT people there, our sponsors, my teammates, all the local racing—especially the Miller race series, and especially my friends and family.

The last downhill course descent was lined with public and media. Big adrenaline rush! Some ledges to seal; I scrubbed all the Stan’s out in the shower and just went with tubes. No more ideas after futile floor pump attempts to seal; I scrapped all the Stan’s out in the gutter and just went with tubes. I had brought three, but one had an issue...no spare tubes. I decided to see if anyone might have one or at least an idea where to get one...

That’s when the true joy of this trip came in. The posada had a mix of Venezueal, Italian, Columbian and British racers. Between them and the South African racers I met at the neighboring posada, I was hanging with instant friends. So began a shared experience of loaned equipment, great stories, language conversations, riding together, photos, cheering each other on, driving and eating meals together, beach. The crowds and race officials were also incredibly friendly and courteous too. Everyone was so happy and warm, you felt like they were all old friends. Now they are.

I rode the course the next day after registering. Not too bad but with some REALLY steep bits. The start was actually at the beach resort (‘BC’ from here on), which isn’t far from Uruguay. Travelling alone to Rio, I was sure I was going to die, given it has the highest crime rate in the world. I realized that it was really the cab drive I needed to fear. OMG if I could ride like those guys drive! After 3 days of travel, I got to the beautiful posada (like a bed and breakfast) in BC. The next big challenge was assembling the bike. Jet lag does not help when you have had your hard bike case bent, the Stan's sealant exploding onto everything... With no compressor, car or any other idea after futile floor pump attempts to seal; I scrapped all the Stan’s out in the gutter and just went with tubes. I had brought three, but one had an issue...no spare tubes. I decided to see if anyone might have one or at least an idea where to get one...

The next off-cambered dirt, and rock and roller riders were trickly, but the worst was the super steep drop back onto the road. One more very steep singletrack climb to the downhill-biker's descent brought it back to the finish. The course was 5 miles, about 1000 ft vertical per lap. My group (50+) was to do 3 laps. Well, the next day it rained. All the roots that had not been an issue were now slick. The dirt became 'soapy', as the South Africans would say. People, some got hurt. My confidence wilted. Luckily it dripped over the next 24 hrs before race day, but not completely. Descents were still a bit dicey.

September 10th was race day for me. 8:30 start. I hit the first hill HARD. Gained a gap and never looked back. Had to run the super steep 29%. No one to tell me gap times but I knew I was in the lead and if those two tubes held I would be OK.

The last downhill course descent was lined with public and media. Big adrenaline rush! Some ledges went into some whoop-de-doo and then the finish arch. I finished in 1:36. Upraised arms, burst into tears. The Argentinean gal was 2nd and Venezuela third. Great ceremony with the national anthem, flags, flower, medals and the rainbow jersey I have lusted after. Afterward the media and public went a little crazy. Everyone wanted their photo with the 'campionata'. People would recognize you days later and want to shake your hand!

It was little sad to leave BC but I had planned on some time in Rio before coming home, which made it easier to leave. Big adventure, very satisfying. I couldn’t have done it without support from Spin Cycle and the GREAT people there, our sponsors, my teammates, all the local racing—especially the Miller race series, and especially my friends and family. -Ellen Guthrie

**Mountain Bike Racing**

**Guthrie Wins World Masters XC Championship!**

Ellen Guthrie had one goal in mind going into the UCI World Championship Mountain Bike Cross Country race in Balnário Camboriú, Brazil. The 51-year-old mother of two and physician raced all season, competing on the road and in the dirt to build up to the race. She competed in Road Nationals, finished second in her division in the Leadville 100, won her division in the Tour de Park City, in addition to helping with the Spin Cycle club and the Miller Motor Park Race Series. She chronicled her adventure and win in the 5th category below.

- Tours, ULCER and Little Red Riding Hood, which raised $7000 and $78000 respectively for non-profits. Their club members also participate in various advocacy efforts around the Salt Lake Valley. Bonneville Cycling Club is our Touring Club of the Year.

The PRAIT (Parley’s Rails Trails and Tunnels Coalition) has been working for ten years to coordinate the class I trail from the mouth of Parley’s Canyon to the Jordan River Parkway to Salt Lake City. This year, a major section was opened between the mouth of Parley’s and Tanner Road. For the past several years, they have also helped secure funding for the Roper Yard overpass, and with the new Sugarhouse Streetcar, for the section between Sugarhouse and the N-Trax line. Additional sections of the trail should go out to bid next year. For their long and tireless efforts to bring vision to reality, we award PRAIT our Advocate of the Year designation.

Little Red Riding Hood is the largest women’s only ride in the country. With over 3000 participants, it is the largest single day event in Utah as well. The ride raised $78000 for cancer research for the Women’s Cancer Institute of Human Genetics. Little Red Riding Hood is our pick for Event of the Year.

We also recognize stellar performances on the bike. This year, the number of them deserve accolades. Jeff Louder (BMC) rode like a man this year, a major section was opened Tanner Road. Over the last couple of years, a major section was opened Tanner Road. Over the last couple of years, a major section was opened Tanner Road. Over the last couple of years, a major section was opened Tanner Road. Over the last couple of years, a major section was opened Tanner Road. Over the last couple of years, a major section was opened Tanner Road. Over the last couple of years, a major section was opened Tanner Road. Over the last couple of years, a major section was opened Tanner Road. Over the last couple of years, a major section was opened Tanner Road. Over the last couple of years, a major section was opened Tanner Road.
What is cyclocross? Cyclocross, or ‘cross, is a mixture of running, leg hopping, and road racing on a variety of surfaces including dirt, pavement, and grass all on a modified road bike with knobby tires. Besides being the fastest growing category of bicycle racing (the Utah ‘Cross series grew two hundred percent in six years), it is also the most leg burning fun you can have on a bicycle in less than one hour.

One of the best things about cyclocross is that no special bike is required to get started. Oh sure, ‘cross fanatics have everything the pros have; multiple bikes and spare wheels, some even have their own personal pit crew. On the other hand, many of the racers ride their regular mountain bikes. Heck, there’s even a single-speed category!

The least expensive way to try ‘cross is on a mountain bike. A hard tail frame works great because it is a little lighter (you’ll be picking the bike up several times per lap) and there is no suspension to sag while sprinting out of corners. If you’ll be using a full suspension bike, minimize the suspension effect by adding 10-15 psi in both the front and rear shock. This will make the bike a little more responsive for sprinting. Avoid the temptation to use only the shock lockout because it can cause damage to the shock if over used.

Remove accessories such as bar-ends, cages, and tool kit. The racing is close and the courses are tight so there’s no need for drinks. In addition, you’re always within walking distance of the car so tools and a flat tire kit is not necessary. Cyclocross courses often have many corners, which also means slowing and accelerating many times per lap. For a small investment, changing to narrower, lighter tires will help increase the quickness of the bike. Look for 26 inch tires with a width of the range of 1.5 to 1.9 inches. The narrower tire will also increase the tire clearance which will allow the abdomen to be a little more open for easier breathing and make it easier to ride in the drops, which is a more powerful and better bike handling position.

All this technical talk aside, one of the great things about cyclocross is that everyone is welcome on any bike. This includes mountain, road and ‘cross bikes; even single speeds and unicyles! It’s no wonder that cyclocross has grown so much; it has courses that are compatible with every skill and fitness level and are extremely spectator friendly. It’s muddy, it’s clean, and some people even wear costumes. ‘Cross is just plain fun.

Note: The International Cycling Union (UCI) has changed two rules of interest (among many) for the 2010-11 ‘cross season. One now allows the use of disc brakes on cyclocross bikes for international competition. This will undoubtedly further the development of disc brakes for road and ‘cross bikes. Second, and more importantly, is a reduction of legal tire width from 35mm to 33mm. This means that anyone entering a UCI category competition (elite men, elite women, elite junior) is restricted to tires “not to exceed 33mm measured at the widest portion of the tire”.

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

FALL/WINTER 2010-2011

This year’s Sixfifty chassis was a tremendous hit, as riders discovered its magic combination of big-wheel momentum and roll-over-everything capability, coupled with the flickability and quick acceleration of traditional 26” rolling stock. “It’s remarkable the way 650B straddles the riding experience of 26 and 29, at one moment preserving a tight arc around a switchback and at another providing surprising confidence and stability on a technical drop-in,” said Mountain Bike magazine of our Sixfifty B2. So what did we do? We turned it up and made it even better.

This year’s Sixfifty machines get a major upgrade out back, with the new mp4 suspension. Its asymmetric chainstays and 135x12 mm Maxle thru-axle really bolster lateral rigidity, keeping that rear tire planted and tracking as you take maximum advantage of the wickedly rigid front triangle and a stout 1.1/2”-1.5” tapered head tube that lets you drive hard and deep into corners.

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**Utah Cyclocross Series Race #2 at Lake Catherine Loop, Wasatch Mountain Bike Park, Park City, Utah, October 9, 2010**

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<td>Kevin Hulick</td>
<td>Sue Power</td>
<td>Tim Matthews</td>
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<td>Clydesdale</td>
<td>Tracy Atha</td>
<td>Jeff Walker</td>
<td>Joe Morris</td>
<td>Steve Wasmund</td>
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**Utah Cyclocross Series Race #3 at Wasatch Mountain Bike Park, Park City, Utah, October 23, 2010**

<table>
<thead>
<tr>
<th>Category</th>
<th>Winner</th>
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<tr>
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<td>Jeff Flick</td>
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<td>Men B</td>
<td>Jason True</td>
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**Utah Cyclocross Series Race #4 at Double Arch Loop, Wasatch Mountain Bike Park, Park City, Utah, November 13, 2010**

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<td>Ryan Ashbridge</td>
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<td>Jake Weber</td>
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<td>3</td>
<td>Amy Howat</td>
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<td>5</td>
<td>Don Williams</td>
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**Road Racing**

**Criterium, Ogden, Utah, September 18, 2010**

<table>
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<tr>
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<th>Time</th>
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<tbody>
<tr>
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<td>Cat 2</td>
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<td>Ryan Bracken</td>
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<tr>
<td>Cat 4</td>
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<td>Cat 5</td>
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<tr>
<td>Cat 6 Plus</td>
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<td>Cat 7 Plus</td>
<td>Morgan Judd</td>
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<td>Cat 8 Plus</td>
<td>Lewis Hamblin</td>
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<tr>
<td>Cat 9 Plus</td>
<td>Cameron Stringam</td>
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<tr>
<td>Cat 10 Plus</td>
<td>Mark Nelson</td>
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**Climber's Trophy, UCA Series, Salt Lake City, Utah, September 18, 2010**

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<thead>
<tr>
<th>Age Group</th>
<th>Name</th>
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<tbody>
<tr>
<td>Cat 1</td>
<td>Don Williams</td>
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<tr>
<td>Cat 2</td>
<td>Jake Weber</td>
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<tr>
<td>Cat 3</td>
<td>Amy Howat</td>
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<tr>
<td>Cat 4</td>
<td>Kristin Finlayson</td>
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<tr>
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<tr>
<td>Cat 10 Plus</td>
<td>Mark Nelson</td>
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For most people, choosing a bike is about finding the raddest bike you can afford. It’s about deciding on frames and wheels and handlebars and a boutique or big production. But there are some of us that fall, eh, somewhere outside the typical size spectrum and our options are often a bit more limited.

