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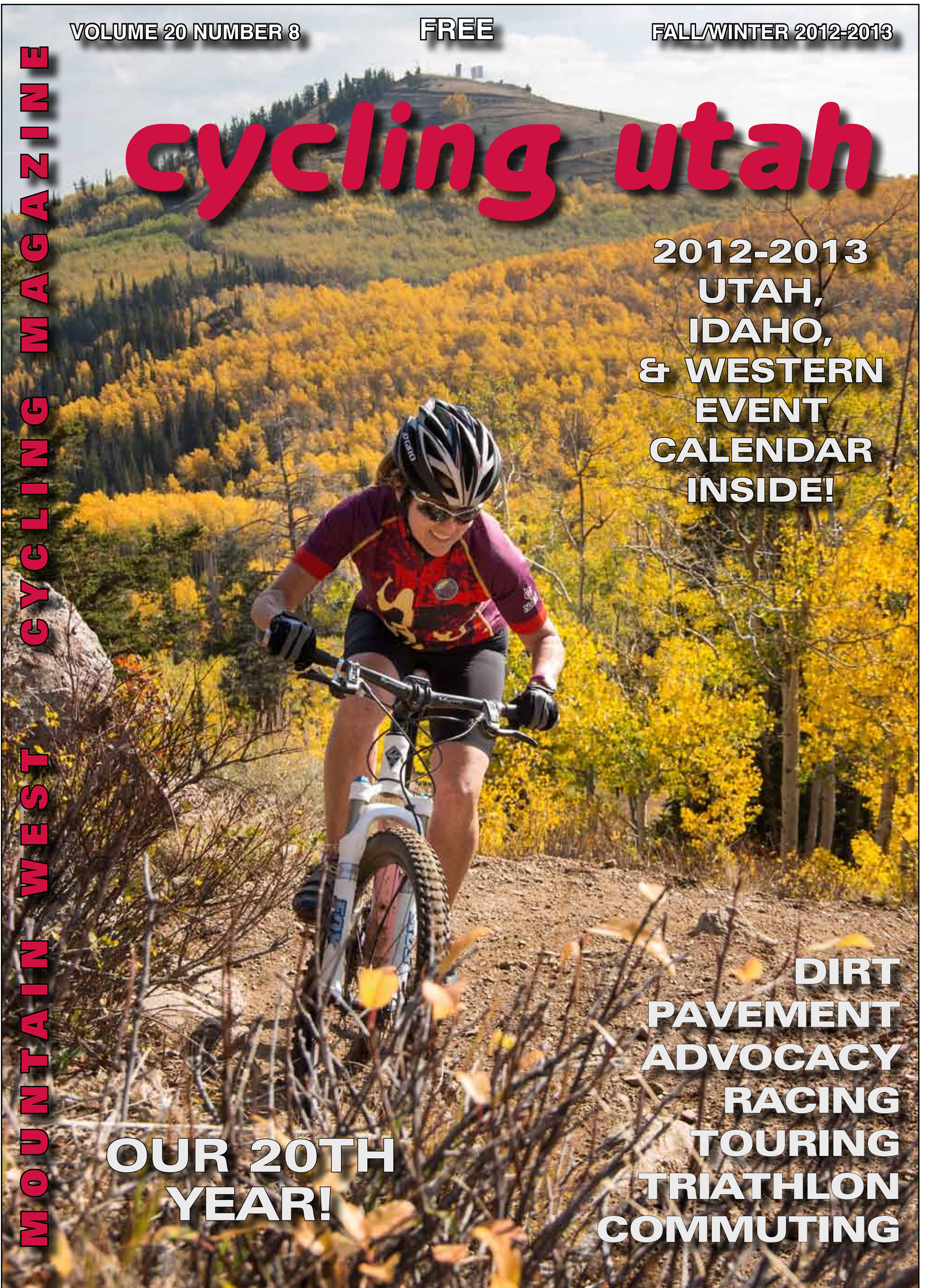
MOUNTAIN WEST CYCLING MAGAZINE

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## SPEAKING OF SPOKES

**I'm Tired of Hearing about Doping**

By David Ward

Like many others, I expect, I am tired of reading and hearing about doping. I am tired of being asked my opinion on doping, and particularly on Lance Armstrong and doping. I love this sport, and I am sensitive to the beating it is taking. Like a bad dream, I would like to wake up and have it all go away. Unlike a bad dream, it won't.

Despite my personal desire for escape, cycling utah, as a cycling publication, must report and weigh in on this topic. Thus, in this issue I will be reviewing *The Secret Race*, Tyler Hamilton's damning book, co-written by Daniel Coyle, on doping in the professional peloton, and in particular with and by Lance Armstrong. Also in this issue are three articles by Jared Eborn regarding Lance Armstrong and his now-shattered world.

However, I want to make a few observations and share some thoughts on this whole sordid affair. First, let's be clear about this. Lance Armstrong did not invent doping. Nor did he single-handedly bring about the widespread use of PEDs (performance enhancing drugs) in the professional peloton. Just read some early writings from Tour de France history. Remember Tom Simpson who, ironi-

cally, has a monument in his honor near the summit of Mont Ventoux where, in 1973, he died as a result of having used amphetamines. Recall that the Festina affair was in 1998, Lance's first year back in competition after recovering from cancer. And that on that Festina team was one Richard Virenque who denied doping, and even wrote a book, *Ma Vérité* ("My Truth"), proclaiming his innocence, only to finally admit otherwise. After a short suspension, he was allowed to return to racing and became a French cycling hero. In sum, doping was well-integrated in the sport before Lance began his reign.

Rather, like everything else in his career, Armstrong took what was already there, and did it smarter and better. His attention to detail, his focus and intensity, his intelligence and awareness, all led to Armstrong being the best in all aspects of the sport. Doping was a part of the sport, and he organized and did it better than anyone else.

Second, as clearly detailed in Hamilton's book, there developed a dichotomy between "cheating" and "breaking the rules". Riders knew they were breaking the rules, but it was not cheating. Rather, it was just a part of the sport. They were "rationalizing", something we have

all done to a degree in one or more aspects of our lives. (This brings to mind a legal seminar I attended as an attorney where the presenter made the statement, "There is no such thing as truth. Only perception." Doping was perceived as part of the strategy for performing well, not as cheating.) One thing that should give us all pause is the challenge, "What would you have done?"

Third, would Armstrong be treated as a hero, as others are, if he "came out and told the truth"? Not a chance. People love to have heroes toppled, and, oh man, he was a hero and he has been toppled. Because Armstrong was so wildly successful, and arrogant about it, and not so nice to those who crossed him, intentionally or otherwise, his fall is especially satisfying.

In that vein, though many former teammates are being lauded for coming forward and admitting to their prior drug use, don't pretend they would have done it voluntarily. While I am certain their admissions are cathartic, it would not have happened without grand jury subpoenas and a sense of impending exposure. I am not condemning them. I dare say that nearly everyone would want to keep past sins under wraps even if they had been repented of them.

Fourth, Lance Armstrong is not

evil incarnate. It is a fact he had cancer. It is a fact he created the Lance Armstrong Foundation which has impacted the lives of, and provided support and comfort for, thousands of cancer sufferers, their families and friends. While his career was built in part by breaking the rules, his efforts on behalf of cancer sufferers and survivors are positive and good. And, I believe, well-intentioned.

Finally, I am not a Lance supporter. (I continue to maintain, though, as outlined in my column last month ("Still A Champion?"), that in a world without doping Armstrong would still have won all those Tours de France.) Rather, I am glad USADA doggedly pursued its investigation when many (including me) believed it to be past history and wished USADA would just leave it alone. But I refuse to jump on the bandwagon and throw him under it. In a way, I see him as a tragic figure: As a man who saw how the game was being played, who then played it more intelligently and better than anyone else, and who lacked the moral foundation to think that it might be wrong. In that latter respect, he was, we are learning, one amongst a whole lot of others, including a lot of good people.

But yes, I am glad for what USADA has done. Glad because of the widespread impact this appears to be having, right down to its UCI roots, on this sport that I love. I think the reverberations from this are going to be felt throughout the sport for many years into the future. I believe it is going to help secure for those coming into the sport the ability to compete cleanly and honestly, and help provide for us fans clean and honest competition to be excited about.

## BOOK REVIEW

**The Secret Race is a Must Read**

By David Ward

The Secret Race by Tyler Hamilton and Daniel Coyle is the kind of book you hate and yet can't put down. Instead of being an entertaining and relaxing read about a sport I love by an athlete I once admired, it is a depressing book by someone whose character and motives, after reading the book, I question.

First, the book is well-written. Coyle has done an excellent job of taking his numerous and lengthy interviews with Tyler and crafting them into an excellent first person narrative of how Hamilton became caught up in doping and blood boosting, and about this "secret" race to see who could do it best. I liked how the chapters were broken up and titled, with clearly delineated breaks in each chapter when there was a shift in the narrative. The book is evenly paced, never moving too quickly nor getting bogged down. In terms of the reading experience, it is captivating. Only the content is depressing.

The subtitle on the dust jacket describes the book perfectly: "Inside

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**What's on your mind?**  
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**CYCLING UTAH 2012 AWARDS**

**Keegan Swenson is Our Rider of the Year**



In 2012, an up and coming rider lit the world on fire.

Keegan Swenson, an 18 year-old mountain bike rider and road racer from Park City had a year that for almost anyone would be the pinnacle of their career. But we think this is only the beginning. Swenson (Cannondale Factory Racing). The young rider started off the year with two wins in the national level Kenda Cup and US Cup in California in the junior category. He quickly followed that up with an incredible second place at the Pan-Am Championships in Puebla, Mexico. He went on to podium in 3 world cups and finish top 10 in two more. These results have led to his being ranked the number 4 UCI junior in the world. He also finished 5th in the UCI World Championships. If that weren't enough, he won several other local mountain bike, road bike, and cyclocross races in the pro field. And, that's not all. Swenson also won all three USA Cycling National Mountain Bike Championships in the

Junior 17-18 category in Sun Valley, Idaho in July. He took top honors in the cross country, short track cross country, and super-D. And lastly, he represents the sport well. Keegan Swenson is the Cycling Utah Overall Rider of the Year.

TJ Eisenhart (FFKR/Velosport Racing) is another up and coming fast, fast rider. The junior also had a fantastic season racing with the US National Team in Europe and the US. He won two stages and the overall in the prestigious UCI 2.1 Tour du Pays de Vaud. He won two stages and the overall in the UCI 2.1 Tour de l'Abitibi in Canada. He was second in the USA Cycling Junior National Time Trial Championship. Along with that came a win and several top 10 finishes locally in the Pro/1/2 field. TJ Eisenhart is our Male Road Racer of the Year.

Alison Frye (Ski Utah Cycling) was consistent throughout the year. She won and placed early and late. She was tops at the Antelope Island Road Race, the High Uintas Road Race, and the Utah State Criterium Championships. She also plays the role of a good teammate when needed. This consistency led her to take the overall UCA Series Points title. Alison Frye is our Female Road Racer of the Year.

Logan Binggeli (KHS) had a fantastic season. The gravity wizard from St. George won several downhill this year, including Flyin' Brian in Utah, Whiteface GRT in New York, and the Chile Challenge GRT. He also podiumed throughout the

season in several other USA Cycling Pro Gravity Tour events. His consistency in that series was rewarded with the overall season Pro GRT title. He topped off the season with a third place in the Red Bull Rampage in Springdale. Logan Binggeli is our Male Downhill Racer of the Year.

Wendy Palmer (Chile Pepper Bike Shop/Shimano/Fox Shox/Sombrio) is a great ambassador for the sport. She also wins races. This year, she won three events at the Pro level in Colorado's Mountain States Cup and took second in the Bell Wasatch Enduro. Wendy Palmer is our Female Downhill Racer of the Year.

Lori Harward has worked tirelessly for the last two years planning and developing the Utah High School Cycling League. This year, all of that work came to fruition with the completion of the first season and four successful mountain bike races that brought together 36 high schools and over 300 kids. The League will bring great things to the future of cycling in Utah. Lori Harward is our Advocate of the Year.

Erica Tingey (Rocky Mountain/Kuhl) had a breakout year. She won all four Intermountain Cup races she entered, the Mt. Ogden 50K, the Lambert Park USCS race, and had several other national results. Erica Tingey is our Female Mountain Bike Racer of the Year.

Alex Grant (Cannondale Factory

Above and right: Keegan Swenson (Cannondale Factory Team) on his way to winning the Halloween Cross Utah Cyclocross Series Race #6 on October 27, 2012. Photos: Dave Iltis.

By Dave Iltis

Each year in the fall, with our

year-end awards, Cycling Utah recognizes members of our cycling community who had stellar seasons on and off the bike.

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## CYCLING NEWS

# The Walls Come Tumbling Down: Armstrong Declared Guilty of Doping by USADA

By Jared Eborn

When an empire is built upon a lie – or, perhaps, a decades-long series of lies – its fall is loud and the impact profound.

For Lance Armstrong – the no-longer 7-time winner of the Tour de France and once the poster child for succeeding against all odds – the crumbling of his empire came after years of denials and more than 1,000 pages of evidence compiled by the United States Anti-Doping Agency.

And when USADA banned Armstrong from competing in the sport of cycling, it broke apart what is now believed to be a systematic program of doping, intimidation, bullying and cheating on a scale professional sport may have never seen before.

In its wake, the world of professional cycling is left trying to recover, trying to cope, trying to heal.

Heck, even the world of casual cycling fans and weekend recreation riders are trying to come to grips with the startling news – years long in the build up – that Armstrong had been declared guilty of doping by USADA and that the International Cycling Union (UCI) was agreeing to ban the iconic athlete from the sport for life and strip him off virtually all important cycling results following his seemingly miraculous recovery from cancer in the late 1990s.

It is a downfall that undoubtedly shattered many dreams.

“Yes, sad and tragic is right. Tragic for many people who were

hurt by his fraud including athletes who raced without breaking the rules and would have won the Tour de France or had much better careers if it wasn't for the widespread doping that Lance played a big role in orchestrating,” said Mark Zimbelman, a BYU business and accounting professor specializing in fraud and a highly-competitive cyclist himself. “Sad for donors and cancer victims who believed in him and got inspiration from him and didn't realize his life was a massive lie. Sad for his family and, especially, his kids who will have to reconcile this fraud for the rest of their lives. Sad for Lance too since he must be either a very miserable person or living completely out of touch with reality in a cold, cruel world that I can't imagine.”

After years of rumors and allegations, Armstrong's past finally caught up to him when, under oath in a federal court, several of his past teammates – primarily those who race with and supported him while at the U.S. Postal Service team – confessed to their own history of using performance enhancing drugs and other activities against the rules of the sport. In doing so, those cyclists, team members and support staff painted a damning picture of the generally suspected but rarely seen world of the sport at its highest levels.

“On the other hand, there is a lot to be happy about. I'm happy for the people Lance tried to quiet over the years and who now are getting some closure to his abuse,”

said Zimbelman, who has written extensively about doping in sports and Armstrong at his blog ([fraud-bytes.blogspot.com](http://fraud-bytes.blogspot.com)). I'm happy for the people Lance sued when they claimed he doped who may be able to get their millions back from him. I'm also happy that more people won't think a fairy tale is reality and that Lance won't get away with taking more from others. I'm also happy that light is shining brightly on the doping problem in pro cycling so that this great sport may get its act together and become something more than cycling's equivalent of World Wide Wrestling.”

According to the evidence presented by USADA, Armstrong is guilty of not only being a serial cheater, but of intimidating and bullying his teammates into cheating with and for him and also of threatening, vilifying and attacking those who dared to stand up to him, or even stand up for themselves, in any way.

Well-documented battles with Greg LeMond – now the only American to have ever won the Tour de France – Frankie Andreau, Floyd Landis, Tyler Hamilton and numerous others have painted a picture of an Armstrong more sociopath than champion.

USADA chief Travis Tygart assembled an overwhelming list of evidence against Armstrong. With testimony from numerous cyclists – including several who, like Armstrong, had never been officially tested positive for PEDs – Armstrong's legend, and career, unraveled page by page in the USADA files. In the process, the legacy of many riders has been shattered – to what extent remains to be seen.

“The most critical evidence assembled by USADA and discussed in this Reasoned Decision has come from Mr. Armstrong's former teammates and former employees of the United States Postal Service (“U.S. Postal Service” or “USPS”) and Discovery Channel cycling teams who decided that it was the right thing to do for clean sport to come forward and provide evidence to USADA regarding what they knew,” USADA wrote in a lengthy summary of the 1,000-plus page file of evidence. “As a consequence of a number of courageous riders willingness to break the Code of Silence—the “Omerta”—after being approached by USADA, by late May 2012 USADA concluded it had more than enough evidence to proceed with charges against former USPS and Discovery Channel Team Director Johan Bruyneel, former USPS and/or Discovery Channel doctors Pedro Celaya, Luis Garcia del Moral and Michele Ferrari and Team Trainer Jose “Pepe” Marti and against Mr. Armstrong.” More will no doubt be revealed this winter as Bruyneel's case will go to arbitration.

Through the investigation, Armstrong chose to not speak with USADA, instead issuing numerous denials through his attorneys.

“USADA also reached out to Mr. Armstrong, communicating with four of his attorneys and giving Mr.

Armstrong the opportunity to come in and sit down with USADA and cooperate with USADA's investigation as had many of Mr. Armstrong's teammates. Mr. Armstrong, however, refused to meet with USADA, setting in motion the sequence of events that led to USADA's charges and ultimately to Mr. Armstrong's sanction by USADA in accordance with the rules.”

Professionals with Utah connections Levi Leipheimer and David Zabriskie – both former Armstrong teammates at US Postal – confessed to doping in the past and received 6-month bans along with a variety of other punishments ranging from past results being stripped from their records to withdrawing from consideration to represent the United States at the 2012 Olympic Games or World Championships.

For Armstrong, the punishments were much more severe. In addition to the public shaming, the one-time king of cycling had his seven wins at the Tour de France removed from the record books. Sponsor after sponsor issued press releases announcing they were severing ties and voiding contracts with the disgraced cyclist.

Even the world governing body of cycling – which is itself under intense scrutiny for having watched, seemingly unable to prevent it, as doping became a pervasive part of the sport – cast its superstar to the curb.

“Lance Armstrong has no place in cycling, and he deserves to be forgotten in cycling,” Pat McQuaid, the UCI president long thought to be in league with Armstrong, said. “Make no mistake, it's a catastrophe for him, and he has to face up to that.”

Dr. Massimo “Max” Testa, the current BMC Pro Cycling team doctor and the team doctor of the Motorola squad Armstrong began his professional career with, said he is

happy to see what he hopes will be a change in direction for the sport.

“In those years in which doping was very prevalent, and I would say not just in cycling, those were years in which there were products on the market that would improve performances and were not detectable. A kind of wrong culture developed,” he told the Deseret News. “The phenomenon was so widespread that you were just putting yourself on the same starting line as other people.”

Efforts by Cycling Utah to reach Testa, who now calls the Beehive State home and works for IHC, for a more detailed interview to discuss his past role with Armstrong and other cyclists, were unsuccessful.

After the USADA files were released, Armstrong has said precious little about the situation. Aside from changing his Twitter bio to remove the reference to winning the Tour de France, the prolific social media user has gone essentially silent. At the 15-year anniversary of his LiveStrong charity, Armstrong vaguely referenced the scandal in an address to his most loyal supporters, saying he'd had a rough couple of weeks, but has said very little publicly since USADA released the volumes of evidence.


Regardless, there is an undeniable shockwave felt through the peloton of cyclists, fans and observers.

Sponsors, citing the negative climate surrounding sport as a result of the pervasive doping, have dropped out of the sport. Athletes, from the highest level to neo-pros are struggling to find jobs with professional teams.

And fans are casting an even more cynical eye to a sport whose cloak of silence and secrecy has been ripped away.

Where the sport goes from here is up for debate.

Unlike Armstrong's doping past.

