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SPEAKING OF SPOKES

Cycling in Turkey and Lebanon

By David Ward

Thanks to my daughter who works for the Foreign Service, thus working in embassies throughout the world, we have had the opportunity to travel to a few diverse regions of this wonderful planet. First it was Bangladesh, then Austria and now Lebanon. Loving to ride a bike, I look forward to incorporating some cycling into each of these trips.

Thus, I found an Englishman in Dhaka who, along with a UK associate from Zimbabwe, took me on an exciting ride through the environs of Dhaka. While in Dhaka, we flew to Katmandu in Nepal where I experienced a most unique urban mountain bike adventure. On our first trip to Austria, we participated in a bike tour of Vienna. We also flew to

ubiquitous than bicycles, and I spent a day on a rented journeyman bike seeing the sites, sans helmet, no less.

On our second trip to Austria, we took a trip through some neighboring countries. In Bled, Slovenia, we rented bikes and rode around one of the most beautiful and scenic lakes I have been blessed to see. I have written accounts of these experiences in the pages of cycling utah.

So this year, when we planned our trip to Lebanon, which was to include a week in Turkey, our editor, David Iltis, asked me to try to do something similar and share my experiences with cycling utah's readers. Of course, such was my intent anyway.

Before going, I checked on-line for bike rentals and tours, and none were to be found. Upon arriving in Istanbul, I discovered why. During

cyclists. In Lebanon, I saw one. He was obviously a dedicated cyclist, on a decent road bike and sporting lycra and a cycling jersey, and was riding on a road on which I would fear death. No shoulder, and a ton of fast traffic.

I was surprised. I would have thought that in these urban areas bicycles would have a prominent place as an efficient and cheap form of transportation. What I found in Turkey is that people mostly walk or take public transportation. We did a lot of walking in Istanbul. In Lebanon, I swear everyone travels in cars, even with all the attendant traffic delays.

I pondered the contrast. Dhaka and Katmandu are in third world countries. Vienna and Amsterdam are in very modern countries, and Bled is in a developing, formerly communist country. Why the difference? Well, I have no idea. Could it be those countries are Muslim? But then Bangladesh is heavily Muslim, while Lebanon really consists of three dominant religions, Christianity, Islam and Maronite. Because they are Arab? Turkey is not really Arab. Middle-eastern? Not certain why that would be a factor. There most likely are explanations, but I just have no clue.

However, it made me thankful for the cycling culture that exists, in varying degrees, in the countries I have visited. It also makes me thankful for the growth and acceptance of cycling where I live. Not that there

are not issues and some conflict, but generally life for a cyclist is good in the USA and where I reside in Utah. I watched a video linked on one of the cycling email groups I subscribe to about the culture and governmental support of cycling in the Netherlands. A comment under the video said, in essence, "This exhibits part of the reason I hate the USA." Really? Here is a person who doesn't realize how good things are here, and not just as it relates to cycling.

Both Turkey and Lebanon are intriguing countries, guaranteed to interest the curious. Turkey is a peaceful, progressive, secular country where I felt as safe and secure as I would on the streets of Salt Lake. Lebanon is currently peaceful and appears to be prospering somewhat in these peaceful times. But you can feel the apprehension as tensions lie beneath the surface, poised to erupt should the right conditions occur.

But they are both beautiful and exciting countries. A cyclist would enjoy wandering the flat and rolling hills of Turkey. The more sharply rising hills and mountains of Lebanon, and the deep, scenic canyons snaking inland, would challenge and reward the cyclist who loves to climb and descend.

Probably, if a person spent a lengthy amount of time in either Turkey or Lebanon, he would find those opportunities and at least some fellow cyclists. I wish I could have. I would have loved to have had a bike and time to ride.



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Cover: Riders came from across the country to demo bikes and ride Moab's trails and roads.

Photo: Beth Runkle

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CYCLING UTAH AWARDS

Matt Bradley and Jen Hanks are our Riders of the Year

By Dave Iltis

Another great season of cycling is winding down in Utah and the Intermountain West, and it's time again for our year-end awards where we recognize stellar performances in the cycling world.

This year, two cyclists had our attention.

Matt Bradley was diagnosed with a rare form of bone cancer in 2010 and lost his lower leg as a result. That didn't stop him from riding. He picked up almost where he left off before the diagnosis. He finished 2nd, 3rd, and 4th in the time trial, criterium, and road race at the paracycling national championships. Picked for the national team, he went on to ride the world championships and helped his teammate to finish 4th in the road race. He also raced as a cat 3 in the UCA races and in the Utah Cyclocross Series. In our June 2011 issue, Jared Eborn wrote this about him: There are times, Bradley admits, cancer could get him down. But he won't let that happen. "Even last place," he said, "is better than just sitting on the couch and not

doing anything."

Jen Hanks was diagnosed with breast cancer earlier in the year. One of Utah's strongest pro women mountain bike riders, she kept on riding through treatment (read her blog at: athledefightscancer.blogspot.com) and after. Jen stayed strong throughout, and was competing again by season's end, winning the duo category at the 6 Hours of Frog Hollow. Recently she wrote on her blog: "Cancer has changed me. It has taken things away from me. It has not taken away my ability to race my bike!"

That resilience of spirit led us to chose Matt Bradley and Jen Hanks as our Riders of the Year.

Nicole Evans won 15 UCA races this season continuing her streak at the top of the UCA leaderboard. She also raced nationally throughout the season and picked up a 10th place overall at the Tour of the Gila and 7th at Valley of the Sun. Nicole is our Female Road Racer of the Year.

Chase Pinkham finished a top the leaderboard in the pro/1/2 category of the UCA Series winning the overall at the High Uintas Classic, the Antelope Island Road Race, and



Above and right: Jen Hanks and Matt Bradley both overcame cancer and returned to racing in 2011. They are our Riders of the Year. Photos: Dave Iltis

Utah Crit Series. Chase also raced nationally, taking 10th place in both the US Professional Road Race Championship and the time trial, and finished the Tour of Utah. Chase is our Male Road Racer of the Year.

Keegan Swenson raced on his mountain bike locally, national-

ly, and internationally, taking 4th overall in the Pro Category of the Intermountain Cup Series, 1st overall in the Utah State Championship Series, and second in the Dealer

a stage of the Tour of the Depot. He won 14 races in the weekday

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BIKE INDUSTRY

Outerbike Has Successful Second Year



Above: Ashley Korenblatt of Western Spirit was pleased with the turnout for Outerbike 2011.

Right: Riders from across the country came to demo bikes and ride in Moab. Photos: Beth Runkle.

By Tara McKee

In October, Moab was the location for Outerbike, now in its second year. Outerbike is a whole new model for a biking event. Whereas Interbike, the North American bicycle industry retail show is aimed at the insiders of the cycling world. Outerbike provides a chance for the average cyclists to not only preview the line of newest bicycles and components, but to ride them in a beautiful outdoor setting. For serious cyclists, this is a great opportunity to "try before you buy" and demo a large range of the upcoming season's bikes on 130 miles of Moab's great trails. It's a super-sized "consumer demo event," and the proceeds go to support IMBA and the Moab Trails Alliance.

Ashley Korenblatt, the director of Outerbike and also of Western Spirit Cycling Adventures said that was the very reason for this event: "When you're spending \$2000-10,000 on a bike, it's quite a serious commitment and this is an opportunity to really try out those bikes and make sure you are getting the bike you

want. There seems to be a need for customers to demo all the bikes they are thinking about. It helps you to see all the latest innovations from the various bike companies and it is a chance for the bike companies to show those innovations off directly to customers, instead of just to the media or dealers. The customers get to try the bikes before buying and the companies get direct feedback from the customers. It's a win-win!"

Outerbike was located just north of Moab at the Bar M Trailhead which led to nearly a dozen mountain biking loops. It has been primarily a mountain-biking event these past two years, with a few road bikes to demo as well on the paved trail not far from the Outerbike Site. The plans for 2012 will include an expansion of the road bikes for demoing and improving of the road surface for the 400-yard dirt road between the site and the paved bike trail.

I have attended Outerbike both this year and 2010 and have found it has been organized with just the right level of professional support. Attendees come equipped with their own helmet, shoes and pedals. The concept is simple: walk around the

expo area and enter the booth of any of the bike frame manufacturers and they'll custom fit you on the bike of your choice for a demo ride. It's your chance to test out the brand-new bikes and have first-hand experience with the latest innovations. After you return the bike, try another one to compare or contrast. It's an opportunity to become educated, so feel free to ask questions of the people who know the bikes and components the best. You can ride the nearby trails or take shuttles to some of Moab's classic trails.

In addition to the demos, Outerbike offered a sweet swag bag with an Outerbike T-shirt, free Clif bar products for the trail, offerings of fresh fruit and cookies during the day, coolers of water or Acli-Mate (a new sports drink made especially for activities at altitude), a catered lunch, and as the afternoon wound down, riders relaxed at the expo site's Beer Garden. The fun continued each night back in Moab with mountain biking movies and a party on Saturday night. The 2011 crowd of 800 attendees was more than double the first year's numbers. They came from not just the Rocky Mountain region, but from Canada and 48 states, including Hawaii. It was a perfect place to meet like-minded friends from across North America!



opportunity to learn or improve on technical skills while riding amazing trails. Over 200 people took part in the pre-Outerbike clinics this year and next year, Ashley sees the clinics popularity growing as well.

Ashley is already on the phone with bike companies planning for next year's Outerbike. She says it was a new concept for the bike companies, but "they totally get it now." Next October, you can expect it will be even bigger and better with more companies and more bikes. The word is surely getting out about Outerbike with some advertising and the old-fashioned, but effective, word of mouth. I tried to pin down Ashley about how many attendees she expects to see next year and she was confident, "Oh easily, a couple thousand." With that in mind, she has some great advice for Outerbike which will be held October 3-7, 2012. "Make your motel reservations early! Moab can fill up fast!"

See outerbike.com for more information.

Tara McKee is editor for cycleandstyle.com, an online women's cycling magazine.

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INTERVIEW

A Conversation with Cycling Icon Richard Schwinn of Waterford Bicycles



Schwinn and Co, because Arnold was the money guy and Schwinn was the engineer. Arnold had top billing.

C.U.: What is your relationship to Schwinn?

Richard Schwinn: My great grandfather Ignaz immigrated to the United States after being an engineer in both piano and bicycle factories. Ignaz' father, Frank had been a master carpenter, and I had the honor of playing his masterpiece, a pump organ.

C.U.: Do you have other family members also in the bike business?

R.S.: Our children both work in the bike industry. Our son works for SRAM and our daughter works for Quality Bike Parts, designing their All-City line of bikes. The husband of one of my cousins still sells bikes for Schwinn - and does a terrific job of it. Outside of that, the family's pretty much out of the industry.

C.U.: Do you have relatives remaining in Germany in the bike business?

R.S.: The German side of the family never touched bikes. They are farmers and regular people living about 40 miles from Frankfurt. The town of Hartheim has several dozen Schwinn cousins living there - but the bike business is but a footnote to them. The biggest town hero is the guy who designed the lens for the camera that went to the moon.

C.U.: When and how did Waterford come into existence?

R.S.: Waterford started in 1993 when Marc Muller and I took over Schwinn's Paramount Design Group (PDG) factory in Waterford, Wisconsin. Mark had been the head of PDG, which was Schwinn's "Skunk Works"- style R&D department.

C.U.: How would you describe Waterford today regarding its manufacturing capability compared to other manufacturers in America?

R.S.: Waterford is one of the largest framebuilders in America, and the largest producer of steel frames and forks. In addition to our showcase Waterford custom frames and forks, we have a line of economical custom bikes named Gunnar. In addition, we build for companies like Rivendell, Terry, Volae (recumbents) and Rene Herse. We even build and occasional Paramount for our friends at Schwinn.

C.U.: What can the customer expect with a Waterford built bike?

R.S.: Waterford is all about superior craftsmanship and custom design. When you need a bike built specifically for you, we're the

place to go. There are lots of people who've started building custom steel bikes, but we offer relatively quick order turnaround - typically 6 weeks - instead of the 6 months to 2 years for the little builders. We also have capabilities for a wide range of designs from hot road race and time trial bikes to loaded tourers and commuter bikes.

C.U.: What were some of the steel tubing used in bikes say 30 -40 years ago and how has steel tubing evolved?

R.S.: Up until about 35 years ago, if it was good steel, it was pretty much Reynolds 531. Reynolds was the company that invented tube butting (where the walls in the middle of the tube are thinner than the tubing by the ends). In the 30's, Reynolds introduced high alloy aircraft tubing, which they called 531. No, there's

no formula behind the name. It's just a name. 531 dominated the pro cycling world until the early 70's when Italy's Columbus started to challenge them. Reynolds then introduced a heat treated version of 531, named 753. Heat treatment jacks up the strength of the tube allowing Reynolds to lighten them up. The process is quite tricky, so they suffered a number of early disasters. By the time Waterford came into existence, they'd gotten it down to a science and we were able to build a terrific palette of tubes for use with the first-generation Waterfords.

In the mid-1990's, Reynolds had introduced a new generation of steels known as air-hardening alloys - called 853. Higher in performance than 753, it was also more tolerant of TIG-welding. TIG welding has revolutionized bike building by dramatically increasing our design and fabrication flexibility. 853 was

a real hit, as was the American-made version, True Temper's OX Platinum. We created an entire brand - Gunnar (named for our recently deceased dog) - built with TIG-welded, heat treated tubing. By 2002, Waterford added TIG-welded designs to its regular line-up. Things have been rockin' ever since.

Four years ago, Reynolds introduced a new high performance stainless steel alloy- 953. It has many of the same properties as 853, as well as corrosion protection. We expect this and similar alloys to grow in the coming years.

C.U.: What tubing is used now at Waterford and do you use specific types of steel tubing or thicknesses for specific applications? For example, what would you use if a

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News from Bike Utah

Winter is just around the corner, but that doesn't mean that Bike Utah isn't hard at work preparing for 2012.

The Utah Bike Summit planning committee is hard at work planning for the annual spring conference. We are excited to build off of last year's success. The State of the Bike reports were a great addition, and we will continue to offer advocacy workshops. The summit is tentatively scheduled for May 4, 2012 in Ogden.

The Road Respect campaign continues this year with the kick-off event, Ride Across Utah, scheduled in early June. The organizing com-

mittee is busy planning the route, seeking sponsorship and working with the media to build publicity for the campaign. Visit roadrespect.utah.gov for more information.

Bike Utah is partnering with a group of University of Utah students on a proposal for the Reworking of BikeUtah.org. The goal of the refashioned website will be to further the mission of Bike Utah by offering cyclists a simple and attractive main page, expanded information on current and past legislation, and integrated Google maps. The new website should be up and running before years end.

Bike Utah is a non-profit member supported organization. We hope that as the year comes to an end you will consider becoming

a member or making a donation to Bike Utah, www.BikeUtah.org/Membership.

We still need 20 more Share the Road license plates sold to reach the 500 threshold. The money raised through the \$25 annual fee goes to directly to support bicycle advocacy that promotes education, trail and road accommodations, law enforcement, legal resources, commercial development, and cycling as a part of healthy lifestyle. Please order your Share the Road plates at your local DMV or visit: <http://dmv.utah.gov/licensespecialplates.html#sharetheroad>

For up to date information please visit www.BikeUtah.org or follow us on at [facebook.com/bikeutah](https://www.facebook.com/bikeutah).

Top: Richard Schwinn of Waterford Bikes.
Bottom: EJ Muller is Waterford's top brazier.
Photos courtesy Waterford Bikes.

By Lou Melini

There are over 300 bike companies (past and present) in the world according to Wikipedia. The most recognizable name from that group that symbolizes American bicycling manufacturing is Schwinn. If you are old enough, you may remember the sleek precision built Paramount. The Schwinn Paramount was one of the most coveted bikes by racers and bike aficionados all across the country. I had the pleasure to converse with Richard Schwinn who has continued the tradition of precision built bicycles through Waterford Bicycle Company. Waterford is located southwest of Milwaukee, Wisconsin in the town of Waterford, Wisconsin. On the web it's Waterfordbikes.com.

Cycling Utah: I see on your website Schwinn catalogs going back to 1895. Is that when Schwinn was founded?

Richard Schwinn: Yes. Schwinn was originally named, Arnold,



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COMMUTER COLUMN

Stephen James is Planning Daybreak to Make Cycling Easier

Stephen James is planning Daybreak as bike friendly community. Photo: Courtesy Stephen James.

By Lou Melini

Daybreak is a planned community on Kennecott Copper land. It is located between 10400 and 11400 South and west of Bangerter Highway. You can also get there via the Mid-Jordan Trax line (the Red line). We will hear from Stephen James who is involved in the planning of Daybreak.

CYCLING UTAH: Stephen, What is your position in the development of Daybreak?

Stephen James: I run community

planning, neighborhood design, and architecture for Kennecott Land. Much of my work revolves around exploring design for healthy community lifestyles.

C.U.: I understand that you have taken the extra step to help with your job.

S.J.: I figured I could learn something about creating livable, walkable and healthy community form by leaving the car at home, riding my bike and utilizing public transit. The transition has changed my life dramatically and affected the way I think about the

resources I consume and the world that I live in. I have also found a new pace for life, one that is less rushed. I suppose this slower pace is due to the fact that my 25-mile bike commute from my home on the Avenues to my office in Daybreak takes an hour and fifteen minutes.

C.U.: What was your initial experiences bike commuting to Daybreak?

S.J.: The commute does have challenges, but I have learned to adapt. Most communities between here and there did not consider much more than the needs of automobiles when they were built, but the recent addition of bike lanes along the way has really helped. I ride year round, but rely more on TRAX when the road is wet in the winter. I discovered that maintaining the bike day in day out in the winter when my hose is frozen is a big hassle. I rusted out the drivetrain of a bike two winters ago, because I have no practical way of rinsing the salts off the bike. Now, when the weather is tough I'll commute to work with colleagues that live in the area. They have been quite gracious to let me play it by ear and text them in the morning or hook up at the end of the workday. I find riding in the winter to be tough because of the decreased daylight hours. My dual Newt LED Lights are great for about an hour, so there comes a point in the season when the commute is just too long. In past years I've taken TRAX from downtown to Sandy in the dark and then and pedaled a quick eight miles up to the office in Daybreak as the sun is rising. The Red Line now runs between the U of U and Daybreak. Service began in August and I have taken it a number of times. It is quick and easy, so I'll have to resist the temptation to take it too often.

C.U.: How far into the planning or development stage is Daybreak?

S.J.: Daybreak is various stages of planning and development. A master plan was developed to organize the neighborhoods around trails, parks and open space. We develop more detailed plans for each 1500 home village based on demand in order to keep the neighborhoods fresh and to evolve the vibe that appeals to people who are looking for a fun place to live. Of the 20,000 residences in the plan, nearly 3,000 are built. We have also built recreation facilities, pools, community gardens, shopping and dining streets, apartments, office space that are all organized into a small town.

C.U.: Currently your wife Julie and 3 daughters are able to bike and shop at the Smith's on 6th Ave. Would they

be able to travel around Daybreak on their bikes?

S.J.: Funny you ask. Three or four years ago, a business guest that I was taking on a neighborhood tour (He has designed communities around the world that are based on similar principles) remarked how incredible it was to see a handful of unattended children with their bikes parked at the side of the lake skipping rocks across the water. Somehow in the last 30 years, especially in the suburbs, children have been isolated to their street or cul-de-sac, unable to safely explore the towns in which they live without being driven. This is not the case for Daybreak neighborhoods. We built a large park network that radiates from a large lake in the center of the community. The lake itself is over a mile long from North to South and is wrapped with parks and dedicated bike/ped paths that reach back into the neighborhoods. The vision that we continue to build is that everyone can get anywhere in the 8 square mile community without having to cross a wide, high speed road. We have just finished building a significant new bridge to carry the traffic over the trail network on South Jordan Parkway at 10400 South. Another series of bridges are built for the same purpose on 11400 South. So far, about 14 miles of our trail network is built.

C.U.: In my opinion car speeds are a big deterrent to cycling on roads. Are roadways being designed to prevent higher rates of auto speeds or will the roadways simply have a speed limit sign?

S.J.: The neighborhood roads are designed to slow traffic without increasing the time of travel. We do this by pulling the homes closer to the street and providing garage access off of rear lanes, encouraging street parking for guests, narrowing the pavement, and establishing frequent and consistent tree plantings. The approach creates visual friction with the edge of the roadway so people in cars feel like they are traveling faster at lower speeds. We also have a fine grain street network, so that bikes, pedestrians, and cars have many alternative and more direct routes. The comfortable travel speeds on these roads range from 15-25 mph depending on how many cars are parked. We tend to agree with the new NACTO bikeway standards that streets with these speeds do not require additional biker accommodations. They are inherently bike friendly.