At 4’11”, not every bike company makes a bike small enough for me — and I suspect that some other riders, even a few inches taller, run in to similar difficulties. There are few enough of us riding bikes; it simply isn’t profitable for bike manufacturers to produce bikes that small — especially higher end bikes.

Cyclocross, being a slightly more fringe aspect of the cycling world, presents a larger challenge. Forget about looking for the raddest, coolest CX bike — if you are under 5’3”, forget it. A CX bike is not made for toe-overlap. If you are under 5’3”, your cycling position will be seriously altered or cramped up. Hop on the bike in your cycling shoes and pedal it around. Check for toe overlap. Is there any? Is there only a little bit of that toe-overlap that is immediately noticeable? I would say toe overlap is only a full-on deal-breaker if it is excessive. If it is so minimal that you might be able to eliminate it with a little practice, your reach on the bike is the most important element of the fit. This can be fine-tuned by switching stems, stems and even a little bike, reaching your feet back on the ground. For other people, the frame’s corner is incredibly responsive under a hard effort.

Specialized: The CruX is a new model this year but according to Specialized’s website, it will be available in a size 46. As such, I have yet to see one of these yet. Still with a 510mm TT and 100mm HT with an internal, headset, this bike is certainly intriguing. Also intriguing is the slacked out 69.5 degree head angle, which would no doubt handle really well around technical CX courses (although it might be tricky to muscle around really tight corners). Although, again, this size is not offered at the highest end. In fact, neither the S-Works, nor the Expert level carbon frames are offered in a size 46. This size is only available in a steel or alloy frame. But with Specialized’s well-earned reputation for making fantastic and race-able very small bikes, the aluminum frame may not be a big sacrifice if the bike fits and handles well.

Surly: The Surly Cross-Chek is not necessarily designed to race CX but it is designed to handle CX terrain type. You’ll have to decide for yourself if a straight-tubed Cro-Mo frame is race ready but, regardless, Surly does make a size 42 Cross-Chek. With a 522mm effective TT, this is an option to look for CX racing. I raced a full season of CX on this bike and while I wasn’t competitive in the W1/2/3 fields, I can only attribute part of that to the bike. I built the frame-set up with old parts I had and the rest I scavenged from friends. The bike weighed 24lbs and was an absolute bear to carry over barriers (remember, for riders 5’3” or shorter, the barriers aren’t little hops, they’re massive leaps. A heavy bike will not thank you here). I suspect that with a decent build (105 level or equivalent), the bike would probably open up many more uses. A relatively long bike, even with a pretty steep front end, the handling was pretty slow off-road. And even sliding the rear wheel all the way forward in the horizontal rear dropouts, it never got underneath me enough to feel confident down steep pitches or to feel responsive. But the Cross-Chek converts well as a commuter or touring bike and the slower handling and low wheelbase will be appreciated for those uses. So, although not perfect for racing CX, the Cross-Chek is still it’s a fairly inexpensive way to get on a dedicated CX bike (and, when you fall in love with CX, you can do what I did, get a racy bike and make the Cross-Chek into a bomber commuter bike).

Terry: You don’t see these bikes on many shop floors so good luck finding a test ride on one. But Terry has been making women specific bikes and cycling/clothing/accessories for quite some time and do deserve some mention. While I don’t necessarily agree on their geometry methods (many of their small bikes use 655c wheels or a 24” front wheel and 700c rear wheel - yikes), they deserve some credit for continuing to cater to those of us at the shorter end of the spectrum. Their Valkyrie CX bike comes in an XS, which has an effective TT of 500mm. This bike uses 655c wheels and, again, it will be tough to find any kind of decent tire selection for those wheels. A HT length is not listed but given these small wheels, it may be safe to assume that the front end is kept a bit lower. Again, this isn’t exhaustive but if you are 5’3” or shorter and looking for a CX bike, perhaps, it’s a start. Go for it! CX bikes are quirky and illogical almost everywhere...EXCEPT on CX courses where they are perfect and way faster than a mountain bike.
Nearly 10 years ago, Rio Tinto’s Kennecott Utah Copper looked at how to best use post-mining land. It decided to develop it into what we now know as Kennecott Land’s Daybreak in South Jordan. We sharpened our pencils, studied the best sustainable communities in the nation, and designed Daybreak in a way that added to the quality of life for those who would eventually live there. We are proud of what has developed.

When our planners set out to design Daybreak, walkability was at the top of their list. A recent University of Utah study confirmed that community design is influential in the decision for children to walk to school. While only 17% of children in neighboring communities are walking to school, 88% of children in Daybreak have made it a habit.* At Daybreak, schools, shops, open space, and churches are all connected by parks, trails, and tree-lined streets – providing numerous safe walking routes.

Walkability is only part of Rio Tinto’s vision of sustainable development. To read more about the study and to learn more about sustainable development, visit www.kennecottland.com and www.kennecott.com

*Data based on a fifth grade sample study released by the University of Utah Department of Family and Consumer Studies in August 2010
Carel Brest van Kempen: Extraordinary Artist and Bicycle Commuter

Carel Pieter Brest van Kempen is not just an artist; he is a Master Professor, Edward O. Wilson and Ian Tattersall of the American Museum of Natural History. To view his gallery, go to cbrstvankempen.com. You will be treated to some fantastic painting. The following thoughts are about his cycling.

Cycling Utah: When did you first start using the bicycle as your primary means of transit? Why do you continue?

Carel Brest van Kempen: I learned to ride a bike late in life: at age 7. I blamed that on having lived on a steep hill in Emigration Canyon. Distances between destinations were greater than in suburban settings, and as kids, bicycles (or horses) were the most effective forms of transportation available to us, so bicycling made a lot of sense, and we got used to riding comparatively long distances out of necessity. Except for a couple of years, immediately after obtaining a driver's license, when a bicycle's lust temporarily dimmed in my eyes.

C.U.: Is there any relationship between your artistry and your bicycling?

Carel: I really have twin overriding passions in my life: a fascination with art and a love of drawing and painting. I don't see much of a difference between painting or sculpting the basic logic of bicycles as transportation and being lost in the wilds of nature and enjoying the beauty of a mountain range.

C.U.: You wrote in a blog about how you feel when you see people from bike-commuting is that the very act of using a bike as transportation still communicates poverty to a lot of people, and riding a bike to work can feel like wearing a t-shirt that says "Loser." This is all changing for the better, though. When the air and the land you travel over, the sounds and smells, as well as some of the sights around you. I enjoy hearing the birds singing and the kids playing, and even smelling the garbage truck. I think one of the factors that sometimes prevent people from leaving cars behind is that it's such a no-brainer. For me, automobiles have always been saved for long trips or hauling big loads. As the easy-to-get-to, easy-to-refine petroleum gets more and more scarce, and the ratio of CO2 to oxides of carbon in the atmosphere continues to tilt, the idea of burning gasoline frivolously only seems nuttier.

C.U.: Give a few examples of how you use your bike?

Carel: My automobile (minivan) is only used for taking long trips and hauling big loads and passengers. Acquiring my bike trailer has cut down my gasoline consumption astronomically and the idea of saving money frivolously only seems nuttier.

C.U.: How do you manage shopping on a bike?

Carel: I bought a BOB cargo trailer a few years ago, a purchase that completely changed the dynamics of carrying loads for me. I remember attempting to carry a 50 lb. bag of feed home in a backpack some 30 years ago. My biceps, while big, were tiny compared to today. The bag was so high that I was forced to walk my bike home. Nowadays, such a load is child's play. I don't recall ever having broken a single egg or crushing a ripe plum while transporting it on a bike, but it does require a little more care than hauling groceries home in a station wagon. Between my trailer, panniers, rack and handlebar bag, it's amazing what I can carry about a month's worth of groceries. I've yet to buy a load of groceries I couldn't carry home in a single trip.

C.U.: According to the Federal Highway Administration the average male drives 16.5 miles and females 10.100. Given the average MPG at 20, that comes out to be 25 gallons for males and 500 for females. In an article in the Christian Science Monitor, Europeans use 286 liters (70 U.S. gallons) per year on average (2001). You used 30 gallons in 2009! Explain how did you do that?

C.U.: You work as an artist. Do you buy bikes on their artistic appearance or utilitarian value? Can a bicycle be a utilitarian use be looked at as a work of art?

Carel: That's a great question. I've considered painting my bikes, but only for a second, and never seriously enough to actually do anything about it. I don't know why, but I've never considered a bike's aesthetic qualities when buying one. I really appreciate it when I see someone else who's tricked their bike out, but for some reason, that's not a natural place for me to channel my creativity.

C.U.: You wrote in a blog about a near-accident. Has that incident changed how you cycle? If so, how? What advice do you have for dealing with aggressive drivers?

Carel: Unfortunately, that incident wasn't particularly unusual, and any lessons it held had already been learned long before. Three days ago, I had two different drivers try to force me off the road within half an hour of each other. You really have to keep your eyes open, and I make a point of looking each driver in the eye to make sure they see me. About a month ago, I could tell by looking at her that a girl pulling out of a hospital parking lot was looking right through me. I honked before she even started to move, and alerted her to my presence just as she took off, in time for her to stop before driving right over me. Drivers like her are less disturbing (I assume she was leaving an emotionally wrenching moment and her mind was elsewhere) than malicious or uncaring drivers. It takes some restraint to keep from getting angry at someone who cares more about getting to the next red light as quickly as possible than whether or not your neck remains intact.

C.U.: You used to live in Emigration Canyon that has had a long history of conflicts between bikes and cars. How has cycling changed since you were younger?

Carel: When I lived in Emigration, cyclists (nearly all of us were under 16 years of age) rode on the narrow shoulder and had to listen for approaching cars. In some situations you had to stop and pull off to allow a car past. Daytime traffic averaged over an hour every ten minutes. Cars were less used to seeing cyclists but were less aggressive, too. It seems to me that the current bike/car animosity is a fairly recent development. As with any conflict, there seems to be plenty of blame on both sides. For every driver pulling off the shoulder to surprise a bike there's a pair of bikers riding double-file, refusing to let cars pass. It looks to me like something we'll all have to live with for the foreseeable future.