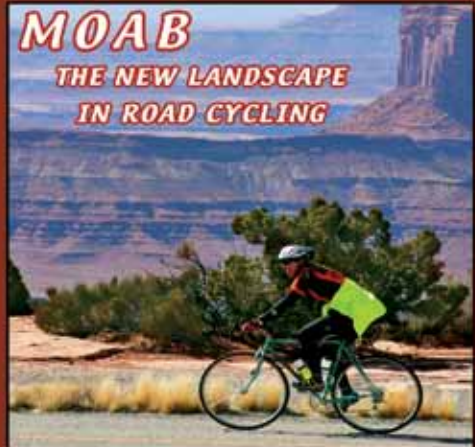


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## CYCLING NEWS

# Former Utah Riders Zabriskie and Leipheimer Confess to Doping in Armstrong Investigation

By Jared Eborn

Lance Armstrong's reach into cycling – from his base in Texas to Paris, France – was almost all-encompassing. At its peak, the Armstrong legend was all powerful.

And its influence was felt quite strongly here in Utah.

Fans were stunned. Critics were satisfied. But what about the professionals who call Utah home?

How did the bomb that was dropped by the United States Anti-Doping Agency impact guys like Levi Leipheimer, a long-time teammate of Armstrong's? What would happen to David Zabriskie, a Utah native who has established himself as one of the world's best time trialists? Both confessed to using banned performance enhancing drugs and methods as part of the investigation into Armstrong and the U.S. Postal Service team.

Emails and phone calls from Cycling Utah to Leipheimer were not returned and Zabriskie declined to be interviewed.

"Honestly," Zabriskie said via email, "I'm sorry I just can't seem to bring myself to it right now."

Both cyclists, however, did issue statements coordinated with the release of the USADA files and other statements since.

For Zabriskie, the choice to use PEDs was particularly painful.

"My father had a long history of substance use and addiction. Seeing what happened to my father from his substance abuse, I vowed never to take drugs. I viewed cycling as a healthy and wholesome outlet that would keep me far away from a world I abhorred," Zabriskie wrote on his personal website ([davezabriskie.com](http://davezabriskie.com)). "After distinguishing myself in an important race, management presented me with drugs and instructed me on how to proceed. I was devastated. I was shocked. I had never used drugs and never intended to. I questioned, I resisted, but in the end, I felt cornered and succumbed to the pressure."

Zabriskie said in the USADA testimony that he felt he would lose his career if he didn't fall in line with the team's doping program. It was a decision, he said, that haunted him for years – even after he claims to have stopped using PEDs.

"It happened and I couldn't be sorrier. It was a violation – a violation not only of the code I was subject to, but my personal and moral compass that I had set out to follow," Zabriskie wrote. "I accept full responsibility and was happy to come forward and tell USADA my whole story; I want to do my share to help bring this entire issue to the fore and ensure a safe, healthy, and clean future for cycling."

Likewise, Leipheimer admits to the doping but also says he entered that world with an eye focused on competitive success and that to not let go of his dreams he, too, needed to dope.

"Having made sacrifices for my

dream, several years after I turned pro, I came to see cycling for what it was: a sport where some team managers and doctors coordinated and facilitated the use of banned substances and methods by their riders. A sport where the athletes at the highest level—perhaps without exception—used banned substances. A sport where doping was so accepted that riders from different teams—who were competitors on the road—coordinated their doping to keep up with other riders doing the same thing," Leipheimer said in a statement published by the Wall Street Journal. "I regret that this was the state of affairs in the sport that we love and I chose as my career. I am sorry that I was forced to make the decisions I made. I admit that I didn't let doping deter me from my dream. I admit that I used banned substances."

Whatever the reason, whatever the motivation, the choice to use PEDs will have a profound impact on their careers. While Zabriskie appears to be safe with his Garmin-Sharp team, Leipheimer was fired by Omega Pharma-Quickstep in the wake of his disclosures.

Some Utah professionals never did reach the Pro Tour. For them, the firestorm surrounding the Lance Armstrong saga has painful, or not, associated feelings.

Burke Swindlehurst, one of the most popular riders in the domestic peloton for about a decade, is at peace with his career and says he does not feel as if he was cheated out of a higher-profile racing life because some riders used PEDs while he didn't.

"I never did a Grand Tour, Classic or World Championship. I made decisions that precluded that. Those decisions had ABSOLUTELY NOTHING to do with doping. The truth is, I didn't possess the commitment necessary to get myself there. I didn't want to live in Europe. I married when I was 19 and the last thing I wanted to do was spend months away from my wife and home," Swindlehurst wrote on Facebook. "I also saw firsthand how hard some of the biggest names in the sport trained, what they ate and what they \*didn't\* drink. What time they went to bed and when they woke up. Dope or not, it was 24/7/365 commitment. Me, I was more of an 18/6/335 guy. I liked to go fishing on my rest days instead of a 2-hour recovery spin. I love cheese, concerts, Lagers, Ale, Porter and Stout. I don't care for Pilsners. So what's my confession? It's this: I confess that I will not use the (USADA investigation) to persuade you to believe that I had a rightful place in the "Big Show" taken from me. I didn't. I had exactly the career I wanted, deserved, and worked for. And I have no regrets."

But for many of those who did use PEDs, the opportunity most-recently presented by USADA to come clean was a door that didn't need to be knocked on twice – for a variety of reasons. For starters, it was a chance to get an enormous weight off their chests and to clear their consciences. Secondly, it was also under oath and carried with it the threat of being convicted of perjury – like disgraced Olympic track and field star Marion Jones – and spending time in prison as a result. That the testimony would implicate Armstrong was not necessarily a motivating factor, but it

might not be hard to imagine that being the case.

After rumors surfaced that Leipheimer had testified and that his statement likely identified Armstrong and long-time manager Johan Bruyneel as orchestrators of the doping system, Leipheimer testified his wife, Odessa Gunn, received an ominous and threatening text message from Armstrong while Leipheimer was out of the country. "Walk, don't run" was the message and, Leipheimer said, the intimidation attempt reinforced his decision to have testified.

Zabriskie said testifying was akin to reopening an old wound. It was a step necessary, though, to fully clean and treat the damage.

"I returned to being 100% clean long before the Anti-Doping Commitment was issued for riders to sign in 2007. I was one of the first to sign. I embraced complete transparency," Zabriskie wrote on his website. "When Slipstream surfaced I was eager to join for all that it stands for and its unwavering commitment to clean cycling. I only wish a team like this had existed when I was a neo pro. Cycling started out as a refuge for me and I want to play my part in making it the sport I had always hoped it would be and know that it can be."

Leipheimer said he understands all of the admissions of doping – from himself to George Hincapie, Christian VandeVelde and others – will not sit well with cycling fans.

"I know that learning this will disappoint many of my fans and friends and I am sorry that the sport and I have let you down. Right or wrong, in my mind the choice was "do it or go home." For me that was not a choice," Leipheimer wrote. "I could have come forward sooner. But would that have accomplished anything—other than to end my career? One rider coming forward and telling his story in the face of cycling's code of silence would not have fixed a problem that was institutional."

No longer employed by a professional cycling team, Leipheimer's admission may have ushered in his retirement.

"When USADA came to me and described a solution—where my admission could be part of a bigger plan that would make the positive changes we've seen in recent years permanent—I said 'I need to be involved,'" he wrote. "I don't want today's 13 year olds to be discouraged by their parents from dreaming about one day riding the Tour de France."

Zabriskie will return. After his six-month suspension is over in the spring – not-too-coincidentally when the off-season is coming to a close – Zabriskie will rejoin the peloton. The reaction from those he races with, however, is not yet known.

For now, the quirky Utahn with a famous sense of humor is keeping things close to the vest and expressing gratitude for those who have offered support.

"The overwhelming outpouring of support from cycling fans all over the world has been an enormous help to myself and my family," he wrote. "While my testimony brought back many painful memories, it was necessary and I was anxious to provide it. The kindness I've received makes it easier to deal with – please

accept my appreciation and huge, email their well wishes and who have huge thanks to those who have taken chosen to maintain their belief in me. the time to write or post or call or I'm deeply grateful."



## THANK YOU

TO THE INDIVIDUALS

AND PARTNERS

THAT

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## INSPIRED US

AND

## SUPPORTED US

THROUGH AN

ESPECIALLY

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[www.lotojaclassic.com](http://www.lotojaclassic.com)



## TECH

**It's Light Season: It's Time for You to Get Illuminated**

Top: NiteRider 600 Right: Light & Motion Urban 500

Above right: Left: NiteRider 600 Middle: Light & Motion Urban 500; Right NiteRider TriNewt

Below: Light & Motion VIS360

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By Lou Melini

I am seeing more cyclists using headlamps (the proper name for a front light), but I am still seeing a lot of riders without lights or inadequate lights. You wouldn't drive a car without lights so why do so with a bike? The most common "explanation" I hear is that lights are "too expensive". Have you checked out hospital rates lately? With new lights from long-time providers of bike lights, NiteRider and Light & Motion, expense shouldn't be an excuse. Prices have dropped for high-lumen lights by more than 60%.

**Utah Code**

First a look at Utah Code for bike lights. If you don't follow the law you could at the very least receive a citation. At worst you could be involved in an accident in which any settlement is severely reduced because of lack of adequate lighting.

41-6a-1114. Bicycles -- Lamps and reflective material required.

(1) Every bicycle in use at the times described in Section 41-6a-1603 shall be equipped with a:

(a) lamp of a type approved by the department which is on the front emitting a white light visible from a distance of at least 500 feet to the front; and

(b) (i) red reflector of a type approved by the department which is visible for 500 feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle; or  
(ii) red taillight designed for use on a bicycle and emitting flashing or non-flashing light visible from a distance of 500 feet to the rear.

(2) Every bicycle when in use at the times described in Section 41-6a-1603 shall be equipped with:

(a) reflective material of sufficient size and reflectivity to be visible from both sides for 500 feet when directly in front of lawful lower beams of head lamps on a motor vehicle; or

(b) in lieu of reflective material, a lighted lamp visible from both sides from a distance of at least 500 feet.

(3) A bicycle or its rider may be equipped with lights or reflectors in addition to those required by Subsections (1) and (2).

41-6a-1603. Lights and illuminating devices -- Duty to display -- Time.

(1) (a) The operator of a vehicle shall turn on the lamps or lights of the vehicle on a highway at any time from a half hour after sunset to a half hour before sunrise and at any other time when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles on the highway are not clearly discernible at a distance of 1,000 feet ahead.

Also, having only helmet lights, without lights attached to your bike,

are not in accordance with Utah code as I have been told from a reliable source. Apparently there have been citations issued to cyclists involved in nighttime accidents for failure to have proper lighting.

**Light Power**

From my personal experience, I would suggest a front light with a minimum of 250 lumens. A lumen is

"a measure of the total "amount" of visible light emitted by a source," according to Wikipedia. Another definition measures the light from a source falling on a surface in one second. All lights should be measured in lumens now, a change from watts, which measures the consumption of electricity. From what I have read, not all lumens are alike. Bicycle Times (Issue 14) stated that reported lumen output might be based on theoretical output of the LED's. Like most purchases, if it sounds too good to be true (a lot of lumens at a very low price), maybe it's not. How lumens go from theoretical output to actual output may have to do with the reflector unit that houses the LED. Perhaps the message is to buy from reputable companies.

You need to be seen and see the road, especially in the winter when there is precipitation or ice on the road. I have only my experience to recommend a 250 minimum lumen level. I also recommend a backup front light of any lumen. This light should have a flashing mode that is particularly helpful at dawn or dusk, or when there is competing light sources such as in commercial areas. I currently use a 120-lumen Light & Motion VIS360 mounted to my helmet as my backup light. (see side column for a review of this light). I also have 3 rear lights including the rear helmet light that is part of the VIS360 package.

With every upgrade of lights I ask myself, why didn't I do this sooner? I ride upwards of 100 nights/year so a good light system is important to me. I also ride at night when there is ice, rain, snowstorms, etc. So another reason for me to look like a Las Vegas casino on the road. Most cyclists may ride in less inclement weather than I, but remember it is still dark and you need to see and be seen. But you may feel your requirements are less than mine.

**NiteRider Lights**

Currently I use a NiteRider TriNewt, a nearly 500-lumen light with 3 LED lights that is no longer in NiteRider's product catalog. The Manufacturers Suggested Retail Price (MSRP) of this light when I bought it was \$400 plus over \$200 for a backup battery. It is super bright, lights up the road well and has been my favorite light for the past 4 years. For the purpose of this article, I have been fortunate this year to be given a new light in the 2012 NiteRider product line, the MiNewt.600 Cordless. This light, as the name suggests, has 600-lumens of output. Most appealing to anyone thinking of buying a light is the price, \$150 MSRP. That's correct, a more powerful light at less than 40% the price of my TriNewt of 4 years ago! If this is still too much money, consider the \$110 MiNewt.350 Cordless or the MiNewt Mini.300 for less than \$100 (which is lighter than the cordless models).

I like lights to illuminate my way

with a somewhat wide optic lens, so I was a little concerned about the narrow light source of the cordless models. I have been very pleased with the MiNewt.600 as it bathes the complete travel lane and part of the oncoming lane of traffic in light, nearly as effectively as my TriNewt. The light from the NiteRider 600 is a little softer (not as bright) than my TriNewt, but certainly effective enough to be seen and see the road with confidence. Battery life at 600 lumens is 90 minutes, but you can effectively save battery time by using the 400 (3 hours) or 275 (4.5 hours) lumen settings, something that my TriNewt doesn't seem to do as well. Another plus is the cordless design. It is small enough to easily unclip from the mounting bracket and put it in your pocket. I also finally went out in a February snowstorm to try it out. It worked well, giving me a lot of confidence riding in the storm.

Full charging of the 600 Cordless takes 5.5 hours via a wall outlet or USB port of your computer. Being a computer idiot, I always have my Apple laptop plugged in so I am puzzled why someone would need to charge a bike light from a computer without an available wall outlet. If 600 lumens is not enough for you, NiteRider has a 750, 1500 and a mind-boggling 3000 lumen light.

My wife complains that my TriNewt is blinding and won't use it (She also rides up to 100 nights/year. She uses and loves her 10 year old Commuter Pro from NiteRider, a hand-me-down that I once used). She is correct, the light of the TriNewt is blinding if you stand in front of my bike. I've had a couple of cars blink at me to turn the light down. The 600 Cordless has a softer light, bright but not blinding. I've had several comments on "nice light" for the 600 NiteRider as well as the TriNewt, but I've also had "turn it down" remarks on the TriNewt.

The Cordless 600 has a couple of features that my TriNewt doesn't have. One, it has a helmet mount option. Secondly it has a "locking mode". NiteRider states: It is highly recommended that the light be put in lock mode during transport of the headlamp in order to prevent accidentally turning on of the headlamp. Once during the test period I thought I had locked the light only to find it discharged inside of my pannier when I checked it. The light will come on with a slight bump if not in the locking mode. Fortunately I had time to charge it before I needed it. (I am not the first reviewer to take issue with the locking mode, see Bicycle Times issue #14) This is another reason for a back-up light, or in the case of the 600 Cordless, taking care to lock it properly. I also perceived a dimming of the light when the battery was nearly discharged. Perhaps it was just my perception, but a concerning problem.

[Note: the MiNewt line is now called the Lumina line which is significantly smaller and lighter.]

I would like to thank the NiteRider rep Chris Kelly and my son Ben at Millcreek Bicycles for providing me with the NiteRider 600. For more information, see [Niterider.com](http://Niterider.com)

**Light & Motion Lights**

I was also able to use the Light and Motion Urban 500. It is a 500-Lumen light, smaller and more compact than the NiteRider 600. Don't let its size fool you, it puts out plenty of bright light equal to my TriNewt. At times during my commute I would switch from the NiteRider 600 light to the Light & Motion Urban 500. I sometimes thought that the Light and Motion was a tad brighter though this is subjective. If you go to the Light and



Motion website, the "light test", you may not see much difference but on the road, there seems to be a little more brightness.

The Urban 500 comes with side-lights making it a "more legal" light. The mounting to my handlebar was easy. It has a 90 minute run time on high, 180 minutes on medium and 6 hours on low plus a flash option. Switching from one setting to another is easy. There is no lockout and I did not have any accidental discharge of the light.

The Urban 500 is recharged via a USB port and for \$20 you can buy an after market plug, an option that should be included with the light in my opinion. A helmet mount option is included. The Urban 500 has a \$159 MSRP, a negligible increase compared to the NiteRider 600. Light and Motion also makes an Urban 300 at \$129.

The one issue I have with Light & Motion Lights is the lack of an instruction manual. I'm old-school, I like written instructions. I have little idea what the little pictures on the box mean. Maybe this is a picky point for most consumers, but consumers come in all sizes and shapes. This would certainly help bike shops that may be asked to answer questions that a simple written instruction manual could avoid.

Overall, do I like the Urban 500 more than the NiteRide 600? Let's just say that I would buy either light sold by my local bicycle shop. Currently it stocks NiteRider but I have strongly suggested to my son (the buyer for the shop) that he should consider the Urban 500. (Note: The Urban 500 will be replaced with the 550 for 2013).

#### Light & Motion VIS360

I also had the pleasure of trying out a VIS360 courtesy of Light and Motion. This is a very light, at 130 grams, helmet light that has a 120 lumen front light connected to a rear facing flashing light. Although I have stated that one should use headlamp of at least 250 lumens, the front light of the VIS360 is quite bright and does a very adequate job of lighting up the road, so perhaps I should tone down what may be called subjective bias. In addition the headlamp has small sidelights that will satisfy section 2 (b) in the Utah bicycle lighting code (see above).

This is the first helmet-mounted light that I have used. I couldn't even feel the light on my head. It has 3 settings, high, low and what I primarily use, flash. I can now, in camera parlance, point and shoot at a car coming to an intersection perpendicular to my route of travel. Once, I was trying out a handlebar mounted flashing light and turned off the helmet light. Within a mile of doing so an SUV slowly went through a stop sign nearly into the intersection I was in. I felt unprepared as I turned to the car without my flashing helmet light.

The light charges only via a USB port as packaged. Charging the light was the first time I ever used a USB port just to show you how computer challenged I am. No problem, even I could charge it up. Charging is not needed very often as the battery lasts 15 or 20 hours, in the flash mode, depending on which part of the website you are reading. Their website also states in one section that the front light is a 110 lumens.

The rear flashing light is also very bright and will stay bright until the battery fully discharges. Too many times I see solitary rear lights powered by disposable batteries appear to be on the last bit of battery life, making them useless and giving a false sense of security. The VIS360 eliminates that problem and will add a second light to the back of your bike, another one of my "minimum requirements" for night riding. Another plus is the rear

## COMMUTER COLUMN

### Jane Paine Rides to Work, the Gym, and on Bike-A-Dates



Above: Look for a Jack Russell terrier riding along on the back of Jane Paine's bike. Photo: Courtesy Jane Paine.

By Ashley Patterson

Jane Paine's job involves encouraging people to conserve energy. As a Senior Engineer for ETC Group, an energy efficiency consulting firm in Sugarhouse, Jane wants all of us to incorporate energy efficiency into our daily lives. In order to practice what she preaches, she rides her bike to work nearly daily year round.

Also, like many people, Jane's life is busy and she rides her bike to work in order to sneak some exercise in during the week. Her commute is about six miles each way from her

house in Holladay to her Sugarhouse office. She loves getting in a little bit of exercise before sitting in front of a computer all day. When asked why she rides, Jane responds, "I get to see the morning stars. I guess other people in cars do, too, but I like to think my view is better. I'm relaxed on my bike and feel less rushed and less anxious."

Jane is grateful to Salt Lake City for the increase in bike lanes over the past few years. She feels very safe on her bike in most areas around the city due to the large number of cyclists in the area and the increased focus on bikes over the past decade or so. With all of the bike lanes and

light is high. This avoids obscuring a seatpost mounted light when grocery shopping as I have done on more than a few occasions due to overbuying! I have a light mounted to the rear of my rack for this purpose before I received the VIS360.