C.U.: Will commercial areas be accessible by bikes or pedestrians?

S.J.: They certainly are. Our first commercial district is called SoDA Row. This is short for South Daybreak Row. It is a hip new neighborhood reminiscent of Salt Lake City's remaining neighborhood retail districts that are directly imbedded within the neighborhoods. Currently located along SoDA Row, which by the way is right across the street from Oquirrh Lake, where you can sail and kayak, there is a gelato shop, sushi bar, clothing boutique, single chair barber, beauty salon, Mexican restaurant, bakery, day care, offices, bank, gym.... You get the picture. Bike and stroller parking is out front, and cars are parked around back. The bike trails goes right through the middle of it. By bike, it is accessible to anyone in the community in about five minutes. We've planned a number of these village centers that we will build over time.

C.U.: How motivated is the team of designers, Kennecott and anyone else involved in the project to make it into "the healthy community lifestyle" that you envision?

S.J.: We are motivated to create the type of place that people along the Wasatch Front demand. We are an active bunch without a lot of healthy neighborhood options. The vision for Daybreak was spawned by the Envision Utah process that took place over ten years ago. The broader community asked for development to occur in a manner that could improve or at least maintain our quality of life. I think the place speaks for itself. On my bike ride in to work in the morning, I see more people on the street or trails at Daybreak than anywhere else along my 25 mile commute. The open space network and the beautiful setting draws people outside. We also have about three hundred community garden plots, parks, playgrounds that are well utilized. Researchers at the University of Utah published a study last fall to that concluded that the physical design of a community influences behavior by either creating or eliminating barriers to healthy behaviors. We look forward to further studies that link public health to community form. We are also trying to improve air quality by eliminating car idling and working out how to measure vehicle miles traveled so that we can compare our community against other more auto-reliant suburbs.

C.U.: What is the reality that somehow this will become a little European community vs. a bedroom community full of cars?

S.J.: This might be a bit of a stretch, at least in the near term. We are currently trying to put walking, biking, and transit use on an equal footing with driving. This is done by providing local amenities and services that

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2011 Sees 27% Increase in Cyclists in Salt Lake City

Wondering if making a city more bike friendly results in more bike trips? Look no further than Salt Lake City. The state's capital city has worked hard to add bike lanes, bike paths, bike racks, and bike corrals, to improve the responsiveness of the police department, clean up goat heads on the Jordan River, among many other efforts. The programs are paying off not just with the Silver Bike Friendly City medal earned in 2010, but with increased trips taken by bike. The annual bike count conducted in September showed an increase of 27.15% over 2010 totals! The study was conducted over the same locations and times as 2010, and will be conducted again in September 2012.

-Dave Iltis

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are convenient and close, located along walkable routes. People still have the choice to behave how they will. This concept is new to many suburbanites that have always driven everywhere they go. But, we are certainly working to get the message out about alternative modes of transportation.

C.U.: Can a truly well designed community change attitudes away from car use?

S.J.: I think so. That is part of the reason why I sold my car; to get a better handle on how community design impacts lifestyle. I have thought a lot about this in my work and personal life. To be honest, I have developed a greater appreciation for why people choose to drive. We've been duped. Often, the distance to be covered and time required are simply too great for most people with hectic lifestyles. The American Dream demands an investment in time and energy. The automobile has become a crutch or prosthesis that has helped us adapt to greater distances. There is a cost however.

We expect less from our neighborhoods now. Our time on the road has dulled our senses. We don't demand the character and craftsmanship in our homes and neighborhoods when we look at them while traveling 45 mph. Walking and biking speeds are another story. There is much more time to immerse ourselves in the environment. Unfortunately, we leave our homes through the garage door and park our car somewhere in a large asphalt lot only to return home through the same garage door we left. Have you ever noticed how absurd it is to sit in a car during rush hour, so close to so many people, and not interact with them? That never happens on a bike. This might offend some people, but it is true. Most people don't even consider alternative modes of mobility because we have come to accept the auto-centric lifestyle. I digressed here a bit only to set up an alternative approach. Community design does affect behavior. Just visit neighborhoods that were developed prior to the Great Depression and you discover homes located on smaller blocks with many connected intersections, garages are generally in the back, and there was a corner store or neighborhood market. The point here is that the distances were manageable and the walks pleasant. Most suburbs now don't have the physical connections that even make walking or biking possible. They were not planned holistically. Land ownership is too fragmented making coordinated city planning as difficult as herding cats. I digressed again, but yes I see a change in parts of Salt Lake City, and certainly in Daybreak.

C.U.: What examples from other parts of the country can you give to support this?

S.J.: What seems to work best is the price of gasoline. I am amazed by the increase in cyclists I see commuting when the price of gas goes up and during the Clear the Air Challenge. Given the high price of car payments, gasoline, insurance etc, I surprised that there are not more people who lose the car. You can buy a new bike pretty quickly with the money you save. There are a number of cities in the US that have developed great biking cultures such as Madison, Minneapolis/St Paul, Portland, and Berkeley. These are all places where significant investment has been made

biking infrastructure. I spent some time in Brisbane, Perth and Sydney, Australia in August, where the biking infrastructure is incredible... and so is the weather.

C.U.: Does pushing the "healthy community lifestyle" in marketing affect who lives there?

S.J.: We do market the possibilities related to a healthy lifestyle. We even host triathlons. We try to attract buyers who value both a home and a fun, safe place to live, regardless of the demographics. This means there is something for everyone, from apartments next to the restaurants and shops to larger homes next to the lake and trails.

C.U.: Let's move on to your commute. If you rode your bike the entire way what are some of the streets that you would say are bike friendly for others to use? Are there any streets that are to be avoided? What is your general route?

S.J.: I have become accustomed to riding on busier streets and will generally take the lane if my speeds are high enough. UTA's route 209 bus makes things fun along 9th East. It paces me and I often race the bus down Ninth East to about 53rd South in a game of cat and mouse. My approach depends on the season. In the hot summer months I enjoy the cool morning ride down South Temple to 9th East. The route transitions to 7th east in Murray and gets a bit sketchy until the bike lane shows up in Sandy. There are generally a number of people on bikes along the way, so we are not completely unexpected by those driving in cars. Once I reach 98th South, I turn west where a bike lane winds through the Sandy Civic Center, before crossing under I-15 on 10000 South. At the Jordan River, the bike lane winds back to 9800 South which is a pleasant 8-mile uphill ride to my office at SoDa Row. This road is a single lane in each direction with a wide shoulder. Most of the road is posted 35mph, but a significant stretch is 25 mph. That is the type of road I prefer. The route also affords long stretches between stoplights. Waiting at lights can slow things down quite a bit on a long commute. I've ridden State street as well, but it gets really sketchy in Midvale and other places. The Jordan River Parkway trail is another route I've taken. There are still a few gaps that required me to bushwack or backtrack.

C.U.: If you use Trax are you doing so to reduce distance or avoid certain roads?

S.J.: I use TRAX less now that I figured out that it is just as fast to ride. Although now that it goes straight to Daybreak, it will provide me with options when I end up working late. I must admit that I do not enjoy riding an hour or more in the dark on icy streets.

C.U.: How would your commute look once the Daybreak Trax line is operational in the summer and in the winter months?

S.J.: I'll probably switch from my Orbea Orca to my single speed Trek belt drive and shorten my commute by utilizing TRAX sometime in late September or early October through March. I'll have to see how it goes. I'd rather ride my bike than stand by politely on the train.

C.U.: What has your experience been with the belt drive bike?

S.J.: I fell in love with the belt drive concept a few winters ago after rusting out my drivetrain on my mountain bike. Keeping the bike clean of salts was too troublesome, when you arrive home long after dark and you have no place to rinse off the bike. The carbon belt does not have these challenges. It just hums along salt or no salt. I have not had problems with belt slippage. The rear triangle comes with a tensioning preset that is quite easy to deal with. Belt replacement would be no problem, but I am to expect about 20,000 miles from the belt. The bike makes a nice low humming noise, kind of like a cat's purr. Small pebbles will flip up in the cog from time to time that will generate a startling snapping sound, the design jettisons the pebble quickly enough. Now that I know what the sound is, I rarely notice it anymore. I got the bike primarily for riding around town, but I have ridden it to work. I love the no-to-low maintenance of the belt system.

C.U.: Tell me more about the bike.

S.J.: I got the bike primarily for riding around town, but I have ridden it to work. I put a flip flop pedal on it so that I can clip in on longer rides, but I have to admit that 25 miles is a little far on the single speed. I put a leather saddle and grips that I picked up in Copenhagen a few years back. To be honest, I'm a sucker for simple clean design. It is the original Trek District. It is grey with a few orange pinstripes and chrome accents. It comes with a chain guard. If I were more technically inclined, I'd consider rebuilding the rear wheel with a Rohloff or Alfine rear hub. This would certainly put the bike up for longer commutes. I have not put a rack or fenders on it. The black stripe I get up my back when it is wet is a point of pride. I did pick up a messenger bag made of bicycle tubes to keep my change of clothes dry.

C.U.: Thanks Steve, I'm looking forward to Daybreak's completion. The 50-mile commute is quite the challenge but I'm glad you have options with Trax.

S.J.: Great. You should ride your bike out there some time. We are working hard to connect our trails to others in the region.

Notes: Correction and comments from previous articles: In some recent articles the numerical one-half for some reason did not print. For example the Urbie mirror in the September article about mirrors stated a 3 X 2 size when it is actually 3.5 X 2.5 inches. I will need to use decimals in the future. The dropping of the numerically written one-half also happened in the Germany touring article when mentioning tire sizes. In addition, I forgot to mention in the "need to know" section of the Germany touring article that Germany is a cash society. Over 80%, perhaps 90%, of our purchases were transacted with cash. Discover Card is not taken at all in Germany.

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



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RACE RESULTS



Mountain Bike Racing

12 Hours of Sundance, Sundance Resort, Utah, September 17, 2011

4-Person Co-Ed

1. Gibson/Gibson/Jones/Hancey; G Trucker Co 0:55:53; 10:04:06
2. De St. Jeor/Nelson/Tucker/Tuckers; Racers Cycle Service 0:50:41; 10:09:21
3. De St Jeor/Batley/Batley/Ferguson; 3 Amigos featuring Ted Ferguson 0:52:42; 9:52:35
4. Brown/Chynoweth/Rees/Walker; 4 Mad Dogs 0:48:04; 10:28:12
5. Christensen/Hawke/Merrill/Rehnen; Team Endo 1:12:16; 9:48:50

4-Person Co-Ed 40+

1. Carestia/Carestia/Lentz/Turner; TLC2 0:57:59; 10:30:25
2. Mower/Mower/Sherman/Sherman; Fast Old Mor Fors 0:46:49; 9:58:21

4-Person Female

1. Cope/Hodnett/Martin/Russel; Team Moki 1:04:09; 9:57:41
2. Hale/Kelley/McDermott/Morrison; The Pitt Girls Give it a Go 1:04:11; 10:31:45
3. Adams/Kubiessa/Jepson/Meyer; Salt Lake City Grassroots Cycling 1:04:23; 9:53:35
4. Reynolds/Carter/Jennie; Never Idle 1:08:44; 9:34:57
5. Barker/Downey/Hawke/Soffe; The Soul Sistas 1:34:37; 9:20:18
Bittner/Dakoulas/Mehler/Richman; hotloansutah.com 0:00:00

4-Person Male

1. Avery,Cole,McDonald,Sweetser; Cole Sport Racing 0:44:36; 9:31:46
2. Apostel/Neilson/Apostel/Pete; Euclid 0:48:11; 10:02:05
3. Carestia/Griffith/Turner/Turner; R.J.M.M. 0:57:10; 9:30:13
4. Costin/Costin/Costin/Weber; Purple Monkey Dishwashers 0:52:35; 9:40:32
5. Champneys/Dallin/Delbridge/Dupuis; FoUr KRaNk MunKyz 1:02:40; 9:44:06
6. Harper, Lane, Purington, Thurgood; Timpanogos Cydery 0:58:36; 10:11:52
7. Boot/LaRoque/Cowan/McHaon; Broom Wagon 0:56:34; 10:16:26

8. Anderson, Clark, Wood, Wood; The "801" 0:59:21; 9:25:28
9. Meyers/Montandon/Sword/Woody; Sundance 1:10:51; 10:02:12

4-Person Male 40+

1. Peterson, Brent; Racers Cycle Service 1:00:41; 9:23:58
2. Holley/Holley; Team Holley 0:49:17; 9:16:17

3. Morris/Morris; Morris Code 0:58:12; 10:05:40
4. Swenson/Swenson; Anyung 0:53:32; 6:38:50
5. Menlove/Pitzer; Team Amanda 1:00:17; 9:32:43

Pierce/Pierce; DownHill Cyclery 0:00:00
Duo Co-Ed 40+
1. Palmer/Leger; MomandDad's turn 0:49:38; 9:57:18

Duo Female

1. Landers/Lobeck; Creekside Cafe 1:04:17; 10:07:53
2. Swenson/Swenson; Anyung 0:53:32; 6:38:50
3. Menlove/Pitzer; Team Amanda 1:00:17; 9:32:43

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3. Menlove/Pitzer; Team Amanda 1:00:17; 9:32:43

10:21:39

Solo Female

1. Amy Williams 0:52:45; 10:18:23
2. Carri Wullner 0:59:04; 10:07:04
3. Melissa Hendrickson 1:11:00; 9:37:21
4. Ahmi Bryant 1:00:29; 8:57:45
5. Brittany Coyle 1:33:31; 9:30:07

Solo Female 40+

1. Greg Gibson; Trucker Co. 0:44:02; 9:19:58
2. Christopher Probert; Hammer Nutrition 0:50:53; 10:03:34
3. Reed Abbott 0:55:06; 9:27:02
4. John Malloy 1:00:43; 10:12:47
5. Michael Muhlestein 0:49:54; 10:22:08

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1. 4. Billy Demong 0:49:27.7