C.U.: Carel, thanks for participating in the column.

This month's commuter will receive a Blaise light set courtesy of Planet Bike. See Planetbike.com for more details or contact your local dealer also carry their products. This month's commuter also receive a $25 gift certificate courtesy of Saturday Cycles. Find out more at saturdaycycles.com.

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

By Lou Melini

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A Full Service Private

teamgive

by Chris Humbert

Utah State Criterium Champion and

Office of Economic Development,

has created a new program named the “Face of Fitness”. In order to help students appreciate the faces, and contemplate pursuing the sciences, behind these sports.

As part of this Face of Fitness program, a summer camp class was taught at the Salt Lake Center for Science Education, a science-focused charter school within the SLC School District, called the “Climb, Bike & Paddle Summer Camp.” Professional cyclists and recent Tour of Utah competitors Burke Swindlehurst (teammate) and Chase Pinkham (Trek-LIVESTRONG) gave of their time and acted as guest instructors to help make the class a success. Burke discussed the technology behind his bikes, as well as the physiology involved in his training during a long and successful career as a professional cyclist. Chase, a recent graduate of West High School, discussed the role the regors of travel, the world the people who promote his sport, and his future aspirations in cycling, having just debuted in the professional ranks of cycling.

Other highlights of this past Summer’s class at the Salt Lake Center for Science Education included: an in-depth discussion of nutrition as it relates to sport and general health by Prof. David Araya, president of the Utah Center of Nutrition for Sport; a discussion on carbohydrates and then having the students test their own blood for glucose levels; a session involving the Salt Lake City School District’s Face of Fitness sponsored by former Utah State Criterium Champion and University of Utah physician Chris Hull MD, a tour of the Reynolds Cycling facility led by former Utah State Road Race Champion and former professional cyclist Ryan “Turbo” Barrett, mountain biking the trails of Millcreek Canyon (a first for these students) and road riding the Jordan River Parkway. The summer class also toured the Rock Exotica and Pelid facilities, kayaked both the Jordan River and the Great Salt Lake after first kayaking at the Northwest Recreation Center, and climbed the big walls at Momentum Climbing Gym.

During the regular school year, the Face of Fitness has used the facilities at Soldier Hollow to discuss meteorology, with the Utah Avalanche Center helping to teach avalanche science and the technology behind avalanche beacons. Toko Ski Wax has helped with a lesson on the chemistry behind the creation of the latest waxes. The goal in the all of these activities is to bring science to life, make it relevant, and show a context in which it is used. The hope is that these students will no longer ask, “why do we need to know this”, but that the understanding will be clear, while at the same time being positive and fun!

Surveys conducted by the participating students showed: improvements in general knowledge of science & technology, raised awareness of science and high-tech careers, and raised interest in continuing education in those fields. We have been able to show that by relating science, technology, engineering and math to sports and specifically to cycling, students learn more, have a raised interest, and want to continue down that path to a successful and exciting career in the outdoor industry.

The Face of Fitness gives students the opportunity to learn about science and technology in real-world applications, and also gives those students an awareness of the related high-tech career opportunities. This integration of sports and science is very exciting in that it both engages the students in the learning of high-tech applications, while also exposing them to life-long activities. The benefits are an exposure to critical science and technology areas across a wide spectrum of applications, which allows the students to remain interested and also will allow them to start to see “how the puzzle pieces fit together”. For example, an engineer designing the latest in carbon fiber wheel technology for Reynolds Cycling needs an understanding of lateral forces, chemistry, mechanical engineering, fluid dynamics and the latest high-tech materials. These varied areas all need to be applied harmoniously in order to produce a lightweight wheel that is also aerodynamic and structurally safe. Making these fields relevant for students by applying them to the bicycle industry can then hold more interest for the students through their real-world applications. We have been hearing this exciting exciting meant having the students actually operate some of the machinery at Reynolds Cycling!

American ingenuity historically has lead the World, but over the past several decades, we have fallen behind. By the 8th grade, the United States ranks below not only the traditionally technology-strong countries of Korea, Japan and Taiwan, but also below many Eastern European countries such as Bulgaria and Slovenia. If we want to reverse this trend, a new emphasis on the teaching of science and technology must be realized. As we approach the second decade of this new millennium, we must recognize that all jobs of the future will require a basic understanding of math and science, and its applied consists of technology and engineering. Once we recognize this, we need to find the most effective ways to teach in an already full day of learning. A growing trend in education is a real effort to weave together knowledge areas across the spectrum. It has been shown that a very effective way to engage students is by applying the knowledge areas to real, contextual learning. The Face of Fitness is doing this by using sport and physical activity to teach the core areas of science and technology.

To learn more or to inquire about involving your school or student: Chris Humbert, Face of Fitness Program Coordinator with the Salt Lake City School District at chris.humbert@slc.k12.ut.us

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SALT LAKE CITY BICYCLE COLLECTIVE

The mission of the Salt Lake City Bicycle Collective is to promote cycling as an effective and sustainable form of transportation and as a cornerstone of a cleaner, healthier, and safer society. For more information, including crank addiction, visit www.slbikecollective.org or call 801-878-BIKE.

Interbike to Return to Las Vegas in 2011

Last month, Cycling Utah reported that Interbike, the bicycle industry trade show, might be moving to Salt Lake City in 2011. Unfortunately, that won’t be happening. After awarding the 2011 date to Anaheim, California in early August, the trade show organizers received feedback from attendees and exhibitors.

“The announcement that we were moving the show dates and location elicited a very real response that surveys and discussions alone couldn’t accomplish,” said Andy Tompkins, Interbike show director. “Due to the overwhelmingly positive response to this year’s show and the countless conversations we’ve personally had with dealers and retailers regarding the future dates and location of Interbike, we are reversing our earlier decision to move the 2011 show to Anaheim in August. We are hearing loud and clear that, at this time, the industry prefers September dates and the convenience of Las Vegas.”

The show will be held on September 12-16, 2011 in Las Vegas. The show will remain in Las Vegas in 2012.

There is no word yet as to whether the organizers are still considering a move to Salt Lake City in 2013. Salt Lake City was in the running for the 2011 trade show organized by Nielsen Expositions, the parent company of Outdoor Retailer, the biggest convention in Utah.

-Dave Ilits
CYCLOCROSS

Utah Cyclocross: What To Expect, How To Get Ready

By Ryan Hamilton

Cyclocross, like many other cycling disciplines, is made up of several sets of skills and areas to master. With the need to learn to ride off road, on pavement, draft in a pack, ride technical sections of trail, carry your bike over obstacles, and learn race strategy for each type of scenario cyclocross may in fact require more preparation and learning than the other cycling sports we enjoy.

Bike set up

First things first, if you don’t get your bike set up well nothing else is going to work. For the main details in bike fit and cockpit control set-up see the companion article by Tom Jow. The first step to getting your bike ready for race day is to check the weather report and the race venue. You need to know if you’re dealing with dry, mud, or ice on snow. This will tell you the type of tire to choose and a little about brake set-up. Cyclocross, like mountain biking, relies heavily on tire tread for performance. There are tire treads to fit pretty much any application. There is no one set type of tire for each type of course because tread selection is also affected by the skills of the rider. Example: The Andy Ballard Equestrian Center in Draper has a mix of terrain. The race starts off on a long paved climb, followed by some soft dirt, cross-country single-track and then on to the hardpack single-track that makes up the majority of the course. A rider that has a lot of mountain bike experience may find a low profile file tire tread to work well on this course. They can handle some rear wheel slides and other tricky course conditions. A rider more familiar with road racing may need the steadier feel of tires with larger knobs to maintain traction and control. All of this goes out the window if it rains and the course turns into a muddy mess; then you better have some meaty tires and be ready to eat some dirt.

Tire tread is very important, but perhaps more important is the proper tire pressure. With a few exceptions the only rule here, pay attention roadies, go as low as you can without getting pinch flats. Everyone seems to think they know this rule, yet I line up every week with people that have their tires inflated to 50 or 60 psi; this is not low. I am 195 lbs and typically run ~35 psi in a clincher tire. If you are a 120 lb. female you can get away with 27 psi without any problems. You will go much faster by allowing the tire to roll over objects rather than bumping into them. You’ll also feel far less fatigue because you’ll experience far fewer jarring bumps over the course of a race; this translates to more power, more speed, and more endurance.

Starting Line

Most of the UTCX races have a similar pattern to mountain bike races. You’re in a group to start, one foot clipped into your pedal, the race director says a few witty things and before you know it you’re at 180 bpm, panting and wondering why you paid money to do this. Race classes in Utah Cyclocross can vary quite a bit depending in size. The Men’s C class is typically the largest; most of the 2009 races had 50-60 riders; one race saw 75 people line up. Other groups like the Clydesdales and Women’s classes have 5-15, and the other men’s groups somewhere in between. There is usually a wide paved starting area for several hundred yards, often with a hill to help string out the group before funneling into some singletrack.

Placement within the starting group is important. If you are fast and experienced you’ll want to line up near the front or you’ll find yourself stuck behind slower riders on the singletrack with only a few places to pass. If you are not as fast and place yourself toward the front you won’t get jammed up with the other riders behind you, but you may spend the next 10 minutes with someone kicking because they’re stuck behind you. Yes it’s a race, but be honest with yourself, be a gentleman and let the faster guys move ahead if it’s convenient.

Race Strategy

This brings us to race strategy. I don’t want to spend a lot of time here, but one I’m not an expert (just take a look at my results) and two, this can be very specific to the person. We all have strengths. Some spend the summer nearly puking trying to keep up with the peloton and now have loads of fitness, but may be lacking in technical skills. While others had a leisurely summer mountain biking on our many awesome trails and may not have a ton of cardio under their belt, but really shine when the course gets tricky. Take advantage of your strengths and race smart.

I am a solid mid-pack racer. One of the things I love about cyclocross is you don’t have to hang with the lead pack for you to still be in the race. Every week I end up duking it out with a half dozen other guys, trading places as we encounter various parts of the course and sometimes sprinting it out for 25th place. 25th is nothing to brag about, but I feel just as happy if I nail that sprint as I would if I won the race. When you get done, you can exchange stories with the others you raced against and state them down the next week.

Skills

Cyclocross is something like the child of a road and mountain bike race, with some genetic mutations. These mutations show up as barri- ers and hills so steep you have to carry your bike, called a run-up. Both of these obstacles require a similar set of skills: The dismount and the remount.