This is a good combo light to buy if you are looking for a helmet-mounted light to add backup lights to your current system. Could it be your primary light? I will say no, and as I mentioned in the above in the NiteRider section, having only a helmet light may not

meet state code. In a recent Momentum Magazine article there was a quote that "helmet lights should be an addition to, not instead of, front and rear mounted lights", and this statement was made without the legal status of helmet lights involved in the discussion.

The only complaint of the VIS360 from another reviewer is the price. At \$170 it is higher than other comparable front headlamps, but this also comes with a rear light to make the price more tolerable. Personally it is a good package for your nightly commute.

shared lane markings, more people are riding and that raises the awareness of drivers but she's concerned about people riding on sidewalks. "I ride on the road and act like a car. I stop at red lights and stop signs. I claim my ground but I try to be very accommodating to cars. I have had very few altercations and find drivers to be quite friendly."

Pedaling downtown to meetings is common and she feels just fine about riding in a suit. "I wear heeled shoes, Danskos, any required outfit and I look fine when I arrive at my destination. People get deterred by things that just aren't a problem."

Her steed of choice for commuting is a twenty year old mountain bike with a basket on the back that can fit her Jack Russell terrier, Rally, a briefcase and a roll of building drawings. "When I decided to start commuting by bicycle about ten years ago, I put a rack on the back of my old bike and wanted a nice, sturdy wire basket to mount on it. I asked my parents if they had anything like that and my dad gave me the one he used to carry me around in on his bike!" She's carried bags of potting soil and regularly puts the weekly groceries inside it.

About three times per week, Jane hits the gym on Foothill Blvd and is always amazed that more people don't ride their bikes to the gym. "When I first started doing it, I really envisioned I could lead by example. I mean, how sensible can you be to ride to the gym, get a little warm up before you really exercise, com-

plete your work out, shower and go to work. It just makes so much sense so why don't more people do it?" Several years have gone by since she started working out at that gym and the only people she's seen unlock bikes from her rack have been one elderly couple who came one time to test out the facility.

Jane's favorite commuting activity is what her husband Scott refers to as a Bike-A-Date. About once a week, both Jane and Scott will ride to work and meet at a restaurant downtown for dinner and pedal home with their lights after fueling up with delicious morsels from local favorites such as Em's, Tin Angel or Sage's Café. Sometimes they stop for gelato at 9th and 9th on the way home. If a Bike-A-Date starts at home, they make a margarita for their water bottle to tide them over while they pedal to a party, a restaurant or a concert. They love the bike valet at Red Butte and can put a cooler of goodies in Jane's rear basket for their concert picnic.

Next time you see a bike zooming down the road with a little dog poking his head out of a rear basket between Holladay and downtown, chances are it's Jane. If you are lucky, it's a Bike-A-Date night and she's got a little extra margarita in her water bottle to share.

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

Please note that the 2013 products are soon to be available. According to the Light & Motion rep, Daryl Price, the Urban and Vis stay in the line: Urban Lumen output goes up on all lights: 500 is now 550 for \$159.99, the 300 is now 400 lumens at \$129.99, and 180 is now 200 at \$99.99

Vis 360 now offers the rear light to turn off. The Vis 180 MICRO is \$49.99.

A cool new light is Taz, 1200 lumens and an internal battery just like Urban but with serious output.

That light is \$299.99, the TAZ 800 is \$249.99.

I would like to thank my son Ben @ Millcreek Bicycles and the Light & Motion rep Daryl Price for providing me with this light.

For more on Light & Motion, visit [bikelights.com](http://bikelights.com).

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# RACE RESULTS


**Mountain  
Bike  
Racing**
**12 Hours of Sundance, Sundance Resort, UT, September 15, 2012**
**4-Person Co-Ed 40+**

1. Johnson/Walker/Clark/Smith, KC and the Sundance Band; 11

**4-Person Female**

1. Jackson/Ronsee/McCooley/Mecham, 2nd Tracks Sports; 14

**4-Person Male**

1. Batley/Smith/Sherman/Harding; 17  
2. Apostol/Drozdz/Phillips, Euclid #1; 16  
3. Libby/Cole/Hedman/Potempa, 2nd Tracks / Cole Sports; 1

**4-Person Male 40+**

1. Eyre/Seliga/Brain/Debenham, Backcountry Beaters; 14  
2. Champneys/Champneys/Moss/Giles, KralNk Munklyz; 11

**Duo Co-Ed**

1. Bingham/Bingham, Roosters Bikers Edge; 14  
2. Pierce/Pierce; 13  
3. Muir/Batley, Dumb and Dumber; 8

**Duo Female**

1. Williams/Snow, 3 B YOGA; 11

**Duo Female 40+**

1. Mower/Carter, Flash errs; 7

**Duo Male**

1. Hopkins/Hydahl, H Express; 15  
2. Davis/Sundbeck, Rain Pain; 15  
3. Savage/Wilson, bountifl bikes; 14

**Duo Male 40+**

1. Hall/Myers, Ktown; 13  
2. Funk/Smith, 2 Crazy Munky; 12

**Solo Female**

1. Lythgoe; 9  
2. Hendrickson; 8

**Solo Male**

1. Fisher; 13  
2. Muehlestein; 12  
3. Williams; 12

**Solo Male 40+**

1. Dupuis; 12  
2. Lane; 11  
3. Clark; 8

**Solo SS**

1. Benson; 9

**Tour de Suds, Park City, UT, 7-mile mountain bike climb from City Park, to the top of Guardsman Pass, September 16, 2012**
**Men 1-14**

1. 14. Evan Clouse, 0:51:00.7  
2. 38. Jon Jon Drain, 0:56:43.2  
3. 64. Simon Hopkins, 1:01:15.5

**Men 15-19**

1. 5. Ethan Fedor, 0:46:27.0  
2. 9. Matthew Turner, 0:48:07.5  
3. 10. Daniel Riley, 0:48:08.6

**Men 20-29**

1. 1. Miles Havlick, 0:42:30.7  
2. 2. Will McDonald, 0:43:13.6  
3. 3. Jake Stocking, 0:43:29.9

**Men 30-39**

1. 4. Eric Jones, 0:44:18.1  
2. 6. Matthew Campbell, 0:46:33.2  
3. 17. Troy Michaud, 0:52:14.5

**Men 40-49**

1. 7. Chad Wassmer, 0:46:53.6  
2. 11. Todd Hageman, 0:48:50.7  
3. 16. Cory Petersen, 0:51:35.5

**Men 50-59**

1. 24. Craig Lee, 0:54:33.1  
2. 33. Jerry Fiat, 0:55:57.7  
3. 39. Kip Merritt, 0:57:05.5

**Men 60-69**

1. 75. Charlie Sturgis, 1:04:43.0  
2. 80. Pete Larsen, 1:04:57.0  
3. 85. Bradley Rich, 1:07:02.4

**Men 70+**

1. 192. Vince Desimone, 1:54:08.8

**Parent Tow**

1. 96. Harley Deters, 1:08:40.6  
2. Alex Bamberg, 1:46:35.4

**Women 1-14**

1. 54. Katie Clouse, 0:59:48.1  
2. 198. Isabelle Fernandez, 2:00:34.9

**Women 15-19**

1. 68. Brenna Egan, 1:02:43.3

**Women 20-29**

1. 43. Kelsey Withrow, 0:57:30.1  
2. 46. Parker Tyler, 0:57:38.8  
3. 59. Rose Kemp, 1:00:37.9

**Women 30-39**

1. 18. Melanie McQuaid, 0:52:16.8  
2. 26. Christine Jeffrey, 0:55:08.3  
3. 50. Sarah Olyick, 0:59:05.2

**Women 40-49**

1. 61. Erika Lloyd, 1:01:07.8  
2. 62. Cheryl Krusko, 1:01:13.5  
3. 71. Kristin Wright, 1:04:06.1

**Women 50-59**

1. 34. Laura Howat, 0:56:07.4  
2. 83. Joan Benson, 1:06:28.6  
3. 121. Audrey Gove, 1:16:16.2

**Women 60-69**

1. 108. Cyndi Schwandt, 1:13:28.1  
2. 148. Mary Larsen, 1:25:29.5  
3. 165. Melinda Berge, 1:29:40.4

**Intermountain Cup 2012 Final Series Points**
**Pro Men**

1. Bryson Perry, Life Time Fitness; 1121  
2. Chris Holley, 4Life/Mad Dog Cycles; 804  
3. Casey Zaugs, Coco Nutz Fuel/UMB; 686

**Pro Women**

1. Kara Holley, 4Life/Mad Dog; 1214  
2. Meghan Sheridan, UMB; 899  
3. Erica Tingey, KUHL/Rocky Mountain; 592

**Expert Men 19-29**

1. Zachary Peterson, KUHL/Rocky Mountain; 955  
2. Paul Davis, Bike Fix; 738  
3. Connor Barrett, Lifetime Fitness; 404

**Expert Men 30-39**

1. Ken Costa, Revolution/Peak; 752  
2. Aaron Campbell, Bountifl Bicycle; 716  
3. Ben Schmalz, UMB; 507

**Expert Men 40+**

1. Kevin Moffitt, 4Life/Mad Dog Cycles; 191

2. Jonas Croft, Revolution/Peak; 816  
3. Reed Topham, CarboRocket; 783

**Expert Women**

1. Heather Clark, 4Life/Mad Dog Cycles; 681  
2. Amy Arriola, Roosters/Bikers Edge; 483  
3. Lori Harward, Ski Utah; 463

**Single Speed**

1. Phillip Benson; 397  
2. Dave Benson, [UMB.com](#); 235  
3. Durke Gordon, Farm Bureau Fin. Services; 188

**Sport/Expert 13-15**

1. Tyler Mullins, Racers Cycle Service; 612  
2. Joshua Peterson, KUHL/Rocky Mtn.; 518  
3. Haley Batten, White Pine Touring/Jans; 445

**Sport/Expert 16-18**

1. Brad Thurgood, SBR/Timpanogus Cyclery; 556  
2. Jake Van Wagoner, [UMB.com](#); 473  
3. Anders Johnson, Autoliv; 181

**Sport Men 19-29**

1. Bryson Deppe; 351  
2. Dallin Hatch, [UMB.com](#); 194  
3. Connor Barrett, Life Time Fitness/MOVED UP; 176

**Sport Men 30-34**

1. Jacob Case, Bountifl Bicycle; 654  
2. Ben Hutchings, [UMB.com](#); 360  
3. Ian Beaty, UMB; 311

**Sport Men 35-39**

1. Jeff Wilson, Bountifl Bicycle; 463  
2. Jason Savage, Krank Munklyz; 432  
3. Christian Burrell, UMB; 330

**Sport Men 40+**

1. Keith Payne, Mad Dog; 612  
2. Luis Rosa; 537  
3. Don Stokes; 451

**Men 50+**

1. Jay Griffin, [UMB.com](#); 496  
2. Brad Betebenne, Framcracker; 408  
3. Jody Bailey, Mad Dog Cycles; 392

**Men 57+**

1. Rick Morris, Team Sage Cycles; 628  
2. Bruce Argyle, [UMB.com](#); 534  
3. Joel Quinn, [UMB.com](#); 476

**Clydesdale (220)**

1. Aaron Mullins, Racer's Cycle Service; 656  
2. John Twitchell, [UMB.com](#); 539  
3. Greg Johnson, Mad Dog; 436

**Sport Women**

1. Stephanie Earls, Revolution/Peak; 576  
2. Jan Holding, Bountifl Bicycle; 368  
3. Cat Kalwies, [UMB.com](#); 285

**Women 35+**

1. Sally Reynders, [UMB.com](#); 598  
2. Angela Johnson, Revolution/Peak; 424  
3. Misti Timpsion, Mad Dog Cycles; 383

**9 & Under**

1. Maggie Youngblood (F) - 1st Place; 683  
2. Danny Garringer; 621  
3. Draeden Jensen, [UMB.com](#); 438

**10-12**

1. Britton Dexter; 514  
2. Jack Youngblood; 537  
3. Hattie Ransom, [UMB.com](#) (F) - 1st Place; 319 (F); 140

**Intermountain Cup 2012 Final Series Team Points**

1. [UtahMountainBiking.com](#), Alpine, Utah; 1792  
2. 4Life/Mad Dog Cycles Race Team, Orem, Utah; 1051  
3. Revolution/Peak Fasteners, Sandy, Utah; 684

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1. Britton Dexter; 514  
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**Citizen Women 35+**

1. Jami SMITH, LOGAN RACE CLUB; 10:09:40.482  
2. Camille STRINGAM, TEAM JEPSON; 10:21:58.029  
3. Shelly MAUGHAN, BIKERS EDGE; 10:32:24.866

**Citizen Women 45+**

1. Andi JONES, JUST KEEP SPINNING; 10:43:07.720  
2. Lurah KLATT, SV/PC VELO; 10:50:28.150  
3. Barbara SHERWOOD, 2 GOOD LEGS; 10:56:47.034

**Men Cat1/2/3**

1. Chris CARR, GS BOULDER/TREK STORE; 08:59:14.590  
2. Justin WILSON, REVOLUTION CAFE RIO; 08:59:14.642  
3. Cameron HOFFMAN, SIMPLY MAC RACING P/B BOUNTIFUL BICYCLE; 08:59:14.757

**Men Cat3/4**

1. Ira SORENSEN, INFINITE CYCLES; 09:13:20.970  
2. Justin HOGGE, EAGLE LAKE RIDERS; 09:13:20.975  
3. Cameron HOFFMAN, SIMPLY MAC RACING P/B BOUNTIFUL BICYCLE; 08:59:14.757

**Men Cat3/4**

1. Ira SORENSEN, INFINITE CYCLES; 09:13:20.970  
2. Justin HOGGE, EAGLE LAKE RIDERS; 09:13:20.975  
3. Cameron HOFFMAN, SIMPLY MAC RACING P/B BOUNTIFUL BICYCLE; 08:59:14.757

**Men Cat3/4**

1. Ira SORENSEN, INFINITE CYCLES; 09:13:20.970  
2. Justin HOGGE, EAGLE LAKE RIDERS; 09:13:20.975  
3. Cameron HOFFMAN, SIMPLY MAC RACING P/B BOUNTIFUL BICYCLE; 08:59:14.757

**Men Cat 4 -- 700s**

1. Joshua BOND, NEEDLES PEAK; 09:06:07.393  
2. Noah GRASSI, RED BURROS; 09:06:08.179  
3. Shawn BECKSTROM, NEEDLES PEAK; 09:11:06.426

**Men Cat 4 -- 800s**

1. Leon BERGANT, SIMPLY MAC RACING P/B BOUNTIFUL BICYCLE; 08:57:19.868  
2. Scott BUCCAMBUSO, REVOLUTION CAFE RIO BLUE; 08:57:2



# BICYCLE SHOP DIRECTORY

## Southern Utah

### Brian Head/Cedar City

#### **Brian Head Resort Mountain Bike Park**

329 S. Hwy 143 (in the Giant Steps Lodge)  
P.O. Box 190008  
Brian Head, UT 84719  
(866) 930-1010 ext. 212  
[brianhead.com](http://brianhead.com)

### **Cedar Cycle**

38 E. 200 S.  
Cedar City, UT 84720  
(435) 586-5210  
[cedarcycle.com](http://cedarcycle.com)

### Ephraim

#### **Pipe Dream Adventure Sports**

327 South Main  
Ephraim, UT 84627  
435-283-4644  
[pipedreamadventuresports.com](http://pipedreamadventuresports.com)

### Hurricane

#### **Over the Edge Sports**

76 E. 100 S.  
Hurricane, UT 84737  
(435) 635-5455  
[otesports.com](http://otesports.com)

### Moab

#### **Chile Pepper**

702 S. Main  
(next to Moab Brewery)  
Moab, UT 84532  
(435) 259-4688  
(888) 677-4688  
[chilebikes.com](http://chilebikes.com)

### **Poison Spider Bicycles**

497 North Main  
Moab, UT 84532  
(435) 259-BIKE  
(800) 635-1792  
[poisonspiderbicycles.com](http://poisonspiderbicycles.com)

### **Rim Cyclery**

94 W. 100 North  
Moab, UT 84532  
(435) 259-5333  
(888) 304-8219  
[rimcyclery.com](http://rimcyclery.com)

### **Uranium Bicycles**

284 N. Main Street  
Moab, UT 84532  
(435) 259-2928  
[uraniumbicycles.com](http://uraniumbicycles.com)

### Price

#### **BicycleWorks**

82 N. 100 W.  
Price, UT 84501  
(435) 637-7676  
[fuzzysbicycleworks.com](http://fuzzysbicycleworks.com)

### St. George

#### **Bicycles Unlimited**

90 S. 100 E.  
St. George, UT 84770  
(435) 673-4492  
(888) 673-4492  
[bicyclesunlimited.com](http://bicyclesunlimited.com)

### **Bike Fix**

41 N. 300 W., Suite D  
Washington, UT 84780  
[bikefixutah.com](http://bikefixutah.com)  
(435) 627-0510

### **High Knees Cycling**

2051 E. Red Hills Pkwy Unit 1  
St. George, UT 84770  
(435) 216-7080  
[hkycling.com](http://hkycling.com)

### **Red Rock Bicycle Co.**

446 W. 100 S.  
(100 S. and Bluff)  
St. George, UT 84770  
(435) 674-3185  
[redrockbicycle.com](http://redrockbicycle.com)

### Springdale

#### **Zion Cycles**

868 Zion Park Blvd.  
P.O. Box 624  
Springdale, UT 84767  
(435) 772-0400  
[zioncycles.com](http://zioncycles.com)

## Northern Utah

### Logan

#### **Joyride Bikes**

65 S. Main St.  
Logan, UT 84321  
(435) 753-7175  
[joyridebikes.com](http://joyridebikes.com)

### **Mt. Logan Cyclery (Peaks Training)**

880 S. Main St., #150  
Logan, UT 84321  
(435) 770-9255  
[mtlogancyclery.com](http://mtlogancyclery.com)

### **Sunrise Cyclery**

138 North 100 East  
Logan, UT 84321  
(435) 753-3294  
[sunrisecyclery.net](http://sunrisecyclery.net)

### **Wimmer's Ultimate Bicycles**

745 N. Main St.  
Logan, UT 84321  
(435) 752-2326  
[wimmersbikeshop.com](http://wimmersbikeshop.com)

### Park City/Heber

#### **19 Sports**

710 Main St., Suite 3104  
Park City, UT 84060  
(435) 649-1901  
[nineteensports.com](http://nineteensports.com)

### **Cole Sport**

1615 Park Avenue  
Park City, UT 84060  
(435) 649-4806  
[colesport.com](http://colesport.com)

### **Dharma Wheels Cyclery**

6415 N. Business Park Loop Rd. #J  
Park City, UT 84098  
(435) 615-6819  
[dharma wheelscyclery.com](http://dharma wheelscyclery.com)

### **Jans Mountain Outfitters**

1600 Park Avenue  
P.O. Box 280  
Park City, UT 84060  
(435) 649-4949  
[jans.com](http://jans.com)

### **Mountain Velo**

2080 Gold Dust Lane  
Park City, UT 84060  
(435) 901-8356  
[mountainvelo.com](http://mountainvelo.com)

### **Slim and Knobby's Bike Shop**

520 N. Main Street, #D  
Heber City, UT 84032  
(435) 654-2282  
[slimandknobbys.com](http://slimandknobbys.com)

### **Stein Eriksen Sport**

At The Stein Eriksen Lodge 7700 Stein Way  
(mid-mountain/Silver Lake)  
Deer Valley, UT 84060  
(435) 658-0680  
[steineriksen.com](http://steineriksen.com)

### **White Pine Touring**

1790 Bonanza Drive  
P.O. Box 280  
Park City, UT 84060  
(435) 649-8710  
[whitepinetouring.com](http://whitepinetouring.com)