2. 14. Matthew Campbell 0:53:25.5

3. 23. Bryan Godlewski 0:56:24.7

4. 33. Ron Winsett 0:58:09.2

5. 34. paul wohlt 0:58:10.3

Men 40-49

1. 3. Jason Travis 0:49:03.7

2. 7. Todd Hageman 0:50:38.4

3. 9. mike dawson 0:51:21.0

4. 10. Tom Thorne 0:51:23.3

5. 15. Bob Saffell 0:54:00.7

Men 50-59

1. 18. Larry Strom 0:55:50.9

2. 22. nick calas 0:56:10.2

3. 32. Kelly Perkins 0:57:59.8

4. 41. Craig Williams 0:59:58.9

5. 50. Alan Jarrett 1:01:50.4

Men 60-69

1. 73. pete larsen 1:06:30.7

2. 127. neal krasnick 1:15:24.3

3. 196. Gerald Fairbairn 1:41:56.2

Parent towing child

1. 102. Harley Deters 1:10:41.0

Women 1-14

1. 113. Katie Clouse 1:13:03.6

2. 228. Sydney Weaver 2:16:14.9

Women 15-19

1. 113. Katie Clouse 1:13:03.6

2. 228. Sydney Weaver 2:16:14.9

Women 20-29

1. 26. Maria Graefings 0:56:56.4

2. 44. Rose Kemp 1:00:33.0

3. 142. Rachel Johnson 1:19:54.8

Women 30-39

1. 11. Melanie McQuaid 0:51:34.4

2. 13. Emma Garrard 0:52:05.7

3. 28. Susan Minneci 0:57:16.1

4. 36. Sue Olson 0:58:33.3

5. 42. Brooke McAfee 1:00:15.7

Women 40-49

1. 55. Roxanne Toly 1:02:39.7

2. 71. Lynn Ware-Peek 1:06:23.3

3. 107. Andrea White 1:12:30.2

4. 118. paige eyring 1:13:21.0

5. 122. Tanya Kjeldsberg 1:13:55.7

Women 50-59

1. 89. Andrea Thacker 1:09:03.8

2. 98. Joan Benson 1:10:28.2

3. 173. Martha Kenny 1:28:51.4

4. 186. Catherine Greenwald 1:37:28.8

5. 189. Becky Yih 1:38:36.0

Women 60-69

1. 188. Nancy Fichter 1:37:56.1

6 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, Utah, October 1, 2011

3-Person Male

1. Fueled by Alcohol; 5; 06:02:03

Duo Co-ed

1. Team Jeppson; 6; 05:41:27

2. Adamaxine; 5; 05:39:24

3. Matthew Lydens; 4; 04:46:49

Duo Female

1. MTBRaceNews/HoneyStinger; 5; 05:27:16

2. Las Chikas Rapidos; 4; 05:30:29

<p>3. Hamlin Robert 4. Dunleavy Shane 5. Briley Tim Masters 55+ 1. Walker Bob 2. Melini Lou 3. Rider #1545 4. Rollins Lou 5. Oleary David Men a 1. Jason Sager 2. Bart Gillespie 3. Reed Wycoff 4. Kevin Hulick 5. Keegan Swenson Men B 1. John Burton 2. Brad Buccambuso 3. Kevin Wilde 4. Will Nesse 5. Kevin Cummisford Men C 1. Joel Roberts 2. Taylor Felt 3. Michael Dufresne 4. Jared Cassiano 5. Travis Wiles Rookie Men 1. Nathan Thayer 2. Richard Whitemyer 3. Dale Stepehens 4. Jason Bradley 5. Tim Hoi Rookie Women 1. Sara Vanklooster 2. Emily Pontius 3. Kelly Ralston 4. Diana Stephens 5. Abby Thomas Singlespeed Men 1. Ryan Ashbridge 2. Cody Haroldsen 3. Bo Pitkin 4. Joe Hamilton 5. Jess Dear Women a 1. Kelsy Bingham 2. Kris Walker 3. Erika Powers 4. Jessica Morris 5. Allison Vrem Women B 1. Ali Flis 2. Tanya Swenson 3. Meghan Woolley 4. Lyna Saffell 5. Rider #205 Women C 1. Melaine Smith 2. Kari Murray 3. Shelly Wedge 4. Debbie Drain</p>	<p>5. Diane Evans Utah Cyclocross Series Race #2 at Utah State Fairpark, Salt Lake City, Utah, October 2, 2011 Clydesdale 1. Alex Whitney 2. Mark Hooyer 3. Robert Franz Junior Men, 11-14 1. Evan Clouse 2. Nathan Greeneisen 3. Cole Vanorman 4. Will Seethaler 5. Jack Scaife Junior Men, 15-18 1. Ian Hansen-wissbrod Junior Women 1. Bryn Estlund Masters 35+ a 1. Jon Gallagher 2. John Mckone 3. David Wood 4. Bill Gowski 5. Thomas Cooke Masters 35+ B 1. Jason Sparks 2. Kris Arnott 3. Jason Rich 4. Rider #848 5. Tommy Chandler Masters 35+ C 1. Jim Noble 2. Jon Argyle 3. Paul Solomon 4. Ryan Clayton 5. David Holding Masters 45+ 1. Robert Hamlin 2. Darrell Davis 3. Jeff Clawson 4. Shane Dunleavy 5. Ty Loyola Masters 55+ 1. Bob Walker 2. Lou Melini 3. Lou Rollins 4. Ross Greenlee 5. Dennis McCormick Men a 1. Jason Sager 2. Keegan Swenson 3. Reed Wycoff 4. Eric Rasmussen 5. Troy Heithecker Men B 1. Mike Pratt 2. Ben Cline 3. Kevin Cummisford 4. Chris Peters 5. Pat Terry Men C</p>	<p>1. Travis Wiles 2. Nick Musso 3. Jared Cassiano 4. Shaun Johnson 5. Scott Golsan Rookie Men 1. Jason Bradley 2. Richard Whitemyer 3. Mark Borges 4. Lamont Crook 5. Brian Seethaler Rookie Women 1. Kelly Ralston 2. Katie Clouse 3. Jodi Clouse Singlespeed Men 1. Ryan Ashbridge 2. Bo Pitkin 3. Jess Dear 4. Jay Burke 5. Cody Haroldson Women a 1. Kris Walker 2. Eirka Powers 3. Robin Masters 4. Jessica Morris 5. Alison Vrem Women B 1. Tanya Swenson 2. Annemarie White 3. Candance Hayden 4. Jan Holding 5. Joanna Landau Women C 1. Destiny Ortiz 2. Shelly Wedge 3. Christy Estlund 4. Meaghan Buzzard 5. Rachel Clayton Utah Cyclocross Series Race #3 at Ft. Buenaventura, Ogden, Utah, October 8, 2011 Clydesdale 1. Clemens Landau 2. Alex Whitney 3. Mark Hooyer 4. Robert Franz Junior Men, 11-14 1. Sam Allen 2. Noah Putt 3. Jon Jon Drain 4. Josh Peterson 5. Nathan Greeneisen Junior Men, 15-18 1. Adrian Rips 2. Jackson Buttschardt 3. Parker Christiansen Junior Women 1. Emily Brandt 2. Bryn Estlund Masters 35+ a</p>	<p>1. Thomas Cook 2. Scott Allen 3. Peter Archambault 4. Bill Gowski 5. David Wood Masters 35+ B 1. Michael Raemisich 2. Michael Moody 3. Jason Sparks 4. Kris Arnott 5. Tony Church Masters 35+ C 1. Cameron Petterson 2. Jon Argyle 3. Peter Buttschardt 4. Mark Estlund 5. Ryan Clayton Masters 45+ 1. Daren Cottle 2. Robert Hamlin 3. Darrell Davis 4. Tim Briley 5. Jeff Clawson Masters 55+ 1. Rider #1555 2. Bob Walker 3. Louis Melini 4. Lewis Rollins 5. Ross Greenlee Men a 1. Jason Sager 2. Alex Grant 3. Kevin Hulick 4. Mitchell Peterson 5. Troy Heithecker Men B 1. Kevin Cummisford 2. Brian Cadman 3. Sam Weil 4. Ty Nelson 5. Nate Drozd Men C 1. Curtis Sneddon 2. Dave Kunz 3. Cody Burr 4. Eric Edelman 5. Taylor Felt Rookie Men 1. Jeff Wilson 2. Dale Stephens 3. Brian Seethaler 4. Brenden Faber Singlespeed Men 1. Jason Sager 2. Ryan Ashbridge 3. John Burton 4. Bob Saffell 5. Cody Haroldsen Singlespeed Women 1. Emily Brandt 2. Jeanni Wheeler 3. Amy Andrews</p>	<p>4. Anna Day Women a 1. Sarah Kafmann 2. Kris Walker 3. Erika Powers 4. Robynn Masters 5. Alison Vrem Women B 1. Meghan Woolley 2. Destiny Ortiz 3. Lyna Saffell 4. Erin Davis 5. Jan Holding Women C 1. Debbie Drain 2. Rachel Clayton 3. Beverly Lucas 4. Meghan Buzzard 5. Sara Baker Utah Cyclocross Series Race #4 at Weber Fairgrounds, Ogden, Utah, October 15, 2011 Clydesdale 1. Alex Whitney 2. Mark Hooyer 3. Robert Franz Junior Men, 11-14 1. Evan Clouse 2. Sam Allen 3. Josh Peterson 4. Nathan Greeneisen 5. Noah Putt Junior Men, 15-18 1. Brad Thurgood 2. Jackson Buttschardt 3. Drew Doll Junior Women 1. Charissa Boniface 2. Bryn Estlund Masters 35+ a 1. Thomas Cooke 2. Tim Matthews 3. Scott Allen 4. John Mckone 5. William Gowski Masters 35+ B 1. Michael Raemisich 2. Travis Mickelson 3. Andrew Love 4. Kris Arnott 5. Tommy Chandler Masters 35+ C 1. Mike Petroff 2. Paul Solomon 3. Jon Argyle 4. Jan Holding 5. Kevin Williams Masters 45+ 1. Ali Knutson 2. Darrell Davis 3. Jeff Clawson</p>	<p>4. Chuck Collins 5. Daren Cottle Masters 55+ 1. Bob Walker 2. Ross Greenlee 3. Doug Cottle 4. Jeff Kingsford 5. Louis Melini Men a 1. Keegan Swenson 2. Kevin Hulick 3. Troy Heithecker 4. Alex Grant 5. Joe Waters Men B 1. Christopher Putt 2. Patrick Terry 3. Colin Joyce 4. Zach Peterson 5. Troy Michaud Men C 1. Austin Scott 2. Jake Carroll 3. David Kunz 4. Dallin Cotterell 5. Mike Horne Rookie Men 1. Creighton Lowe 2. Ed Clouse 3. George Tedford 4. Layne Van Orman 5. Kevin Dille Rookie Women 1. Stefanie Wilson 2. Abby Thomas 3. Kelly Ralston 5. Nancy Martin Singlespeed Men 1. Bo Pitkin 2. Ryan Ashbridge 3. Patrick Ramirez 4. Jay Burke 5. Cody Haroldsen Singlespeed Women 1. Jeani Wheeler Women a 1. Kelsy Bingham 2. Kris Walker 3. Erika Powers 4. Rich Caramadre 5. Franklin Williams Jr Masters 55+ 1. Bob Walker 2. Gary Porter 3. Jeff Kingsford 4. Louis Melini 5. Brent Sells Men a 1. Keegan Swenson 2. Troy Heithecker 3. Alex Grant 4. Kevin Hulick</p>	<p>5. Chris Mackay Men B 1. Adrian Rips 2. Ben Cline 3. Bill Demong 4. Justin Griffin 5. Patrick Terry Men C 1. Taylor Felt 2. Mike Horne 3. Jared Kirkham 4. Josh Hidalgo 5. Brett Stevens Rookie Men 1. Rocky Derrick 2. Jake Burby 3. Shawn Stringham 4. Ed Clouse 5. Mark Jones Rookie Women 1. Kelly Ralston 2. Abby Thomas 3. Nancy Martin Singlespeed Men 1. Ryan Ashbridge 2. John Burton 3. Bob Pitkin 4. Steve Wasmund 5. Joe Hamilton Singlespeed Women 1. Jen Hanks 2. Ali Knutson Women a 1. Sarah Kaufmann 2. Kris Walker 3. Erika Powers 4. Chantel Olsen 5. Kirsten Gallari Women B 1. Tanya Swenson 2. Destiny Ortiz 3. Erin Davis 4. Joanna Landau 5. Jennie Wade Women C 1. Carri Wullner 2. Juel Iverson 3. Rachel Clayton 4. Meghan Buzzard 5. Jo Ganuccio</p>
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Richard Schwinn - continued from page 5

customer was going to use the bike for commuting applications vs. touring vs. riding century rides.

R.S.: You heard me use the term, “palette” of tubes. We stock 60-80 different steel-alloy tubes to support a wide range of riding. Many are custom tubes - dimensions we specify to Reynolds and True Temper. Others are “off the shelf”. The combination lets us tune the ride for each individual rider. Commuters and tourers need beefier tubes to provide a solid, efficient ride while carrying a load. Other riders, like bike racers and club riders, appreciate a lighter blend. We factor in rider size, weight, preferences and the bike’s intended use when designing a bike frame.

C.U.: Waterford makes bikes both in stock sizes and custom sizing? What is the best way to order a bike from Waterford?

R.S.: Waterford is now pretty much a custom bike house. We still publish geometry tables, but these days we design from the ground up. That way, we figure out how we can meet your needs, instead of you figuring out if you can fit what we have to offer. If you go on-line, we have an extensive three page questionnaire that walks you through the steps in designing your own bike. We divided the process into the four “F’s” - function, fit, feel and finish. By function, we mean designing around your intended use and your designed components. That means things like tire sizes, derailleur systems, brakes, fenders, racks and so on.

With fit, we depend very much on talented fitters in various areas. You guys are lucky because you have Mike Hanseen in your area. He’s one of the most talented fitters in the country and his shop, Millcreek

Bicycles, is right in Salt Lake City.

The concept of “feel” means handling and stiffness. Handling is also tied to fit, so it’s important that we settle on the right fit before we tune the ride qualities. If you look at the Waterford web site, you’ll see all sorts of models - Road Race, Stage Race, Road Sport and so on. We now treat these really as handling platforms.

Finally, there’s finish. It’s amazing how much people struggle through the issues of color and styling. Our feeling is that if you like the ride, the color, no matter what it is, gets prettier with every pleasurable mile.

Many people might think the order form way too daunting. It’s really designed for people like Mike to use as a checklist for working with their clients. We find lots of riders who use the form just to think through what they want for their next Waterford.

The Gunnars are our stock bikes. Technologically, they are similar to our 14-Series Waterfords. We’ve put together a nice range of designs to fit nearly the full spectrum of riding today. This includes cyclocross, road racing, light and heavy touring plus a range of off-road hard-tail designs. We’ve recently added disc brake cross and commuter designs which offer great tire clearance and wet weather braking.

C.U.: Since I do commuting and touring articles, what should one look for in a commuter bike and a touring bike?

R.S.: Commuter and touring bikes are in pretty much the same part of the design spectrum. They should be sturdy, stable and functional. Reliability is the key. We err toward a more upright riding position, and, in general, we like drop bars.

C.U.: People may not understand

that there is more to Waterford than building bikes. What does Waterford do to promote cycling?

R.S.: First, we support the Bicycle Federation of Wisconsin and their efforts to build cycling infrastructure in the state. Second, we also support our local bike club, helping out with their annual fundraising ride. Finally, we put on three rides from the factory each summer. We work with area bike clubs to put on the ride, which are free and open to the public.

C.U.: How would you describe the riding where Waterford is located? What is your favorite ride?

Our area is ideal for cycling. You can ride to the city of Milwaukee if you want, but to the west and south is a network of rustic roads through the rolling hills of the southern Kettle Moraine area. We don’t have the dramatic scenery and climbs you have in Utah, but we have a wide variety of nice routes in every direction from the shop.

Favorite ride? I’ve been blessed with so many great riding experiences - whether it’s the Elroy Sparta trail in western Wisconsin with its 3/4 mile tunnel, off-roading in the Needles District at Canyonlands National Park or even weaving in and out of traffic on a congested evening on the Strip in downtown strip in Las Vegas.

C.U.: Schwinn bicycles did their manufacturing at one time entirely in America. How large of a facility was Schwinn?

R.S.: Schwinn’s factories got to be pretty big in the 1970’s. I’d guess that Schwinn at one time had well over a million square feet under roof in their Chicago factory compared to the 8000 sq. feet Waterford has.

C.U.: Do you see bike manufacturing returning to the U.S.? What would it take to bring more manufac-

turing jobs back to the U.S. in bike industry?

R.S.: It’s ironic that America is seen as the world leader in bicycle design - from race bikes to utility bikes. It’s hard to imagine rebuilding meaningful production capacity without a number of structural changes in our economy and our society. We’re primarily a consumption and investment driven economy, as opposed to our competitors in Taiwan, China and India, who emphasize exports and economic efficiency. We want low prices and high returns on our investments. They want full employment and the efficiency needed to earn a vibrant export business. This issue transcends political parties, so the partisan bickering we’ve endured for the past 20 years serve our competitors more than it serves us.

Little niche players like ourselves can eke out a living, but don’t look for any shifts until we see a shift back to a more self-sufficient and even export oriented economic philosophy.

C.U.: While I was in Europe, nearly all of the bikes were very utilitarian with fenders, racks, and lights. Do you think that that could happen here in America?

R.S.: There are plenty of race bikes, riding clubs, and all the kinds of riding popularized in the big bike rags. The race scene in London is way bigger and more intense than in a place like Chicago. A Tuesday night bike race there might have 250-300 riders, not 20-30. The same goes for mountain biking, cyclocross and touring.

What you see in Europe is a commuter world we are just starting to see here. This is particularly true in areas with good cycling infrastructure, like most of the German and Scandinavian cities. Since it’s easy and safe to ride, and since it’s hard and expensive to drive, people are biking. It’s as simple as that. The cities have figured out that by converting car into bike trips, the quality of life goes up and the cost of govern-

ment goes down.

Many US cities are doing the same and getting the same results. Just this year, Chicago has created protected commuter areas, with barriers from cars. That’s quite a breakthrough. Interestingly enough, weather is not a factor. The biggest biking cities are in the northern half of the country. Minneapolis has an incredible bike commuter population - winter and summer. That’s because it has dedicated transportation corridors that are maintained just like other roadways.

C.U.: How have bike sales been for you and the industry?

Bike sales have been cyclical since the early 1970’s. There have been shifts, but bike sales per capita have actually fallen. Average bike revenue has gone up, though, and the total miles ridden have also gone up - just by a somewhat smaller number of “riders”.

I remember the “boom” days of the 1970’s, seeing people going for a few rides and then getting frustrated by dangerous traffic, flat tires and sore butts. There are millions of unused bikes hanging in garages throughout our nation. In 1990, this pattern was still true, with 80% of people who call themselves cyclists riding an average of only 15 miles per year. With the growing US cycling infrastructure, the miles per bike will continue to rise. Because the bikes are also of better quality, the need to replace them is not as great as it was 20 or more years ago. So, sales may not be going up, but companies like ours can benefit from the trend toward better bikes.

C.U.: Thank you Richard for your time. I should get out on one of my Waterfords and go for a ride.

Find out more at waterfordbikes.com.

COMMUTING

Gear For Your Winter Bike Commute



Above: Bar Mitts will keep your hands warm when the temperature drops.

By Lou Melini

The winter of 2010-2011 gave me time to evaluate a few products that may be of use to commuters. Most dedicated winter bike commuters have their favorite products, so I would like to hear any comments about products in response to this article.

Visibility: I'm not going to rant again about lack of or inadequacy of lights among many of the cyclists that I see, but I am going to comment on the use of vests with reflective material and illuminated vests. I've

been impressed by the "illumination" of cyclists from the reflection of my headlight off of their vests enough to start wearing one as an adjunct to my light system. This was very apparent one night when I spotted a rider wearing a reflective vest much sooner than his solitary blinking light (though obviously running on a nearly dead battery). But don't take my word for this. Bob Mionske had a good article in Bicycling Magazine on reflective clothing. In summary the article stated that reflective material has a perception distance (how far something is first spotted but not recognized) of 1200 to 2200 feet at night with actual recognition distance (distance a driver will recog-

nize what is being seen) of a cyclist from 260-700 feet (vs. 75 feet with dark clothing) with motion of the reflective material aiding recognition. Additionally, fluorescent clothing increases a driver's perception distance in the daytime from 400 ft. to 2200 ft. and at night from 150 feet to 560 ft.

Reflective vests can be purchased for as little as \$10 for a cheap added means of being visible. The only downside is the loss of many "style" points.

I did purchase my wife an illuminated vest that has multiple flashing LED's. These go for \$30-40. The LED's are definitely eye-catching, but not enough to replace blinking lights on one's bike in my opinion. Change is difficult, so I may need more evaluation before I can endorse these as a solo unit. My vest is a NetBridge Electroluminescent safety vest (contact at info@netbridgetrading.com). I haven't had any problems but I have heard from another person with the same vest that some of the LED lights did not hold up very well. Nathansports.com also makes a LED vest (\$30) and Trek has a strap with LED's that can be strapped to your arm, leg or wherever (\$8). REI sells both LED and non-LED vests.

Warmth: Unfortunately I had the opportunity to experience several commutes with temperatures below 5°F this winter. I have issues with my hands getting cold when the thermometer drops below 15. In the past,

I have used mitten style gloves with a liner that work well, though one loses a little dexterity with mittens. I had seen advertisements for BarMitts and received a set for my birthday in 2010 (www.Barmitts.com). For a similar product try: (http://www.trails-edge.com/retail/te_shirts/amfbikemitts.htm). BarMitts are a Neoprene sleeve that attach to your handlebars. You then slide your gloved hand into the BarMitt to operate the brakes and shifters for either flat or drop style handlebars. I found that the BarMitts helped by about 10° of additional warmth to a glove I commonly use, perhaps more as the temperature dropped. The BarMitts are slightly restrictive so reaching for the brake may be a small fraction of a second longer a well as shifting, but certainly not dangerously so. I could not fit my bulky mittens in the BarMitts, but I found my gloves that normally work down to around 25° kept me very warm in the BarMitts. I use a handlebar-mounted mirror on my commuter bike so I had to cut a small hole on the one BarMitt so I could slide the mirror through the Mitt. Above 15-20° (and up to 30) I use either a bulky full finger ski glove or my new Giro gloves with the 2-finger "lobster" style (these replaced my 15 year-old duct taped lobster gloves). If you use a handlebar-mounted mirror as I do, you will run into a small complication mounting a BarMitt. I cut a small hole on the one BarMitt so I could slide the mirror through the mitt.

BarMitts (BarMitts.com) and MooseMitts (by Trails Edge) are \$60-65.

Ice and Snow: There are good reasons to be concerned when the roads are snow-packed or are ice covered. Fortunately the roads are well salted in Salt Lake County, so there are few days when conditions are, in my opinion, nasty. Without going into details why, let's just say I acquired a Surly Pugsley. This bike has 4-inch tires that roll over anything. It seems to be well designed for snow packed roads or trails. It is a confidence builder in a snowstorm. I did use this bike in less than optimal conditions on 6 or more occasions this year. Visions of a Chevy commercial where the SUV plows through a snow bank can be applied to this bike. Given that, I have some reservations about the Pugsley. In my opinion, it's best utility is in towns that are flat and are snow packed for more of the winter than we experience here in Salt Lake City. The bottom bracket is wide to accommodate the wide tires so you will note that your foot placement on the pedals is a little wide, sort of like wearing snowshoes for the first time though you will get used to this rather quickly. You will also feel like your sitting a bit high on the bike perhaps a combination of high bottom bracket and large tires.

For those that know me, I can go uphill rather well due to my being 130 lbs (though being 60 years old

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is becoming a negative factor). The Pugsley definitely challenged me on steeper roads or the slopes of a certain golf course (of course I will deny riding on a snow covered golf course if that is illegal). Using the term "sprinting across traffic lanes" becomes an oxymoron on the Pugsley so give your self a little extra time. Perhaps the Pugsley would "sprint" better, but I keep the tire pressure at about 18 lbs, for riding across ice and snow. Finally, despite having multiple eyelets for racks and fenders, good luck trying to find such accessories that work around 4 inch tires. I made my own rear fender using thin metal flashing and modified a wide front fender with duct tape to give adequate coverage for the wide tires. I had a pair of extra long rack stays in an old parts box that enabled me to attach my Axiom rack.

When you have 4-inch tires, weight is considerable, so it seems that the tread thickness of the "Endomorph" tires are thin to keep the weight down. As a result, I did pick up the last remaining thorn on Feb. 1st of this year. Using my CO2 cartridges (2) I inflated the tire and rode to a meeting after work. After the meeting, on what was the coldest night of the year for me (5° with very windy conditions) I decided to go to plan C for the 2nd time in over 28 years of marriage. "C" is for Call (wife). Changing a tube in a Pugsley for the first time was shall I say different and challenging compared to my normal commuter bike. It turned out that the road was not as ice and snow covered as I anticipated on that day, so I would not have picked up

the thorn had the conditions been worse. As I mentioned earlier, the Pugsley is best on snow packed roads. I think next year I will try out a set of studded tires.

Service: I now have a Park chain checker, tool # CC-3. This is a solid metal piece that you set in your chain. It is really simple to use. It has 2 markings, 0.75 and 1.0. If the 0.75 slides easily into the chain, it is time to replace it. If the 1.0 slides easily into the chain, you may be facing not only a new chain but also a new cassette. In addition, excessive chain wear could also result in needing new chain rings on the crankarms. Chains should last 3000 miles, but due adverse weather conditions perhaps less. For the year-round commuter consider this for the toolbox.

Lights: I've used NiteRider lights for 20 years. I like the lights but I've had some issues. This year I had a cracked cable wire. Given that I use lights for about 100 nights a year (or more) I put my lights through a lot of use. I do have smaller back-up light, but it is not adequate for daily commuting by my standards. So I would also like to thank Mike Hanseen at Millcreek Bicycles for lending me his NiteRider light set for several weeks while mine was being serviced. (Repair service is not rapid). This is an example of how your purchases and support at your local bike shop pays off more than the savings of web based or catalog bike stores.

Lou can be reached at lou@cyclingutah.com.

PRODUCT REVIEW

"The Sufferfest - A Very Dark Place" Will Keep You Fit Over the Winter

By Jared Eborn

If you're like many Utah cyclists who want to maintain their fitness through the long, cold winter months you've set yourself up with a trainer, a fan and a television in the corner of your basement.

You yearn for the days of long rides up mountain passes and throwing down intervals on empty stretches of road. You miss the kinds of workouts that leave you shattered and gasping for breath.

The folks at The Sufferfest feel your pain. More accurately, they sense your weakness and want to put you in a dark place – a Very Dark Place.