To successfully carry out a dismount you need to:

1) Unclip your right foot,
2) Move your right leg around to the left side,
3) Move your right hand to the top tube,
4) Tuck in a quick motion unclip your left foot, step on the ground and pick up your bike.

You can then “suitcase” your bike over the barriers by holding onto the left brake hood and the top tube, or throw the bike on your shoulder to move up and over the run-up. After some practice you should be able to head toward the barriers full steam, dismount at the last second and get ahead of your competitors.

Once you run through the barri- ers or run-up you need to get back on your bike. If you watch an expert do it, it looks incredibly easy. You simply put both hands on the brake hoods, almost but not quite, jump onto your saddle from the left side letting your right inner thigh make contact with the saddle as youeffort- lessly slide into place on the saddle and lift up into your pedals. The faster you can do these things the better. It doesn’t really take much energy to do these things, but if you execute the dismount and remount fast and smooth you’ll easily gain 2-3 sec- onds on your competitors each time you reach an obstacle. This can turn into as much as 20-30 seconds by the end of the race, enough to go from 4th to 1st.

Training For Cyclocross

Cyclocross races last between 40-60 minutes. The key to training for cyclocross is to get as close to race specific type training that you can. A four hour road ride with a zone 2/easy/moderate) heart rate is not the right kind of training. Cyclocross is made up of a series max heart rate efforts followed by short periods of rest. The best type of training is to find a local park or trail area where you can do interval hot laps on your cx bike. High effort laps followed by short active recovery.

Interval trainer workouts also work well when we get into the dark Fall and Winter season. Mix up some tempo zone 3/heart, but sustainable) workouts with other high effort zone 4 and 5 intervals. Heart rate zones 4 and 5 are difficult to maintain for any...
length of time; zone 5 is anaerobic so you'll see significant lactic acid build up during these intervals. You can build up to 15 minute zone 4 intervals and 1-3 minute zone 5 intervals. Some max heart rate intervals can also be added to get the body used to those extreme efforts that are needed during the race. Be sure to allow for recovery between workouts, especially the higher intensity training sessions.

Don’t neglect strengthening the body’s core muscles. Cyclocross requires riders to navigate off camber turns, bumpy corners and jumping over logs and other objects. Having a strong core will help you maintain balance and speed over the varying terrain that makes up the courses here in Utah. Some exercises you may include in your core workouts are: lower back extensions, rows, crunches (or any of the variety of exercises for training abdominal muscles). Many athletes also like to incorporate swim workouts into their routine as the freestyle stroke works the whole body, including the core, very well. It’s a great way to get in a cardio workout while strengthening some much needed muscle groups.

Spectating

Just as important as racing ‘cross is cheering on the other riders before and after your race. Follow SNL’s example and go for More Cowbell. One of the great things about cyclocross is that you can usually see several areas of the course from one vantage point. That coupled with the fact that racers ride a number of laps mean you can see how your friends are doing for much of the race. You can cheer (or heckle) them several times each lap.

We have a great cyclocross culture here in Utah that seems to com-

Above: Some technical ups and downs are part of most courses. Eric Gardiner (Utah State) negotiates a steep hill at the Utah Cyclocross Race #1 in Draper on October 2, 2010. Photo: Dave Iltis

ing into its own. We now have several vendors serving up tasty food and beverages at the venues. Utahns have also mastered the creative hand-up. Instead of just handing out water bottles to racers they support. I’ve seen bacon and donut hand-ups. I’ve even seen a rider cross the line with a half-eaten waffle hanging out of her mouth. We’ve got the Slyfox cash zone, manned by the gilly suited Slyfox Moonwillow. He’s always got a handful of dollar bills, sometimes with a few Benjamins mixed in, to make things exciting.

For a full schedule of events, see the calendar on page 20.

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Utah Cyclocross Series: Race #4

Ryan Hamilton Scattered rain showers were forecast for Saturday. Many hopeful ‘cross races looked expectantly at the clouds on the way to the venue, hoping for some true cyclocross weather. Mother nature taunted us by starting a sprinkling of rain halfway through the Men’s C race and continued here and there through the day. The last races of the day, Men’s B, Masters 35+ C and Clydesdale were the only one’s lucky enough to get a little mud on their faces.

The Women lined up with a lot of anticipation. The first three Elite Women’s races have had three different winners. Perennial favorites and up and coming alike took their spots on the front row. When the go sign was given, they shot out determined to be the first to the 180 degree turn. Kris Walker chose correctly by starting with an outside line and was able to maintain speed through the turn for the holeshot. The race was on. Race organizer Matt Ohran, determined to keep people on their toes, ran the race in the reverse direction this week and changed the dynamic of many of the course features. The two log barriers were now approached at a sharp angle and the other at the bottom of a hill.

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By the time the Men’s A racers took the starting line the course was super tacky and really fast; the eventual winner Jason Sager called it hero dirt. The Men’s A leaders were called forward with all the usual faces; Goulet, Gillespie, Rasmussen, Wycoff, Sager. After a few words the group was off and blazing. I know these guys are fast, but if you’ve never watched the A group race you’re missing out. Kevin Kulick, a relative newcomer to the UTCX series took the holeshot around the first turn, taking the tight inside line. These guys were flying.

The lead group soon broke away, lead by Bart Gillespie, Kevin Kulick and Jason Sager. Around lap 5 Sager put on the gas and dropped the group. He very rapidly put a huge amount of distance between he and the chase group. After a couple of laps the chase group settled down to 5 or 6 riders, sticking together for most of the race. At about 3 laps to go, with Sager still miles ahead of everyone else, Goulet blew up and was quickly going backwards through the group. The A racers were now split into 3 main packs, with solo riders scattered throughout. Several crashes from ill-timed barrier crossings further split things up. Sager came through for the lead, with Gillespie and Kevin Kulick rounding out the top 3.

The action continues with Utah Cyclocross race number 5 at Wheeler Farm on Oct. 30. The annual Halloween race is a local favorite. There’s nothing like battling it out with a guy racing in a tutu.

See results on page 8.
By Dave Iltis

On a beautiful fall Halloween day, close to 300 riders raced in the Utah Cyclocross Series Race #6 at Wheeler Farm. In the Women’s A race, Sarah Kauffman (Elete) emerged victorious following a seesaw battle with Kris Walker, Kelsy Bingham, and Erika Powers all taking the lead during the race. “The girls were being aggressive, everyone spent some time out front. Usually the sand pit, the little technical climb after the sand pit or the barriers was where the lead was changing,” said Kauffman. She passed Walker on the last lap to take the win, “I managed to get by her and then I just attacked as hard as I could because I knew she was having some trouble in the sand pit. I was really disappointed with my race yesterday, I knew this was a good course for me so I rode a lot smarter today.”

In the Men’s A race, Bart Gillespie (Revolution) took the lead on the second lap and never looked back. “It was a hard course I was patient on the first lap and then Jason (Sager) had a little bobble. That’s cross racing. You wait for a guy to make a mistake and try to capitalize on it. I was able to ride pretty hard for two laps and establish a gap. Then after that I just got into a rhythm.” Gillespie, the perennial Utah Cyclocross favorite, won both races over the weekend.

The Utah Cyclocross Series continues to grow, with over 600 participants over the weekend. See results on page 8.

NEW FOR CONQUEST TEAM IN 2011:
1. NEW BB30.
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Road Racing

Burbidge Breaks Hoffman’s LoToJa Streak While Halladay Returns for Fourth Win—and a New Women’s Record

Somewhere out in the middle of Cache Valley, with sunrise still a good half hour away, Garrett Burbidge wasn’t thinking about how to outsmart his rivals over the next 206 miles and win the 28th annual LoToJa Classic. His thoughts instead dwelled on how badly he wanted to stop shivering. His hands pounded painfully from numbness. The occasional mist and fog that hugged the ground made the early morning air on Sept. 11 feel colder than the reported 38 degrees.

“Garrett rode a really good race and he didn’t make any mistakes,” said Hoffman (Bikers Edge/Destination Homes), who stepped off his bike at Alpine Junction after chasing the Burbidge break for over 30 miles through Star Valley. “At the finish line he also did a great job. . . . Now it’s his turn to have a target on his back and be the most marked man next year.”

Another man who will likely be marked next year is Al Thresher (Red Burro Racing). The Cat. III rider from Las Vegas set a new overall course record of 9:01:44 while winning the Men’s Cat. IV, III race. He had attacked on Salt River Pass and was joined by Nate Pack (Gym Jones). The two shared a brutal pace for over 90 miles until Pack punctured after Hoback Junction. From there, Thresher rode alone.

Both Burbidge and Thresher were revelations at this year’s LoToJa, but so too was three-time winner Jenn Halladay (Bob’s Bicycles) from Kuna, Idaho. Halladay, who didn’t ride LoToJa in 2009 due to injuries, crushed the Women’s Cat. I, II, III field and set a new women’s record of 9:44:57.

Her sub-10 hour ride was only about half way up Strawberry that I started to feel my hands again. Burbidge (Mt. Daule-Barbacoa-Millcreek Bicycles) suffered on his bike through Cache Valley, but he shrugged it off to win the Men’s Cat. I, II, III race with a time of 9:06:13. In the process, he took the coveted title from Hoffman who has decisively won the top men’s category three years in a row.

“What happened.” said Hoffman, responded. “When I crested I had a good gap on Cameron,” he said. On the descent to Smoot and Star Valley, Burbidge caught the break, which consisted of Biker’s Edge riders Jake Pantone and Jonny Hintze, plus Mark Albrecht (Revolution/Café Rio), Mark Schaefer (Barry Lasko DDS Racing), Art Rand (Spokesman Bikes), David Botchek (Twin Peaks Racing), Scott Preston (Revolution/Café Rio) and others.

“Everyone wanted to keep a gap, and the gap stayed down Salt River and maintained to the feed zone at Afton,” said Burbidge. The gap reportedly reached five minutes when the break blew through Alpine. Because of a crash just after Afton, the break was down to five or six riders. Yet motivation stayed high.

“It was as if everyone wanted to beat Cameron,” said Burbidge. Not wanting to get caught, the break rode red line through Snake River Canyon, past Hoback Junction and down South Loop Road with the magnificent Grand Teton visible ahead.

On the Village Road with three miles to go, Burbidge began to accelerate. He turned around and was surprised to see that he had a small gap. He pushed the pace and stayed away—but not for long. He was caught with 1,000 meters to go.

“At about 700 meters, I looked and they were over to my left,” said Burbidge. Despite racing for 206 miles, he still felt fresh and threw down a full out sprint. “I kicked it hard and rode the last 130 meters with my hands in the air. I crossed the line and was just flabbergasted at what happened.”