### Vernal

#### **Altitude Cycle**

580 E. Main Street  
Vernal, UT 84078  
(435) 781-2595  
[altitudecycle.com](http://altitudecycle.com)

## Wasatch Front

### WEBER COUNTY

#### Eden/Huntsville/Mountain Green

#### **Diamond Peak**

Mountain Sports  
2429 N. Highway 158  
Eden, UT 84310  
(801) 745-0101  
[diamondpeak.biz](http://diamondpeak.biz)

### **Needles Peak Ski and Bike**

4883 W. Old Highway Road  
Mountain Green, UT 84050  
(801) 876-3863  
[needlespeak.com](http://needlespeak.com)

### Ogden

#### **Bingham Cyclery**

1895 S. Washington Blvd.  
Ogden, UT 84401  
(801) 399-4981  
[binghamcyclery.com](http://binghamcyclery.com)

### **Skyline Cycle**

834 Washington Blvd.  
Ogden, UT 84401  
(801) 394-7700  
[skylinecyclery.com](http://skylinecyclery.com)

### **The Bike Shoppe**

4390 Washington Blvd.  
Ogden, UT 84403  
(801) 476-1600  
[thebikeshoppe.com](http://thebikeshoppe.com)

### DAVIS COUNTY

#### **Biker's Edge**

232 N. Main Street  
Kaysville, UT 84037  
(801) 544-5300  
[bebikes.com](http://bebikes.com)

### **Bingham Cyclery**

2317 North Main Street  
Sunset, UT 84015  
(801) 825-8632  
[binghamcyclery.com](http://binghamcyclery.com)

### **Bountiful Bicycle Center**

2482 S. Hwy 89  
Bountiful, UT 84010  
(801) 295-6711  
[bountifulbicycle.com](http://bountifulbicycle.com)

### **Masherz**

1187 S. Redwood Road  
Woods Cross, UT 84087  
(801) 683-7556  
[masherz.com](http://masherz.com)

### **Top Gear**

145 S. Main Street  
Bountiful, UT 84010  
(801) 292-0453  
[topgearbicycleshop.com](http://topgearbicycleshop.com)

### SALT LAKE COUNTY

#### Central Valley

#### **Cottonwood Cyclery**

2594 Bengal Blvd  
Cottonwood Heights, UT 84121  
(801) 942-1015  
[cottonwoodcyclery.com](http://cottonwoodcyclery.com)

### **Millcreek Bicycles**

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

### Salt Lake City

#### **Beehive Bicycles**

1510 South 1500 East  
Salt Lake City, UT 84105  
801-839-5233  
[beehivebicycles.com](http://beehivebicycles.com)

### **Bicycle Center**

2200 S. 700 E.  
Salt Lake City, UT 84106  
(801) 484-5275  
[bicyclecenter.com](http://bicyclecenter.com)

### **Bicycle Transit Center (BTC)**

600 West 250 South  
Salt Lake City, UT 84101  
(801) 359-0814  
[bicyclertransitcenter.com](http://bicyclertransitcenter.com)

### **Bikewagon**

680 West 200 North  
North Salt Lake, UT 84054  
(801) 383-3470  
[bikewagon.com](http://bikewagon.com)

### **Bingham Cyclery**

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

### **Contender Bicycles**

875 East 900 South  
Salt Lake City, UT 84105  
(801) 364-0344  
[contenderbicycles.com](http://contenderbicycles.com)

### **Cyclesmith**

250 S. 1300 E.  
Salt Lake City, UT 84102  
(801) 582-9870  
[cyclesmithslc.com](http://cyclesmithslc.com)

### **Fishers Cyclery**

2175 South 900 East  
Salt Lake City, UT 84106  
(801) 466-3971  
[fisherscyclery.com](http://fisherscyclery.com)

### Go-Ride.com Mountain Bikes

3232 S. 400 E., #300  
Salt Lake City, UT 84115  
(801) 474-0081  
[go-ride.com](http://go-ride.com)

### **Guthrie Bicycle**

803 East 2100 South  
Salt Lake City, UT 84106  
(801) 484-0404  
[guthriebike.com](http://guthriebike.com)

### **Hyland Cyclery**

3040 S. Highland Drive  
Salt Lake City, UT 84106  
(801) 467-0914  
[hylandcyclery.com](http://hylandcyclery.com)

### **Performance Bicycle**

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

### **REI (Recreational Equipment Inc.)**

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

### **Salt Lake City Bicycle Company**

177 E. 200 S.  
Salt Lake City, UT 84111  
(801) 746-8366  
[slcbike.com](http://slcbike.com)

### **Saturday Cycles**

605 N. 300 W.  
Salt Lake City, UT 84103  
(801) 935-4605  
[saturdaycycles.com](http://saturdaycycles.com)

### **SLC Bicycle Collective**

2312 S. West Temple  
Salt Lake City, UT 84115  
(801) 328-BIKE  
[slcbikecollective.org](http://slcbikecollective.org)

### **Sports Den**

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

### **The Bike Guy**

1555 So. 900 E.  
Salt Lake City, UT 84105  
(801) 860-1528  
[bikeguyslc.com](http://bikeguyslc.com)

### **Wasatch Bike Support**

2795 S 2300 E  
Salt Lake City, UT 84109  
(801) 618-0049  
[wasatchbikesupport.com](http://wasatchbikesupport.com)

### **Wasatch Touring**

702 East 100 South  
Salt Lake City, UT 84102  
(801) 359-9361  
[wasatchtouring.com](http://wasatchtouring.com)

### **Wild Rose Sports**

702 3rd Avenue  
Salt Lake City, UT 84103  
(801) 533-8671  
[wildrosesports.com](http://wildrosesports.com)

### South and West Valley

#### **Bingham Cyclery**

1300 E. 10510 S.  
(106th S.)  
Sandy, UT 84094  
(801) 571-4480  
[binghamcyclery.com](http://binghamcyclery.com)

### **Canyon Bicycles**

762 E. 12300 South  
Draper, UT 84020  
(801) 576-8844  
[canyonbicycles.us](http://canyonbicycles.us)

### **Canyon Bicycles**

11516 S District Drive  
S. Jordan, UT 84095  
(801) 790-9999  
[canyonbicycles.us](http://canyonbicycles.us)

### **Infinite Cycles**

3818 W. 13400 S. #600  
Riverton, UT 84065  
(801) 523-8268  
[infinitecycles.com](http://infinitecycles.com)

### **Lake Town Bicycles**

1520 W. 9000 S.  
West Jordan, UT 84088  
(801) 432-2995  
[laketownbicycles.com](http://laketownbicycles.com)

### **REI (Recreational Equipment Inc.)**

230 W. 10600 S.  
Sandy, UT 84070  
(801) 501-0850  
[rei.com/sandy](http://rei.com/sandy)

### **Revolution Bicycles**

8801 S. 700 E.  
Sandy, UT 84070  
(801) 233-1400  
[revolutionutah.com](http://revolutionutah.com)

### **Salt Cycles**

2073 E. 9400 S.  
Sandy, UT 84093  
(801) 943-8502  
[saltcycles.com](http://saltcycles.com)

### **Taylor's Bike Shop**

2600 W. 12600 S.  
Riverton, UT 84065  
(801) 253-1881  
[taylorsbikeshop.com](http://taylorsbikeshop.com)

### **Taylor's Bike Shop**

3269 W. 5400 S.  
Taylorsville, UT 84118  
(801) 969-4995  
[taylorsbikeshop.com](http://taylorsbikeshop.com)

### UTAH COUNTY

#### American Fork/Lehi/Pleasant Grove

#### **Bike Barn**

201 E. State St.  
Lehi, UT 84043  
(801) 768-0660  
[bikebarn@hotmail.com](mailto:bikebarn@hotmail.com)

### **Bike Peddler**

24 East Main  
American Fork, UT 84003  
801-756-5014  
[bikepeddlerutah.com](http://bikepeddlerutah.com)

### **Infinite Cycles**

1678 East SR-92  
Highland/Lehi, UT 84043  
(801) 766-5167  
[infinitecycles.com](http://infinitecycles.com)

### **Timpanogos Cyclery**

665 West State St.  
Pleasant Grove, UT 84062  
801-796-7500  
[timpanogoscyclery.com](http://timpanogoscyclery.com)

### **Trek Bicycle Store of American Fork**

Meadows Shopping Center  
356 N 750 W, #D-11  
American Fork, UT 84003  
(801) 763-1222  
[trekAF.com](http://trekAF.com)

### Payson

#### **Utah Trikes**

40 S. Main  
Payson, UT 84651  
(801) 804-5810



## TRI COACHING

# Creating Your Own 12 Month Triathlon Training Program

By Cari Junge

My gift to you this Holiday Season is a 'simple' formula designed specifically to create your own 12-month training plan for 2013! Why do you need a Training Plan?

Today's triathlete tends to be driven by the thrill-of or gains-from competition, and the first rule for performing at your best is planning. Since many of us fall into the 'number junkie' category, I've chosen a quantifiable approach as a means of drawing you in. To those like me that look at the symbols as a blur, hang in there. . .

These days there are races to choose from nearly every weekend of the 12-month cycle- whether a cyclist, runner or triathlete looking for an A (priority), B (training) or C (chill) race. It's up to you to decide 'what- to', 'when-to', and 'how-to' as an age grouper. Most are drawn to triathlon as a want which often turns into a need, where things can get dangerous; I'm talking triathlon not marriage. Just like marriage, if you can figure out the right variables to complete this equation, success is that easy!

Let's break down the Equation using a Case Study to better understand the process of applying this formula to plan development. The following measuring system is used to fill in the variables:

1 (lowest quality or load) – 5 (highest quality or load)

### STEP 1: 'A- GOALS' For Sport and Life

Illustrated in formula as: [training plan Competition (PR + HR)]

Is your priority race of choice the best one for you?

There are many factors to consider in answering this question. For now, let's focus on timing relative to your life situation. Perhaps a better way to phrase the question is, 'Can you stop Life to hyper-focus on this Competition?'

The answer, especially for long-course, likely needs to be closer to 'yes' than 'no'. It's your pre-developed Training Plan that will factor the impact life will have on race day and the training period leading up to it. Let's look at variables referenced in the training plan formula and define their roles:

Training Plan for Competition: (tpC) where C stands for Competition: defined as the result of time spent, investments made, and loads applied. It takes discipline to reach rewarding results with fun factor, though disappointments in the moment can outweigh gains made along the journey. Success most often depends on your Plan, being on-going and personalized, event-specific, with time to prepare and an overlay of life's races integrated.

Priority Race: (PR): defined as the most important triathlon(s) on your calendar. Unless you're elite, the [mind.body](#) can rarely manage

more than 2-3 A-races per 12-month cycle without breakdown. It's most often within your control to select the competition. Do so with foresight relative to that which may arise beyond your control in life while training and racing. Chances are last minute, the race will have to go, not Life.

Human Race (HR): defined as everyday Life, which for many of us can cause insurmountable stress. It takes great strength to step away from triathlons during loaded life-training in order to succeed at your Human Race. There's always time to add the PR once the HR is under control though not always vice-versa. It can be beyond your control to change. . .

Therefore, the equation to develop a triathlon training plan results in a well thought out roadmap preparing you for a multi-sport race while integrating a healthy and realistic overlay of real-life competition.

### STEP 2: SCHEDULE For Sport and Life

Illustrated in formula as: [Cycle (#Blocks)/#Seasons]

Whether training for "A-Triathlon" or "A- Busy Period" in Life, they both are Competitions, needing a plan for progression. To prepare effectively, break down your timeline into calculated periods and patterns using the following vocabulary referenced in the formula:

Cycle (Cy): defined as a complete sequence or circular pattern involving a series of steps that lead you back to the starting point. The 12-month Cycle in endurance sports training is a healthy timeline to plan holistically. For some, we expand into studying a macro-cycle of 4-years where the 1-year period is a micro-cycle.

Season (Se): defined as a period of time traditionally designated by the evolution of nature and weather patterns that breaks up the 12-month Cycle. For some endurance athletes, this term defines timeline to focus on one sport at a time such as winter skiing, spring running, etc. Or this months-long period may separate training focus from competition or race mode. A Cycle traditionally breaks down to 4 seasons though a 3-season year is viable as well.

Block (Bl): defined as a period of time with focused progression designed by calculated training loads followed by recovery in order to maximize gains without breakdown. These Blocks build progressively upon each other within a Season and may be represented by days or weeks.

Having a clear vision of a typical week within a blocking pattern to build your season becomes the framework from which to establish workouts that are safe, specific and motivating.

### STEP 3: PERSONAL ANCHORS For Sport and Life

Illustrated in formula as: (PhRe +PsWe +DiNu +Ls +SuNe)

You now have a sense of competition goals and timeline. How do you customize a training plan to your unique qualities? . . . The quick answer is: with analysis, input, foresight, and sometimes harsh reality. The lengthy process ideally includes an evaluation of your 5 [mind.body](#) anchors, performed by you or a professional. It's important to focus on today's you, and to be open to revisiting Steps 1 & 2 based on your findings.

Rate the following 5 anchors on a scale of 1 (low) to 5 (high) in order to prioritize time and energy where most valuable and necessary across your training plan:

1- Physical Readiness (PhRe): state of health relative to anatomical structure, physiological systems, general and sport-specific fitness, biomechanics and historical impact.

2- Psychological Wellbeing (PsWe): state of emotional health, brain chemistry noted from mood and motivation levels, mental training capacity, and historical impact.

3- Diet Nutrition (DiNu): current and past experience with intake patterns for healthy lifestyle and sports performance. Education, re-patterning and methodology are considered.

4-Daily Lifestyle (Ls): current state of lifestyle patterns relative to schedule and consistency with sleep, meals, work, home, play, rest and more.

5- Support Network (SuNe): people, places and things that provide grounding, guidance, support and understanding such as family, friend, colleague, coach, and more.

### STEP 4: WORK to REST BALANCE For Sport and Life

Illustrated in formula as: [PR (Work-y+Rest-y) + HR(Work-z+Rest-z)]

We are busy at work 24/7-365 as a population. Each of us comes into the world with specific needs for rest and recovery to balance the loads we apply, and environmental impact shifts those ratios based on where we live, what we do for a living, what time of year, etc. . .

When establishing your personal rules for balancing the work or load applied/ needed to grow each anchor with the recovery/ rest time to allow those loads to settle and instill progression, understand that these variables could be ever-changing based on feedback. Turn the definitions provided for each anchor into a question in order to assess if you are making gains, sitting stagnant or experiencing set-backs in your training. Your findings may require a change in Plan.

To apply numbers to this segment of the formula, use your 1-5 scale to apply variables representing time and energy involved to instill healthy patterns for each anchor relative to work load and recovery needs. For example you may have a very

steady healthy diet which you find to fuel your efforts well so the work involved is low meaning little change and recovery to it may be equal or higher meaning to gain back time in this anchor of life to channel elsewhere.

### STEP 5: TRAINING PLAN For Sport and Life

Create your Plan! Using the formula is optional!

You now have the key information to be mindful of when creating your Competition Training Plan. How basic or detailed, what tools and technology, and what resources you enroll are your choice.

For some the hardest part is resolving the Plan itself. Those of you that have enjoyed the idea of applying a formula to this process, see the sidebar illustration to complete your equation. Others might jump right into a spreadsheet, graphic drawing or other means to lay out your 12-month cycle with the following key indicators:

•12-Month Cycle Grid: Create a visual representation showing the 12-month cycle broken up into months and weeks with dates included to see the big picture. You can graphically represent your 'seasons' as well. Be sure to use a system that is easily changeable as things will change!

•Competition Date(s): you might color code Priority Race differently from Human Race events or start with PR only and overlay HR as it makes sense.

•Countdown: Count back weeks from race dates to when your Plan begins. The goal is to understand how much time you have for your training plan overall and then use each week counting back as markers for micro-goals. For example, being 20-weeks out from a Half-Iron, you might decide you want to reach technique goals in the pool by 14 weeks-

out which was noted in your Physical Readiness Anchor.

•Season/ Blocks: Visually represent in color or line weight how you will illustrate training blocks to see the big picture timeline broken into micro-periods for progress checkpoints, B and C race integration, Human Race impact, etc.. For example you might choose to use 3-week blocks built by 2-weeks building load and the 3rd week recovery. Color-code the different types of loads so you can time life stuff accordingly or vice versa.

•Creative Anchor Overlays: develop your own system to represent the areas you want/ need to focus across the cycle. This may be done a block or season at a time to keep your grid clean. You might choose to include indicators for nutrition goals, work deadlines, cross-training classes, etc... This layer of detail may represent your personality graphically- it may include race course photos, mantras you live by, your favorite workouts, etc. . .

Your optimal training plan may take years to develop. Along the way, you might find the plan as good as it is easy to break. When in doubt, re-visit the 5-Steps, re-open your mind to see change as opportunity, and respect the ever-evolving nature of Life. Your performance gains will follow!

Cari Junge is Director of Nutrition and Therapy at Utah Sport and Wellness and shares over 20 years of experience as an Industry Leader in Health, Fitness & Wellness with expertise as an Endurance Coach and athlete. Accolades include but not limited to: USATriathlon & USACycling Level II Coach, Former Carmichael Training Systems® Expert Coach, 8x Ironman Triathlete. To reach her, visit [www.utahsport-sandwellness.com](http://www.utahsport-sandwellness.com)

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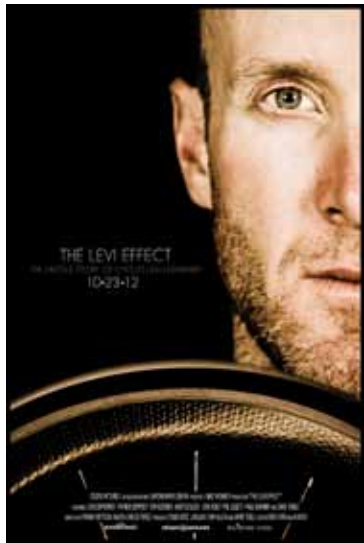
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**MOVIE REVIEW**

**The Levi Effect: The Untold Story of Levi Leipheimer**



**By Mike Newberry**

The Levi Effect: The Untold Story of Levi Leipheimer

Review by Mike Newberry

When I was approached to review the movie, "The Levi Effect: The untold story of Levi Leipheimer", directed by Frank Matson (Race Across the Sky) and brought to us by Bikemonkey, I thought to myself, "...what effect?"

As the movie opens, we're treated to idea that Sonoma County is probably the best place to be a cyclist. Of

all the places Leipheimer has been, there's nowhere else he'd rather be.

The story is not unlike those of other athletes we've all heard about. He's from a small town – Butte, Montana. He grew up in a good family and worked hard for everything he had. He excelled in certain sports, ski racing being one of them. His older brother, 7 years his senior, got him into cycling. His upbringing fostered a good work ethic, a strong will, and confidence.

When, as he describes it, the two weeks of summer rolled into Butte, he began riding along with his brother and other friends on the local roads. At first, he couldn't keep up. But then something happened, as it always does. He not only could keep pace but started dropping his brother and other riding partners. A photograph of Greg LeMond catches his eye. It was the one taken of LeMond during the last stage of the 1989 Tour de France. It was taken during the time trial where he won the race beating Laurent Fignon by 8 seconds. Levi was motivated by that photograph. It was then that he found out that cycling was the sport he wanted to pursue and that he, one day, would ride in the Tour. He was 13.

The movie continues on to depict a man quietly, but determinedly, pursuing success in the sport of bicycle

racing, including his move to Salt Lake City at age 17 and a little bit about racing with Einstein's Bagels in the early '90's. What this movie is not is a highlight film. There isn't a lot of racing shown. There is, however, a point in the film where the "800 lb. gorilla in the room" is discussed. The way in which Leipheimer describes his decision to dope and the subsequent fallout from that decision is quite impressive. He doesn't name names, he doesn't blame anyone, he just tells it like it is and moves on.

The movie then takes us to where Levi's heart seems to be more at peace, Sonoma County. An event that he started there, in 2009, at the urging of friends called the King Ridge Gran Fondo is his legacy and one that he seems to love more than racing.