The seventh installment from The Sufferfest is just that – A Very Dark Place. The video features licensed footage from UCI races from around the world and gives you the chance to match the moves of Phillipe Gilbert, Fabian Cancellara, Bradley Wiggins and Thor Hushovd as they let loose in Paris-Nice, Liege-Bastogne-Liege and Paris-Roubaix.

With a stellar soundtrack and remarkable visuals you'll almost forget you're about to suffer as if you were in the middle of a break-

away trying to gain seconds on a chase group up Little Cottonwood Canyon.

Forget, that is, until the warm up is over.

A Very Dark Place packs several hard efforts into a 54-minute workout destined to create puddles of sweat in basements around the world.

After warming up for five minutes, The Sufferfest tosses in a pair of 30-second sprints to wake the legs up. A short recovery period follows and then the agony begins.

Five four-minute intervals await as you suffer through Paris-Nice, Fleche-Wallone, Liege-Bastogne-Liege, Paris-Roubaix and Criterium du Dauphine in succession. Mercifully you wrap things up with a cool down period set to classic cycling footage from the past.

As with any indoor cycling workout, you are free to adjust the effort and intensity to your specific comfort level. But The Sufferfest's on-screen encouragement – some might call it taunting – won't allow you to dial it down too far. By mixing in words of support and down right mean teasing, A Very Dark Place will have the committed cyclist cursing under what's left of his breath by the time the workout is complete.

"A Very Dark Place was created to work you very, very hard. You need to be both physically and mentally ready (or insane) for this one," writes Sufferfest creator David McQuillin. "It was designed to help you improve your top speed over short distances – covering, or making attacks, getting over those steep short hills and powering down the other side or taking a big pull at the front of the breakaway."

Pain and fitness are not the only things to be gained by spending your time in A Very Dark Place.

"Of course, we're here not just to make you suffer, but to entertain you – so we designed each 4:00 interval with a unique, eh, personality: from steady intensity to aggressive climbing to relentless attacks on the cobbles or on the bergs. You will not get bored – guaranteed."

Priced at \$11.99, A Very Dark Place is delivered via email and downloaded to your computer – making the wait for the product almost non-existent. A 7-pack bundle of all Sufferfest workouts is available for \$69.99 and will keep even the most devoted indoor cyclist entertained and dripping sweat through the winter.

Visit TheSufferfest.com for more information or to order your copy.



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ROAD RACING

Clinton Mortley, Keri Gibson turn "Dreams" into Big Wins at LoToJa - Hard training. Hard racing. And willingness to "suffer" pays off for both.



Above: Keri Gibson (lead rider) topped the women's field. Carolyn Eslinger (second) is also visible. Right: The men's pro/1/2 field rolls through Snake River Canyon. Clinton Mortley (second in line) beat the rest of the break at the finish to take the race. photo: Brett Pelletier. Find your photo at zazoosh.com.

By David Bern

For Clinton Mortley of Albuquerque, NM, this year's 29th Annual LoToJa Classic was the "weirdest" race he's ever ridden. It's also the biggest—and the only race so far—he's won.

That puzzling feeling began with



only five miles under the wheels as Mortley (Team Kelson) and the Men's I, II, III field headed north on Logan's 10th West before dawn on Sept. 10.

"Mark Schaefer (Barry Lasko/Paul Tracy Racing) rolled off the front and nobody chased him," he said. "It was dark and he just disappeared up the road. I couldn't see him. Everybody knows how strong Schaefer is. But they just let him go. I knew it right there it was going to be a weird race."

Schaefer, who has placed highly in several LoToJa's, impressively stayed clear for over 125 miles before getting caught—and still ended the day in fifth place out of the 46-rider field. But he wasn't the only one the peloton let disappear out of sight. Mortley too

spent considerable time alone on the 206-mile course before taking the win in an exciting six-man sprint at Jackson Hole Mountain Resort. His winning time was 9:16:36.

"After I crossed the finish line, I just couldn't believe I did it," said the 24-year-old who is an accounting major at Brigham Young University Idaho at Rexburg. "I had worked so hard to win this year's LoToJa... Now what am I going to do with the rest of my life!"

Another rider who also worked hard this season and couldn't believe she won was Keri Gibson (The Bike Shoppe/Chick-Fil-A) of Pleasant View, Utah. The 36-year-old mother of three showed strength and determination throughout the day to win the Women's I, II, III category in a sprint over Lisa Renee Tumminello (Primal Treads). Gibson clocked in at 10:13:41.

For her the victory was particularly sweet. Not only had she trained hard and raced as much as she could since 2010 to prepare for this year's LoToJa, her husband, Justin, also won the Men's Cat. III, IV race in 9:35:02. To make things even sweeter, the winning pair celebrated their 18th wedding anniversary on race day.

"It was very emotional for me," she said about winning. "To see all that training and hard work pay off was very rewarding. It really meant a lot. And it was awesome my husband was there at the finish line. He was just as surprised as I was that I won, and it was neat that he had won his race, too."

Surprise tended to rule the day. One that was especially welcomed was the balmy morning temperature of 54 degrees Fahrenheit as over 1,500 riders left Sunrise Cyclery in timed intervals. Typically, the morning start is 10 to 15 degrees cooler. Clinton Mortley noted the warm, pre-dawn morning air. But his thoughts were focused on the pack's continued reluctance to chase down Mark Schaefer's bold escape.

While the Men's I, II, III field neared Preston, a 10-man break formed and Mortley quickly joined in. But it was caught just before Preston and the bunch stayed together through feed zone #1 and the initial rollers in Strawberry Canyon. By then, Schaefer was more than five minutes up the road.

While Mortley contemplated making a jump, Darren Goff (The Bike Shoppe/Chick-Fil-A) beat him to it before the pack reached Mink Creek. Mortley again was surprised that no one chased. At that point he concluded the day wasn't going to happen as he originally thought: the pack would stay together and then finally detonate on Salt River Pass. With Schaefer and now Goff up the road, the day's final

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PRODUCT REVIEW

DZNuts InHeat Keeps Your Legs Warm on Cold Rides

By Jared Eborn

So it's a little chilly outside when you intend to start your winter ride. But the forecast says it might warm up nicely before too long and, if possible, you'd really rather not hit the road with too many extra layers.

DZ Nuts, the makers of that tingly chamois cream Dave Zabriskie simply can't live without, have you covered – literally if you'd like.

DZ Nuts InHeat, an embrocation cream which comes in three intensities, will get you on the road and keep the legs warm when the temperatures go south.

"This pro-grade embrocation combines both the traditional components

and qualities of the Belgian "home brewed pastes" with modern science to create a medicated liniment that loosens and prepares muscles for maximum exertion, as well as providing warmth, protection, and comfort during the most nasty weather conditions," states the product description at DZ-Nuts.com. "Developed and tested on the European roads by Garmin Transitions and Columbia HTC professional cycling teams to be an essential training and racing tool.

With temperatures in the low 40s when my cyclocross race at Ogden's Fort Buenaventura, I decided to put the Medium intensity to the test. Rubbing the embrocation into the legs about 30 minutes prior to the race, I immediately felt the warming sensa-

tions I expected.

While many other races in my flight wore leg warmers or tights, I felt comfortable with bare skin.

After the race began and I splashed through the numerous mud puddles and stretches of standing water as a light rain fell, my legs never felt the elements. They got plenty dirty, but never uncomfortable, unlike a handful of other racers who commented on the chilly conditions after the suffering was done.

Some 45 minutes after the race, while driving home in the warmth of my car, the InHeat was still in full effect. In fact, I had to redirect the fan away from the legs to avoid overheating.

The cyclocross experience reinforced that of my LOTOJA experience a few weeks earlier.

Unsure of how the conditions might be for the early hours of LOTOJA when the race begins in the dark and rolls through the frequently frigid Cache Valley and Idaho's Emigration Canyon into Bear Lake, I opted to apply a layer of embrocation instead of bulking up with the added layers and weight of knee warmers.

In addition to not needing the layers because the temperatures were moderate at start time, my legs felt invigorated by the added sensations the InHeat provided. By the time we reached Emigration Canyon, my legs were grateful for the added warmth as the sun had not yet brought the canyon road out of its early fall chill.

Though more expensive than many other embrocation creams found at your local bike shop – DZ Nuts InHeat is listed at \$20 for a 6 ounce tube of the Low and Medium intensities and \$22 for the High variety – the product is a valuable addition to any cyclists winter biking arsenal.

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USA TRIATHLON



Above: Clinton Mortley takes the win. Photo: Joaquim Hailer. Find your photo at zazoosh.com.

Continued from page 12

selection wouldn't happen on the last major climb.

"Less than a minute after Goff went, I took off," said Mortley. "It was just instinct. I knew that I could put out a high tempo, get caught, and still race if I had to. So I went for it."

He chased after Goff to the canyon's 7,424 foot-high summit, down into Ovid and onto the second feed zone in Montpelier. While climbing to 6,923 foot-high Geneva Summit, and Goff not yet in sight, Mortley began to think he was stuck in no man's land.

"I started to think I had tossed my race away," he said. "I knew that I had seven minutes on the pack, but I had no idea how far ahead Schaefer or Goff were."

But while descending from Geneva Summit, he finally saw Goff and caught

him near the intersection of Highways 61 and 89. The two rode tempo to the base of Salt River Pass, hoping they'd eventually bridge to Schaefer.

"We survived going up Salt River. We didn't attack each other. I was cramping and suffering," said Mortley. "We knew that Schaefer was up to four minutes ahead as we climbed."

The pair crested Salt River's 7,630 foot-high summit and began the descent into Star Valley. Just before Afton, they were caught by a five-man chase group that consisted of Justin Wilson (Revolution/Café Rio), Curtis Doman (Revolution/Café Rio), Andrew Neilson (Nordic Track/Logan Race Club), Stefan Gomez (New Hope 360/Trek/GS Boulder), and last year's Cat. Men's I, II, III winner, Garrett Burbidge (Ski Utah/MarketStar).

After the feed zone at Afton, "We threw the hammer down," said Mortley. "We were just hauling and I was hurting. We caught Schaefer in about 20

minutes. When we passed him, he was like toast."

Mortley noted that Schaefer grabbed a wheel and stayed at the back to rest—but not for long. Soon, the day's big escapee amazingly began taking turns at the front. As the seven-man break neared Alpine Junction, Burbidge punctured but got a quick wheel change and rejoined the group at Alpine. "He was cooked from the chase," said Mortley. "But he caught us. I was impressed."

Not wanting to get caught by the peloton, the riders worked hard tempo up Snake River Canyon to Hoback Junction. Meantime, behind them Sam Krieg (Ski Utah/MarketStar) was attempting to bridge.

"No one attacked in the canyon. I felt terrible and I think everyone else did, too," said Mortley. "And no one attacked on the final climb after the river (five miles north of Hoback Junction). I think everyone was toast. At that point, I knew it was going to come down to a sprint finish."

The break stayed together on South Loop Road, the bike path, through the bike tunnel and the Wilson/Village Road intersection. Even on the final seven-mile run in to the finish, no one made a jump—until about a half mile to go.

"At that point we slowed down to about 15 miles per hour and everyone started to play the 'check game,'" said Mortley. "And then Gomez took off first."

As Gomez made a break for the line, Doman and Schaefer reacted. "But it was half-hearted because they knew Gomez wouldn't last, and they didn't want to blow the sprint," noted Mortley. While the finish line neared, he stayed in the back and the group caught Doman and Schaefer.

But Doman wasn't done. He jumped again, and this time, Wilson

and Mortley joined him. The three passed Gomez with less than 500 meters to the line.

"Doman and Wilson threw it down hard," said Mortley. "I felt like I had a sprint left. Instinct just took over and I went for it." He beat Wilson at the line by half a bike length with Doman right behind.

After the finish, Mortley was ecstatic about his achievement. In less than 18 months, he had gone from a Cat. IV who got routinely dropped at crits and road races, to a Cat. III who won the top men's race at the 2011 LoToJa Classic.

Late last year, he took second place in the Cat. IV race at the Allen Butler Criterium in Idaho Falls, ID. He followed that success with another second place in last year's LoToJa Cat. IV race. He finished that day with a time of 9:05:22. The criterium and strong LoToJa finish made him realize that, "I could be a good bicycle racer."

The realization also motivated him to work harder and get faster. "After last year's LoToJa, I wanted to win the Cat. I race in 2011," he said. "I made it a goal because the glory is in the Cat. I race. I'm happy that I achieved it."

He added that being an "unknown" likely helped a lot in his initial escape in Strawberry Canyon, and during the sprint finish. The night before the race, he knew that he had trained and raced hard over the summer. He was confident in his abilities, yet at the same time, he wondered if he could keep up when the pace switched from tempo to flat out for several miles. His result proved that he could.

Cat. I, II, III Women's winner Keri Gibson shared similar thoughts before she pulled up to the start line.

"The night before I began to wonder if I had trained enough," she said. "I went into the race wanting to do better than I had before, but I didn't think I

had a chance of winning it. My goal was just to improve from the previous year. To podium would be a bonus."

The Women's Cat. I, II, II and Women's Cat. IV riders left Sunrise Cyclery together. As the 32-member field worked its way toward Preston, no one saw fit to take a flyer. But during a neutral bio break in Strawberry Canyon, a couple of riders got off the front. For Gibson, that's when the race really began.

"We began chasing after who was off the front," she said. The "who" actually turned out to be more than one. Kit Deslauriers (Hoback Sports) and a few others were making their way to Strawberry Summit when they were caught and dropped by a six-woman break of Gibson, Lisa Renee Tumminello, Kandice Lund (Bountiful Mazda/Bountiful Bicycle), Beth McMaster (Bountiful Mazda/Bountiful Bicycle) plus Revolution/Café Rio teammates Megan Hill and Anne Perry or Catherine Kim.

Gibson said the break stayed together on the descent to Ovid and into the feed zone at Montpelier. But after the feed only Tumminello, McMaster, Lund and Gibson began the Geneva Summit climb. Together they descended and crossed the state line into Wyoming. But once they started climbing Salt River Pass, only Gibson had wings.

"I dropped all three on the way up. I wasn't really trying to—I thought they were behind me," she said. With the gap, she flew down from the summit into Star Valley. She wasn't seen again until Thayne when Tumminello, McMaster and Lund finally caught her.

"I turned around and they pulled

Continued on page 16

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Continued from page 14

up,” said Gibson. “One side of me was relieved because there was a headwind and I doubted I could do it alone. The other side of me said, ‘Darn.’”

The four rode through Thayne, Alpine Junction and far into Snake River Canyon without anyone attempting to jump. After the neutral feed zone at Hoback Junction, it was just Gibson and Tumminello riding the last 30 miles toward the finish line.

“We worked well together the rest of the way until 3K to go,” said Gibson. “At the 2K sign I jumped to accelerate and Lisa stayed on my wheel. After 1K I gave it all I had to the finish line. At 100 meters I started to sprint and won!”

After being congratulated by her husband at the finish, it still hadn’t sunk in that she had won. But when the results were officially posted, she knew then that it was “real.”

A month after her victory, Gibson wrote the following when asked if winning this year’s race had changed her.

“That is a hard answer to put into words. ...It was a very emotional finish and humbling experience. I honestly didn’t think I would see first place in the Cat. 1-3 division. This victory helped me realize not to underestimate myself and my abilities. It was a testament that hard work and dedication does pay off. At the finish, and the day after, I was so grateful to my family for all the support they gave to me throughout the season and during the race. You can’t complete LoToJa without an awesome support crew! It is every bit of their victory as it is mine.”

Both Gibson and Mortley say they intend to defend their LoToJa titles next September.

And Race Director Brent Chambers says LoToJa will be there for them and 1,500-plus riders who want to challenge themselves on the 206-mile course—a course, which for him and many participants, is a “metaphor for life.” Chambers says his biggest joy is hearing how LoToJa has changed someone’s life for the better. The event challenges and inspires people to live healthier lives, and that is his biggest reward. It encourages him to keep making the event better and safer with each year.

The race director stressed that LoToJa would not be possible without the event’s loyal corps of volunteers and sponsors, nor without the working partnerships and support from all of the communities the race passes through every year.

2011 LoToJa factoids:

- The fastest time of the day was posted in the licensed men’s 35-44 master’s division by Michael Olsen (Red Burro Racing) at 9:13:37.
- Finish rate percentages:
 - Licensed Class = 89%
 - Citizen Class = 84%
 - Fun Ride Class = 86%
- The oldest rider to finish LoToJa was 74 years old
- The youngest rider to finish LoToJa was 13 years old
- The average participant age is 41
- This year cyclists came from 40 states, plus Canada and the United Kingdom
- It’s estimated the average racing cyclist burns 10,000 to 15,000 calories

during race day

- Since LoToJa’s first year in 1983, more than 2.7 million miles have been pedaled by cyclists racing the event.

- Over 450 course and neutral support volunteers were on hand

- Course Records:
 - Men’s Record: Alfred Thresher, Las Vegas, NV at 9:01:44 (2010)

- (Previous record was set in 2009 by Cameron Hoffman, Clearfield, UT at 9:02:52)

- Women’s Record: Jenn Halladay, Kuna, ID at 9:44:57 (2010)

- (Previous record was set in 2006 by Tiffany Mainor, Las Vegas, NV at 9:55:06)

- King/Queen of Mountain Records (4 mile climb at 8 to 9 percent grade):

- Men’s: David Francis, Las Vegas, NV – 13:35.70 (2008)

- Women’s: Tayler Wiles, Bluffdale, UT – 16:52.93 (2009)

Fund raising facts

- This year the Huntsman Cancer Foundation will receive over \$175,000 from LoToJa’s fund-raising efforts

- LoToJa’s 75 Huntsman Hometown Heroes raised over \$120,000 alone

- Huntsman Cancer’s mission is to understand cancer from its beginnings, to use that knowledge in the creation and improvement of cancer treatments, to relieve the suffering of cancer patients, and to educate the public about cancer risk, prevention, and care.

- LoToJa also raises money for Autism Spectrum Disorder Connections (or ASD Connections). ASD Connections is a non-profit organization focused on helping families of children with autism. ASDC offers a range of services from a one-time consultation on a specific issue, to tutoring and therapy sessions several times a week.

Rider of the Year Awards Continued from page 3

Camp STXC among a star studded field. He won numerous races across the country in the junior 17-18 category and finished 2nd in both the XC and STXC at the USA Cycling National MTB Championships. He also took second in a major Swiss MTB race. Keegan Swenson is our Male Mountain Bike Racer of the Year.

Erica Tingey topped the bunch in the Intermountain Cup Series, winning 3 races on the way to the overall. She finished 3rd overall in the Utah State Championship Series, and won the Mt. Ogden 50K. Erica is our Female Mountain Bike Racer of the Year.

In 2010, Kris Walker won 4 races in the Utah Cyclocross Series and the overall. She topped this off with a national championship in the 50-54 age group. Kris Walker is our Female Cyclocross Racer of the Year (2010 season).

Bart Gillespie won the overall in the Utah Cyclocross Series again last season. We are not sure how many times he has done this, but it’s been at least 15. He won 7 of 9 races he entered, always in style. Bart is our Male Cyclocross Rider of the Year (2010 season).

Christine Dern won the overall for the Cat 1 women in the Utah

Downhill Series and finished second in the PRO GRT downhill. She is our pick for Female Downhiller of the Year.

Logan Bingelli won the USA Cycling Gravity National Mountain Bike Championship in the Pro Men’s Category, finished 4th in the dual slalom, won the PRO GRT race in Truckee, California, and won one race of the Utah Downhill Series. Logan is our Male Downhiller of the Year.

Chad Mullins has worked tirelessly on improving bike conditions in Salt Lake County. As chair of the Salt Lake County Bicycle Advisory Committee, he has convinced Salt Lake County to pass one of the more progressive Complete Streets ordinances in the country. He has written several editorials in the local daily paper (see them also on cyclingutah.com). And, under his tenure, Salt Lake County is developing a best practices guide for bike facilities. While Salt Lake County has a long way to go, they would be completely stalled without Chad’s leadership. Chad Mullins is our Bike Advocate of the Year.

Bad Ass Coffee was on a roll this year. Over 170 team riders participated in many events with the

Continued on page 17

ROAD RACING**New Therapy Room at Huntsman Cancer Institute Named After LoToJa**

By David Bern

The Huntsman Cancer Institute Hospital in Salt Lake City will open the doors to its new \$102 million addition on Oct. 31 and inside is a therapy room for patients that has been named in honor of the LoToJa Classic.