Second and third places were taken by Hoffman’s teammates Pantone and Hintze, respectively. Both were awarded finishing times of 9:06:13.

By David Bern

Thresher also sets new men’s record

Second and third places were taken by Hoffman’s teammates Pantone and Hintze, respectively. Both were awarded finishing times of 9:06:13.
Burbridge said his LoToJa victory is his biggest to date. He intends to defend his title next year, “unless I get hit by a car two days before the race,” he joked.

Hoffman said he’s happy for how well Burbridge and Hintze rode. He said it was the team’s strategy to have them both join a break while he stayed with a second group. The plan was for him to eventually bridge and go for the win.

“My two teammates were supposed to attack on the road. That was the tactic,” he said. But Hoffman noted that he made a tactical error on the climb to Salt River Pass. When he realized the second group he was in didn’t have the horsepower or desire to eventually bridge, it was too late. When the gap was at 45 seconds, “I should have stomped on it.

“I had two teammates up the road with 10 guys on my wheel,” he said. “I would have liked to have raced. I had good fitness. I had a target on my back, but that’s bike racing. You can’t win them all.”

Like Burbridge, Jenn Halladay, the 2006 LoToJa winner, won again this year. Halladay just went into this year’s LoToJa coming off of serious injury. But her major wound happened in July 2009. “I had two stitches in my face, my lower lip was nearly torn off. She suffered severe facial lacerations and her lower lip was nearly torn off.

Feeling anxious about riding in a pack again, Halladay decided last April to work on improving her time trial skills for the 2010 season. Before this year, she had never really focused on racing against the clock. “I like the idea of getting back on the bike,” she said. “Getting back on the bike and being competitive would be easier on my family,” she said. “I was also nervous about getting back into the bunch.”

Halladay’s choice paid off. In August, she won her Cat. I, II age division at Nationals in Louisville, KY. “I got a red, white and blue flag and a medal,” she said with a laugh. She attributed her confidence in time trialing, but also her return to racing after her major wound happened in July 2009.

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“The canyon just fits my pro-" category at LoToJa three times.

“Since 1983, LoToJa participants have pedaled 2.7 million miles.

“LoToJa features over 8,000 feet of climbing during its first 110 miles.

“On average, 87 percent of participants successfully cross the finish line before dark.

“King/Queen of Mountain

2010 LoToJa factoids:

• The first LoToJa Classic started on an early fall morning in September 1983 when nine cyclists left Sunrise Cyclery in Logan, Utah at dawn and raced northward to Jackson, Wyo. The winning time was just over nine hours by Logan cyclist, Bob VanSlyke.

• At 206 miles, LoToJa is the longest one-day U.S.C.F.-sanctioned bicycle race in the United States.

• LoToJa’s course crosses three states, seven counties, and passes through several cities and towns.

• An estimated 10,000 to 15,000 calories are burned by each racing cyclist.

• Chambers affirmed that LoToJa will be back next year, although the organization will face challenges with major road construction at Hoback Junction. For the event’s future, the road is clear.

• “I constantly look for ways to improve the experience for the cyclist and their support crew,” he said. “And that experience always changed someone’s life for the better.”

• The event inspires people to live healthier, more balanced lives every day. To me, a healthier society is an improved society.”

Women’s Men’s
King: David Francis, Las Vegas, NV – 16:52.93 (2009)
Queen: Tiffany Mainor, Las Vegas, NV at 9:01:44 (Previous record was set in 2009 by Cameron Hoffman, Clearfield, UT at 9:02:52)

Women’s Men’s
King: David Francis, Las Vegas, NV – 16:52.93 (2009)
Queen: Tiffany Mainor, Las Vegas, NV at 9:01:44 (Previous record was set in 2009 by Cameron Hoffman, Clearfield, UT at 9:02:52)

• 1,067 competitive cyclists (individuals and relays) successfully crossed the finish line this year; of which 90 were relay teams

• 34 Licensed and Citizen com-

Continued on page 6

MillerCreek Bicycles is a Tacx Trainer Test Ride Center.

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Above: Jake Pantone and Jonny Hintze of Biker’s Edge lead race winner Garrett Burbridge (Mi Duole / Barbacoa) through Snake River Canyon. Photo: Brett Pelletier, Find your photo at Zazzoosh.com.
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Avalanche, or take on all comers
Geo-cache course. 


Bike parade; take a bike safety or
Geo-cache course. Decorate your


Riding Clinic. Come out and try


February 24-27, 2011 — Boise Bike


March 13-17, 2011 — The Maze, 200 mile tour, guided four (maximum of 7 guests) of the Maze, the most remote section of the Escalante River. Tour includes 3-4 camp-


December 4, 2010 — Utah Cyclocross


Calender Guidelines:

Listings are free on a
space available basis and
at our discretion.
Submit your event to: cal-
endar@cyclingutah.com with date, name of event, website, phone number and contact person and other appropriate information.
Let us know about any corrections to existing listings!
May 21, 2011 — 9th Annual Hammerfest at the Hollow Intermountain Cup, Midway, UT, ICS#9, Soldier Hollow, 9-mile loop with 1100’ vertical per lap. Climbs and fast descents through a maze of all trails at the Olympic venue of Soldier Hollow, new singletrack added. First race starts at 9:00am for U12, others at 10:00am; Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

June 11, 2011 — 20th Annual Deer Valley Pedalfest Intermountain Cup, Deer Valley, UT, ICS #7, 20th annual. National Championship Qualifying Event. Multi-lap course on Deer Valley’s and Deer Crest’s world-famous trail system, climbs and twisty single-track downhill through the dense woods. First start at 8:15am for U12, others 9:00am; Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

July 18, 2011 — Wimmer’s Bicycle Race XC #8 Sherwood Intermountain Cup, Wanship, UT, ICS #8, Sherwood Hills Resort in Wanship Canyon. Multiple laps, winding singletrack through trees. Reg opens at 8 AM; 6.5 mile race start at 9 am, sprint at 11 am. Expo from 10 to 2 pm, Kayleen Ames, 435-757-4310, icupracing@yahoo.com, intermountaincup.com, amespromotions.com

July 2, 2011 — 24th Annual Mountain Showdown Intermountain Cup, Snowbird, UT, ICS #10, Snowbird, Open to all. Events start at 8:00 pm near the Snowbird Center (Entry 2). Course: 4-mile loop, with 800’ of climbing per lap. First race starts at 8:10am for U9, 8:30am next start; Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

April 15, 2011 — Cholla Challenge, Intermountain Cup, Hurricane, UT, ICS #7, 20th annual. A mix of slickrock and singletrack, with challenging short climbs and twisty singletrack. First race starts at 11am; Jerry Simons, 435-674-3185, icupracing@yahoo.com, intermountaincup.com, amespromotions.com

May 7, 2011 — Showdown at Five Mile Pass Intermountain Cup, Left, UT, 17th Annual, ICS #3, XC Fun XC course, 11-mile loop with rolling hills. First race starts at 2pm; others at 10am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

May 14, 2011 — 7th Annual Sundance Spin, Intermountain Cup, Sundance Resort, UT, ICS #4, XC 2 loops; a 7.1-mile hugging out at 1100 ft, and the small 0.5-mile lowest part of Arches Loop. First race starts at 9 am for U9, 8:30am for U12; others 9:00am; Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

September 2-5, 2011 — Great Loop of Utah Intermountain Cup, Draper, UT, ICS #8, 6th annual. Monday race. Great XC course start/finish at the exhibition center, about 80% single-track on a 9.8-mi loop, total elevation 1100’/lap. First start at 8:15am for U12, others at 9:00am; Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

July 23, 2011 — 15th Annual Chris Allaire Memorial Intermountain Cup, Solitude Resort, UT, Utah State Open XC Championship, ICS #11. Course combines Cruiser (upper) and Serenity (lower) loops, Registration closed 7/13. First start at 6:10am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

July 30, 2011 — 2nd Annual Bash Bash XC, Intermountain Cup, Snowbasin, UT, ICS #1, series finals, on 8.5-mile loop consisting of 90% wide singletrack that winds across thelerow mountain with about 1,300’ of climbing per lap; Ed Chauner, 801-
the full document
LOTOJA - Continued from page 22
30. 3 distances each day (100, 70, 50), ride and enjoy the warmth... Bob Kinney, 801-893-4212; bikenewkids@bikeweek.org. Bike2bike.org

May 21-6, 2011 — BRA 5U. St. George, UT. Bike Ride Across Scenic Utah. 150 miles, 4,000+ feet of climbing, famous Mormon Monuments, 7 National Parks, 5 stages. Bike the distance, support the tour. Bob Kinney, 801-577-5297 or bike@bike2bike.org, bike2bike.org

June 11, 2011 — American Diabetes Association Bike 90 Peak Challenge, St. George, UT. Fully supported 100, 65, 50 miles. Bike, rest stops, food, medical support, SAG vehicles. Funds American Diabetes Association research and advocacy. Marshall Emley, 435-681-1100 or emaleyr@diabetes.org, americandiabetes.org/bike

June 25-26, 2011 - Bike MS: Harmon's Best Dam Bike Ride. Logan, UT. Benefits National MS Society and multiple sclerosis research. 40, 75, 112 miles. Ride through beautiful scenery from Logan to Green Canyon. Ride your bike to the top of Sun Crest. Bring a tent and enjoy the view at the top of the climb. Climb again for a second day and enjoy the top of the climb. Bike2bike.org, hesscancer.org

August 6, 2011 — The Ultimate Challenge Presented by the Tour des Vineyards. Several distances: 35, 50, 65, 110, 160 miles, 11,000+ vertical feet. Park City, UT. Bike the scenery, taste the wine. Ride 100 miles in the stage of the Nation's Toughest Stage Race. Koen Wala, kalby@tourdesvineyards.com

September 2-5, 2011 - Great Utah Bike Festival. American Fork, UT. For all your cycling needs. Join the fun in the new cycling mecca of Cedar City, Utah. For more information visit bikefestival.com, BikeFestival.com, utahbikefestival.com, bikefestival.com

September 20-23, 2011 - Tour of Utah. Salt Lake, UT. Largest race of its kind. 24 stages, 675 miles, 11,000+ vertical feet. Park City, UT. Sign up for 3, 6 or 11 stages. Ride free in Yellowstone National Park before the roads close. It's a unique opportunity that is sure to please the most demanding road rider. Bike2bike.org, planetultra.com, planetultra.com

September 29-11, 2011 — Autumn Cycling Double Van Ride Run, Bike, Bozeman, MT. Mike Cockey, 801-848-2732 or mcockey@georgescycles.com, georgescycles.com