Revisiting my opening sentence, I think that this film shows us that Leipheimer has had an effect, a very big effect in the professional cycling ranks and especially his community. As a cyclist he is very talented, very driven and very overshadowed. His love for the bike is infectious to an already enlightened community and in a very turbulent time in professional cycling. He seems to be a standup guy.

All in all, I would recommend checking this movie out. It's a rare, different look into the life of this

**Park City Trails Report**

Happy late fall/early winter to everyone. This is always such a wonderful time to be using the trails in and around Park City and this year was no exception.

A reminder to all that the wildlife are in migration mode....many sightings around the basin and specifically a family of moose along Armstrong Trail. Users are reminded to be please be kind and give some distance, and also keep dogs on a leash.

Nordic skiing, snow biking and snowshoeing season is just around the corner! There are many options in Park City for winter trail users and we want to provide some suggestions and reminders for everyone. Round Valley and the Rail Trail serve up over 40KM of groomed trails, these trails are maintained by Mountain Trails Foundation. Additionally, Snyderville Basin Special Recreation district maintains over 25KM of trail throughout the valley, including the new Basin XC Trails located below the Utah Olympic Park (please note, these trails are for Nordic Skiers only). A few suggestions, if you are looking to do some snow biking, please only ride when the trails are firm and supportive. Also, please be sure to clean up after your furry-friend, it helps to keep the snow looking nice and white!

Support Mountain Trails Foundation during Live PC Give PC, it is a time for the community to unite for 24 hours of giving. It's one extraordinary day to support the organizations that make Park City special. And it's your chance to make a real impact – every donation you make gives Mountain Trails Foundation the chance to win matching grants. It happens November 16th, and there will be information on our homepage and all of our social media outlets on that day!

When you are out on the trails, take the time to smile and be kind to all the other users - just a few seconds of kindness can make someones day.

-Jay Burke

particular professional cyclist. The cinematography and depiction of the Santa Rosa area is spectacular and in an almost Chamber of Commerce-like way, it urges you to visit. The cycling footage, albeit minimal, is typical but will enlighten you to how talented and underrated his career has been. The final scenes of the movie detailing the Gran Fondo, the people behind the scenes (and the thankless

jobs they perform) and the people who ride it will certainly, and should, remind you how fun cycling can be.

Story of Levi Leipheimer - The Levi Effect

Citizen Pictures and Bike Monkey, 2012

Note: The film will be released in late January 2013 for digital download on [bikemonkey.net](http://bikemonkey.net).

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## ROAD RACING

## Carr, Halladay Take Celebratory Wins in 30th Anniversary LoToJa



Above: The lead women's break sets up for the sprint. Jenn Halladay (right) won her 5th Lotoja. Right: Chris Carr of Boulder, Colorado, took a close sprint in the men's Pro/1/2 race over Justin Wilson and Cameron Hoffman. Photos: [Zazoosh.com](http://Zazoosh.com). Find your photo on their website.

## By David Bern

Bergant blisters course and sets new sub nine-hour record

In faint, pre-dawn light, with cold, grey mist hovering low over Cache Valley's farms and roadside marshes, Chris Carr soon discovered that it was a mistake to have left his vest and arm warmers in the car.

It's hard enough to race and win any category in the 206-mile LoToJa Classic. Harder still with legs and arms covered with goose bumps, the size of Hershey Kisses, tearing at the wind.

"I rode away from the start line wearing only a lightweight jersey, bibs, and short-fingered summer gloves..." said Carr, 29, a Cat. I rider from Golden, CO. "I was okay for half an hour, then I started to shiver.

...We moved pretty slow for the first couple of hours, so I bet I burned twice as many calories shivering than I did pedaling. Not a strategy I'd recommend!"

Carr (GS Boulder/Trek Store) eventually shook off the early-morning frost to win the Men's I, II, III category with a time of 8:59:14 in a spectacular three-man sprint against Justin Wilson (Revolution/Café Rio) and three-time LoToJa winner Cameron Hoffman (Simply Mac Racing/Bountiful Bicycle). Carr's sub nine-hour ride broke the 9:01:44 record by over two minutes — but the day's new course record of 8:57:19 was ridden by Leon Bergant (Simply Mac Racing/Bountiful Bicycle), a former pro who rode as a Cat. IV.

Although Jenn Halladay (Bob's Bicycles) missed breaking the women's course record of 9:44:57, which

she set in 2010 during an epic 115-mile solo to the finish, she set another milestone that may be even harder to break. The Cat. I rider from Kuna, ID won her fifth LoToJa with a time of 9:47:38 — in a thrilling four-woman sprint at the finish — despite being 41 years old, a mother of five, and recovering from a serious crash in 2011 that put her in a back brace for months.

"It's remarkable I'm back on the bike," she said about the June 2011 training ride crash that broke her jaw and cracked seven vertebrae. "The recovery was hard, but I got through it. ... All the while, I knew I was going to get back on the bike. I didn't want it to end this way. I told my husband that I wasn't finished. I still had a lot to give."

Wanting to finish this year's LoToJa, with everything to give, was on the hearts and minds of the 1,500-plus cyclists who rode away from Logan's Sunrise Cyclery on Sept. 8, and headed north for Jackson Hole Mountain Resort. Although the day began with early-fall chill, the cold soon disappeared as a bright sun, cloudless sky, and warm, favorable winds created ideal conditions for a memorable day — and to celebrate LoToJa's 30th Anniversary.

Tragically, however, the day's memories include the first fatality in the race's 30-year history. Robert Verhaaren of Mesa, AZ died during an unexplainable and horrific crash near Hoback Junction. Three weeks after the race, Douglas Cottle of Ogden, also died. He too had crashed on race day while descending Strawberry Canyon and suffered head trauma. He was expected to recover. But while in an Ogden-area hospital, he fell and suffered a brain-stem injury and died on Sept. 29. The exact cause of Cottle's race-day crash is also unclear (See sidebar).

For Carr, the 30th Anniversary LoToJa, gave him a chance to show that he could win a major bike race. He raced the event for the first time in 2011 with designs of taking the podium's top block. But a "well-

represented break went up Salt River Pass, and nobody was willing to chase," he says. He had four teammates with him, too. Eventually, he did give chase and got within one minute of the break at the finish.

"If we had known we were that close to catching them, we would have gone even harder," he said.

That experience from last year's LoToJa was in the back of Carr's mind while he and 42 other Cat. I, II, IIIs rolled through the first feed zone at Preston (34 miles) and started the 20-mile climb to 7,424-foot high Strawberry Summit. With a small break up the road, which had gotten away in Cache Valley, the peloton hastened the pace as Strawberry Canyon's rollers were left behind and the real climb to the summit began. Riders started to pop off the back.

"It was fast, but it was a tempo I was comfortable with," he said. Eventually, Carr and seven others crested Strawberry, descended to Ovid and rolled through the feed zone at Montpelier (80 miles). The eight riders stayed together while climbing 6,923-foot high Geneva Summit, and 14 miles later, to the 7,630-foot high summit of Salt River Pass. With the King of the Mountain prize lost to the break still ahead, Carr and the seven others just held a steady tempo on Salt River's 8% pitch.

Shortly after the feed zone at Afton (125 miles) in Star Valley, the group caught the break, which consisted of three riders. This new tip of the spear featured Carr, Wilson, Hoffman, Darren Goff (Simply Mac Racing/Bountiful Bicycles), Jake Stocking (Revolution/Café Rio), Will Hanson (Revolution/Café Rio), 2010 winner Garrett Burbidge (Revolution/Café Rio), Ricky Bangerter (Simply Mac Racing/Bountiful Bicycles), Tyler Matson (Simply Mac Racing/Bountiful Bicycles) and last year's winner Clinton Mortley (Simply Mac Racing/Bountiful Bicycles).

"After Alpine, it was basically two teams against me. I was alone," said Carr. Unlike 2011, he didn't have any teammates this year to counter five Simply Mac and four Revolution riders. Nevertheless, he felt closely watched by the others. As a result, he chose not to "be the aggressor."

He added there were no attacks from Alpine (159 miles) to Hoback Junction (180 miles). The group even stayed composed while climbing the gradual, yet tiring one-mile incline before turning left onto South Park Loop Road with 18 miles to go. But with South Park Loop now under their wheels, the truce began to erode. An unidentified flyer went and was caught, and then another jumped where the road veers right and enters a phalanx of tall poplar trees that frame the Grand Teton ahead.

"We left him out there and caught him after the bridge at Wilson," said Carr. "It was one of the riders who had been in the break since Cache Valley, so I knew he was already tired."

While on Village Road and the final seven miles to Jackson Hole Mountain Resort, Carr noticed the group had a chance of breaking the record. He could tell that everyone was tired, but each pulled through at the front. Some, however, eventually dropped off the back, leaving Wilson, Hoffman, Goff, Stocking, Hanson

and Carr to gun for the finish.

At 5K to go, Carr and another rider rolled off the front, but they were reeled in. Again, it was Carr alone against Simply Mac and Revolution riders. The cards were stacked against him. Or were they? If Wilson, Hoffman, Goff, Stocking and Hanson marked each other and refused to commit until the final 200 meters, could Carr use it to his advantage?

"I had to be careful. They were against me," he said. "We looked at each other and at 1K to go, I went to the front. ...At 500 meters, I wanted to see what would happen." He accelerated and got a good gap. He thought he saw the finish line, put his head down, and began to sprint. To his dismay, he suddenly realized the line was further down course.

"I thought I had lost the race. I was already embarrassed with myself. My legs stopped working, and I could see shadows coming up behind me. I was throwing my hips forward to keep on sprinting. Fifty, 40, 30 meters, and the shadows didn't get any closer. I realized I had a chance, and kept on going."

As he neared the finish, Carr threw his bike forward at the line — and beat Wilson by half a wheel, who finished at 8:59:14.642. Hoffman took third at 8:59:14.757; Goff fourth at 8:59:14.827; Stocking fifth at 8:59:16; and Hanson sixth at 8:59:21.

Carr, who started racing in 2006 and became a Cat. I three years ago, said he's had several top five finishes in bigger races, but LoToJa is his "biggest actual win" to date.

"LoToJa is also my happiest win because it's a race that I've been looking forward to for a year," he said. "Most bike races I've been to are out in the middle of nowhere, and there's often not much to look at. But with LoToJa's finish just below the Tetons, combined with the extreme distance, makes it truly a special race, more so than any other that I've done."

Without hesitation, Carr said he plans to return in 2013. "Winning one year guarantees nothing — if anything it makes it harder to repeat. But barring illness or injury, I'll be ready to go next September. 'LoToJa Champion' sounds nice, but 'Two-Time LoToJa Champion' sounds even better!"

Jenn Halladay knows well what that sounds like — times five. But after not racing once during 2011 due to injury, and placing second at the 2012 Nationals in the Women's 40-44 division in Bend, OR — just two days before LoToJa — she wanted to make a statement.

"Going into LoToJa 2012 I definitely felt the pressure to win, definitely self-imposed, but I had to," said Halladay. "In my mind it was the only way to truly close the book on 2011 and overcome what happened to me."

Halladay felt this as she, and 11 other Cat. I, II, III, and 31 Cat. IV women riders, pointed their handlebars north out of Logan. The bunch stayed together through Cache Valley, Preston, Riverdale, and the initial 10 miles of rollers into Strawberry Canyon. But just like the Cat. I, II, III men's race, the pace jumped when the road started to get vertical. What caused everyone's heart rate to spike was Halladay.

She went to the front and drilled it. Only Anne Perry (Revolution/



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Café Rio), Brooke Parent (unattached) and Shirley Leydsman (HSB/Team Redrock) could go with her. The four dropped the peloton — and never saw it again.

They crested Strawberry Summit, descended to Ovid, and while entering Montpelier, agreed to make the day's race a unique and remarkable experience.

"I told them I don't attack at feed zones. That's no way to beat others," said Halladay. "I told them let's stay together and let things sort themselves out at the end." The foursome agreed and did wait for each other at every feed zone — even for bio breaks.

Together they rode a four-woman pace line up and over Geneva Summit, and through the flats leading toward Salt River Pass. They also worked as a unit up Salt River. What Perry, Parent and Leydsman didn't know was that Halladay was suffering.

"I went to the front to control the pace," she said. "I was afraid Brooke (Parent) would drop me." Although she was hurting, Halladay crossed the summit first atop Salt River. The fast descent into Star Valley was made even quicker by a generous south wind. Then it was "steady and fast" to Afton and on to Alpine Junction.

"Everyone worked hard. I thought we were going to break my record," said Halladay. She added there was strong camaraderie between all of them. This collective effort continued through Snake River Canyon, on South Park Loop Road, and even on Village Road to the finish line.

"I don't think any of us were strong enough at that point to attack," noted Halladay. "In fact, everyone started to slow down to get ready for the sprint. ... The last 5K are always my favorite. I love that part of the course the most. It's so beautiful with the Grand Teton in full view."

With 1K to go, Parent took the lead. "With 100 meters or less, I sprinted around Brooke and won by a bike length," said Halladay.

Because the licensed women's event was combined, the winner break down went as follows: Cat. I, II, III — First place, Halladay, 9:47:38.422; Second place, Anne Perry 9:47:38.936; and third place, Keri Gibson (Chick-Fil-A/Excelsior Sports), 9:52:50. Cat. IV winners — First place (and second overall woman), Brooke Parent, 9:47:38.565; Second place, Shirley Leydsman, 9:47:39.379; and third

place, Camile Brinton (Infinite Cycles), 10:23:04.

After crossing the finish line, the feelings of joy and satisfaction for Halladay were immense.

"The sense of accomplishment when crossing the finish line at LoToJa is a WOW moment, with feelings of relief, exhilaration, gratitude, humility, pride, and the greatest sense of well-being you will ever experience all in one minute or less!" she said.

"I looked at myself, and the three other racers I had just spent the entire day with, and I felt gratitude for the privilege to be there and to have ridden with them," she said. "They are all classy and truly good racers."

She added, "I had so much to overcome to even get to the start line this year, both physical and psychological. My accident in 2011 was a bad one, and I am so blessed to be alive and walking. ... I could have been paralyzed. I'm grateful and in awe. Life is so precious ... Anything can happen every moment you are here. You just don't know."

The five-time LoToJa women's winner said she plans on coming back to defend her crown. She wants to climb the course's three mountain passes stronger than before, and maybe break "that record."

For Leon Bergant (Simply Mac Racing/Bountiful Bicycle), breaking the LoToJa men's course record of 9:01:44, which was set by Al Thresher in 2010, was certainly not part of his race plan for the day. The 35-year-old Cat. IV rider, whose day job is a pilot for Skywest, was riding LoToJa for the first time. But that didn't stop the Layton resident from averaging 23 mph and crossing the finish at 8:57:19.

"I had no goals, no expectations," he said. "I just wanted to learn from this first year because the distance was so far. I didn't know how my body would react to the distance."

Well, Bergant had somewhat of an idea. Born and raised in Slovenia, he started racing in Europe at age 11. By the time he turned 14, he was being paid by his cycling club to ride. When he turned 20, he inked his first pro contract with his cycling club. The road races he did were usually around 120 miles long.

But shortly thereafter, Bergant left his homeland to do a two-year mission for the LDS Church. When he returned home, he realized that he lost too much fitness and decided not to return to pro racing. After 1997, he moved to the U.S. and got married.

He didn't jump on a bike again until 2002 — and that was just for "fitness and fun."

"I had raced so much across Europe, I wasn't interested in racing again," he said. "But I wanted to try LoToJa." So eventually he joined a local team, and started hard training rides with teammates. This year, he trained about 5,000 miles, none of which included any local races.

Despite all the miles, Bergant was worried. "A week before LoToJa, I was not ready," he said. "I told my wife if I could not finish the race, I was ready to go home. But it was a good day. The legs were good."

Bergant attributed his racing experience, and riding with seven strong men on race day, as also key to his winning time. He did his best to contribute to the group's speed and efficiency, without wasting energy unnecessarily.

"Everyone worked well," he noted, but most of the other riders spent too much time at the front for the size of the group. Instead of spending 30 to 45 seconds doing a pull, which is what he did, the others would go two minutes or more. That allowed him to feel fresher as the miles added up.

Bergant said he plans to ride LoToJa again in 2013. But this time, not as a Cat. IV. In fact, not even as a Masters 35 plus. He'll be riding with

the Cat. I, II, IIIs — and he's looking forward to the challenge.

"It's such a beautiful race," said Bergant. "You do have some time to look around."

LoToJa Race Director Brent Chambers said the event's 30th anniversary was filled with tremendous joy and heartbreak. Although he's directed the race for 15 years, which is a Herculean task, hearing cyclists say how LoToJa has changed their lives for the better, brings him back year after year.

"LoToJa is a unique challenge that gives participants an opportunity to push or test themselves in ways they'll rarely experience elsewhere in life," he said. "To ride and complete the 206 miles, whether you're trying to win or just finish, you can't fake it. You have to train, you have to commit, you have to stay healthy not just on race day, but throughout the year. That is the biggest reward." Chambers 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.

"Without all of them, this enormously popular race wouldn't be possible," he said.

#### 2012 LoToJa Factoids

- At 206 miles, LoToJa is the longest one-day USAC - sanctioned bicycle race in the United States.

- The first LoToJa Classic was held on Sept. 17, 1983 when seven cyclists left Sunrise Cyclery at dawn and raced to Jackson. The winning time was just over nine hours by Logan cyclist, Bob VanSlyke.

- Since 1983, over 3.5 million miles have been pedaled by approximately 18,000 cyclists racing LoToJa.

- 2012 Finish rate percentages:

- Licensed Class = 91%

- Citizen Class = 87%

- Fun Ride Class = 92%

The oldest rider to finish LoToJa was 74 years old

The youngest riders to finish LoToJa were 13 years old

LoToJa's average participant age is 41

This year LoToJa cyclists came from 33 U.S. States and five foreign countries: Belgium, Australia, Singapore, Canada, and United

Kingdom

It's estimated up to 15,000 calories are burned on event day by each LoToJa racing cyclist

This year LoToJa had over 450 course and neutral support volunteers. One-third were HAM radio operators providing radio communications and neutral support.

LoToJa features almost 9,800 feet of climbing, most of which is in the first 110 miles of the race.

#### LoToJa Course Records:

New Men's Course Record: Leon Bergant, Layton, UT at 08:57:19

#### Notes:

- Previous record was set in 2010 by Alfred Thresher, Las Vegas, NV at 9:01:44

- This year 14 male cyclists beat the previous men's course record set in 2010

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

#### Notes:

- Jenn Halladay's finish result for 2012 was 09:47:38, which is LoToJa's second best women's time

- This year 5 female cyclists beat the second best women's time, recorded in 2006 by Tiffany Mainor (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

- This year the Huntsman Cancer Foundation (HCF) received over \$170,000 from LoToJa's fund-raising efforts for a total of \$825,000 since the partnership began in 2002.

- In addition to helping HCF, LoToJa raised several thousand dollars for ASD Connections, Teamgive, National Ability Center, Common Ground Outdoor Adventures, as well as several community organizations and youth groups.

## Jan 1 – Utah Olympic Oval



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The Secret Race from  
page 2

TYLER HAMILTON  
and DANIEL COYLE  
**THE SECRET  
RACE**  
Inside the Hidden World  
of the Tour de France:  
Doping, Cover-ups, and  
Winning at All Costs



the Hidden World of the Tour de France: Doping Cover-ups, and Winning at All Costs". I have avidly followed the Tour and professional European bike racing for years. I knew doping was part of the sport. That was apparent. And as time passed, I came to understand it was more widespread than anyone let on. Yet Hamilton's book showed me a shocking world in which doping was epidemic and necessary to perform and win at the highest levels.

Hamilton's narrative takes the reader on a ride through his professional racing career. In it, he details his innocence as a neo-pro in Europe, his introduction to doping, his rationalizations, getting "popped" and finding his career crashing down, his decision to write this book in conjunction with and at the suggestion of

Coyle, and his involvement with the grand jury, and subsequent USADA (United States Anti-Doping Agency) investigation of Lance Armstrong. He relates the role Armstrong played in organizing the doping practices in the US Postal team. He describes well the doping culture that existed within the sport throughout his career. He is frank about how he and others reacted to this culture and the decisions they made.