During the race’s awards ceremony in Jackson on Sept. 11, Brooke Hathaway, development manager of events for the Huntsman Cancer Foundation (HCF), accepted a check for \$175,000. The check included fund-raising efforts from LoToJa riders, Huntsman Hometown Heroes’ participants, LoToJa sponsor Autoliv, and from the race organization.

While accepting the over-sized check, Hathaway announced that the hospital’s new 156,000 square-foot wing will have a “LoToJa Therapy Services Room.” The room will be filled with stationary bikes and gym equipment for cancer patients’ use.

“It’s a really cool space,” said Hathaway. “...The new wing opened a lot of opportunities for us to thank the many donors who support the Huntsman Cancer Institute.”

She said it was decided to name the therapy room after the LoToJa in thanks for the race’s fund-raising efforts over the years. The LoToJa began a partnership with the institute and the foundation in 2003. Since then over \$700,000 has been donated from the race’s sponsors, the Hometown Heroes program, and cyclists.

LoToJa Race Director Brent Chambers says he was humbled and left speechless after learning about the foundation’s decision to name the room after the race.

“On behalf of the entire LoToJa Family, including sponsors and riders, other than a heartfelt ‘thank you,’ what can I truly say that would appropriately acknowledge this generous gift of recognition?” he asked. “For me, may it further inspire us to continue to raise funds for the fight against cancer, and to extend our hearts, hands and prayers to those who are battling this terrible disease.”

Hathaway said the new wing features 50 in-patient rooms, 25 of which are dedicated to the bone marrow transplant unit and the other 25 to an intensive care unit.

“With the addition, the hospital at Huntsman Cancer Institute will now have 100 in-patient rooms,” said Hathaway. “We’re doubling our space for healing and hope.”

There is also an expanded Cancer Learning Center and Wellness and Survivorship Center, a new Breast Health Center, an intra-operative MRI, of which only 20 exist in the world, a new infusion suite and many other services. Hathaway described the infusion suite as a beautiful space with 31 chairs and a spectacular view of Salt Lake Valley.

The Huntsman Cancer Foundation is the institute’s fund-raising arm. Its charge is to raise a third of the institute’s operating budget, which equates to \$10 million to \$15 million per year for cancer research.

Hathaway noted that the new addition’s projected cost was \$110 million. But the building was completed under budget at \$102 million.



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Continued from page 16

goal of fundraising for charity. They were the top team in the MS Bike Tour raising \$93,000 and were second in the Tour de Cure with \$60,000. They also provided numerous volunteers for both events. Bad Ass Coffee is our Touring Club of the Year.

Canyon Bicycles topped the overall combined points in both the UCA series, and the Utah Crit Series, just beating out FFKR/SBO. They fielded riders across most categories, and were consistent throughout the season. Canyon Bicycles is our Road Racing Team of the Year.

Mad Dog Cycles dethroned perennial champion UtahMountainBiking.com in the Intermountain Cup. They finished 4th overall (and 1st in the 5 man category) in the 24 Hours of Moab, and hold organized trail building days as well as group rides. Mad Dog Cycles is our Mountain Bike Racing Team of the Year.

LOTOJA, the 206 mile race from Logan to Jackson, is tough, well run, and charitable. This year they raised \$175,000 for the Huntsman Cancer Institute and over the years have raised \$700,000. LOTOJA is our Event of the Year.

Honorable Mentions go to:

Laura Howat for taking second in the UCA series and winning the Masters National Criterium Championship.

Stan Swallow for taking second in the Masters National 70-74 Road Race, and two golds, a silver, and the overall at the Huntsman Senior Games. He also runs the successful Utah Velo Club.

Hilary Crowley, for winning the 35-39 National Road Race. Katie Clouse for winning the 10 and under National XC Championship and Jason Sparks for winning the 40-44. Muffy Davis won the silver in handcycling at the World Paracycling Championships.

Rob Squire and Tayler Wiles for winning U-23 National Championships.

Bo Pitkin for racing both singlespeed and 35+A in cyclocross locally, finishing 2nd and 4th in the series, and for racing in the national championships, finishing 11th and 8th.

Nicky Wangsgard for winning the International Cycling Classic (Superweek) overall for the 3rd year in a row.

Jason Tolman for overcoming three surgeries in the last few years to raise funds on several charity rides.

Tyler Wren for winning the Vuelta a Chile, the Crusher in the Tushars, and finishing both the Tour of California and the Tour of Utah.

And last, but not least, we would be remiss if we didn't also recognize several others that we know about and many that we don't who have struggled through cancer and kept riding. Cindy Yorgason also fought breast cancer and was on the bike at Cross Out Cancer. Matt, Jen, Cindy, Steve Miller, Nick Ekdahl, Conor O'Leary, Todd Hageman, and many others who we don't know have kept riding and fighting and lead the rest of us by setting a great example.

We would like to thank our readers and advertisers and the entire Utah and Intermountain cycling community for another incredible year of cycling. Have a great winter riding. We'll see you in the spring!

For more great stories, visit
cyclingutah.com



Top: Keegan Swenson (front) won the Cross Out Cancer race on October 22nd at Wheeler Farm. He put in a brutal last lap attack to win solo. Kris Walker (front) took second in the race to Sarah Kaufmann. Photos: Dave Iltis See more at gallery.cyclingutah.com. Photos of all riders are available. For results, see page 8.



Bart Wellens, USGP Madison 2011 // Photo: David Gabrys

TYLER'S JOURNAL

Fall is Time for Cyclocross

By Tyler Wren

Leaves changing, back to school, world series, end-of-season break- these are some of the things most people think about when autumn comes around. But not me- even after a long season of traveling and racing my bike on the road, my mind inevitably turns to cyclocross in the fall.

One thing to realize about domestic professional cycling is that hardly any of us, riders and staff alike, are in this endeavor for the money. We are professional athletes, but our salaries correlate more with teachers than NBA or MLB players. In fact, even when we win a race, we retain only a portion of the prize after we split the money with our teammates and staff. For me, what is most valuable is the lifestyle this profession offers me- being fit, being outdoors, seeing the world, camaraderie, and constantly challenging myself. Nowhere is the essence of this true love for the sport of cycling more apparent to me than in the discipline of cyclocross.

The forecast last December in Bend Oregon for the cyclocross national championships was high 40's and light rain- seemingly a cause for gloom. But the predicted weather that day excited me- it was going to be a great day to be outside racing. I knew that, despite the violent hourlong effort, my whole body would be cold and my hands nearly inoperable by the end of the race, but also that the course would be wet & muddy, and that the fans would not be deterred.

Hundreds of competitors and spectators braved the grim elements that day, all of us getting cold and dirty. There is a shared element of perseverance between us all when the suffering extends beyond the physical exertion to the weather conditions too. All of the (underpaid) top 'cross racers are approachable, easy-going guys off the bike. Spend a few minutes chatting with any of them and you'll realize that they are no different than the hundreds of masters and amateur competitors attending the championships who skipped work, left home and spent significant amounts of time and money preparing for this miserably beautiful day in the rain- they just love racing their 'cross bikes.

I share that tender sentiment- thinking about 'cross tire selection and pressure, gearing, course conditions, etc. gets me so pumped to be on my bike during the time of the year when otherwise it can be difficult. I hope this journal will convince you to give 'cross a try if you haven't already. The Salt Lake area is a fantastic hub for a solid cx race schedule.

Stay fit, be safe, and have fun! Thanks for reading,

Tyler Wren is a professional cyclist for the Jamis/Sutter Home Professional Men's Cycling Team living in downtown Salt Lake City. He also coaches athletes and is available for cyclocross and road cycling clinics. To find out more information, contact Tyler at twrenegade@gmail.com or 610-574-1334.

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CALENDAR OF EVENTS

Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!

Utah BMX

RAD Canyon BMX — Salt Lake City, UT, RAD Canyon BMX is a Salt Lake County Parks and Recreation facility, and American Bicycle Association sanctioned BMX race track. Located at 9700 S. 5250 W. in South Jordan. See web page for event and race details., Ron Melton, 801-699-9575, radcanyonbmx@radcanyonbmx.com, radcanyonbmx.com

Deseret Peak BMX — Tooele, UT, 1200 foot long track, ABA sanctioned, open to public for practice daily, fee is \$2 per rider. Sign ups 5:30 to 7:00 on race day. Races: May 8, 22, June 12, 26, July 10 - Race for Life, 17 - State Qualifier, August 14, 28, September 18, 25., Darrin Cook, 435-843-4049, deseretpeakbmx@msn.com, deseretpeakcomplex.com

Utah Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group, bikeutah.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are on the second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 335. All are welcome. Visit the website to

join the email listserv., Dave Ittis, 801-328-2066, dave@cyclingutah.com, Julian Tippetts, 801-535-7704, Julian.Tippetts@slcgov.com, slcgov.com/bike

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

Weber County Pathways — Ogden, UT, Weber County's Trails Group. We are committed to the idea that non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life. Call 801-393-2304 or e-mail wp@weberpathways.org with questions or comments., Mark Bedel, 801-393-2304, wp@weberpathways.org, weberpathways.org

Davis Bicycle Advisory and Advocacy Committee — Farmington, UT, Not Currently meeting. Organizers needed., Bob Kinney, 801-677-0134, bob@bike2bike.org, davisbike.org

Mooseknuckler Alliance — St. George, UT, We accept all types and styles of riders, most important we want people to ride their bikes and enjoy doing it. Most of us love riding our bikes in all types of weather and in multiple disciplines. The Alliance is located in Southern Utah and has group rides to help people get out, meet new friends, and most importantly, have fun riding their bikes., Lukas Brinkerhoff, lukas@mooseknuckleralliance.org, mooseknuckleralliance.org

Park City Alternative Transportation Committee — Park City, UT, Normally meets the second Tuesday of the month at Miner's Hospital, 9 a.m., Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

Mountain Trails Foundation — Park City, UT, Park City's Trails Group, Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

Bonneville Shoreline Trail Committee — Salt Lake City, UT, Volunteer to help build the Bonneville Shoreline Trail. (801) 485-6974 or visit our web page., Dave Roth, 801-824-5339, bonnevilleshorelinetrail@gmail.com, bonnevilleshorelinetrail.org

Parley's Rails, Trails and Tunnels (PRATT) — Salt Lake City, UT, PRATT is a 501(c)(3) nonprofit organization, run by volunteers. The mission of the Parley's Rails, Trails and Tunnels (PRATT) Coalition is to assist city, county, state and federal agencies and other public and private partners in completing a multi-use trail along I-80 via Parley's Creek Corridor and the Sugar House Rail Spur to connect the Bonneville Shoreline Trail with the Provo/Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, parleystail@gmail.com, parleystail.org

Holladay Bicycle Advisory Committee — Holladay, UT, The Holladay Bicycle Advisory Committee (HBAC) works to make Holladay bicycle friendly. The HBAC meets on the first Tuesday of every month from 6:00 p.m. to 6:45 p.m. in the Hy Nielson Room of the city building at 4580 S. 2300 E. , Greg Hoole, 801-272-7556, gregh@hoole-king.com, tinyurl.com/holladaybac

Events, Swaps, Lectures

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., None , noemail@cyclingutah.com, slccriticalmass.org

Bike Polo League — Salt Lake City, UT, March to November - Come and play bike polo! Tuesdays at

Liberty Park, Salt Lake City, 6:30 pm, enter from 13th S. and come up the 7th East side to the road entering the center of the park. All welcome, bring bike, gloves, and helmet. Mallets provided., Scott Brown, 801-870-9292, sbrown@redrocks.com, redrocks.com

March 3, 2012 — Sports Am 19th Annual Bike Swap and Expo, Salt Lake City, UT, Utah State Fairpark, 10th W and N. Temple, Grand Building, 10 am., Check in on Friday, Swap on Saturday. Used and new bikes. \$5 admission., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

March 13, 2012 — Bike Maintenance Basics, Salt Lake City, UT, Learn how to lube a chain, fix a flat tire in record time and make other minor adjustments to your bike. No experience necessary! 7 pm at REI in Salt Lake City., Celeste Eppler, 801-486-2100, rei.com/saltlakecity

Mountain Bike

Tours and Festivals

March 2-4, 2012 — Thaw Mountain Bike Festival, Moab, UT, Fun weekend with Free Demo bikes, Saturday night party, and guided group rides on Bar M and the Amasa Back Trail Saturday and Sunday., Poison Spider , 435-259-7882, shop@poisonspiderbicycles.com, poisonspiderbicycles.com

March 12-15, 2012 — White Rim (MTB), Moab, UT, 4-day, 94-101 mi guided tour follows the edge of canyons carved by the Green and Colorado Rivers. Tour includes 3-nights camping, transportation and food. Also available Event Dates 2012: March 12-15, 21-24, 28-April 1, 4-7, 9-12, 16-19, 25-28, May 2-5, 16-19, Sept 5-8, 10-13, 19-22, Oct 3-6, 8-11, 17-20, 22-25, Barbara Goff, 800-596-2953 x4, 702-596-2953, info@escapeadventures.com, escapeadventures.com

March 25-29, 2012 — The Maze, Moab, UT, 5-day, 120-mi guided tour (maximum of 7 guests) of the Maze, the most remote section of Canyonlands National Park. Tour includes 4-nights camping, transportation, food and flight out at end of tour back to Moab. Also available Mar 20-24, 27-31, Apr 10-14, 16-20, Apr 30-May 4, 10-14, 19-23, Sep 11-15, 18-22, Oct 8-12, 16-20, 23-27., Barbara Goff, 800-

596-2953 x4, 702-596-2953, info@escapeadventures.com, Tim Schall, 800-596-2953, 800-559-1978, escapeadventures.com

April 26-29, 2012 — New Belgium Brewing Company Fruita Fat Tire Festival, Fruita, CO, 17th Annual festival which is the kickoff to Mtn bike season in CO, World renowned trails, expo, Clunker Crit, Prizes, and live music in downtown Fruita., Mike Heaston Over the Edge Sports, 970-858-7220, emgmh@emgcolorado.com, emgcolorado.com, fruita-mountainbike.com

Utah Mountain

Bike Racing

November 5-6, 2011 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. , Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROPromotions.com

January 28, 2012 — 10th Annual Frozen Hog, Alpine, UT, Come race in the snow and ice. Categories for everyone from kids to clydesdales. Schwag! Prizes! Where else you gonna ride your bike in January?, Josh McCarrel, 385-208-6400, joshwmcc@gmail.com, frozenhograce.com

March 3, 2012 — Red Rock Desert Rampage, Intermountain Cup, St. George, UT, ICS #1, At the BLM Competition Area: race over classic desert terrain. Beginner start at 10 am, Pro/Expert/Sport start at noon., Kayleen Ames, 435-757-4310, amespromoting@comcast.net, intermountaincup.com, amespromoting.com

March 17, 2012 — True GRIT Epic Bike Race, St. George, UT, Epic ultra-endurance mountain bike race with 100 and 50 mile options over tough and technical terrain. Course is a 50 mile loop. Staggered starts at 7am, 9 am and 11am - cut off time is 6pm, choose from open category with cash purse, other categories TBA. Also offered is a challenge course of 23 miles., Cimarron Chacon, 970-759-3048, info@gropromotions.com



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April 7, 2012 — Red Rock Cactus Hugger, Intermountain Cup, St. George, UT, ICS #2, Ed Chauner, icupracing@yahoo.com, intermountaincup.com, chollachallenge.com

April 14, 2012 — Adventure Xstream Moab, Moab, UT, Solo racers and teams will kayak, trek, rappel, and mountain bike through the Moab Canyon Country, 50 miles of multi-sport racing., Will Newcomer, (970) 403-5320, events@gravityplay.com, gravityplay.com

Regional Mountain

Bike Racing

October 29, 2011 — 24 Hours of Bootleg, Boulder City, NV, 6 hour, 12, hour, and 24 hour categories. Held at Bootleg Canyon, near Las Vegas, solo and relay divisions, Keith Hughes, 702-525-1087, keith@sunsetracing.com, 24hoursofbootleg.com

April 14, 2012 — 17th Annual Barking Spider Bash, Wild Rockies Series, Nampa, ID, AMBC Race, than 1000 vertical ft per lap, elevation gain for hill climbs. We are using the original 2 hr XC course and 1 hour trail run, includes roller coaster single track and wide open fire road. FREE kids race, awards ceremony, food and beverages, part of the national AMBC series, Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

April 14, 2012 — Sage Brush Scramble, TENTATIVE, Knobby Tire Series, Boise, ID, STXC. Action-packed short track racing just 23 miles SE of Boise Racing and BBQ starts at noon., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

April 27-29, 2012 — Riverside Rampage - MSC #1, TENTATIVE, Mountain States Cup, Salida, CO, Cross country, time trial and short track races. Sign up for each race or for entire stage race. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

Utah Weekly

Road Race Series

Cyclesmith Rocky Mountain Raceways Criterium Series — Utah Crit Series, West Valley City, UT, A and B Flite off at Noon C and D Flite off at 12:50, 6555 W. 2100 S. Saturdays in March at 12 noon. March 3,10,17,24,31, Tuesdays through Sept. at 6 pm. April 3,10,17,24, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Salt Air Time Trial Series — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Emigration Canyon Hillclimb Series — Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April thru September., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

SBR Time Trial Series — Orem, UT, Starts at 7pm, free to participate Flat 6 mile out and back, 321 South Vineyard Road Orem, UT 84058, updates on facebook. 5/2 to 9/5, Joe Johnson, 801-225-0076, 949-412 0587, joe@sbrutah.com, sbrutah.com, facebook.com/sbrsports

Utah Road Racing

March 24-25, 2012 — Tour del Sol, UCA Series, St. George, UT, Stage race, time trial, road race, criterium., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com

April 7, 2012 — Hell of the North Road Race, tentative date, UCA Series, Salt Lake City, UT, Just north of the Salt Lake Int'l Airport, 5 mile circuit. includes 1.75 mile stretch of dirt road. Bring your 53x12., Marek Shon, 801-209-2479, utcritseries@gmail.com, helloofthenorth.com, utahcritseries.com

April 14, 2012 — West Mountain Road Race and Team Time Trial, Lake Shore, UT, TTT in the morning @ 8am and a Road Race in the afternoon @1pm., Mason Law, 801-891-5275, masonsajc@hotmail.com, Matt Wilson, 801-616-8584, mtthwwlsn1@gmail.com,

April 14-15, 2012 — Tour of the Depot, UCA Series, Tooele, UT, Sat. -Tour of the Depot RR, Anaconda Road TT. Sun. - Pine Canyon Circuit Race., Jeremy Smith, 801-558-7215, info@tourofthedepot.com, tourofthedepot.com

April 21, 2012 — East Canyon Echo Road Race, UCA Series, Henefer, UT, 10 AM, Henefer to East Canyon Resort and back to Echo Canyon

to Hogsback, Sign up at Canyon Bicycles 3969 S. Wasatch Blvd., James Zwick, 801-583-6281, sports@

sports-am.com, sports-am.com

Regional Road Racing

February 10-12, 2012 — Valley of the Sun Stage Race, tentative, Phoenix, AZ, Racing begins on Friday with a 20k time trial, Saturday brings a 40-90 mile road race and finishing on Sunday with a criterium at the state capital., Paco Keeme, 480-703-9150, vos2012@wmrc.org, wmrc.org

February 23-26, 2012 — Callville Bay Classic Stage Race, Las Vegas/Lake Mead, NV, Short Uphill TT,

Rolling Hills RR, Callville Bay Resort Marina. Pro 1/2, Master 35+ categories on the 25th, all other categories 26th and later., Mike Olsen, 702-927-4069, mike@vegabikeracing.com, CallvilleBayClassic.com

March 11, 2012 — Jason Broome ITT (BCC Spring Series #1), Boise, ID, Ten Mile Time Trial over rolling terrain. Start:Stage stop truck stop on I-84, 16 miles east of Boise., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

March 18, 2012 — Slammer Road Race (BCC Spring Series #2), Boise, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com



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March 25, 2012 — Dirt Bag Dash #1, Glens Ferry, ID, Sign in at 9am, race starts at 10:30am. Course is 75% dirt and gravel roads with a smattering of cat 4 and cat 5 climbs., James Lang, 208-571-1853, 208-344-9182, jlang83702@yahoo.com, joyride-cycles.com/dirt_bag_dash

April 14, 2012 — Tax Day Circuit Race, UCA Series, Pocatello, ID, Great circuit race, start and finish in Inkom with a 1.2 mile neutral roll out of town, followed by 4.5 mile rolling to the circuit (7.3 mi). Riders will do a specified number of laps, followed by another half lap to finish at the top of the climb. Climb per lap is 750 ft., Jonathan Hunt, 208-232-0481, idskier23@gmail.com, idahocycling.com