April 30, 2011 — Tour de Summerlin. Las Vegas, NV. 35, 65, 100 and 150 mile routes on Saturday, 40, 65 and 100 miles!, Ryan Gurr, 435-674-3185, ryan.gurr@cyclingutah.com,
micco@georgescycles.com, tourdestgeorge.com

April 16, 2011 — Bike Kidz. St. George, UT. Beginner, Sprint, and kids bike races, starting between 8 a.m. and 11 a.m. Indoor, pool, outdoor routes for run and bike legs. Cap of 300 each category., Aaron Metter, 435-367-8500, ametter@aglancy.com, aglancy.com

April 16, 2011 — Rodeo Triathlons. St. George, UT. 4 short, 5 medium, and 1 long distance triathlons. Challenge your conditioning as well as your courage. And enjoy the views into the great outdoors. Long (10k-1M) or short (40m-2M) distance options. Benefits Neto Foundation, St. George, UT. bike2bike.org, hesscancer.org

April 8, 2011 — St. George 50k. St. George, UT. Free ride with a return shuttle to point bicycle ride with a return shuttle to point. 35 miles to the Pony Express Station. 65 miles and 100 miles!, Ryan Gurr, 435-674-3185, ryan.gurr@cyclingutah.com, micco@georgescycles.com, georgescycles.com

April 16, 2011 — Icebreaker Triathlon, Wendover, UT. Will start at the Utah National Benson Hospital with 5k run, 2k swim, and 60 mile bike. Lengths include a 250 yard snorkel, 2000 meter swim, and the bike is 60 miles, or 10 miles, or 26 miles. If you are interested in swimming, running, or biking in the world-class Engineers Aquatic Center, you must register. The final event is on April 16th. Bike Utah, bryce Snow, 801-369-6433, bryce.snow@havasu.edu, Ashley Clum, 435-770-2704, fourthcyclerace.org, utahbiketour.org

April 30, 2011 — 11th Annual 4th City Triathlon and 5K. Salt Lake City, UT. This outdoor event features a 1 mile mountain bike ride, 5k run, Huntsman Center, University of Utah. All proceeds benefit the Fourth City Triathlon, which provides scholarships to Utah youth. Bike Utah, Bryce Snow, 801-369-6433, bryce.snow@havasu.edu, Ashley Clum, 435-770-2704, fourthcyclerace.org, utahbiketour.org

April 14, 2011 — River Run Duathlon. Page, AZ. 400 km + 34 km biking and 10 km + 5 km running. River Run Duathlon is an event the whole family can enjoy. Bike or hike through the magnificent canyons of the upper Vermillion River. www.riverrunduathlon.com

February 26, 2011 — Blue Mountain Triathlon. Logan, UT. 5k, 10 mile mountain bike ride, 5k run. Great for families, ages 15 and up. Bike Utah, cody Ford, 801-585-2503, cody@utahtri.com, utahtri.com

January 15, 2011 — Battle at Soldier Hollow Winter Triathlon. Midway, UT. USAT Winter Triathlon National Championships. Triathlon involves running, swimming and skiing. Other events include a snow shoe run and kids mini moon bounce. Bob Leeman, 801-450-8477, icon@minnesota.racing, basswintetni.com

February 6, 2011 — Blue Mountain Triathlon. Logan, UT. 18 mile mountain bike ride, 5k run. Great for families, ages 15 and up. Bike Utah, cody Ford Ironman St. George, UT. st. George, UT. 2.4 mile swim, 112 mile bike. 26.2 mile run. Bike Utah, cody Ford, 801-585-2503, cody@utahtri.com, utahtri.com

March 26, 2011 — Adventure Xteamtahoe. Moab, UT. Solo races and teams races. Bike through the magnificent canyons of the upper Vermillion River. Multi-sport racing. Will Newcombe, 403-404-6424 or greg@mountainoutfitters.com, greg@mountainoutfitters.com, mtbroad.com, racetimelapse.com

April 2, 2011 — Sand Salad Aquathon. Springville, UT. Beginner, Sprint, and kids runs races, starting between 8 a.m. and 11 a.m. Indoor, pool, outdoor routes for run and bike legs. Cap of 300 each category., Aaron Metter, 435-367-8500, ametter@aglancy.com, aglancy.com

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April 16, 2011 — Tele-Tim Triathlon. Orem, UT. Orem Fitness Center, 200 N. 300 W. Run, 5k, 17 mi., 50.2 mi., 100.4 mi. David Hachey, 801-653-2039, dhachey@gmail.com, bbscendurancesports.com

April 16, 2011 — Tour de Summerlin. Las Vegas, NV. 35, 65, 100 and 150 mile routes on Saturday, 40, 65 and 100 miles!, Ryan Gurr, 435-674-3185, ryan.gurr@cyclingutah.com, micco@georgescycles.com, georgescycles.com

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Lighting up the Spin.
Call me, leave a full description at the finish line, and I say might, get your stuff back. Odds are against you though. As that cokeday, Saturday night at the Canyons Resort with my partner Jack, Harry once mused, ‘If you drop your car keys into a boiling river of lava, just leave them in there, they will be gobbled up by the lava, they will be gone.’ Which reminds me, I’ve got enough car keys to start a used lot, if I could just find the money to get it started whaleshares.

It’s not that I want your child’s powder blue unicorn named, oddly enough, oldman, but because I still remember the part time job just trying to give away much of the crap that amasses in my own life. I can’t get rid of it, I have to just live with it. I find these on craigslist and other spots you might go to find them, with few buyers. But, the price is right. Are you interested here, Goodwill runs happen on weekends.

Here’s the thing. Most of that stuff you never needed to begin with, none of us do. Except for the occasional item stored in memories, of most of this gear just weighs you down. Those seemingly utilitarian or overly frivolous things you once thought important to you, talisman bear- ing memories that meant something to you, let’s get these. I don’t know which are so or which eventually I might give a handful of things you thought you really wanted back. My.

Why pick these things up to begin with?

Beats me. Too many viewings of The Treasure of the Sierra Madres, Indiana Jones and Temple of The Thirftstore? A good story to tell later? The thrill of the find? That self-impor- tant feeling of having found something of meaning to another per- son. Or because I can always use an extra thing, or because you’re just packing too much when talking about another’s bike’s gloves. Go try a whiff of your own athletic gear, if you can find one.

And for every item I do pick up, there are a dozen more I spot, duty has me, and on the rock. That everything we aren’t aerodynamic enough. (plus, there was the promise and leave for another treasure hunter. There’s even a technical name for rocks that look like dinosaurs. Dr. Edwards, you know, it sounds like the nickname for that trouble transfer student who always came in alone, awe-struck, pushing my coelum - ex- tremely rubbering up against the climbing rope, but there’s a whole subculture of second hand, and then some,

The thrill of the find, that self-important feeling of having found something of meaning to another person. Or because I can always use an extra thing, or because you’re just packing too much when talking about another’s bike’s gloves. Go try a whiff of your own athletic gear, if you can find one.

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**Route 211**

**Road Racing in the US: Showing a Strong Pulse**

By Greg Overton

The recently successful edition of the Larry H. Miller Tour of Utah marked what has been an exciting year for road racing in the US. The five-day event has grown in notoriety and stature and appears to be a solid fixture on the National Racing Calendar (see the September issue of cycling utah online for full coverage).

Other annual classics that anchor the US calendar, like the Tour of Redlands in California, the SRAM Tour of the Gila in New Mexico, the Cascade Classic in Oregon, and the Tour of Somerville in New Jersey, continue to offer their own unique venues and cycling populations.

In 2011, with the Tour of California's inaugural event from August 22-28, the recently announced 1.1.HC, 1.1, 1.2 for one day races, the only UCI sanctioned 2.HC stage Tour of Somerville in New Jersey, Cascade Classic in Oregon, and the Tour of Redlands in California, the SRAM Criterium race will have an as yet undetermined role in the race to be the most successful of the European peloton.

Colorado's state government has offered its support to the race in its 11th edition this year, and the 7-11 team to anchor the sport in America, the 1.HC, 1.1, 1.2 for one day races, and the 2.HC race.

The Colorado race will be a 7-stage event that will no doubt hear its fair share of attention. The Tour of Utah will have as an yet undetermined role in the race to be the most successful of the European peloton.

Lance Armstrong will be on hand alongside Governor Bill Ritter to announce the race and to help with the promotion of the race.

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ADVOCACY
Utah Flies, Idaho Sinks with Enhancements Spending
By Charles Pekow

When it came to protecting bicycling’s share of the ground transportation pie, Utah deserts kudos for flying above the clouds. But Idaho sunk to the bottom of the sea.

The Federal Highway Administration (FHWA) gives and takes, spending by Charles Pekow
spending

Utah was one of 10 states (counting the District of Columbia) that opted into the Transportation Enhancements program, the largest federal source of funding for bicycle-related projects. Utah received $7,410,000 in Enhancements funding in FY 10. But that was only 2.4 percent of Utah’s total funding from the FHWA.

Nationally, Enhancements took a tumble – taking more than a quarter of the cuts – 11.4 percent more than its share if states had taken a proportional cut from each surface transportation program. Some states even cut more than a year of Enhancements funding by rescinding unspent balances from previous years. In fact, the one-site experiment started so unkindly this year that on average, they returned 7.9 months of Enhancements funding.

States can only return money they haven’t committed yet. And since states give most Enhancements money to local grantees, it sometimes takes longer to commit and doesn’t necessarily support the surface transportation pretreatments’ own projects. That makes it the perfect target for state lawmakers.

Utah, however, had committed most of its Enhancements funds promptly, leaving it unavailable to cut. In fact, Utah returned less than 1 mile of Enhancements money in the last four years.

By contrast to Utah, Idaho gave Enhancements the shaft, it took $7,532,480 from Enhancements, or 44.2 percent of the $17,024,352 it gave back to Washington. This amounted to more than a year of funding on the surface transportation program.

Idaho cut Enhancements 21 percent more than it cut the rest of its highway funding. Only Nevada, Texas and Nebraska cut a bigger share of Enhancements.

Idaho even stopped funding Enhancements projects, making the money an easy target when it had to return Enhancements money.

States were given an extra share of Enhancements money in the stimulus package this year. Since the rules required states to spend the money promptly, Utah chose to spend almost all of it on “shovel-ready” projects so it didn’t make bike projects a priority. It did, however, put $750,000 into extending the bike path along SR-12 in Garfield County.

(Note: the above figures were compiled by the National Transportation Enhancements Clearinghouse, which is operated by the Rails-to-Trail Conservancy, of which I am a member.)