I read this book during the recent time period in which USADA's report detailing this dark and corrupt component of professional cycling and Lance Armstrong's role in it, and the many simultaneous public confessions it spurred, came out. The book gave substantive and substantial background, context and (dare I say it?) understanding to USADA's report and the confessions of the many American riders I had followed over the years.

In a sense, I was grateful for that. I know Levi Leipheimer and spoke with him on several occasions when he raced here in Utah. I also know David Zabriskie quite well and have interviewed him on a couple of occasions. I like them both, and believe them, despite their confessions, to be good, honest and upright people. Tyler's book showed the culture aspiring professional riders faced, the nearly superhuman demands of the sport, and the intensity of the dreams these riders had to surrender if they walked away from professionally cycling. It gave understanding to why people, good people such as Zabriskie and Leipheimer, chose to cheat.

I said at the outset that I question Hamilton's character are motives. I don't doubt that he considers himself sincere and acting in professional cycling's best interests this book. However, there are several telling

moments in the book. First, Hamilton quite easily accepted and slipped into the world of doping. There is little indication that he was seriously conflicted when faced with the decision to dope. Of his first time doping, Hamilton relates how Dr. Pedro Celaya, the team doctor, came to him after the 1997 Tour of Valencia and offered him, "A tiny red egg [testosterone]. 'This is not doping,' he said. 'This is for your health.' . . . I put out my hand, and he tipped the capsule into my palm."

Later, Hamilton states, "Still, I didn't do anything. Pedro gave me an occasional red egg at races, but that was it. I would not have dreamed of asking [Adriano] Baffi or another teammate for EPO. It felt like something that was above my station, that had to be earned." Both before and after these instances, Hamilton also relates how team doctors gave the preferred riders on the team a little white sack, which he knew contained drugs, and tells of the "sinking feeling" and "sinking sensation" of not being one of the riders deserving of that.

He also relates how easy it was to lie to his father, a defiantly honest man, about his doping. "One afternoon my father came to me with that question. He sat me down. He brought up Festina [the entire Festina team was busted in 1998 and kicked out of the Tour when Willie Voet, a team soigneur, was caught with a trunk full of drugs while crossing the French border]. . . I didn't hesitate. 'Dad, if I ever have to take that stuff to compete, I'll retire.' I'd thought it would be hard to lie to my dad; it turned out it was easy. I looked him right in the eye; the words popped out so effortlessly that I'm ashamed to think of it now."

Also, it is apparent from the book that Hamilton developed a real com-

petition with, and bitterness toward, Lance Armstrong. Hamilton tells of the preferential treatment that Lance exercised as the team leader of US Postal. He also speaks of the fear of Lance that others had. You didn't want to cross him or make him mad. To those who paid attention, it became apparent that Lance Armstrong was not a particularly nice person. You did not challenge Armstrong. If you did, you quickly found yourself on the outside. That happened with Hamilton, particularly as he approached Armstrong's level, both as a rider and a doper. He got on Armstrong's bad side, realized he was being marginalized, and ended up leaving US Postal as a result.

Later, while competing in 2004 on the Phonak team for which he was the undisputed leader, Hamilton took the lessons he learned at US Postal and implemented them at Phonak. As a result, Phonak was leveling the playing field with US Postal, and Hamilton was deemed a serious challenger to Armstrong. During that year's Criterium du Dauphiné, an important test prior to the Tour, Phonak and Hamilton outperformed US Postal, with Hamilton defeating Armstrong in the time trial up Mont Ventoux. After that race, Hamilton was asked by the UCI (Union Cycliste Internationale, the governing body of international professional bike racing) to come to its headquarters after the Dauphiné for a meeting. Upon arriving, he was brought into a meeting with Hein Verbruggen, the president of the UCI, and Dr. Mario Zorzoli, the UCI's chief medical officer.

While it seemed odd, nothing came of it. Later, though, during an early stage of the Tour, Floyd Landis, who was riding for US Postal at the time, told Hamilton, "Lance called the UCI on you . . . He called Hein, after

Ventoux. Said you guys and Mayo were on some new shit, told Hein to get you." Hamilton was furious. He states, "The bike race seemed to disappear. I felt years of pent-up anger cracking loose inside me. I felt heat, rising up." He immediately rode up next to Armstrong and let loose with a profanity laced verbal attack.

From these and other instances related in the book, and from the overall tone of the book, it seems obvious that Hamilton was bitter toward Armstrong. That, coupled with a character that seems ready to rationalize morality, leaves me with the feeling that the real motivation behind this book is to justify himself and condemn Armstrong.

However, whatever his character and motivations may be, the book has the feel of truth to it. One senses that Hamilton has bared both the truth and his soul to Coyle through their interviews and interaction. And while one may question his motives and his moral character, it is a book that will hopefully, with its concurrent timing with the USADA report and the resulting "Armstrong affair", be instrumental in cementing the changes of the last few years of professional cycling and in forcing additional reformation and watchfulness in the years to come.

The Secret Race, while compelling, is a difficult and depressing book. Still, for those of us who love and follow professional bike racing, it is a must read.

THE SECRET RACE:

Inside the Hidden World of the Tour de France:

Doping, Cover-ups, and Winning at All Costs

By Tyler Hamilton and Daniel Coyle

Random House, 2012.





**HIGH SCHOOL MOUNTAIN BIKE RACING**

**State Champions Crowned in First-Year Utah High School Cycling League - Park City's Brenna Egan and Independent Rider Justin Griffin Earn Inaugural Titles**



Left: Brenna Egan (Park City) swept the Varsity Girls races. Above: Park City topped the Division 1 Team Standings for the season. Photos: Chris See. Find more at [fredmarx.photoshelter.com](http://fredmarx.photoshelter.com)

By Alex Strickland

MIDWAY, UT - October 22, 2012 – After nearly 23 miles of racing across a wind-whipped course on Saturday at the former Olympic venue of Soldier Hollow, the varsity boys state championship in the first-year Utah High School Cycling League was almost too close to call.

Series points leader Zach Peterson led his chief rival Justin Griffin through a winding set of switchbacks over the course's last mile and crouched low, pushing the pace, over the last few hundred yards of dirt before the paved finish straight. Griffin hung on, never losing the rear wheel of South Davis Composite's Peterson and the two made the hard left turn onto the season's final straightaway and jumped out of the saddle in an all-out sprint.

"I wanted to be able to come out on the road first, but Zach was able to get around me and so it was all I could do to stay on his wheel. I knew my last chance would be the sprint finish so I gave it all I had in the end. It was so close, I had no idea who won."

Griffin, an independent rider who attends Hunter High School, trailed Peterson for the final hundred yards up a gentle incline before bursting through with a final push that put him ahead by a tire's width as the two crossed the line.

The pair duelled for the duration of the 22.8-mile race, and after leading a breakaway of five riders within minutes of the start, the pair distanced themselves from the field.

"In any race the most important thing is to be with the leaders from the beginning, so I knew that was the first step in winning the race," Griffin said.

Peterson said he had a lot of fun

with the new league this season and credited consistent racing as the key to his series points title.

"I love how many people came out to watch and my goal was to keep it consistent and go for the leader's jersey," Peterson said. "The wind today turned it into a completely different race, but it made it fun because of all the tactics involved."

Park City High School rider Brenna Egan completed a season sweep in the varsity girls division, winning the state championship race handily and extending her overall points lead to secure the season points title as well.

"I used a different strategy today from past races since this course had so much more climbing than other courses this year," she said. "I hung back with the other girls until the last lap and then made my move when we hit the singletrack."

Egan, who also took her age group title in Utah's summer Intermountain Cup series, said she had high hopes for an expanded varsity field next year in the high school league thanks to racers moving up from the junior varsity ranks.

"I'm really excited for next year," she said. "There are a lot of girls coming up that are really fast that I'll be racing with so it should be great."

In the junior varsity girls division, Ogden's Kylie Osguthorpe edged Malacie Jorgensen of Mountain View for the state title in a sprint to the line, completing her season sweep. Wasatch High School's Emmily McIntosh won the sophomore girls race and Park City's Lindsey Adams won the freshman girls division.

Pleasant Grove's Adam Lee won the division one junior varsity race on the boys side, securing his season points title in the process and finish-

ing seven seconds ahead of Park City's Ethan Reynolds. Independent rider Galen Carter held off a hard-charging Anders Johnson of Weber High School to take the division two JV title by one second.

Wasatch High's Jordan Pope won the division one sophomore race while Timpanogos/Orem rider Brock Jeske took the sophomore division two crown. Alta's Cameron Dougherty won the freshman division one event and Grand County's Preston Bagley won freshman division two.

In the season-long team standings, Park City High School maintained its iron grip on the top spot in Division 1, taking the title over Alta High and third place school Wasatch High. In Division 2 – defined as a school with less than 12 riders on the team – Ogden High School bested Lone Peak High for the championship. Morgan High was just 13 points behind in third.

"This season has exceeded all of our expectations," said league Director Lori Harward. "The best part is seeing coaches and kids who have started this thing on their own and got up to speed on their own, and they show up at race day and see 230 riders and more coaches and more kids, it just feeds the excitement and

enthusiasm. I think we'll add 100 riders next year through expanding teams and adding new ones, we're at 30 teams this year and I think we'll hit 40 next year."

The Utah High School Cycling League will kick off its second season on Sept. 14, 2013 and will add a race to make a five-event season. The league will host a winter training camp next February, as well as a fundraiser in late spring before teams resume practice 12 weeks before the season opens.

Results

Name (Plate Number), Time, School

\*denotes series points leaders

Varsity Girls

- 1 \*Brenna Egan (1) 1:24:26 Park City
- 2 Tasha Heilweil (3) 1:26:55 Skyline HS
- 3 Ellie Burton (5) 1:28:19 Park City

Varsity Boys

- 1 Justin Griffin (34) 1:34:08 Independent
- 2 \*Zach Peterson (41) 1:34:09 South Davis
- 3 Matthew Turner (49) 1:36:20 Park City
- 4 Ethan Fedor (63) 1:37:23 Independent
- 5 Griffin Park (60) 1:41:03 Independent

JV Girls

- 1 \*Kylie Osguthorpe (100) 1:00:56 Ogden

HS

- 2 Malacie Jorgensen (114) 1:00:58 Mountain View
- 3 Rachel Wedge (109) 1:04:03 Alta HS
- 4 Ellen Dahl (102) 1:09:01 Lone Peak
- 5 Emma Barney (103) 1:12:34 Lone Peak

JV Boys (Division 1)

- 1 \*Adam Lee (205) 1:17:19 Pleasant Grove
- 2 Ethan Reynolds (214) 1:17:26 Park City
- 3 Trevor Westrop (220) 1:21:11 Wasatch

HS

- 4 Danny Fendler (232) 1:21:43 Park City
- 5 Tristen Gunn (233) 1:22:25 Alta

JV Boys (Division 2)

- 1 Galen Carter (385) 1:16:23 Independent
- 2 \*Anders Johnson (369) 1:16:24 Weber

HS

- 3 Branden Stuart (332) 1:17:01 Jordan HS
- 4 Demetri Triantafyllou (376) 1:20:23 Independent
- 5 Connor Letendre (313) 1:20:35 St. Joe's

HS

- Sophomore Girls
- 1 Emmily McIntosh (416) 1:05:32 Wasatch

HS

- 2 \*Katie Shuman (403) 1:06:16 Alta HS
- 3 Skye McBride (401) 1:08:06 Ogden HS
- 4 Lindsay Richards (404) 1:12:53 Alta
- 5 Amber Harvey (415) 1:15:58 Park City

Sophomore Boys (Division 1)

- 1 \*Jordan Pope (512) 0:53:04 Wasatch HS
- 2 Danny Ellis (509) 0:55:31 Wasatch HS

Grove

- 3 Andrew Ivie (511) 0:57:13 Wasatch HS
- 4 Jacob Barzeele (500) 1:02:05 Pleasant Grove
- 5 Jacob Cornell (517) 1:03:57 Wasatch

Sophomore Boys (Division 2)

- 1 Brock Jeske (601) 0:51:14 Timpanogos/Orem

Orem

- 2 Adam Brown (643) 0:54:52 Timpanogos/Orem

Orem

- 3 \*Ian Hansen-Wissbrod (635) 0:56:06 City Academy

City Academy

- 4 Brandon Kenison (618) 0:56:33 G3NERATION Composite

G3NERATION Composite

- 5 Chase Vallejo (607) 0:56:46 Lone Peak

HS

Freshman Girls

- 1 Lindsey Adams (710) 1:03:44 Park City
- 2 Rachel Anders (709) 1:06:47 Olympus

HS

- 3 \*Allison Craig (708) 1:13:28 Salt Lake Center for Science Ed.

Comp

- 4 Megan Mcmillan (705) 1:13:53 Morgan
- 5 Sierra Pogue (706) 1:18:52 Summit

Freshman Boys (Division 1)

- 1 \*Cameron Dougherty (820) 0:53:04 Alta

HS

- 2 John Andersen (800) 0:53:13 Alta HS
- 3 Simon Hopkins (803) 0:54:18 Park City
- 4 Jacob Hunsaker (804) 0:57:15 Park City
- 5 Anthony Buoscio (802) 0:57:16 Park City

Freshman Boys (Division 2)

- 1 \*Preston Bagley (931) 0:53:58 Grand

County

- 2 Carter Bailey (916) 0:54:05 Morgan

Comp

- 3 Jarren Garvin (927) 0:56:41 North Davis
- 4 Jeremy Lucas (914) 0:56:45 Morgan

Comp

- 5 Jaden Brown (936) 0:57:14 Ogden HS

Abbreviated Overall Team Standings (After 4 Rounds)

Division 1 Team

- 1 Park City High School Mountain Bike Club 16,768

- 2 Alta High School 15,703

- 3 Wasatch High School 14,462

Division 2 Team

- 1 Ogden High School Mountain Bike Team 7,862

- 2 Lone Peak High School 7,799

- 3 Morgan High School Composite 7,786

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## TRAVEL

## My So-Called Two-Wheeled Adventure in Afghanistan

Story and Photos by Lisa Kilday

It is hard to explain why I took a job in Afghanistan. One reason is because I wanted a bit of adventure after living in Singapore for two years and hoped to take photos of Kabul in my free time. People always ask me if I felt safe in Kabul. Well, I was uneasy on most days and on some days, darn right lucky. On my second day at my office, rocket propelled grenades (RPGs) were launched at the government building next door for 18 hours. A few days later, seven people including six kids and one Nepalese Gurkha were blown up at a nearby compound. There were many other close calls that may be labeled as happenstance but were downright eerie.

Taking photos brought a sense of normalcy to living in a war zone. During my long commute across dusty and bumpy Kabul, I saw fathers take care of their daughters, kids throw paper airplanes off of mountains, and lots of bikes. There were tons of dirty, old Chinese bikes that Afghans rode everywhere. There were cops on bikes [Photo #1] and food deliverymen on bikes. I even spotted the 'Bookseller of Kabul' [Photo #2] peddling with a mountain of books strapped to his back wheel. Sadly, they were even suicide bombers on bikes. I only saw one woman on a bike because in Afghanistan women riding bikes is taboo and illegal. The Afghans like to keep things closed and shut, so to speak!

Out of the thousands of miles that I spent in the car, there was only one female biker in Kabul. I am very proud to have caught the young lady cruising on her bike in her school uniform [Photo #3]. Kabul is a high desert surrounded by the gor-



Top: Cops on bikes.  
Below left: The wire.  
Below right: New Recruit.

geous 5,000-meter high mountains of the Hindu Kush. From my speeding armored vehicle, she looked like she was riding on the moon.

I turned down a chance to ride an extremely oversized, junky bicycle in my hotel compound. I had not been in the saddle for months. Out of respect for the Afghan guards who would be watching me ride, I declined. You can get away with some things in Afghanistan and rid-

ing a bicycle inside the walls is probably low risk. However, many Westerners push the limits and ultimately the Afghans' perception of us as foreigners will last generations. Instead of going on a short spin around the yard, I showed the Afghan security guards my photos of Kabul. They liked my photos at first and noticed my bicycle shots. One guard, Qais snipped that he sees these street scenes all the time.

Exactly. Repetitive. Boring. Normal. Perfect.

Lisa Kilday has a serious case of wanderlust. She has traveled to 30+ states and 35 countries. Lisa lists her camera, passport, and bike as three things that she cannot live without. Ms. Kilday majored in Chemistry in college and went to law school at night, which

led her to jobs in Singapore and Afghanistan as a Patent Attorney.

Technical note: I use a Canon Rebel EOS 1100D (basic), no zoom lens, and many photos in a Kabul were from a moving vehicle. Her collection of photos can be viewed at: [www.lisakildayphotography.com](http://www.lisakildayphotography.com)







Top left: Biking on the Moon.  
Top right: The Bookseller of Kabul.  
Below right: Bike lane.



**GEAR PICKS**

**GoPro Hero2 Review**



proof and windproof case with two optional backs (one for less than 100 mph and one greater than 100 mph – in case you ride your bike really fast!).

The camera is small and light, which is the beauty of the GoPro. Measuring 2.25” x 1.5” and weighing only a few ounces, the camera is barely noticeable when mounted on top of a helmet. The helmet strap is easy to use and one can remove it quickly when you don’t want to use the camera. Retail price is suggested at \$299. With an optional WiFi remote, you can control the camera from a distance. For cyclists, an optional handlebar mount is available.

This may result in cleaner video, especially if you are shooting road riding in a pack of cyclists.

The camera has a minimalist approach to the controls. There are only two buttons, a power/mode button, and a record/shutter button. The mode button combined with the shutter button lets you cycle through the various options for taking video (1080p, 960p, 720p) or photos (one shot or burst mode and 5-11 mp). Once the mode is chosen, the shutter button lets you start and stop record-

ing or take pictures with a simple click. This is handy when combined with the button on the case since you can record or shoot by touch without taking off your helmet.

Charging the camera is simple – just use the mini-USB cable and plug it into your computer. Images and video are recorded to an SDHC card. With a 32GB card, up to 6 hours can be recorded at 960p.

I tried out the GoPro on several rides. It took very little to get used to it. I shot a critical mass ride, a ride through town, and a few mountain bike rides. The easy to find shutter button allows one to turn the camera on or off while riding or stopped without removing your helmet. I did make a mistake or two on one ride where I had it set on still photo rather than video. This was a simple beginners mistake that I didn’t make again.

When using the camera mounted on your helmet, it’s important to look forward, and to remember that every time you twist your head or look side to side, the viewer will see a jumbled picture. If you do, slow and deliberate movements lead to a better video. Also, you want to spend a little time getting the angle right so that the video centers on the road or trail ahead. This is simple to

do with a quick adjustment on the helmet mount.

Once you shoot your movie, you probably want to edit it. I used iMovie for the Mac. This was easy to use, although rendering the movie takes a little bit of time.

GoPro’s website has a free download of CineForm Studio. I did not try this, but from the description, it seems like an easy to use program.

To see one of the videos I shot, visit [youtube.com/cyclingutah](http://youtube.com/cyclingutah). It’s a first effort with more to come.

All in all, I would recommend the GoPro Hero2. It’s light, fun, and easy to use.

[At press time, GoPro just released the Hero3. The new Hero3 is smaller

and lighter and comes in three versions. And, as with the evolution of all electronics, it’s faster with improved performance and a better lens. Generally, the new version operates similarly to the Hero2.]



Your editor on the Shoreline Trail. Photo: Mark Deterline

By Dave Iltis

I had the opportunity to try out the GoPro Hero2 camera this summer. For those of you who don’t know about the new generation of mini-video cameras, it’s time to get outside and have a look.