April 20-22, 2012 — Tour of Walla Walla Stage Race, Walla Walla, WA, Stage race - 2 RRs, crit, TT. Eight fields in 2011, 5 for men and 3 for women- Men Pro-1-2, 3, 4, 5, Mstrs 40+ cats 1-4; Wom 1-2, 3, 4. Stage Race - 2 RRs, Crit, TT. Men Pro -1-2, 3, 4, 5, Mstrs 40+ Cats 1-4, Wom 1-2, 3, 4., Steve Rapp, 509-520-9779, steve@allegrocyclery.com, tofw.w.org

April 22, 2012 — Chicken Dinner Road Race (BCC Spring Series #3), Nampa, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

April 29, 2012 — Emmett-Roubaix Road Race (Spring RR #4), Emmett, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

Utah Road Touring

BRA NU — By arrangement, Brigham City, UT, By arrangement. Starting in Brigham City. See country that varies from the western desert to mountainous forest. From Golden Spike National Historic Monument to Dinosaur National Monument. Travel along well paved rural roads through ranches and summer range, and by breath taking vistas and views of the mountains and valleys., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

November 26, 2011 — Saturday Father-day Ride, Saratoga Springs, UT, 3rd annual ride to benefit the Utah Food Bank. Burn off a bit of turkey and pie calories riding to the top of Sun Crest. Bring a donation for the Food Bank as your "entrance fee.", Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

February 25, 2012 — Zion Country Century, Hurricane, UT, Benefitting Spina Bifida, 8 am, 100 mi, 65 mi, 50 mi, 25 mi options, fully supported, starting from Bloomington Park (650 Man O War Rd.), Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

March 10-13, 2012 — Moab Skinny Tire Festival, Moab, UT, Colorado River, Dead Horse Point State Park and Arches National Park. Cycling icons, live music, bike demos, Banff Mountain Film Festival, and festivities all weekend. Event benefits cancer survivorship, cancer research, and Kids On Bikes., Beth Logan, 435-259-3193, info@skinnytireevents.com, skinnytireevents.com

April 14, 2012 — Spring Tour de St. George , St. George, UT, Beginners and pros alike will enjoy the all-new route while appreciating the well-stocked rest stations. Fully supported with sag vehicles, rest stops and lunch. Three route options for all skill levels; 30, 65 and 100 miles!, Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

April 21, 2012 — Salt Lake City Marathon Bike Tour, Salt Lake City, UT, 25 miles without stoplights through the streets of Salt Lake on the SLC Marathon course, start: 6:00 a.m. at the Olympic Legacy Bridge near the Fort Douglas TRAX stop., Scott Kerr, 801-883-8333, skerr@devinesports.com, saltlakecitymarathon.com

April 21, 2012 — Front Runner Metric Century Ride, Salt Lake City, UT, Front Runner Century Ride is a point to point bicycle ride with a return FrontRunner train ride. Your bicycle will be transported via private truck to SLC at your return location., Jared Eborn, (801) 599-9268, (801) 448-6061, staff@forthewinracing.com, frontrunnercentury.com

April 28, 2012 — Spokes for Hope Women's Ride, St. George, UT, Fully supported century ride with rest stops, lunch, & sag, 8 am @ the new St. George Town Square. Four different distance options. All women's century ride, multiple ride options., Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

Regional Road Touring

November 5, 2011 — Tri-States Gran Fondo, Mesquite, NV, 112 miles, 7,500' of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deb Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondo.com

November 12-13, 2011 — Bike MS 2011 Las Vegas, Las Vegas, NV, Fundraiser for the National Multiple Sclerosis Society. Fully supported. 30,65,100 mile on Saturday to Red Rock Canyon Loop, 35, 65 miles on Sunday to Lake Mead. Start/Finish Ruvo Center for Brain Health., Linda Lott, 775-827-4257, 702-736-1478, linda.lott@nmss.org, bikems-nevada.org

December 31-January 1, 2011 — New Year's Revolution, Goodyear, AZ, Celebrate the end of one year and the beginning of the new year as we Ride out the Old and Ride in the New Year, 2 different routes in warm & sunny Arizona, 3 distances each day (100, 70, 50), Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

January 1, 2012 — New Year's Day Ride, Boise, ID, noon, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

January 27-29, 2012 — King of the Mountains Training Camp, Agoura Hills, CA, Three epic, quad busting days of cycling to kick off your season. 50-70 miles per day with tons of climbing., Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

March 10, 2012 — Mesquite Metric Century, Mesquite, NV, Beginners and pros alike will enjoy the all-new route while appreciating the well-stocked rest stations. Fully supported with sag vehicles, rest stops and lunch. Great pre-season Metric Century., Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

March 24-April 20, 2012 — Yellowstone Cycle Days, tentative, Yellowstone National Park, MT, Ride free in Yellowstone National Park before the roads open to the public. This is a unique way to enjoy the beauty of the park., Sara Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com, nps.gov/yell/planyourvisit/spring-bike.htm

March 24, 2012 — Solvang Double Century, Planet Ultra Grand Slam, Solvang, CA, 200 miles in Southern CA's most scenic and popular cycling region. A perfect first time double century., Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

March 26-31, 2012 — Solvang Spring Tour, Solvang, CA, Early season warm weather training in Sunny Southern California. 50-100 miles per day on the roads where Lance trained for all his Tours de France!, Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

April 15, 2012 — Rhonde Van Boise Fun Ride, Boise, ID, Mike Cooley, 208-343-3782, mcool-

ey@georgescycles.com, georgescycles.com

April 28, 2012 — Tour de Summerlin, Las Vegas, NV, 50, 100 mile routes, Vistas Community Park, circumnavigates Las Vegas., Randy Mcghie, 702-252-8077, randy@mcghies.com, tourdesummerlin.com

April 28, 2012 — American Diabetes Association Tour de Cure, Las Vegas, NV, Start in Henderson, enjoy views of Lake Mead and canyons in fully supported fundraiser. Three options: 15-mile, 45-mile and 65-mile., Tracie Patten, 702-369-9995 x7483, tpatten@diabetes.org, main.diabetes.org/site/TR/TourdeCure/UtahArea?pg=entry&fr_id=8081

Multisport Races

November 12, 2011 — Turkey Triathlon, St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 9 am and 2 pm. Indoor swim, outdoor run and bike legs., Aaron Metler, 435-627-4560, aaron.metler@sgcity.org, sgcityrec.org

November 12, 2011 — Lake Mead Triathlon, Boulder City, NV, Full circle triathlon on River Mountain Trail Loop, 3 different courses including a sprint distance (750-meter swim, 20-km bike, 5K run), international distance (1500-meter swim, 40-km bike, 10K run) and long course (1.2-mile swim, 56-mile bike, 13.1-mile run)., Keith Hughes, 702-525-1087, keith@sunsetracing.com, sunsetracing.com

March 3, 2012 — Blue Mountain Triathlon, Monticello, UT, 4 mile ski, 18 mile mountain bike ride, 5 mile run., Greg Westfall, 435-587-3727, greg@monticellooutah.org, www.monticellooutah.org

March 24, 2012 — TimpTriClub Icebreaker Triathlon, TENTATIVE, American Fork, UT, Sprint distance and kids race, American Fork Rec Center, 9 am., Levi Cress, 208-631-0040, levicress@hotmail.com, timp-triclub.com, racetri.com

March 31, 2012 — Lifetime Triathlon Las Vegas Showdown At Sundown, Boulder City, NV, Sprint, Intermediate, and Long Courses, Keith Hughes, 702-525-1087, keith@sunsetracing.com, showdownat-sundown.com

April 7, 2012 — Sand Hollow Aquatic Center (SHAC) Triathlon, St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 7 am and noon. Indoor swim, outdoor route for run and bike legs. Cap of 300 each category., Aaron Metler, 435-627-4560, aaron.metler@sgcity.org, sgcityrec.org

April 14, 2012 — Telos Timp Triathlon, T3TRI EVENTS, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-678-4032, shaun@t3triathlon.com, t3triathlon.com

April 21, 2012 — Rage Triathlons, Double Down, Las Vegas, NV, Challenging course with killer Lake Mead views! Sprint, Olympic, and Half distances., D Weideman, info@bbsctri.com, bbsctri.com

April 28, 2012 — Fourth Street Clinic Triathlon and 5k Triathlon and 5K, TENTATIVE, Salt Lake City, UT, 300 yard swim, 8 mile mountain bike ride, 5K run, Huntsman Center, University of Utah. All proceeds benefit the Fourth Street Clinic, which provides free health care to homeless Utahans., Bryce Snow, 801-369-6433, bryce.snow@hsc.utah.edu, Ashley Crum, 435-770-2704, fourthstreetclinic.org

April 28, 2012 — Icebreaker Triathlon, Vernal, UT, Uintah Community Center at 9 am, 250 yard snake swim, 8 mile bike of moderate difficulty, and a 3 mile run., Scott Wardle, 435-781-0982, scottw@uintahrecreation.org, uintahrecreation.org

Cyclocross

Clammy Cross — American Fork, UT, Sept 24, Nov 26, Dec 10, 9:30 am, Art Dye Park, 573 E 700 N October 21 - "Friday Night Lights" C flight 7:30 pmB flight 8:30 pmA flight 9:30 pm, Josh McCarrel, 385-208-6400, josh-wmcc@gmail.com, clammycross.blogspot.com

October 29, 2011 — Utah Cyclocross Series Race #6 at Wheeler Farm, Utah Cyclocross Series, Salt Lake City, UT, At Wheeler Farm, 6351 S. 900 E, SLC, Halloween Cross Double Weekend, Halloween Costume Contest Parade right after Kiddie Cross, Matt Ohran, info@utcx.net, utahcyclocross.com

Chip Seals and Bicycles in Salt Lake City - Final Call for Public Input Through November 18.

For the past several years, Salt Lake City has had an informal policy of not chip sealing bike lanes. Streets with bike lanes may be chip sealed, but the bike lanes have not been chip sealed. However, a January 2011 field examination of some streets that received this treatment four years prior revealed that the pavement in the bike lane had severely deteriorated compared to the regular (chip sealed) roadway surface. The chip sealed roadway is now a much better bicycling surface than the untreated bike lane. Further information and photographs are provided in an article in Cycling Utah, June 2011 issue, p. 26: <http://www.cyclingutah.com/june/Cycling-Utah-June-2011-Issue.pdf>

Since February 2011, the SLC Transportation Division has been gathering informal input from bicyclists on Salt Lake City's chip seals. Preliminary input has been fairly positive about the City chip sealing bike lanes, with some bicyclists expressing that the temporary pain of chip-seal construction and the rougher riding surface are preferable to longer-term potholes and road deterioration.

Bicyclists interested in weighing in on chip seals are invited to go ride either or both of the following streets:

·1700 South (300 W to 900 W) – chip sealed in early July 2011 including the bike lane as a pilot. For contrast, the adjacent sections both east and west were slurry sealed in July 2011.

·Wiley Post Way (near Jimmy Doolittle, in the International Center just west of the airport) - chip sealed four years ago, but the bike lane was not sealed. For contrast, nearby Amelia Earhart was chip sealed last season (2010).

Please note that we do need input on Salt Lake City chip seals, in particular. Salt Lake County uses a different stone product, and so any experience you may have with Emigration Canyon or Wasatch Boulevard south of I-80 is a different type of riding surface – not relevant to this particular input request.

Submit comments to bikeslc@slcgov.com by 5 pm on Friday, November 18, 2011. Comments in writing are preferred, and we would certainly appreciate if you would include information about your tire width and pressure! You may also call the Transportation Division at 801-535-7274 and we can log your comments over the phone.

October 30, 2011 — Utah Cyclocross Series Race #7 at Wheeler Farm, 6351 S. 900 E, SLC, Utah Cyclocross Series, Salt Lake City, UT, Halloween Double Cross weekend, Matt Ohran, info@utcx.net, utcx.net

November 5, 2011 — Utah Cyclocross Series Race #8 at Heber Fairgrounds, Utah Cyclocross Series, Heber City, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

November 5, 2011 — SICX: Lake View Park, Southern Idaho Cyclocross Series, Nampa, ID, This is a great race right in the main park in the wonderful city of Nampa., Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

November 12, 2011 — Utah Cyclocross Series Race #9 at Mt. Ogden Golf Course, State Championship, Utah Cyclocross Series, Ogden, UT, At the Mt. Ogden Golf Course, 1787 Constitution Way, Ogden, UT 84403, Matt Ohran, info@utcx.net, utahcyclocross.com

November 13, 2011 — Cuthroat 'Cross, West Valley City, UT, Hunter Park, 3600 South 6000 West, West Valley City (Parking on 3500 South side of park), Directions: Highway 201 Westbound, left on 56th West, right on 3500 South, Hunter Park on the left, 10:30 AM, Dan Roper, 970-274-6455, endomasterdr@gmail.com, cuthroatcross.blogspot.com

November 19, 2011 — Utah Cyclocross Series Race #10 at Wheeler Farm, Utah Cyclocross Series, Salt Lake City, UT, Cross Out Cancer Ride will be held in conjunction with the race. Fundraiser for the Livestrong Foundation. Come out and try cyclocross. Silent Auction too! At Wheeler Farm, 6351 S. 900 E, SLC, Matt Ohran, info@utcx.net, utahcyclocross.com

November 19-20, 2011 — Sandy Point Beach Race Weekend #2, Southern Idaho Cyclocross Series, Boise, ID, Toys for Tots Fundraiser and Final Weekend. Idaho State Cyclocross Championships, Jared

Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

November 26, 2011 — Eagle Island Cyclocross Series, Eagle Island State Park, ID, Eagle Island State Park, tentatively scheduled on Nov. 26, Dec 3, Dec 17. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs., Brad Streeter, 208-866-3384, brad@aero-specialties.com, idahocyclocross.com

December 3, 2011 — Utah Cyclocross Series Race #11 at Ft. Buenaventura, 2450 A Avenue, Utah Cyclocross Series, Ogden, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

December 3, 2011 — Eagle Island Cyclocross Series, Eagle Island State Park, ID, Eagle Island State Park, tentatively scheduled on Nov. 26, Dec 3, Dec 17. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs., Brad Streeter, 208-866-3384, brad@aero-specialties.com, idahocyclocross.com

December 17, 2011 — Utah Cyclocross Series Final Race & Awards Party at Wheeler Farm, Utah Cyclocross Series, Salt Lake City, UT, Matt Ohran, info@utcx.net, utahcyclocross.com

December 17, 2011 — Eagle Island Cyclocross Series, Eagle Island State Park, ID, Eagle Island State Park, tentatively scheduled on Nov. 26, Dec 3, Dec 17. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs., Brad Streeter, 208-866-3384, brad@aero-specialties.com, idahocyclocross.com

January 4-8, 2012 — USA Cycling Cyclocross National Championships, Madison, WI, Kelli Lusk, 719-434-4200, klusk@usacycling.org, usacycling.org/cx

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Bicycle Collective News

With cold weather comes warm hearts. Every winter Collective volunteers refurbish and provide hundreds of children's bicycles to goodwill programs like Sub-for-Santa, Angel Tree, and more to be given as presents during the holiday season. Warm your heart and someone else's by donating a bike and volunteering your time. There is also the option of becoming a Sponsoring Member of the Bicycle Collective by financially sponsoring bike(s) to be given away in our Bikes for Goodwill Organizations program; children in our Earn-a-Bike program, or rides in our Trips for Kids program. www.slcbikecollective.org/sponsor

The Park Tool School (www.parktool.com/clinics_training) is still taught every Monday starting at 6pm at the Community Bike Shop (2312 S. West Temple). Classes don't build on each other, so jump in at any time. Participants will learn how to true wheels, adjust derailleurs and brakes, and general skills. See the Collective's website (www.slcbikecollective.org) or call 801-FAT-BIKE for a schedule.

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. The Bicycle Collective provides refurbished bicycles and educational programs to the community, focusing on children and lower income households.

New Methods Sought for Bike Counts

Let's face it: planners just don't know enough about how many bicyclists and pedestrians are using the roads. Transportation officials have long used established methods to count motorists but the data on non-motorized users aren't good enough to plan rationally.

Or so determined the Transportation Research Board (TRB), which is planning to hire a contractor to remedy that. TRB is offering \$400,000 and two years to come up with better methods to count cyclists and walkers so planners can make more informed decisions about what facilities they need for them.

TRB stated that most of the time, planners decide where they want to build a bike facility, then try to find data about cyclists. With the proper tools, they could work in reverse: find out how many cyclists ride where, then determine where they need to plan.

In its request for proposal (RFP) for someone to develop a better way to gauge bicycle and pedestrian use, TRB noted that transportation and planning officials often overlook plenty of data sources. They don't bother to use video cameras, for instance, because it takes a long time to count riders videotaped. But often, planners don't even have to install cameras to count them because security cameras already in place could do the trick.

Additionally, plenty of other technology is available, including microwave, infrared sensors, loop detectors, pressure sensitive mats, and communication devices. Plus, software can extract bicycle data from other sources. "Research is, therefore, needed to develop guidance for practitioners on existing, new, and innovative methods and technologies to capture pedestrian and bicycle volume data," according to the RFP.

The contractor will first find out what tools planners can currently use, then come up with a guide for state and local officials on how to effectively use existing methods of counting cyclists and pedestrians and use new technological devices. The guide will also show how to use data to determine needs, develop projects and improve safety on both site-specific and general planning.

The deadline to respond to the RFP is November 17. You can see it at <http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3159>.

-Charles Pekow

Mountain Trails Foundation News

Featured Trail: "Rusty Shovel: Fall has arrived and the trails are ablaze with color and teaming with wildlife. If you're looking to do some leaf-peeping and moose-dodging with a great intermediate mid-elevation run, hike or bike, wander up (or down) an old classic- Crescent Mine Grade. "CMG" offers up some of the best views of Old Town and gives you some great loop options by connecting into the Mid Mountain Trail and Thaynes Road higher up. You can access CMG at the base of Park City Mountain Resort by going up the service road or by taking Sweeny's to Flat Cable and Billy's Bypass down to the service road. CMG is maintained by Mountain Trails.

Fall weather can be a mixed bag here in the Wasatch. If the upper elevation trails are a bit saturated, go low and check out the newest additions to the Round Valley trail system. Rusty Shovel and Ramble On (the Rambler Connector) add nearly three miles of moderate, flowy, hand-built trail great for trail running, hiking, biking or just walking the dog. Tie these two trails into Rambler or Nowhere Elks for multiple loop options of varying lengths and difficulty. The Round Valley trails are maintained by Mountain Trails Foundation.

Trail Update: The Mountain Trails Foundation Trail Crew has put their tools and shovels away for the season. Many thanks to Rusty, Mike and Stu for a great season and for representing Mountain Trails so well! It's been great working with you!

Miss Billie's Trail Closure: Basin Recreation announces the closure of Miss Billie's Trail beginning Monday, October 3rd for the remainder of the hiking/biking season. Construction of the Matt Knoop Memorial Park is underway with heavy excavation work occurring between Shadow Mountain subdivision, Two Creeks subdivision and Park West Village. Please alter your trail use patterns to avoid the area. For more information, call 435-649-1564.

For more information visit mountaintrails.org

-Ginger Ries



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trekAF.com

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ADVOCACY

How Utah's Congressional Delegation Stands on Cycling

By Charles Pekow

The folks who represent Utah across the continent in our nation's capital like to ride bicycles. But the Republican-dominated Utah congressional delegation's fondness for two-wheeling doesn't mean it will support guaranteed federal funding for bicycling next year. In fact, quite the contrary: their philosophy means being tight with federal dollars and giving states maximum leeway with the federal dollars they get. This means they don't favor guaranteed funding for bicycle-related projects that have come from the U.S. Department of Transportation for years.

Cycling Utah contacted the Washington offices of Utah's two senators and three representatives to ask how they stood on bicycling-related issues facing Congress. We also asked if the representatives and their staffs enjoyed bicycling themselves. None of the legislators consented to be interviewed. Some of the staffs answered some of our questions by phone or email.

Like Utah, the Washington, DC area offers plenty of opportunities to ride. Just in the last two years, the city has been becoming an example to other urban communities by building bike lanes through the downtown area to encourage cycling to work. Even Pennsylvania Avenue, the nation's main street that connects the Capitol to the White House, includes new bike lanes right in the middle of the road. And the city and environs include multiple bike trails among the national monuments, along the Potomac River, on abandoned rail lines, and in national and local parks.