Study Shows Bike Corrals Shown to Increase Bike Traffic
By Charles Pekow

Note to the business community: if you want to attract customers, you can do all sorts of marketing and offer discounts. Or you can put a bike corral in front of your establishment. They tried the latter in Portland, OR, and it works. Portland seems to be the leading city in the United States when it comes to innovative bicycling procedures, and the town has done it again here, showing that plenty of convenient bike parking brings in the business.

The corral idea worked so well that the one-site experiment started in 2004 expanded to 40 sites by 2010. Portland State University’s School of Urban Studies & Planning recently released what it says is the first serious study of bike corrals. The school studied businesses within a half block of a corral and found “widespread local business support for the corrals with few exceptions.” And the businesses estimated that nearly a quarter of their customers came by bike – and the number of bike-riding consumers increased over time.

“Key findings from this study demonstrate that business owners commonly view the bike corrals as exemplars of sustainable transportation, which enhance the street and neighborhood identity and increase foot and bike traffic,” states the study Bike Corrals: Local Business Impacts, Benefits and Attitudes.

Portland decided to increase bike parking in 2004. One tactic involved turning one or two auto parking spaces into bike parking spaces in busy commercial areas. It created corrals that can hold 10-20 bikes. Pretty soon, businesses were asking the city to build corrals in front of them. At the time the report was released, the city was considering 50 additional requests – more than it could handle.

A typical corral involves an area in a parking lane designated by painted stripes on the street and vertical poles. They include corrals without barriers, either diagonal or perpendicular to the street. They are not elevated and do not extend into sidewalks.

Portland businesses can request a corral. The city considers applications with meetings by the businesses and their landlords and observing parking. But the city does not consider auto-parking capacity; nor does it contact other local businesses.

“Historically, the removal of on- street car parking in dense commercial areas has been met with skepticism from business communities. This is due in large part to a commonly held belief that the majority of customers prefer to use private motor transportation to reach commercial destinations,” the report notes.

Businesses cited a few more benefits: better visibility of stores from the street and a more pleasant dining experience at outdoor cafes, to name a few.

The school acknowledges, however, that its preliminary findings can’t provide the last word on the costs/benefits to businesses of bike corrals.

The sample size was too small, for instance, to see what specific types of businesses or locations benefited most. And the researchers contacted businesses through email addresses provided on websites, so those with out websites couldn’t express views. Nor did the study consider seasonal variations. It also assumed that riders wouldn’t go out of their way to use a bike corral that was more than half a block or a block from their destination. And the researchers did not independently verify the business owners’ perceptions.

The study also overly represented restaurants and retail establishments and other businesses may not gain as much.


Salt Lake City Installs First Bike Corral
Salt Lake City installed its first bike corral in front of Squatter’s Pub on 300 S. The corral provides several bike parking stalls in front of the restaurant and replaces car parking spot. The corral will remain until winter sets in and then will be removed and reinstated in April. Assuming this test corral goes well, Salt Lake City intends to install up to 10 corrals next year in the downtown area. Corrals can be requested by business owners on a first come first serve basis. Contact Ben Bolte (Ben.Bolte@slcgov.com) or Becka Reports (becka.reports@slcgov.com) in Salt Lake City Transportation if your business would like a corral.

Support Your Local Bike Shop!
BOOK REVIEW

Stories of the Road: A Bicycle Touring Novel

STORIES OF THE ROAD, By Marie Sansone; Inkwater Press, Portland Oregon, 2009


A bicycle tour is usually a personal experience, difficult to translate to others. A touring book can be equally a personal experience, appealing to some readers while boring others. Also a book based well in the past can have the additional challenge of being relevant to the present day reader. Barbara Savage’s “Miles From Nowhere” is a classic despite its 1970’s time period. Spoked Dreams by Charles Riddell, has a setting in the early ‘80’s, and was not worth writing a review in my opinion. Partly this may be due to my interest, not so much on the journey but on the people and relationships in a bike-touring book. Stories by solo riders such Mr. Riddell have never appealed to me.

For someone like me, who rode across the U.S. in 1975, the book contains countless recollections. I bonded well with this book. I have experienced some of the stories found in Stories of the Road, and I have traveled on some of the same roads.

As much as I vicariously relived the past, I noted some historical inaccuracies in the book. Tom states: “A lot of bicyclists are using shoes that clamp onto the pedals”. Pedals that one could clamp onto were not available until the ‘80’s. There is also a reference to Cannondale bike paniers. These were not manufactured and sold by Cannondale until 1981. (However BeLeafwear did make paniers at that time.) Also the Tom used the word “organic” with reference to a bar of soap. “Natural” yes, but I do not recall “organic” used in 1970’s advertising. Other than these few errors, the rest of the book did a good job of being historically correct.

The book is perhaps too long. If you like the writings of James Michener, you can relate to this book. Her personal views seem to be interjected into the conversations and actions of the characters, and in a lot of the narrative. Some of these statements were juxtaposed in the story, not adding anything. These statements were odd, out of place, and a distraction. When Tom and Kara were becoming comfortable reading maps “a lot of squiggly lines or sharp bends, you can pretty much count on steep hills or other topographic changes; although another possible explanation might be changes in land ownership patterns, changes usually entailing greed”, an odd conclusion. There was a two paragraph rambling about justification of bikes not being allowed in a wilderness area. In addition there was the conclusion that “one of the curiosities of male behavior is the folding of maps along their original creases”. Not this male.

Ms. Sansone breaks up the story of Tom and Kara riding across the U.S. with information about the geology, wildlife, culture and history of the states that they pass through. Some may find this tedious, perhaps distracting from the story. I liked the information, though at times the diversion was too long or again not relevant to the story. I also have read more than a half dozen Michener books. There were a few paragraphs about loons dying from leaded fish weights and over two pages on the carcinogens, PCB’s. Perhaps Ms. Sansone, an environmental lawyer, felt a need to interject environmental infomercials in her book.

Despite these criticisms, I enjoyed the book. I had a hard time putting it down once I got started reading it. It took me a week to read the Stories of the Road. Ms. Sansone presented a rather realistic story of two young people who naively jump into an adventure that they were at first unprepared for. There must be thousands of people who have done long tours who could relate to this book. There will be numerous passages in the book when they will smile and say; “yes, done that, been there” as they recall their own journey.

For the thousands in this country that may be thinking of an extended bike tour, the book would be a good start to plan for the journey. The carrying of emergency food, extra water, skin care, remembering that a bike tour is supposed to be relaxing are just some of the lessons to be learned. Also I’m not just talking about equipment, but the strain on the relationship that can occur on such a long trip due to the added stresses of weather and fatigue among others. Throughout the bike ride, Tom had an annoying habit of riding quite far ahead of Kara. Once, in her haste to catch up in the rain, Kara’s rain poncho got caught in her wheel. She then steered in to a drainage grate causing her to fall and cut her knee. This single issue of Tom riding ahead was a dominant feature throughout the journey, and one that probably influenced their relationship after the ride. Guys, don’t be like Tom!

Bicycle touring books should be entertaining perhaps more than the story. This single issue of Tom riding ahead was a dominant feature throughout the journey, and one that probably influenced their relationship after the ride. Millions of kids could relate to this book. If you like the writings of James Michener, you can relate to this book. The ending of the book was also very good, leaving the reader to ponder what the future relationship of Tom and Kara was to become. On the other hand what’s a “mog” and why use “bees” instead of castle? Why do Tom and Kara take the unneeded mini-editorials.

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You can find the book online at sites.google.com/site/storiesoftheroad

Your contributions and energy are needed to assist with:

Community Bicycle Coordination
Bicycle Facilities
Bicycle Outreach and Community Events

Committee Meetings are held on 3rd Wednesdays
SLCBAC Quarterly Meeting 6 pm, November 17th
Bicycle Facilities Subcommittee 4 pm, December 15th
Room N3001, Salt Lake County Gvt. Center 2100 S & State
Contact: chair@slcbac.org or 801-468-3351
See website for meeting info, agenda and minutes
Looking for a Tube at Midnight? Try the 24 Hour Bike Shop

Have you ever gotten caught out in the middle of a ride and needed to change a tube? Have you ever waited until the local bike shop opened at 10 or 11 am to get a tube? The 24 Hour Bike Shop, located in Moab, Utah, has a solution for your problems.

The 24 Hour Bike Shop was born to address the need and now has vending machines and “Bike Boxes” placed in 50 locations spread over 8 western states. The business model is flexible enough to incorporate and partner with local bike shops. Some boxes contain such classic essentials as maps, tubes, CO2 cartridges, patch kits, energy gels, and energy bars. They are located inside markets, coffee shops, hardware stores and other readily accessible businesses. Some are even placed at trailheads and rely on the “honor system.”

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The business continues to grow and is another great example of bicycle industry entrepreneurship produced in Utah.

By Tyler Servoss

Have you seen the Delta 7 bicycles around Utah the last few years? Awareness of the unique frames has stepped up several notches in the last two years, most notably due to Delta 7’s association with TeamGive. In 2010 TeamGive riders began showing up at races and events astride the Ascend Road Bike is built using IsoTruss technology. Above: Delta 7’s Ascend Road Bike is built using IsoTruss technology. Below: A closeup of the tubes.

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Delta 7’s Ed Packer describes the company’s progress as follows: “The most obvious thing about our bike is the IsoTruss technology which was developed at BYU 15 years ago, and we licensed the technology from them 4 years ago and have been building bikes with it. Bikes have been a stepping-stone for us to get into other industries like the tower industry. To learn the bikes we had to pick up the capability to mold the lugs and bond. We brought in consultants and other engineers to get us through those periods.”

The Ascend Road Bike is built using IsoTruss technology. Above: Delta 7’s Ascend Road Bike is built using IsoTruss technology. Below: A closeup of the tubes.

The folks at Delta 7 have been cranking out incredible bikes from a facility in Payson and now in Sandy ever since.

In keeping with a tradition of focusing on Utah based and Utah related companies, I was given an opportunity to test the Ascend Road Bike recently. The bike came equipped with more Utah goodness including ENVE composites (formerly Edge Composites) Wheels, Fork, Stem and Handle bar and tipped the scales at 15 lbs.

The resulting build had a very solid, yet extremely light feel. I raced in the Simply Mac Crit series in Ogden this summer and found it to be a great testing ground for the bike’s handling. In the corners, when cornering my aluminum/carbon-forked bike to the Delta 7’s IsoTruss frames combo, the difference was night and day. I am sure there has got to be some sort of placebo effect when you are racing on a $10,000 bike, but the difference was still palpable. The frame is stiff and has zero lateral flex when sprinting.