The Outdoor edition GoPro came with a set of mounts including a head strap mount and both stick-on and removable helmet strap mounts. The camera also comes with a water-



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photo: Paul Cabigao

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Above: Logan Binggeli (KHS) in the midst of taking 3rd at the 2012 Red Bull Rampage. For you downhillers and techies, he's riding a 650b. Logan is our 2012 Male Downhiller of the Year. Photo: Photo-John. See more pictures at [flickr.com/photo-john](http://flickr.com/photo-john)

Below: Riders from the Wounded Warrior Project participated in the Summit Challenge. They were one of the main reasons we honored the ride as Cycling Utah's Event of the Year. Photo: Dave Iltis

Racing) crushes it in the dirt locally and nationally. The 32 year old rider took his fourth straight win in the Park City Point 2 Point, topped the Mt. Ogden 100 K podium, won two Intermountain Cups and the USCS Wasatch Back 50 miler, along with a third place in the Whole Enchilada Enduro. He also finished 5th in the USA Cycling Mountain Bike Marathon National Championships and 2nd in Costa Rica's La Ruta de los Conquistadores. Alex Grant is

our Male Mountain Bike Racer of the Year.

Kris Walker (Contender Bicycles) had an even better year in 2011 than she did in 2010. The cyclocross rider from Pocatello, Idaho won the USA Cycling National Championship in the 50-54 category and finished second in the Masters World Championships. Locally, she was second overall in the Utah Cyclocross Series winning four races along the way. Kris Walker is our

Female Cyclocross Racer of the Year for the 2011 season.

Lew Rollins (Contender Bicycles) raced with riders up to 10 years his junior in the Utah Cyclocross Series where he finished 3rd overall in the 55+ category. He went on to win the 65-69 USA Cycling National Cyclocross Championship and then finished 4th in the UCI Masters World Championships. Lew Rollins is our Male Cyclocross Rider of the Year for the 2011 season.

[UtahMountainBiking.com](http://UtahMountainBiking.com) topped the Intermountain Cup Series overall team competition again this season. They field riders in almost all categories show up at races throughout the season. They also spend time maintaining trails. [UtahMountainBiking.com](http://UtahMountainBiking.com) is our Mountain Bike Team of the Year.

FFKR Architects/Team Velo Sport Racing scored points across categories in both the Utah Cycling Association and the Utah Criterium Series season long competition. Outstandingly, they won both the Pro/1/2 competition and the Men's A Category competition in these two series. They also have a new junior mentoring program. FFKR is our Road Racing Team of the Year.

Bonneville Cycling Club. There are no parallels in Utah for what they do. Members this year have ridden 142,987 club miles. They organize the Little Red Riding Hood and the ULCER ride along with a number of self-supported centuries. They also have a club commuter challenge to encourage club members to use their bikes in a utilitarian fashion in which they have ridden an additional 29721 miles. Bonneville Cycling Club is our Touring Club of the Year.

The Summit Challenge isn't just another century. The ride raises money for the National Ability Center in Park City. This year, the NAC hosted riders from the

Wounded Warrior Project, a national organization that works with vets returning from Desert Storm and Afghanistan and helps them to reintegrate into society with its strong peer to peer network. Riders from the Wounded Warrior Project participated in a group. Those that did the 52 mile ride finished together and kept each other strong throughout. Another rider Jayson had the opportunity to take a hand cycle on the 18 mile ride. He had endured multiple surgeries and mental and emotional pain over the previous 12 months. He felt like he was flying over the 18 miles (despite a broken derailleur) and was visibly ecstatic at the finish. The ride for him seemed life changing. The opportunity that this ride gave to returning vets as

well as to other disabled individuals is amazing. Additionally, the ride is well organized and follows beautiful routes throughout Summit County. The Summit Challenge is our Event of the Year.

Many other cyclists had fantastic performances and deserve accolades. Honorable mentions go to:

Bryson Perry for winning the Intermountain Cup Series and setting records in two Leadville qualifying events. Anne Perry for taking second in the UCA series and winning the 35-39 USA Cycling 35-39 Road Race National Championship. Stan Swallow for winning the overall at the Utah Summer Games, the Southeast Idaho Senior Games, and the Huntsman Senior Games, and winning the USA Cycling 70-74 Road Race National Championship. Cody Haroldsen for winning the UCA Season Points title. Dave Harward for winning the Utah Crit Series season title. Evan Clouse (age 13) for competing in both the USA Cycling National Road and MTB Championships. Katie Clouse for winning the 11-12 Junior National Mountain Bike Cross Country Championship and placing 2, 3, 4 in the USA Cycling National Championships in the road race, criterium, and time trial respectively in the 10-12 category. Zan Treasure for winning the Utah State Criterium Championship and the USA Cycling Cross Country MTB National Championship. Conor O'Leary for having completely recovered from cancer and finishing the Tour of Utah. Amanda Batty for winning the category 2 Utah Downhill Series title and for being an inspiration for other female downhillers.

Thanks for reading Cycling Utah for the last 20 years. We hope you enjoy reading it as much as we enjoy bringing it to you. Until next spring, Happy Cycling!



## Results from page 8

1. Matt Larson, Bountiful Bicycles p/b Threshold Sports

2. Jay Boniface, RMCC/Cyclesmith  
3. Miguel Payan, Bountiful bicycle racing p/b threshold sports

**Masters 55+**

1. Joseph Brubaker, Ski Utah  
2. Gary Porter, Bountiful Bicycle Racing p/b Threshold Sports  
3. Jeff Kingsford, [UtahMountainBiking.com](http://UtahMountainBiking.com)/ Bespoke Wrench

**Clydesdale**

1. Thomas Martins  
2. Mark Hooyer, Cross Mafia  
3. Wesley Rasmussen, Timpanogos Cyclery

**Masters 45+**

1. John McKon, Cole Sport  
2. Art O'Connor, COTBR/Competitive Cyclist  
3. Gary Fuller

**Masters 35+ B**

1. Jon Argyle, Bountiful Bicycles p/b Threshold Sports  
2. Troy Gorman, Sonora Grill/Bicycle Center  
3. Ryan Littlefield, Contender

**Men B**

1. Benjamin Bombard, WLS CC  
2. Tate Litchfield, COTBR  
3. Joel Roberts, Cross Mafia

**Women C**

1. Sarah Augustine  
2. Jo Garucio, Millcreek  
3. Joseph Brubaker, Ski Utah

**Singlespeed Women**

1. Colleen Ivorik, [UtahMountainBiking.com](http://UtahMountainBiking.com)/ Bespoke Wrench  
2. Jeff Kingsford, [UtahMountainBiking.com](http://UtahMountainBiking.com)/ Bespoke Wrench

**Junior Men, 11-14**

1. Cole VanOrman, Rooster's  
2. Connor Patten, Ski Utah Marketstar Cycling Team  
3. Charlie MacFarlane, FFKR

**Rookie Men**

1. Derek Foote  
2. Dan Edge  
3. Spencer Luce

**Men A**

1. Keegan Swenson, Cannondale Factory Racing  
2. Chris Mackay, Competitive Cyclist  
3. Jason Sager, Team Jamis

**Masters 35+ A**

1. Thomas Cooke, X-Men

2. Tim Matthews, C.O.T.B.R.

3. Chris Cole, [UtahMountainBiking.com](http://UtahMountainBiking.com)/ Bespoke Wrench  
**Singlespeed Men**

1. Ryan Ashbridge, Revolution  
2. Jess Dear, RMCC/Cyclesmith  
3. Michael Raemisch, Bountiful Bicycle p/b Threshold Racing

**Women A**

1. Devon Gorry, [UtahMountainBiking.com](http://UtahMountainBiking.com)/ Bespoke Wrench  
2. Evelyn Dong, White Pine Touring  
3. Kris Walker, Contender Bicycles

**Women B**

1. Meghan Sheridan, Utah Mountain Bike/ Bespoke Wrench  
2. Sara Baker, Canyon Bicycles  
3. Debbie Mortensen, Diamond Peak

**Junior Women**

1. Lauren Bingham, DNA  
2. Lupine Cramer, Robert Hamlin Bicycles  
3. Addie Sepulveda, DNA

**Utah Cyclocross Series Race #8 Wheeler Farm Cross out Cancer, Utah Cyclocross Series, Salt Lake City, UT, November 3, 2012**

**Men C**

1. Pat Costin, Purple Monkey Dishwashers  
2. Bruce Deppe  
3. Eduardo Leon, Contender

**Masters 35+ C**

1. Trey O'Neal, Contender  
2. Kade Kennington, Bountiful Bicycle p/b Threshold Sports  
3. Jay Boniface, RMCC/Cyclesmith

**Masters 55+**

1. Joseph Brubaker, Ski Utah  
2. Jeff Kingsford, [UtahMountainBiking.com](http://UtahMountainBiking.com)/ Bespoke Wrench  
3. Bob Walker, Bountiful Bicycle Racing p/b Threshold Sports

**Clydesdale**

1. Mark Hooyer, Cross Mafia  
2. Nate Carter, Timpanogos Cyclery  
3. Leon Huntsman, Infinite Cycles

**Masters 45+**

1. John McKone, Cole Sport  
2. Jay Burke, White Pine Touring p/b [Jans.com](http://Jans.com)  
3. David Wood, Big Ring

**Masters 35+ B**

1. Aaron Campbell, Bountiful Bicycle Racing p/b Threshold Sports  
2. Mike Pratt, Canyon Bicycles  
3. Jon Argyle, Bountiful Bicycles p/b Threshold

Sports

**Men B**

1. Joel Roberts, Cross Mafia  
2. Ben Cline, Canyon Bicycles  
3. Jared Kirkham

**Women C**

1. Sydney Palmer-Leger  
2. Ashley Muhlestein  
3. Kristin Mullen, Revolution Peak Fasteners

**Singlespeed Women**

1. Colleen Ivorik, [UtahMountainBiking.com](http://UtahMountainBiking.com)/ Bespoke Wrench  
2. Melanie Gladding  
3. Jenn Berg, Mango Love

**Junior Men, 11-14**

1. Sam Allen, Canyon Bicycles  
2. Bryn Bingham, DNA  
3. Nathan Greenisen

**Rookie Men**

1. Trevor Wood, Wood  
2. Kyle Smith, [Backcountry.com/Mango](http://Backcountry.com/Mango) Luv  
3. Tony Bryant, utahmountainbiking/ bespoke wrench

**Men A**

1. Reed Wycoff, Contender Bicycles  
2. Chris Mackay, Competitive Cyclist  
3. Troy Heithecker, Roosters / Bikers Edge

**Masters 35+ A**

1. Thomas Cooke, X-Men  
2. Bo Pitkin, COTBR  
3. Scott Allen, Canyon Bicycles

**Singlespeed Men**

1. Jess Dear, RMCC/Cyclesmith  
2. Ryan Ashbridge, Revolution  
3. Robert Hamlin, Robert Hamlin Bicycles

**Women A**

1. Devon Gorry, [UtahMountainBiking.com](http://UtahMountainBiking.com)/ Bespoke Wrench  
2. Kathy Sherwin, Stans Notubes α Team  
3. Jen Hanks, Revolution Peak Fasteners

**Women B**

1. Margot Miller, Contender  
2. Juel Iverson, Canyon Bicycles  
3. Debbie Mortensen, Diamond Peak

**Junior Women**

1. Isabel Yelsa, Contender  
2. Jaida Pratt, Canyon Bicycles  
3. Rebecca Sparks, UMB/Bespoke Wrench

**Junior Men, 15-18**

1. Austin Huntsman, Infinite Cycles



**MOUNTAIN BIKE RACING**

**The Last 24 Hours of Moab**



By Keith Payne

It is quiet in the desert. It's the sort of quiet that forces your mind into deep contemplation since there's not much to distract you. While the scenery is beautiful, it is the lack of much external noise that allows one to focus. And the one thing most of us focus on while here is riding as fast as we can.

It has been eighteen years that mountain bikers have been coming to this little valley Behind the Rocks outside of Moab, Utah to race the 24 Hours of Moab. I have attended for the last twelve years and they have all been memorable experiences. This was the final year that Laird Knight and Granny Gear productions are organizing this event. After many great years, and recently some lean ones, they are calling it quits. That's right, no more 24 Hours of Moab, this was the last one....at least for now.

Many riders may not care if this event goes away, or they may just be indifferent and figure there are always other events to take its place. I, however, feel it will be a great loss to mountain bike racing and to Utah. Some may suggest that the format is past its prime and that other cycling events are "the new thing." I disagree, 24 Hour racing has all the elements for an amazing race experience. On a 24 Hour team you get to be both spectator and racer. The anticipation and anxiety for the race are not confined to one starting gun and a finish line, but are renewed as you complete each lap, hope the best for your teammate, and anxiously await their arrival so you can head out again to do your best. Support crews are critical and allow for friends and family to share in the experience and success of the event. Weather conditions and course conditions can vary in two days and adaptable riders with the right equipment can excel. Night riding is challenging, for everyone! Finally, effective rest and recovery are as important as racing fast because you have more than one lap.

In all, 24 Hour racing, whether solo or on a team is a challenging and rewarding experience that is hard to

duplicate. The need to rely on teammates and your support crew creates bonds between cyclists and friends in a way that is not commonly achieved in normal Cross Country racing. The opportunity to race the same course, at the same time, as the elite cyclists is also not to be overlooked. It's a learning/humbling experience to be riding your best only to be passed by a faster more adept rider who seems to float over the rocks and sand. This can happen every lap and you learn from observing the lines they take and the aggressiveness they exhibit. The opportunity to communicate with fellow racers seems different as well. Everyone is trying their best and suffering, yet the compliments, encouragement and general concern for fellow racers is evident as I hear words of encouragement and as racers ensure those stopped are "O.K."

There are of course challenges to such an event. It's quite a production and requires a bit more commitment, equipment and time than a typical one day race. But the memories and friendships you make during a 24 Hour race feel more permanent. I remember racing Moab in torrential rain, shivering in 20 degree temperatures, and crashing at night and injuring my wrist. I remember foods I ate that tasted so good because I had just completed a lap and my body craved food. I recall a fire pit jump, the Pleasure Dome (our borrowed inflatable Saturn dome tent) and Sumo wrestling suits. I remember a certain Gibson running out in front of hundreds of starting line hopefuls in a Speedo and cape and the crowd erupting in cheers and hoots. I remember penguins on helmets, a Mad Max style duo team who changed costumes after each lap, tutus, and tiaras. I remember the Cannondale team building their own private honey bucket hut under a pop up tent surrounded by tarps. I remember the lines I like to take through each obstacle and riding so fast I felt I was flying. I remember night skies so filled with stars that I would stare in amazement and I remember feeling so physically destroyed that I thought there was no way I could do another lap, but somehow I did. Perhaps you have some of these same memories and likely many others if you've been

Behind the Rocks!

So what made this final year so memorable? Well that will be different for each racer or support person who was there. But here are my observations and high points for the 2012 race.

Josh Tostado led the race from the start and did so for 12 laps, riding solo, how can you not be impressed by that!? He won the solo division and closed out this chapter of 24 Hour racing with style and grace. I marvel at people with such determination and physical ability. Curt Wilhelm of [MTBCoach.com](http://MTBCoach.com) took 2nd and local Revolution rider Richard Abbott finished 3rd with 14 laps.

There were only two solo women. Kerry White – Team Type 1 took 1st with 11 laps and Sho-Air's Kristen Keteles finished 2nd.

The battle for the overall came down to my own team, the 4Life/Mad Dog Cycles #2 – Lap Traffic and the World Cup Dreams 1 (5 person coed team with 3 Utah based riders). The final six laps had five lead changes between these two teams.

Chris Holley from the 4Life team went out on Sunday morning and laid down a 1:10 lap and closed the gap to three and a half minutes. Then Ty Hopkins of Highland, UT road his best lap of the race in 1:11 to catch Mark Longfield of Jackson Hole. After 24 hours of racing our margin of victory was a mere 1 minute 2 seconds. It was an exciting finish to witness and a hard fought race by these teams. Both teams won their respective divisions with Men's Expert Team Bike N Hike (Colorado) finishing 3rd overall and 2nd in the Men's expert division. (The World Cup Dreams teams (3 in all) were racing to raise money for their foundation to help injured National Ski team athletes. You can learn more about them and donate at [www.worldcupdreams.org](http://www.worldcupdreams.org).

Finally, the 4Life/Mad Dog Cycles #1 Gray Dogs, who have won the Grand Masters division for many years, invited race director Laird Knight to race on their team and he graciously accepted. Laird had time to complete one lap during the final running of this iconic race. He was

grateful for the experience and it was cool to see him be both director and participant in his own race.

Now that its over and I'm no longer sitting in the tranquil desert, I reflect back on the feelings and emotions of this race. Not just from this year but from the many years I and my friends and acquaintances have participated. I will miss this great opportunity to escape to the desert and ride and race with friends and make new ones. I will miss the music and madness. I will miss the costumes and craziness. I will miss grit of sand in my shoes and in my food and the extra effort everything takes after riding my hardest for fifteen miles at a time over a very technical and grueling course. Most of all I will miss the quiet of the desert. While racing here, day or night, I only hear my breathing and the sound of tires gripping the sandstone. It's the sound of racing, teamwork, determination and effort and when I hear it I know I'm in Moab and my mind clears and I can focus on only one thing – riding as fast as I can.



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**BIKE UTAH NEWS****Group Visits Minnesota to Improve Cycling in Utah**

Above: The Utah delegation tries out NiceRideMN, Minneapolis' bike share system.

By Scott Lyttle

On October 4th and 5th Bike Utah, thanks to generous support from QBP, lead a group of 15 Utahns on a site visit to Minneapolis, MN to learn how to improve Utah's active transportation infrastructure. Minneapolis currently ranks as the #1 biking city in the US by Bicycle Magazine and Minnesota is ranked #2 on the League of American Bicyclists Bike Friendly States ranking. Utah is ranked 13th.

The Utah delegation included Commissioner Louenda Downs, Davis County and Chair of the Active Transportation Committee, Commissioner Larry Ellertson, Utah County, Mayor Mike Caldwell, City of Ogden, Mayor Heather Jackson, Eagle Mountain, Andrew Gruber, Executive Director for Wasatch Front Regional Council, and Matt Sibul, Chief Planning Officer for UTA.

The group attended presentations at the capital building and toured Minneapolis on the bike-share program NiceRideMN, SLC will be rolling out a similar bike-share program in the spring. Highlights of the trip included presentations from City officials, local and state advocates, elected officials and an MNDOT representatives, but the real education happened on the bikes when the group toured the Midtown Bike Center, rode the Midtown Greenway, crossed the Stone Arch Bridge to St. Anthony Main – during rush hour.

Council Member Robert Lilligren emphasized the importance of the local biking and bike advocacy community for the national reputation Minneapolis enjoys as a leader in biking.

The two-day trip examined the recipe of new infrastructure, education and advocacy that helped push Minneapolis and Minnesota to become one of the top biking cities and states in the U.S.

Many thanks to our generous partners at QBP and to the City of Minneapolis, NiceRideMN, Bicycle Coalition of Minneapolis, Bicycle Alliance of Minnesota, MetroTransit for hosting the group.

Scott Lyttle is the Executive Director of Bike Utah. Learn more at [BikeUtah.org](http://BikeUtah.org)

**HEALTH****Nutrition Tips for the Winter Season**

By Breanne Nalder, MS and Katherine A. Beals, PhD, RD, FACSM, CSSD

It's that time of year-- the off season; the time when many cyclists reduce the volume of their cycling. With this transition out of high intensity training or racing comes the potential for the dreaded weight gain, especially as the holidays seem designed to make us gain weight. Even the most dedicated cyclists can lose motivation (and willpower) when the weather turns colder, the days grow shorter and the holiday goodies become more plentiful! The following paragraphs will provide suggestions for helping cyclists better manage their training and eating throughout the holiday season and, thus, be ready to ramp up their training in the spring (vs simply trying to undo all the damage they did over the winter months!).

**Holiday Weight Gain: Fat or Fiction?**

When it comes to holiday weight gain there is both good news and bad news. The good news is that most of us gain less weight over the holidays than originally thought. In fact, research suggests that the average weight gain is only about 1 pound, not the oft-cited 7-10 lbs. The bad news is that holiday weight gained is rarely lost. Thus, that seemingly small amount of weight gained over a given holiday season can add up over the years.