But funding for bicycle projects has become endangered in this tight budget era. The largest threat comes from House Republicans who have drafted a surface transportation reauthorization bill to replace current law. It will come up next year and the plan involves removing the 10 percent setaside of highway funding for Transportation Enhancements. The Enhancements program has become by far the largest source of federal aid that benefits bicycle infrastructure. Utah got almost \$8 million in FY 11. Since the program's inception in 1992, the state has spent most of its Enhancements money on bicycle and pedestrian projects. If Congress approves the measure, states could – but would not be required to – spend any of their federal highway money on bicycling and pedestrian projects; they could spend it all building and maintaining highways. It would all be up to the Utah Department of Transportation (UDOT).

So where does the Utah delegation stand (or sit if we're talking

about a bike seat)? Do they appreciate biking firsthand? And what about the staffers who work for them in Washington? Many, it seems like to enjoy the fruits of the many bicycle facilities in the Washington area where they live.

Senior Senator Orrin Hatch, a Republican now in his 6th term, voted to make the Enhancements setaside optional during a failed effort to eliminate the earmark in the Senate two years ago. But he is a member of the Senate Bike Caucus.

(Congressional caucuses are non-partisan groups that usually meet only a few times a year to discuss issues. Generally, most attendees are staff. Senators and representatives can sign up for as many as they want though few will attend many meetings. Topics range from brain injury to zoos and aquariums to India. While they serve as forums to educate Congress, they carry no official legislative duties. Legislators may officially list themselves as members and never attend a function.)

The Republican-dominated Utah delegation indicated it favored the idea of leaving the decisions up to the states.

Hatch gave Cycling Utah a statement saying "Washington's out of control spending has forced states across the country to make some tough decisions, such as how to best prioritize transportation funding. It is my belief we should focus the available funding in ways that will benefit the largest number of Utahns. Utah's transportation officials are the most appropriate to address our state's transportation needs, and that's why I support UDOT's surface transportation priorities as the most efficient and responsible way to maximize taxpayer dollars."

Utah's junior Senator Mike Lee, also a Republican, is now serving his first term and hasn't established a bike track record, so to speak.

Lee has not joined the Senate Bike Caucus and doesn't plan to, says his press secretary, Emily Bennion. She gave us a statement saying the senator "supports all kinds of transportation methods which most certainly includes bikes and biking issues (Safe Routes to School, Transportation Enhancements and Recreational Trails programs). That being said, these issues are really state issues and to help these programs and any others that Utah feels strongly about, Sen. Lee has co-sponsored the State Transportation Flexibility Act (S. 1446), which would unshackle the state of Utah from the restrictions on the use of federal transportation dollars so that they can be dedicated to those programs that will most benefit the citizens of Utah."

The bill to which she refers (also cosponsored by Hatch) is pending before the Senate Committee on Environment & Public Works. It would allow state legislatures to opt out of using surface transportation funding for bicycle-related programs. Similar legislation, the State Highway Flexibility Act (H.R. 1585)

is pending in the House. Both of Utah's Republican representatives, Rob Bishop and Jason Chaffetz, cosponsored it.

"Rep. Chaffetz supports legislation to give states greater control over transportation," explains his Legislative Director Mike Jerman. "Gas taxes are user fees paid by motorists, and these user fee revenues should be used to cover the costs associated with building and maintaining roads. These fees should also be used for non-road projects such as mass transit if such projects are a cost-effective way to reduce congestion on roads," Jerman stated in an email.

Jerman added that "recreational trails; like parks, rec centers and other forms of recreation; should be funded at the state and local level. This is mostly quality-of-life issue. Bike trails clearly provide a benefit to local communities, and local taxpayers are generally supportive of funding these programs with local tax dollars. Bike trails do not have a significant federal nexus because they do not play a significant role in moving goods and services from one state to another."

Chaffetz has not joined the Congressional Bike Caucus (the House equivalent of the Senate group). "He has cut back on joining caucuses unless it relates to one of his committee assignments or to Utah," Jerman explains. "When he came here, he joined a lot of caucuses but he cut back. We get requests all the time."

Chaffetz keeps a bike in his office that he uses to ride around town sometimes but he doesn't need to bike to work as he sleeps in his office when he's in Washington.

Bishop, meanwhile, has also shown animosity toward mandatory federal funding of bike trails. He voted against Enhancements back in 2003, the last time it came for a House vote. Two years ago, he sent a letter to the Committee on Transportation & Infrastructure listing 19 priority projects he wanted funded in his district, ranging from streetcars to the Utah Transportation Center. None involved bicycling. But he said he was merely passing on a list of projects proposed by constituents, so the omission may have been caused by a lack of lobbying on behalf of bike enthusiasts.

Bishop Press Secretary Melissa Subbotin indicated that the representative is not inclined to support federal funding for bike projects. "We're trillions of dollars in debt" and have to look for ways to cut federal spending, which means even worthwhile programs need to face the chopping block, she says. "We just don't have the money at the end of the day."

Subbotin wouldn't say specifically how Bishop would vote on the transportation reauthorization bill but said he thinks states should probably have the right to determine whether they want to spend all their highway money on highways instead of Enhancements.



Utah's lone Democrat in Congress, Rep. Jim Matheson, expressed more sympathy for ensuring that states keep spending at least some money on bike projects. He gave us a statement saying "I believe that it strengthens our economic competitiveness when we modernize our transportation system. Infrastructure upgrades also improve safety, efficiency and enhanced quality of life for our communities. Programs such as Safe Routes to Schools and the Recreational Trails should continue to be part of the federal surface transportation portfolio. However, given the tough circumstance we face with balancing the federal budget, every dollar we allocate must be carefully scrutinized and belt-tightening is inevitable. I don't think any one program should bear a disproportionate share of the budget cuts, however."

Matheson voted to maintain Enhancements in the 2003 House vote. He also joined the Congressional Bike Caucus.

The Safe & Complete Streets Act of 2011 has been introduced in both houses (S. 1056 and H.R. 1780). The bill would require states to consider the needs of all users (including bicyclists) in most federally-funded transportation projects. No member of the Utah delegation has cosponsored it.

But the staff and reps do like to ride. "The majority of staffers in our office do own bikes, any many of them enjoy the beautiful trails around the area," says Bennion of Lee's office.

Matt Harakal, Hatch's DC press secretary told us the senator "does not ride (he prefers the elliptical). But we do have a number of staff who enjoy getting out on the trails when possible (both DC and our Utah staff)."

Matheson said "as a husband and father of two young sons, I enjoy bicycling with my family here in

Utah on the bike paths near my home and in the foothills around Salt Lake City. Several members of my Congressional staff, both in Washington, D.C. and in Utah, either cycle to work, or for recreation or both."

Bishop doesn't have much time to ride, Subbotin says. Several of his staffers do, including the chief of staff, who participates in triathlons. But Subbotin declined to make him available for an interview. Subbotin says she sometimes uses the growing Capitol Bikeshare program to take a bike to work or to a farmers market. "I've had two bikes stolen," she says.

Chaffetz likes to ride the scenic bike trails around Washington (on the National Mall and along the Potomac, where a popular trail connects Washington with George Washington's Mt. Vernon plantation, and to run errands. With one exception, everyone working in Chaffetz's Washington office owns a bike but only one rides to work regularly, according to Jerman.

But Jerman found Utah a better place for mountain biking than Washington. "When I lived in Utah, I rode quite a bit." He says he especially enjoyed the Ridge Trail in American Fork Canyon. But "it's been a long time since I've done that. I had a serious accident on that trail, so I didn't go back." No place he found in the Mid-Atlantic can match it, he says.

But the Washington area bike trails are more well used, he found. "In the summertime in Utah, I could just go out on a trail and not share it with anybody."



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PRODUCT REVIEW

WickWërks Chainrings Provide a Faster Shifting Experience



Utah's WickWërks' chainrings use special bridges to move the chain more easily than traditional rings. They are available for road, mountain, and cyclocross.



By Jared Eborn

You're rolling along, through the mud and gunk with an eye on that guy in front of you, just around the next turn. With time running out and each pedal stroke valuable in your effort to close the gap, you reach the left fingers out and tap the shifter as you move into the big ring for that final push.

But the chain slips, almost unnoticeably, and your acceleration is delayed – for only a second or so – and your attack is softened and you charge comes up just a little short leaving you deflated and wondering why your effort wasn't quite good enough.

WickWërks, an innovative chain ring manufacturer based in Ogden, wants to eliminate this problem and has created a line of chain rings it claims improves shifting and power transfer.

The company has a line of rings for bikes of all sorts, ranging from mountain bikes where shifting from the big to smaller rings is more frequent, to cyclocross and road bikes.

"I've always been frustrated while shifting the front derailleur on my bike, as most people have," said Chris Wickcliffe, founder of WickWërks. "The chain rings and front derailleur interface continue to be the worst performing components on a mountain bike. The design is outdated and has always performed poorly so I decided to build my own. The old lateral slam, drag and lift method had to go."

The technology Wickcliffe adopted is called BRIDGE -- Brilliant Radically Integrated Design Generates Efficiency -- and is designed to slide the chain from ring to ring rather than lifting and dropping it into place.

"I went back to square one and looked at what really needed to happen to accomplish shifting the chain up and down the chainrings," Wickcliffe said. "My goal is to perfect the front drivetrain so it shifts smoothly every time by guiding the chain directly from chainring to chainring and decreasing the amount of contact with the chain (drag)."

The bridges create a smooth transition and more effective rider experience when shifting gears up front.

"WickWërks chainring bridges provide more contact area than pins and lift directly below multiple load points of the chain," Wickcliffe said. "Traditional chainrings use pins that have very little contact area between the chain and the pin."

Though a small company, WickWërks has one very impressive believer. Katie Compton, the most dominating cyclocross racer on the planet, rides with the chain rings and is working on her eighth consecutive national championship this season and another run to the top of the World Cup standings.

The cyclocross rings come in a trio of sizes -- 46/36 and 44/34 in the 110 BCD set up or a 46/38 set at 130 BCD and weight just 111 (44/34), 129 (46/36) or 135 (46/38) grams. Pricing ranges from \$129.50 to \$134.50.

Road options include a 53/39

COACH'S CORNER

Physiological Testing & Endurance Training

By Dave Harward and Mark Deterline

Scientific parameters

Each time we suggest it's time for a test, many of our athletes cringe and suggest postponing it until they feel better or stronger. Others love the challenge and look forward to it. Regardless, if an athlete wants the most out of structured training, especially if working with a qualified coach, we consider it indispensable.

In fact, we -- along with many experts -- believe that testing is key to improving your performance and should be undertaken 2-5 times per year, depending on how closely you're tracking progress and fine-tuning your workouts.

As coaches and mentors, we need the results from VO2 max, lactate threshold and other tests for two primary reasons:

1-to establish your own personal benchmarks as well as ideal training parameters

2-to continually assess your progress and then adjust those parameters accordingly

As you've heard us explain in previous articles, training workloads provide the human organism with stimuli that effect adaptations in the body. In other words, as you physically cope with the stresses of specific workouts and events such as centuries or races, your body has the ability to adapt -- i.e. become fitter and stronger.

The role of a coach is to determine what your body -- and psyche -- can handle and how hard to push both in order to not only make general fitness and strength gains, but to optimize those gains in the form of measurable improvements in performance.

A coach doesn't necessarily need to test you in order to set you on a good path, but testing does make the process faster and more precise. Since the value proposition of coaching is to maximize your training time, testing is a potentially crucial component of success.

Benchmarking

We've watched other coaches flounder a bit, slow to establish an athlete's ideal training zones and workload. When we're asked "Why testing?" and "How often?" our responses are the same: So that a coach can know exactly where you are in order to best take you where you want to go.

By knowing your lactate threshold and VO2 max at the outset, a coach can immediately dial in a training plan suitable to your current

level of fitness and based on your fitness or event objectives. Those tests are the quickest and most effective ways to get you off to a good start. But that's just the start.

Measuring progress

As with anything else, it's important to continually assess progress; you don't want to take anything for granted or assume that everything is going as well as could be expected. By testing regularly throughout a progression cycle -- such as a competitive or seasonal period -- a coach can determine the effectiveness of prescribed workouts relative to the current, and hopefully improving, fitness level of an athlete. It gives coaches the ability to fine-tune training intensity and workload, accordingly.

Why test?

In summary, reasons for testing include:

- Continually establish baselines to ensure that training is optimized and that the athlete is on track.

- Verify scientifically that an athlete is both improving efficiency and increasing power output at the same "physiological cost". This includes measurable improvement in lactate threshold numbers.

- Identify an athlete's strengths and weaknesses in order to match them up with expectations and goals.

With cycling clients, we have the ability to develop power and fatigue profiles. Hunter Allen, Andy Coggan and Stephen McGregor have pioneered a variety of analysis protocols to guide coaches and their athletes through the process of determining strengths and weaknesses, as well as how to best address them.

Fatigue profiling is very useful. For example, we can create workouts that task athletes to put out neuromuscular sprint efforts (multiple, all-out sprints each 20 seconds in duration) that we break down into 20-second, 10-second and 5-second segments in order to assess where power output drops off. We assess a rider's anaerobic profile through efforts of 2 minutes, 1 minute and 30 seconds. For VO2 max profiling we look at 8-minute, 5-minute and 3-minute efforts, and for threshold assessment we use segments of 90 minutes, 60 minutes and 20 minutes.

All such testing protocols help us build a comprehensive picture of a rider's strengths, including how quickly power or efficiency drops off in specific circumstances so that we can prescribe training that will decrease "degradation" of performance in those situations.

Of course, testing should be done when an athlete has recovered from previous training sessions or events

and is well rested. It is best performed with an athlete using her or his own equipment. There are often a variety of ways to conduct them, however subsequent tests should duplicate previous ones as far as procedural and material protocols. For cyclists, using a power meter will make the most of testing since the exact quantity of work can be determined.

Typical tests

- VO2 max: measures the maximum amount of oxygen your body is able to utilize to burn fuel. This is at maximal effort.

- Blood lactate threshold: this type of testing uses a device that measures the amount of lactate -- a byproduct of exceeding aerobic ability to supply energy -- in your blood. It is typically a submaximal test.

- Field testing - each protocol is up to the coach or athlete and can be performed indoors on exercise equipment or outside on a well suited road or trail. Ideally, you will be able to duplicate conditions from one test to another in order to compare results with a high level of reliability. We prefer to have athletes test indoors. In the case of cyclist clients, we set up their own bike on our CompuTrainer to accurately measure heart rate, power output, pedaling cadence, and left/right leg balance. A short, sustained effort (e.g. 10-mile time trial for cyclists) will provide sufficient data to build effective training zones.

- Training sessions - every workout is a test if you are recording exertion and output data.

Making it happen

Good coaching will help you reach your own personal performance, fitness and body composition goals, with emphasis on the word personal. In order to establish an optimal program for your unique body and state of fitness, however, there is nothing more helpful or accurate than a scientific snapshot of your physiology. It is the ultimate "before", "during" and "after" imagery in training, and there are several testing facilities in Utah that provide such services.

Dave Harward and Mark Deterline offer over thirty years of combined endurance training and competitive experience. Plan 7 Endurance Coaching provides professional coaching, biomechanics (bike fitting) and testing services for athletes of all levels. Reach Dave and Mark via email contact@plan7coaching.com or call 801-661-7988.

double ring, a 50/34 compact and a 53/39/30 triple chainring. Mountain bike options range from 44/32/22 triple to a 40/26 SRAM XX compatible set. Prices range from \$129.50 to \$149.50 for the road triple.

Rider reviews have been positive.

"You know how a good, well-tuned rear derailleur just works on the rear cassette? You shift, it changes gears, and it does it quickly and cleanly, with no fuss. Now imagine having that up front," one cyclist from Massachusetts wrote. "That is

the WickWërks chainrings. These chainrings dramatically reduce the time you have to wait for a shift. It almost always feels instant, clean, and quiet. All in all, these are far better than any other chainrings I have ridden."

I demoed the WickWërks rings at a recent cyclocross race and left impressed with the shifting. Despite constant starting and stopping as I took sharp turns, encountered stretches of path strewn with rocks and sand and powered through long

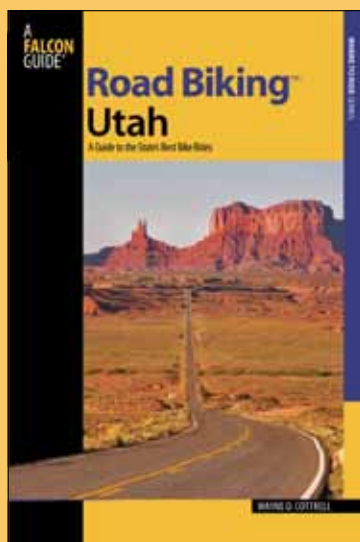
straightaways, I was able to keep a solid cadence and experience no noticeable skipping or delays when shifting from the big to small ring or vice versa.

The course at Fort Buenaventura in Ogden didn't feature a lot of climbing or obstacles, but required a sharp mind and frequent flicks of the shifting fingers. With WickWërks chainrings onboard, I had my best finish ever -- for me, a solid middle of the pack finish instead of the usual bottom third.

RIDE OF THE MONTH

Beaver Dam Mountains Classic

A dog joins the paceline on Santa Clara Drive near Ivins.



By Wayne Cottrell

The Beaver Dam Mountains Classic is a 66.9-mile, out-and-back ride through mountainous and desert terrain. The ride starts in Santa Clara, ascends the Beaver Dam Mountains in extreme southwestern Utah, and then descends through an increasingly barren landscape, crossing into Arizona before entering the settlement of Beaver Dam. The return route reverses the outbound route. The elevation ranges from 1,880 feet in Beaver Dam, Arizona, to 4,721 feet at the crest of "Utah Hill," in the Beaver Dam Mountains. The elevation in Beaver Dam, Arizona, is lower than Utah's lowest elevation, and is the lowest altitude reached by any course in Road Biking Utah. The region is typically dry, hot, and windy, especially during the summer months, so be sure to bring plenty of fluids. Water can be replenished at the Dam Store or Dam Deli at the turnaround; otherwise, be self-sufficient.

The Beaver Dam Mountains are located in the extreme southwest corner of Utah, straddling the border between Utah and Arizona. The mountains are a collection of contrasts, at times jagged and at other times gently sloping; at times populated with trees and scrub and at other times barren. Also, despite the peak elevation of 7,680 feet (West Mountain), the region immediately adjacent the mountains includes Utah's lowest elevated land. Regarding the trees, a large sector of the mountains is designated as the Joshua Tree Natural Wilderness Area. The Joshua Tree is of the yucca genus, and is found almost exclusively in the Mojave Desert. The name was concocted by Mormons who crossed the Mojave during the nineteenth century; the unusual shape of the tree reminded them of a biblical story in

which Joshua reaches his hands up to the sun. The tree is known for its heavy branches, slow growth, and longevity. Animals indigenous to the Beaver Dam Mountains area include bighorn sheep, desert tortoise, raptors, and lizards.

Start at Santa Clara City Park (also referred to as Canyon View Park), at 1400 Canyon View Drive in Santa Clara (adjacent the Spencer Gunn Memorial Fields). Santa Clara is located to the west of St. George, in southwestern Utah. The terrain is mountainous, with one long climb and descent outbound, followed by the same inbound. To get there from I-15, head west on St. George Boulevard to Bluff Street. Turn right onto Bluff Street, then left onto Sunset Boulevard. Head west on Sunset Boulevard to Canyon View Drive. Turn right onto Canyon View Drive; look for the City Park on the right, just beyond the high school signs.

Santa Clara, a suburb of St. George, had a population of 6,866 in 2008. The city is named after the river that flows through the city on its course from the Pine Valley Mountains to the Virgin River. The name also refers to the region's good weather. Head south on Canyon View Drive to Santa Clara Drive. Turn right at the traffic signal. Enter the Santa Clara Historic District at mile 0.8. There are a number of historic buildings along Santa Clara Drive, including the George and Bertha Graff House at 2865 Santa Clara Drive, the Frederick and Anna Maria Reber House at 2988-2990 Santa Clara Drive, the Hans George Hafen House at 3003 Santa Clara Drive, the Santa Clara Relief Society House at 3036 Santa Clara Drive, the Santa Clara Tithing Company at 3105 Santa Clara Drive, and the Frederick and Mary F. Reber House at 3334 Santa Clara Drive. Also, the Jacob Hamblin House (the Mormon missionary) is just off Santa Clara Drive, near the western end of the district.