The bike is rock solid on fast descents and rolls erratically. The weight of the frame coupled with the ENVE wheels and Dura-ace kit made the bike fly up hills. The frame geometry made for a roomy cockpit, placing the bar at about the perfect position.

The one drawback I found with the frame is the placement of the bottle cage bolts on the down tube. On the 52 and 54 cm frames there is not enough clearance to get a full size bottle in and out. This is not a huge deal as most rides can be handled with a big and small bottle.

One of the coolest things about testing this bike was the number of comments and questions its appearance elicited. Some common ones:

Is that frame strong enough to hold you?

What about the Aerodynamics?

Does it whistle when you ride it at high speeds?

The frame of Delta 7 the frame meets or exceeds industry standards with no rider weight limit. The frame is as aerodynamic as standard tubes and performs better in a crosswind and it does not whistle or make any strange noises.

Above: Isaac with the 24 Hour Bike Shop vending machine at Dave’s Corner Market in Moab. Below: The Bike Box.

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On close inspection of the tubes themselves, one can see yellow Kevlar fibers interlaced with the carbon. For 2011 Delta 7 has found a way to eliminate the Kevlar on the Ascend road frame while gaining strength and cutting frame cost by $1,000. The cost savings is a result from the reduced labor involved in the new process.

“It took 300 hours to make a bike,” according to Jay Mealy of Delta 7, “now it is more like 33 hours. That is a huge change in cost. With volume the unit cost goes way down. We don’t have that volume yet. That is what we have been working on. Getting ready for prime time where we can really produce a lot of bikes.”

Delta 7 is also refining its sales and distribution models. “Traditionally we have gone through the independent bicycle dealer (IBD). We have been targeting higher end, more specialty dealers. We are finding that penetrating that successfully is challenging so we have ramped up our direct internet sales and quite frankly we have sold more bikes that way than we have sold with the IBD model,” said Jay Mealey.

Delta 7 continues to work with IBD’s and often ships direct purchase frames to IBD’s be’s built up, and is in a real growth and refinement phases with its dealers and web sales.

Watch for more great developments to come from Delta 7 in the near future including a possible reworking of their mountain bike offering and expansion into the local and national racing scene. For more information please visit www.delta7bikes.com
TOURING
"I Slept With A Scorpion" - A Three Week Solo Tour of the Rockies

By Mel Bashore

As I entered the home stretch of my solo 1,000-mile, 3-week ride through the northern Rocky Mountain range, I once again felt the conflicting feelings I had experienced on previous long-distance bike tours. I was ready for the ride to end. I was ready for a soft bed and warm showers. For three weeks I had slept "in a ditch." This was my folkway of telling others that I slept wherever I might find a safe place to bed down each night. Warm showers were infrequent and a real treat on the road. More often than not, I didn’t get much more than a spit bath in a public bathroom. After three weeks, I was ready to return to the comforts of civilization. Yet I found myself slowing my pedal cadence as I entered the last hundred miles of my journey. This ride I had dreamed up was my fifth long ride in the space of three years. Once again, it had been filled with adventure. The prospect of those daily adventures coming to a grinding halt caused me to slow my pace.

Months earlier when I had been casting about for a destination and journeying for a bike ride, I chose the northern Rockies. My daughter lived in the eastern flank of the Rockies in Berthoud, Colorado. It would be nice to visit her and enjoy a few days of rest before returning home. I planned a route that would take me on a circle through the Rockies in southern Wyoming and northern Colorado. I was to travel approximately 10,000 feet passes. There would be plenty of ups and downs. At age 64, I hoped that the ups wouldn’t be too severe. Two years earlier I had made it over two big passes in the southern Rockies on a 2,000-mile Kamas-to-San Francisco ride. I was now two years older. Hopefully I wasn’t over-reaching beyond my ability to accomplish what I deemed to be a challenging ride.

I chose a stormy day in late August to leave Salt Lake Valley. Hail was battering the valley so it was not hard for me to accept my wife’s kind offer to drive me to the top of Daniel’s Summit to begin my ride. In addition to the onslaught of the stormy weather, I hadn’t looked forward to the uphill grind on the narrow Daniels Canyon highway. It was bedeviled with pothole shoulders and heavy truck traffic. I was uncomfortable to begin my ride safely along the shores of Strawberry Reservoir with the black, stormy clouds at my rear. It was a good beginning to my ride. With a slight tail wind and some nice downhill runs, I got about ten miles east of Duchesne on U.S. Highway 40 before I began looking for a place to camp on my first day out.

On my rides, I make a good-faith effort to try to find public land on which to camp, but it is very difficult to locate in farm and ranch country. When I get into the daily routine of riding, I generally start riding at 8 A.M. and looking for a place to camp by 6 P.M. I try to find a camp place by 6:30 P.M. so I can spend an hour getting settled into my camp and secure my gear. I’m generally asleep by 8 P.M. and log over ten hours of sleep nightly. I am often so tired that neither the sound nor vibrations of nearby night traffic can keep me awake.

The country I passed through east of Duchesne was mostly private farms and ranches. The fences of the farms were closed to the road driv- ing me too little a buffer in the narrow pits close to the highway. Then I spotted a cornfield ahead. I remembered that a friend had told me about sleeping in cornfields in the Midwest during a bike tour there many years ago. This cornfield up ahead looked promising because it was shielded from the road by a strip of bushes. Although I would prefer to find a camp place on public land, I didn’t think I would because I was getting close to the farming community of Myton. With such limited choices, I ducked into the field and set up my camp, hidden behind the trees and bushes from the road at the edge of the rows of the cornfield. I was able to phone my wife and assure her that I was bedding down in a safe place. As we concluded our conversation, I said, “I hope they don’t irrigate tonight!”

With that wish, I climbed into my sleeping bag. My friend hadn’t been bothered by such worries on his college bike ride across the United States. I vowed that I would steer clear of any more cornfields.

As I began to sleep, my mind wandered on the journey. I was now two years ahead of my projected schedule. Battle Pass (elevation 9,500 feet) on the Continental Divide was far behind me. I had kept him warm and alive for two nights in the bottom of my sleeping bag! Another lesson learned. From then on, I kept my panniers off the ground and on my bike each night. It’s a wonder I didn’t get stung. I doubt he made it through the next night at that higher elevation in northern Colorado.

Wyoming

Grateful to have avoided getting stung, I pushed off and crossed the Wyoming border in mid-afternoon. After stopping in the little store in Baggs (with no peaches), I changed direction, pushing eastward through beautiful farmland country in the Little Snake River Valley. After not too many miles, I began some serious hill climbing in the little-visited Sierra Madre Mountain Range towards the first of my 10,000 foot ascents. Battle Pass (elevation 9,955 feet) on the Continental Divide would prove to be the toughest of the four passes I would pop over on my tour. I reached it in the evening and wisely decided to bed down in the trees instead of dropping off the other side. It was only fifteen miles to Encampment, but I thought it would be wise to get a good night’s rest before tackling a steep descent. I dropped off to sleep, lulled by the memory of that day’s stupendous mountain scenery and the Trumpeting of bugling elk.

Feeling fresh after a good night’s rest, I put on some extra layers to keep me warm during the early morning thrill run down to Encampment. Little did I know that I was riding on a portion of the national transcontinental bike road that started on the West Coast in Astoria, Oregon. But I was late in the season and, in fact, wouldn’t see another touring biker until well along on my return journey home (I only saw other tourists on three occasions).

While getting ready to push off from the little corner store in Encampment, an older local gentleman approached and asked me what I thought about while I’m pedaling. I prefer not to listen to an iPad while riding so I have plenty of time to myself. I didn’t have a profound answer for his curious question, but gave him a few thoughts that came to mind. I also asked him to tell me what the road was like up ahead. He told me that I would have a few rollers but they wouldn’t dip lower or higher than about two hundred feet in the next fifty miles. During the next fifteen miles of riding, my ever-present thought was that I would like to go back and throttle that old man. I had forgotten the lesson I had learned on my previous rides. Never believe what a person who only drives a car tells you about what the road ahead will be like. They have no idea. Automobile drivers don’t think about elevation or hills. The car does all the work. Only fellow bike riders can be trusted for road information.

THE DODO  RESTAURANT
1335 East 2100 South 801-486-2473
LUNCH • DINNER  WEEKEND BRUNCH
It was with warm feelings that I forced myself to leave Walden the next morning. I hoped to make it at least to the top of Cameron Pass (elevation 10,276 feet). It was only thirty miles away. If the winds could only be kind and the climb not inordinately steep, I should be able to make it. When the climb was over, I would have a nice, long descent that would bring me close to my daughter’s house. But Mother Nature didn’t want to make it too easy. A stiff side breeze kept me company for twenty miles. Every time I would see what I hoped would be a favorable turn in the road ahead, I would get my hopes up that the side wind would turn into a tail wind. Not to be. I couldn’t figure it out. No matter how much the road turned in a favorable direction, I was always buffeted by a hard side wind. It was crazy. Ridiculous. But with steady pedaling I finally reached the little hamlet of Gould, tucked away in the forest beneath a massive headwall of big Rocky Mountain peaks. With each mile, I kept thinking that I might be doing a lot of walking instead of pedaling to try to get over those looming mountains. The mountains ahead were absolutely spectacular—if possible, more beautiful than any I had seen on a previous car trip in Rocky Mountain National Park. Massive 13,000 footers blocked my path. My world! But I just kept plugging away. I made it. Ang. "When is it going to get tough?" When is this going to be like Battle Pass? When am I going to get brought to my knees and humbled? When will I start walking? I never did. I rode up almost non-stop, halting only at scenic over- looks to beg people to take my picture. I made it from Gould to the top in less than two hours. The pass itself was nifty, a half mile in length and nestled between huge behemoth mountains. It was a delightful surprise to come upon, happening most unexpectedly as I rounded a corner. It was only mid-afternoon and the steep descent beckoned. I doomed some layers and pushed off. What a ride! On some stretches, I was almost keeping pace with the cars. I exactly matched and with my panniers hanging out on the sides, but it was still a thrill for this old geezer. I had been forewarned that there would be stretches of the run down this Poudre Canyon read when the shoulder would go away. It did, but the traffic was gratefully light. After a few miles of very narrow twists, I reached my hoped-for safe cutoff which would take me more safely to my daughter’s house than if I had stayed on this road all the way to Fort Collins. Stove Prairie Road left the Poudre Canyon road about two-thirds of the way down the canyon. I had been forewarned that it was a steep road, climbing up 7½% grades for a thousand feet. It was a very narrow road, but there was little traffic to worry about. All I had to do was find a place to hide out and bed down in this narrow, forested canyon. I found a nondescript little turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead, I would get my hopes up that would be a favorable turn in the road ahead.