The road curves right at mile 1.8, leaving the historic district. Begin climbing at mile 2.0. The gradient eases at mile 2.8, although the road continues uphill. Note the reddish color of the ground in this area. The imposing mountains on the right are named the Red Mountains. The highway traverses the western edge of Ivins starting around mile 3.9. There is a short descent at mile 4.8, followed by rollers. Enter the Shivwits Paiute Reservation at mile 6.4. The highway crests at mile 7.5,

followed by a descent to a crossing of the Santa Clara River. Beyond the crossing, the highway starts to wind and climb. Stay left at the junction at mile 9.3, toward Old Highway 91. You are now following the Old Spanish Trail. Note the red rocks on the surrounding hillsides ("red rocks" is a theme heard and seen repeatedly throughout Utah). The highway continues to roll upward through this landscape; there are several false crests, and the roadway width varies between two and three lanes to accommodate climbing segments. Enter the Beaver Dam Mountains at mile 13.2—from here, the hillsides "close in" on the highway as it winds toward the summit. During my field visit in July 2008, most of the surrounding trees were blackened, as evidence of a recent wildfire. Exit the Shivwits Paiute Reservation at mile 15.2. The trees and desert scrub become denser around mile 16.4, an indicator of the higher elevation. The highway crests at mile 16.9; a long descent begins here.

The passage through the Beaver Dam Mountains is along Old Highway 91, a north-south route that formerly stretched from California to Canada. Although portions of the highway currently exist—designated as US 91—most of the older segments have been replaced by I-15. The route through the mountains also follows the Old Spanish Trail, used in the early nineteenth century to connect Santa Fe, New Mexico (which was then part of Mexico), with Los Angeles, California. The route avoided the extremes of the Mojave Desert and established a trade route between the United States and Mexico.

The landscape becomes increasingly barren around mile 19.3. The vista is wide and encompassing. The mountains in the far distance include Bunkerville Ridge and the Black Rock and Virgin ranges. The floor of the Virgin Valley can be seen clearly below; the highway eventually takes you there. Enter the Joshua Trees Wilderness Area around mile 20.7. These protected yucca trees have an unusual shape—nearly all branches, with very little trunk. The trees can survive the harsh desert environment, provided that there is some rainfall and at least one winter freeze. The trees are pollinated entirely by the yucca moth. Enter Arizona at mile 26.2; you are now in Mohave County, on CR 91. The downhill gradient eases at mile 28.4. After a long, straight segment, the highway finally bends right at mile 31.6. Enter the Beaver Dam settle-

ment at mile 32.2. The I-15 freeway is less than 2 miles from here. Beaver Dam, and the immediately adjacent Littlefield settlement, are located about 10 miles from the booming border town of Mesquite, Nevada. Turn around at Old Pioneer Road, just past the bridge over Beaver Dam Wash, adjacent the Dam Store. Note that the Dam Deli and Dam Bar are next door, making this a dam good place to turn around and restock on fluids. (Please consult Road Biking Utah for a description of the return ride, and for further historic details about the route).

Excerpted from Road Biking Utah (Falcon Guides), written by avid cyclist Wayne Cottrell. Road Biking Utah features descriptions of 40 road bike rides in Utah. The

ride lengths range from 14 to 106 miles, and the book's coverage is statewide: from Wendover to Vernal, and from Bear Lake to St. George to Bluff. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery.

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



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TOURING

A Jekyll and Hyde Solo 1,000-Mile Bike Ride



Left: Tahkenitch Lake, north of Reedsport on the Oregon Coast.
Above: Oneonta Gorge from the Historic Columbia River Highway.
Right: On Cabbage Hill, looking back at Pendleton.

By Mel Bashore

"How was your bike ride?" I'm asked upon returning from my September 2011 ride from Oregon to Utah. It was such a hard ride, the hardest I'd ever done, that the question isn't easily answered. I'm conflicted in my feelings about it. Maybe only time will soften some of the more awful parts of the journey. Since the trying days of my tour were mostly clustered in the last half, they are the memories that predominate. They are the most fresh and, having finished the ride only days ago, tend to crowd out the memories of good riding days.

The best riding days were clustered in the first half of my three-week tour, while the most arduous were bunched in the last half. It was kind of a good ride/bad ride scenario—a Jekyll and Hyde ride, if you will.

When I first began thinking about and planning this ride, I cooked up a route that would take me 1,500 miles. My ride would begin in central Oregon, go out to and up the coast to Astoria, then east through the Columbia River Gorge, crossing Bridge of the Gods to Washington, over to Lewiston, Idaho, then to Missoula, Montana, and south through Idaho to bring me home to Salt Lake Valley. If I hurried, I thought I could do it in about 4 weeks.

But certain events happened prior to and during the course of the trip that caused me to drastically revise my route and bring me home sooner than planned. Those events included deciding to visit a dying cousin on the trek. That would add on another hundred miles, but I'm so glad I did because he passed away just nine

days after our visit. I also decided to spend more time visiting my brother in Astoria. Then after getting word that my wife would be going to the hospital for some surgery weeks earlier than originally planned, I decided to relook at things. I decided to eliminate the route through Washington to Montana and just come home along the Interstate 84 corridor. That may not have appeal for some who've driven that route, but everything would be new for me because I had never seen it before. And when all was said and done, I lopped off about 500 miles and got home in time for my wife's hospital visit.

I chose to travel by train from Salt Lake to Eugene, Oregon, because they required less bike disassembling than if I were to travel by air or bus. The travel time was longer, but the seats on the train were roomy enough that I slept quite easily and enjoyed the ride. I started riding south out of Eugene in mid-afternoon, reaching my cousin's house south of Roseburg the following day. After a short but sweet visit, I left the next day for the Oregon coast, taking a little-traveled back-way along the Umpqua River until I reached the coastal town of Reedsport.

Oregon coastal biking guidebooks had warned me about riding northward on Highway 101 because the prevailing winds blew south. My brother had told me that coastal winds often only kicked up in the afternoon, so in my usual pig-headed way, I thought I could probably reach his house in Astoria in a couple of days. I saw quite a few bike touring riders heading south (like the guidebooks recommended), but there was only one idiot going north—me. My brother had earlier told me that if conditions got too tough, he'd be happy to come rescue me in his truck. The southerly winds were brutal—too much for this 65-year-old geezer. I called in for a rescue. Had I not, I think it would have taken more than a week for me just to go those 200 coastal miles.

He picked me up in Newport, after I had completed only about 75 miles of northward riding in two days. He got a laugh out of the fact that he didn't pull up next to me with his truck until after I had climbed all the way to the top of a grim hill. It was a happy reunion and a most welcome rescue.

I spent two days with he and his wife, enjoying their company and seeing the sights of Astoria, the oldest city west of the Rockies. Having another cousin living near Portland, he offered to haul me to her house where I might renew my journey after a nice visit. My brother and I had not seen this cousin for forty years. My bike ride was turning into a regular family reunion. My cousin recommended that instead of riding my bike through busy and hilly Portland that I take the MAX light rail. I'm glad that I took her suggestion as it got me safely out of the city to the doorstep of the Columbia River Gorge.

At Troutdale, the small town on the western end of the Gorge, I chose to bypass the hilly road of the old Historic Columbia River Highway in favor of the flatter Interstate 84. I would miss the vistas of the river, but none of the spectacular waterfalls. By taking freeway exit 30, I was able to join the old highway and see the much-photographed Multnomah Falls, eerily-captivating Oneonta Gorge, and the impressive and well-named Horsetail Falls. The old circa 1913-22 restored highway, the first officially-designated scenic highway in America, was an absolute delight to ride. I purposely rode as slowly as possible to stretch out what I thought might possibly be the highlight of my ride experience. After about ten miles of some of the most enjoyable bike riding ever, the restored section of highway ended at Warrendale. I had to re-join the modern interstate briefly, but exited to again ride on the old highway and avoid the dangerous Toothrock Tunnel that lacked any bike shoulder. So it was for the remainder of my ride through the Columbia River Gorge, sometimes riding on the old highway while at other times having to ride on Interstate 84, the old road not having been restored fully and unavailable.

The Columbia River Gorge Bike Map guide that I received from the Oregon Department of Transportation was invaluable. Usually I don't like to over-research my rides in advance so that I can experience serendipitous moments, but I'm glad I also requested other special biking maps for the state of Oregon and for the Oregon coast. The State of Oregon does a superb job of supporting and making bicycling safe. The maps were most

useful and, in some instances, essential. (To request or download maps see <http://www.oregon.gov/ODOT/HWY/BIKEPED/maps.shtm>)

My ride along the Columbia River continued for another fifty miles after leaving the Gorge. The winds on the Columbia River corridor both in and east of the Gorge have made it the windsurfing capital of the world. While traveling along the Columbia River, it was my fortune to have those winds blowing in my favor. For long stretches at a time, I simply sat in the seat, enjoying an effortless ride without the necessity of pushing on the pedals. The miles flew by. At one point, I was amazed to see that I had traveled forty miles in the space of a short three hours. I couldn't imagine traveling in the other direction against that stiff headwind. I counted my lucky stars and only hoped that I would experience favorable winds for the remainder of the journey.

I know that bike tourers favor riding on back roads and less-traveled highways rather than on interstate highways or freeways. Because of my change in plans, this would be my

first extended tour on an interstate highway and I anticipated a less-enjoyable experience. In my first few days of traveling on Interstate 84 in Oregon, I was surprised to discover that interstate highway biking had a few positives. It could be noisy, but there were times when it was quiet enough for me to hear crickets and meadowlarks for minutes at a time. The extra-wide shoulders and quality of paving were unexcelled and offered me an added feeling of safety and measure of enjoyment. Whenever possible, truckers veered out to the far lane when they saw me pedaling so that their passing draft of air would not unsettle me. Less I paint too rosy a picture, I would find a few negatives when I rode Interstate 84 in Idaho.

A big part of my love of bike touring is the quest for adventure. Although many tourers prefer to sleep in motels or campgrounds, I choose to do what some call "stealth camping" but which I simply refer to as "sleeping in a ditch." For me this adds a measure of added adventure as each evening I search out a hiding

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place along the roadside in which to camp. It is easy to find them in forests, but in open, farm country it is most difficult. After leaving the Columbia River, I found myself in hilly country mostly given to harvested wheat fields. One evening about ten miles shy of reaching Pendleton, I set up my tent about a quarter mile off the highway on a piece of scabby ground next to a harvested grain field. Although I was exposed more than I cared to be, I thought with luck that I might pass the night undisturbed in this somewhat out-of-the-way place. After nodding off to sleep, I was awakened about 10:30 PM by a voice booming, "Is anyone in there? State police!" I came instantly awake. After listening to my story, he wished me well on the rest of my journey and left me in peace. It was hard to get back to sleep and I vowed to pick my "ditch" more carefully on the rest of the journey.

After departing my poorly-chosen grain field camp, I scooted off to Pendleton, arriving there during their overcrowded Round-up rodeo. I think I was the only person in town not wearing a cowboy hat and boots. Feeling a bit out of place I kept on going east, quickly reaching what would be one of my most difficult hill climbs into the Blue Mountains. I alternately walked and rode up stretches of Cabbage Hill until reaching the leveled-out top of these forested mountains. It was easy to find a safe, secluded "ditch" to pitch my tent in the forest. As I continued through the Blue Mountains, much of the time I was on the actual route of the Oregon Trail, enjoying a wonderful descent into the college town of La Grande. I sought and informally received permission to bed down in the little town of North Powder. Thinking back on my earlier encounter with the police officer, I set up my tent next to the quaint single-cell 1907 city jail. If I were rousted again, they wouldn't have far to haul me off.

The next day afforded me with a blue-ribbon ride as I left the interstate and rode parallel to it on Highway 30. I would have to rank this day's ride as among my top ten rides ever. I enjoyed the best kind of wind, country-quiet, and flat-as-a-pancake road to Baker City. I spent a couple of very enjoyable hours in that oasis. I hadn't known what to expect in that little city, but was pleasantly surprised at the wonderful old build-

ings and homes that dotted its streets. At one time it was regarded as the Queen of the Inland Empire. Since I generally eat on the run out of forgettable gas station/convenience stores, I stumbled on what looked kind of like a knock-off In 'n Out Burger stand on the northern outskirts of Baker City. Turns out that it was built before that popular chain and seemed to have been copied by them. But the food in this circa 1954 Oregon burger joint was a notch or two above the chain, having very tasty malts and juicy burgers. My ride both into and beyond Baker on Highway 30 was superb, coursing through hills south of town on a delightful downhill run.

After a night in a ditch (a real ditch) on the road to Durkee's cemetery, I sadly had to leave the old highway and return to the interstate. It was on this day's ride as I reached the Idaho border that the Dr. Jekyll part of my ride ended and the Mr. Hyde part began to reveal itself. It was as if the state border were a curtain that, when lifted up, revealed a different side to the personality and possibilities of my early fall ride. I like to think of myself as mentally, physically, and emotionally pretty tough, but when I reached Utah after six days crossing Idaho and first spotted the Wasatch Mountains, I broke down in uncontrollable sobbing for several minutes. It had been such an arduous journey through Idaho, the most difficult I'd ever done, that I was emotionally overcome to be on the doorstep of reaching home.

What was there about this Idaho part of my ride that caused me to have such emotions at its conclusion? It is conceivable that others could take this same route at another time or season and not experience those events and conditions that were so challenging for me. I had previously enjoyed wonderful bike rides in eastern Idaho, so I don't want to paint it all with a gloomy brush. There were even parts of my ride through Idaho that were most scenic—some even looking like what I picture the countryside of France to be like. The Thousand Springs scenic byway, stretches between Twin Falls and Burley, and the route between mountains in the Sawtooth National Forest as it neared the Utah border all had their appeal. The route along the Interstate 84 corridor in Idaho had places of memorable scenic beauty. The few hills encountered along the route were not particularly difficult to pop over. It was not any of those

MECHANIC'S CORNER

Winter Riding Conditions Requires Winter Clothing

By Tom Jow

Every sport has specialized clothing needs and cycling is no different. Unlike a sport like indoor swimming where conditions are constant, conditions while riding can change minute to minute. What makes cycling clothing unique is the ability to perform many tasks at once. Specifically, cool weather bicycling clothes must be able to insulate, ventilate and protect, all while being able to stow easily in a pocket or hydration pack. Whether you plan to participate in the cyclocross races, stay out of spin classes as long as possible or just plain want to keep riding outside, you will need to have a selection of clothing available for a variety of conditions.

For the first level of cool weather, arm, knee and leg warmers are an absolute necessary of any cyclist's kit. This accessory, covering just what they describe, insulate the extremities with the ease of ventilation by rolling them up or down. Also, they can be easily removed and stashed in a pocket or pack. Another fall essential is a lightweight wind jacket or vest, especially when riding in the mountains. Not only can the weather change quickly, but descending after a long climb can easily produce a chill. Even on a cold, cold day it is easy to get hot and sweaty on a long climb, so it is important to have a wind wear that can fit in a pocket on the way up.

When it gets a little colder, we will need to insulate more. At this point we are just beginning to think it is cold so remember, if you are not a little chilled when you start, you'll be overheated in about 15 min. In this range a long sleeve jersey with a long or full zipper

works well. Size your long sleeve jerseys with a base layer in mind. Also, the fingers and toes will need more protection. A pair of lightly insulated, windproof gloves and toe covers (a stretchy, fleecy cap covering, you got it, just the toes!) keep the digits warm. Depending on the rider, changing leg warmers for full length tights may also be necessary at this point.

If you continue riding into a colder temperature range, blocking the wind as well as protecting the fingers and toes become a priority. Keep in mind that on a windless day, as soon as the cyclist begins pedaling there is wind (ever wonder why there's always a head wind). Wind chill increases exponentially with speed and can quickly suck the heat out of an unprepared rider. Special insulated gloves called "lobster" mitts (they look like lobster claws) have the fingers split into pairs to keep them warm and allow use of the shifters and brakes. Fleece lined shoe covers called "booties" fit over the shoes and have a cut out for the pedal cleat. Also, we probably need wind front tights now. Specifically for winter riding, these tights have a windproof (sometimes waterproof) material in front and breathable insulation on the back. Remember to keep the head warm too. Up to 30 percent of the body's heat loss escapes from the head. A thermal hat or skull cap under the helmet goes a long way to keeping the rider warm. If you are out riding now you are pretty serious.

At temperatures below freezing you are hardcore. Now we want to minimize the amount of skin that is exposed to wind, rain or snow. A balaclava is the ticket to keeping the face and neck warm. Staying dry in the rain and snow is an important

factor in cycling comfort but even more so at this level. Coated nylon jackets with vents and pit zips work well in the rain if the exertion level is not too high. Gore-Tex, although breathable, also needs good ventilation (i.e. zippers, vents) to work well for high output riding. Newer soft-shell fabrics are highly breathable and water resistant. Outerwear made with these fabrics will work well in light rain and snow. Add to this a water proof helmet cover and you will be ready for anything.

Riding in the snow and rain is not something a lot of people are going to do everyday. But those that do ride in winter have found it to be pretty simple and enjoyable after developing a system for one level of cold, and then building upon it for the next. Some riders even welcome the challenge to be motivated and determined to ride in all conditions. At this point in my career, I may just take up swimming instead.

Cool Weather (50* +)
Arm, Knee and/or Leg Warmers
Wind-front Vest
Lightweight, Packable Wind Jacket
Long Finger Gloves
Cold Weather (40*-50*)
Lightweight Insulated Gloves
Toe Covers
Thermal Tights
Long Sleeve Jersey w/ Zip (long or full)
Lightweight Base Layer
Colder Weather (30*-40*)
Insulated Gloves of Mitts
Full Length Booties
Wind Front Tights
Under Helmet Skull Cap or Hat

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

things that caused me my travails.

My hardships were threefold: heat, headwind, and barriers caused by road construction. I had hoped for temperate fall weather, but instead faced unseasonable 95-degree weather every day. Although I was packing five water bottles and never ran short of water, the heat seemed to take a real toll on my physical well-being. It always felt like my tongue was hanging out to dry. That feeling was probably intensified by the stiff headwinds I faced each day. They were unremitting and relentless. I ran into sections of road construction once or twice every day, sometimes lasting as much as twenty miles at a stretch. They seemed unavoidable and, in some situations, verged on being dangerous. In one instance, a safety officer thought it so dangerous that she hauled me and my bike thirteen miles to the end of the work

zone. The cruelest stretch of roadwork was a ten-mile long sweep that had been prepped for a new layer of asphalt. I had to put my mind in a happy place to reach the end of that pitted and grooved, bone-shaking, roughened roadway. I dreaded, but daily expected, that I would see those ever-present orange cones and signs warning me as I neared areas of roadwork. They appeared with regularity.

Because this corridor through Idaho was principally in agricultural country, I chose to bed down each night at rest areas scattered along the highway. By law, it is legal to sleep in rest areas for a maximum of eight hours and for no more than two consecutive days. They provided me with safe, although somewhat noisy,

places that I could count on to rest in an area where opportune camp spots on public land were difficult to find. I used earplugs to muffle the road noise and slept in my tent to block out the overhead lights in these rest areas. The best I can say for employing these rest areas as camps was that they were satisfactory and workable, if not the most pleasant of arrangements.

I have found that memories of past bike rides often come to mind at unexpected moments. In future days and years, will memories of this bike ride that come to the fore be those from the Dr. Jekyll or the Mr. Hyde moments? Time will tell.

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Don't Skip Breakfast

Fiber in the morning means less hunger late in the afternoon, when you're most likely to feel tired and gorge yourself on sugar.

Hit the Sack

Seven hours of sleep a night not only helps you live longer, but also lowers your stress, sharpens your memory, and reduces cravings.

Taste the Colors

Foods with bright, rich colors are more than just nice to look at. They're also packed with flavonoids and carotenoids, powerful compounds that bind the damaging free radicals in your body, lowering inflammation.

Avoid Fad Diets

The secret to weight loss is not to avoid carbs, fats, yellow foods, solid foods, or foods that start with the letter G. The real trick is to lower your daily intake by about 100 calories. You'll hardly notice, but it'll add up to a loss of about 10 pounds in a year.

Know Your Numbers, Then Aim Lower

These include blood pressure (which ideally should be below 115 over 75), LDL cholesterol (under 100), resting heart rate (under 70), and fasting blood sugar (under 100). If your numbers aren't ideal, change your diet until they improve.

Add Some Weights

Just 30 minutes twice a week spent lifting weights can build significant muscle mass. What's more, working all that muscle burns tons of calories, making it a great way to lose weight.

Hit the Dance Floor

Any kind of dancing with complex moves is stimulating enough to give your neurons a workout. Even the simplest moves provide some physical exercise. So don't be such a wallflower on your next night out

Learn to Cook

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