So, how do we keep our bodies in check and be ready to train for next year while still enjoying the off season? Well, you can start by being realistic. The holiday season is not an ideal time to lose weight. In fact, it is probably self-defeating to try. Instead, the best strategy is to try to maintain your current weight during the holidays and focus on any weight loss goals around the New Year. It may be helpful to devise a holiday eating plan that includes strategies for handling nutritionally precarious situations. Some tried and true strategies include the following:

- Take preventative measures: If you tend to overeat at parties, try eating a low-calorie snack to help curb your appetite before leaving the house. Chances are if you arrive at the party ravenous, you will overeat.

- Don't vow to eat nothing at a special event: In doing so, you will just be setting yourself up for failure and subsequent guilt. Instead, limit your selections to foods you don't typically eat and keep your portion sizes under control.

- When it comes to seconds, use the 20- minute rule: It typically takes 20 minutes after you have eaten for your satiety center to kick in and register that you are full. Thus, before going back for a second helping, wait 20 minutes. If you still feel hungry, go for seconds but keep your portion sizes small and go easy on the high-fat, high-calorie

foods.

- Share the wealth: If you host a party or dinner, have disposable containers available for guests to take home leftovers. This will help get tempting foods out of your house entirely!

- Bring the healthy dish: When contributing to the party, take something low in calories and high in nutrition, such as raw vegetables and hummus, fresh fruit, or a less guilty desert (see the "Crave That? Eat This!" list of healthy alternatives).

- Go easy on the alcohol: Most people are well aware of the added poundage that can be brought on by mashed potatoes and gravy or pecan pie. Don't underestimate that alcohol itself is chock-full of calories (kcal). For example, a typical two ounces of alcohol (such as might be found in a typical mixed drink) contains approximately 141 kcals, and that's not including the mixer, which can easily add another 100-300 kcals! An eight-ounce glass of eggnog with rum contains 400 kcals. Beer and wine may be smarter options, with 150 kcals for a typical serving (i.e., 12 and eight ounces, respectively). And research suggests that those additional alcohol calories are stored as fat instead of used for energy. In addition, alcohol tends to distort our nutritional judgment, causing us to consume more high-calorie, high-fat foods than we would if we were not under the influence.

- Exercise! While it is a good idea to balance your energy intake with the appropriate amount of exercise on a regular basis, it is particularly important during the off season. Unfortunately, many cyclists use the excuse of a "hectic holiday schedule" to sideline their exercise program. Colder temperatures and shorter days can also make cycling (outside) uncomfortable and even unsafe. Rather than ditch the training programs altogether, cyclists should explore the multitude of winter sports in Utah, preferably those that compliment or enhance their cycling such as Nordic and/or alpine skiing, ice-skating and snowshoeing. This would also be a good time to get back into the weight room and work on your strength and power (not to mention your bone health!). And, of course, there are numerous indoor cycling options ranging from group spin classes to stationary bikes and trainers that you can purchase for your own personal use at home.

**Crave That? Eat This!**

No one can deny that food is a big part of the holidays, but it is not the only part, and certainly is not the most important. So, when it comes to food, forget the all or nothing mindset. Depriving yourself of holiday treats or feeling guilty after eating isn't part of a healthy eating strategy. Here is a list of some foods, snacks, and dishes (all with less than 150 calories) that will help you keep yourself healthy and satisfied during the winter so you're proud

of your body and fit for next season!

- Morning Perk: Enjoy an 8-ounce skim or soy milk latte or spiced chai

- Breakfast Boost: Mix non-fat vanilla yogurt with 1/2 a cup of blueberries and raspberries

- "Ants on a Log": Fill 5 ribs of celery with one tablespoon of peanut butter

- Caprese: Top low-fat mozzarella cheese with tomatoes and fresh basil leaves and drizzle with olive oil and balsamic vinegar

- Protein-Packed snack: Wrap 2 ounces of low-sodium turkey (or tofurkey or tuna) with 1 Tbsp hummus in a collard leaf

- Pumpkin pudding: C pumpkin puree w/ C yogurt and cinnamon

- Sweet and Savory: 2 oz of low-fat cottage cheese with one medium peach or sliced tomatoes

- Midday Munchies: Top half a medium apple with a 1-ounce slice of low-fat cheese

- Movie Night Necessity: Spray a tablespoon of olive oil and sprinkle sea salt over 2 cups of air-popped popcorn (no butter of course!)

- Salty Sensations

- Pop Chips! 1 serving

- 1 small bag soy crisps or baked chips (potato, tortilla, vegetable)

- 1 oz pretzels

- 1 cup edamame

- cup plain or flavored almonds or cup pistachios in the shell

- 2 Laughing Cow Light cheese wedges spread on 2 Wasa Crisp'n Light crackers

- Half a baked potato topped with salsa

- Half a medium avocado, drizzled with fresh lime juice and lightly sprinkled with salt

- 5 mini chocolate rice cakes, each covered with a thin spread of natural peanut butter

- Sweet Tooth Satisfiers

- 1 frozen fruit pop or Italian ice

- 1 sliced frozen banana

- 1 cup berries, grapes, fruit salad or watermelon

- 2 small cookies (such as Newman-O's), 1 biscotti, or 8 vanilla wafers

- sweet potato w/cinnamon 1tsp brown sugar

- Microwaved apple sprinkled with cinnamon and/or nutmeg

- 1 oz dark chocolate (like 3 Dove Promises mini dark chocolates)

- cup Chocolate chips (yummy to keep frozen)

- brew a cup of chamomile tea before bed (maybe add a tsp of honey) good night!

Breanne Nalder, MS recently completed her master's degree in nutrition with an emphasis in sports dietetics at the University of Utah and is a competitive CAT 1,2,3 cyclist.

Katherine Beals, PhD, RD, FACSM, CSSD is an associate professor (clinical) in the Division of Nutrition at the University of Utah. She is a registered dietitian, a certified specialist in sports dietetics and a fellow of the American College of Sports Medicine.



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## UTAH BIKE INDUSTRY

**ENVE Composites Continues to Build Success and Great Wheels**

**Left: The ENVE 45's are a solid choice for road or cross. Above: ENVE's new machine for testing heat dissipation. Photos: courtesy ENVE Composites.**

CNC'd molds used to shape rims and components rather than having to outsource to an outside machine shop.

Rather than buy its way into the ProTour, ENVE has focused on a homegrown strategy and stuck with the United Health care cycling team for the past several seasons as the program has grown to the pro continental level with the potential of reaching the ProTour in the near future. The team has expanded its reach by signing an international roster and spending more time in Europe. The exposure has been a major boon for the brand and European distribution agreements are in place and in full swing.

ENVE is well known as one of the best in the world at wheel design and manufacturing. Less well known is the fact that they provide custom frame tubing for world class

brands like Parlee, Calfee, and Boo Bicycles to name a few. They have also partnered with renowned aerodynamics expert Simon Smart to produce the Smart ENVE System wheels. The Smart system integrates wheel design with frame design to produce the most aerodynamic outcome. Wider, shallower rims in front and narrower, deeper profile rims in the rear provide the best outcome for handling and drag reduction. One of the key points is to create a very stable and aerodynamic wheelset.

I was able to test a set of ENVE's Classic 45 clinchers (not part of the Smart system). The test wheels were built around DT Swiss 240 hubs with Aerolite bladed spokes and retail at \$2730. The moniker "45" denotes a 45mm rim depth as do the names of the "25" and "65" wheels in the Classic line-up.

I was excited to try these wheels

that have a reputation for being the work horse of the ENVE line-up. The day after receiving my test wheels I had the misfortune of being involved in a bike/car accident. My assumptions about carbon wheels were quickly put to the test. Rather than shatter or splinter as I had imagined might happen, the front wheel maintained its shape while my carbon fork unfortunately sheared off just above the drop outs.

Once I recovered from said crash I was able to continue the test. I found the wheels to be light and fast as one would imagine. I used the wheels daily for training, commuting and racing. I was impressed by the lateral of stiffness of the wheels and the way they tracked solidly through corners at the Top of Utah Criterium series in Ogden. They also were fast and comfortable on my 65 mile round trip commutes from Farmington to Salt Lake and stayed stiff and true while absorbing the vibrations of rough roads. The one down side that I found was the side-to-side flex when climbing and applying a lot of power. I found the flex caused the drive train to complain and not track perfectly. During my factory tour I learned that side to side flex is more about the hub and spokes and less so about the rim, and that some flex is to be expected. Overall I found the wheels to be about perfect for day to day training and racing.

ENVE is a great contributor to the sport of cycling both internationally and locally through its sponsorship of riders, teams and events. Ogden and the state of Utah have a great asset in this home grown cycling company and its growth represents a bright future for the industry in the US and around the globe.

By Tyler Servoss

Three years ago I wrote a profile for Cycling Utah on ENVE Composites (formerly EDGE Composites) and its history. Since that time the company has grown by leaps and bounds and further solidified itself as a major player in the high end bicycle parts world. ENVE designs and manufactures top notch carbon fiber wheels, forks, tubing, seat posts, handlebars, and stems.

Enve is solidifying that with the recent announcement of a new manufacturing facility that will lead to 324 new jobs over a 7 year period (see page 29). What's more these jobs will pay better than average salaries and make a significant impact on many families in the Ogden area.

Jake Pantone is a long time employee of ENVE and recently gave me a tour of the company's upgraded facilities. In 2009 the company moved into a new building adjacent to their previous building. The old space was approximately 8,000 sq feet. Currently they occupy 20,000 sq feet and are bursting at the seams.

ENVE is bucking the trend of designed in the US and manufactured in Asia by bringing those processes back home. Their motives are not only patriotic, but practical. Building and sourcing carbon components in Asia is ultimately more expensive than domestic production when transportation costs, taxes, tariffs and

other expenses are factored in. There is also a loss of control. The rate of innovation in carbon is so rapid that attempts to protect technology through patents are largely ineffective and ENVE finds that controlling the process and keeping their cards close to the vest ultimately allow for better control of the tech and brand. One line from their website puts it nicely, "At ENVE Composites, we build all our wheels in the U.S. in our own factory, right next to the engineers that design them."

"100% of ENVE's rims have always been made in Ogden. Our goal is to bring 100% of our component manufacturing back to Utah," said Jonny Hintze of ENVE. It will join the testing, tooling, and engineering processes with the end result being that their entire product line will be designed and manufactured in Ogden.

ENVE has an advanced testing lab that allows for several different stress tests to ensure quality products. One machine used to test braking heat dissipation was designed in conjunction with The Utah Center for Aeronautical Innovation and aided by a grant from the State of Utah. The machine works by spinning a wheel using a chain and simulated rider load and then applying braking force while measuring temperature at multiple points hundreds of times a second using laser technology. The machine can also precisely measure wheel and tire width and see how these dimensions change as braking is applied and heat is generated.

In addition they have invested in a machine that executes a test that the UCI (Union Cycliste Internationale) requires all wheels to pass in order to be certified for international competition. This machine places the wheel under stresses that simulate road conditions until failure, to ensure that the failed wheel does not come apart in such a way that would injure a rider.

ENVE has also added a machine shop which allows for rapid innovation and prototyping as well as repair and tweaking of the aluminum

# MUD BEWARE.



**Mt. Logan Cyclery  
(Peaks Training)**  
880 S. Main St., #150  
Logan, UT 84321  
(435) 770-9255  
mtlogancyclery.com

**Mountain Velo**  
2080 Gold Dust Lane  
Park City, UT 84060  
(435) 901-8356  
mountainvelo.com

**Poison Spider Bicycles**  
497 North Main  
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poisonspiderbicycles.com

**Needles Peak Ski & Bike**  
4883 W. Old Highway Road  
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(801) 876-3863  
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**Bountiful Bicycle Center**  
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## MECHANIC'S CORNER

## Which Wheel is the Right Size for Mountain Biking?



Above: 26, 27.5 (650b), and 29" wheels. Which one is right for you?

By Tom Jow

In the beginning there was one mountain bike wheel size, 26 inch. In the late 1990's the 29 inch wheel was introduced. It promised to be faster, smoother, more efficient. One thing it did do is start a debate about what is the best wheel size for the mountain bike. Over the last couple years there has been another wheel size introduced and in 2013 this will renew the debate over what is the best wheel size. This 'new' size is 27.5 inches in diameter and uses a 650b rim (you will hear both names depending on who you are talking to). This places it smack dab in the middle of the two current wheel sizes, with many mountain bike pundits pronouncing it to be the best of both worlds. Can it really be true? Will this finally silence the mountain bike wheel debates? Let's look at the differences between the wheels and the type of bikes they are designed for.

If you are not familiar with the wheel wars, they began in the 1990's with the development of the 29 inch wheels. The designers found that the larger 29 inch wheels had some advantages. The bigger wheel was more stable. Because the contact patch is bigger there is more traction. And the larger diameter helped them roll over obstacles better. There were drawbacks, however, including components that were heavy and not too plentiful, bikes that didn't fit everyone or ride in a manner we were accustomed to.

Almost 20 years later that has all changed. The wheel that was once questionable has won national, world cup, and world championship cross country and endurance events by rid-

ers both tall and small. High quality, lightweight components are widely available. The bikes have evolved to suit all types of riding; hardtails and short travel full-suspension for racing, 100-120mm full-suspension for cross-country, and 130-140mm full-suspension for all-mountain riding. In fact, it seems like the 29 inch wheel should be perfect for mountain biking with its inherent stability and roll-over-everything properties. Still, there are some drawbacks to the 29er (depending on who you talk to) such as fitting x-small riders, wheel acceleration and agile, quick direction changes (i.e. twisty single-track).

Even as a growing number of riders are now using 29ers, 26ers still rule. They've been around so long it would seem that every part has been perfected, and they still find ways to improve. A 26 inch bike can be constructed for any size rider and for any type of riding. For example, it is easy to have an ultra-light full-suspension bike for a person under 5 feet tall. On the other end of the spectrum, there are bikes with enough travel to jump off a two story house. And there is everything in between.

Now there is a new wheel size, 27.5. Based on an old French touring rim size, 650b, its diameter is between 26 and 29 inch. Logic would suggest it has the best of both worlds. With its larger diameter, it is more stable, has more traction, and improved roll-over capability than a 26 inch wheel. Being smaller than 29 inches in diameter makes it lighter, quicker, and more maneuverable. Already there are many component choices available.

Comparing the limited (but high quality) selection of wheels, tires, and bikes available, I found that the 27.5 components do weigh in

## BOOK REVIEWS

## Cyclocross Book Reviews: Behind the Stare and Mud, Snow, and Cyclocross



By Steven Sheffield

Anyone who knows me knows how much I love the sport of cyclocross; so much so that is my 9th year officiating the Utah Cyclocross Series. People may not know that I love the history of the sport of cycling as much as I enjoy watching the sport in current times.

Over the years, I've collected a nice little library of books on the sport, but one thing that's been missing has been a section on cyclocross. Oh sure, I have Simon Burney's classic book Cyclocross: Training & Technique, but that's the only book I've ever seen on cyclocross prior to two new releases this year: Geoff Proctor's Behind the Stare: the pulse & character of European professional cyclocross, and Molly Hurford's Mud, Snow, and Cyclocross: how 'cross took over U.S. cycling.

Needless to say, I jumped on both books as soon as they came available and devoured them as quickly as possible.

BEHIND THE STARE (Geoff Proctor), as the title indicates, focuses on cyclocross in Europe, which when it comes right down to it means

the middle between 26ers and 29ers. Of particular importance though, I did find that the weight difference of some identical wheelsets and tires (same models, different size) between 29 and 27.5 was 2-3 times more than the difference between 27.5 and 26. In terms of bicycles, I found two brands that manufacture similar bikes across the board for all sizes. Among these brands the weights were equal amounts different than each other per wheel size. Wheelbase, a significant design parameter, also differed equally per wheel size.

So what does all this mean? It



cyclocross on Belgium. Proctor, the US National Junior Cyclocross Team coach and a member of the UCI Cyclocross Commission took a year off in 2007-2008 to follow and focus on the European cyclocross season, as he put it a "full cyclocross immersion."

Since the focus of the book is on cyclocross in Europe, it makes sense that most of the book centers on the stars of European cyclocross: Belgians Sven Nys, Erwin Verweken, and Bart Wellens, but Proctor also has chapters on American stars Jonathan Page, who has most of the last decade (at least from September through February) based in Belgium racing cyclocross fulltime, and Ryan Trebon, who has long been one of the United States' top domestic cyclocross racers.

While the profiles and race reports were enjoyable to read, here's where the book breaks down. Since it took so long to be written and published after Proctor's time in Europe, it feels dated. Rising star Jeremy Powers, and veteran domestic pro Tim Johnson are not discussed in great detail; and of the "new guard" (Niels Albert, Lars Boom, and Zdenek Stybar) of cyclocross that Proctor writes about,

means that 27.5 appears to be here to stay. Several bike and component manufacturers are on board with bikes for the long travel all-mountain enduro market. With 150mm of full-suspension, these are bikes that are as capable on a 30-40 mile cross-country ride as they are at the bike park. But don't count the other sizes out yet. The 29er has finally reached the mainstream and will remain a major player for everything from lightweight racing to mid-travel all mountain. The 26er

only Niels Albert is still focused on cyclocross, whereas Lars Boom and Zdenek Stybar have both transitioned to road racing.

An enjoyable read, but it left me wanting more.

MUD, SNOW, AND CYCLOCROSS (Molly Hurford) almost has the opposite problem. While it does focus on cyclocross in the United States, and does discuss how the sport began to grow in the United States in such hotbeds as New England and the Pacific Northwest (notably Portland, Oregon), it felt like it was geared almost exclusively as a preview leading up to the Cyclocross World Championships, which will be taking place in Louisville, KY in February 2013.

Where I do commend Hurford's book is on her chapters dealing with women's cyclocross. They focus not only on riders like Katie Compton, Amy Dombroski, Mo Bruno Roy, and Nicole Duke, but also on how cyclocross is one of the only disciplines in cycling striving for equality, especially with regards to prize money at races. She also writes about some almost unique qualities of American cyclocross, such as beer and dollar hand-ups, the popularity of singlespeed 'cross – and the tattoos that come with winning the unsanctioned, but widely recognized Singlespeed Cyclocross World Championships, and tips for new cyclocross riders from the pros.

This book was another enjoyable read, but as alluded to previously, feels like it will rapidly become outdated after the World Championships this next spring.

I guess what I was hoping for from both books was a more in-depth study of the history of the sport, and profiles of not only contemporary riders but of the stars of the past.

Where I was looking for a meal, all I got was some very tasty appetizers, which left me hungry for more.

is still the standard that by which all mountain bikes will be judged be it ultra-lightweight racing or downhill bikes. The bottom line is that with so many choices available, consumers will need to narrow down what they want in a bike (if they expect to have only one) and then test them out to find what's perfect for them.

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

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## ADVOCACY

## Provo Awarded Bronze Bike Friendly Community Status; Boise Moves to Silver

By Charles Pekow

Provo

Utah officially gained a new Bicycle Friendly Community (BFC). And Idaho retained two previous ones, with one moving up a notch from bronze to silver.

The announcements came in October in the biannual BFC awards given by the League of American Bicyclists. The League takes applications from communities around the country and if it deems that they're promoting bicycling adequately will give them metal status as platinum, gold, silver, bronze and honorable mention. (The League just announced it is starting a higher level, diamond, but hasn't honored any community with it yet.)

Provo achieved bronze status in October. League judges praised its trail network and Safe Routes to School program. The city hired Alta Planning & Design, a firm specializing in creating bicycle and pedestrian networks, to help develop a bike infrastructure. The city received a \$150,000 grant for the study.

"This will really have an impact if they implement it well," says Nicole Wynands, Bicycle Friendly America program specialist at the League.

She praised Provo's "very decent mode share," as about three percent of commuters reported riding a bicycle to work.

Provo also scored points for hosting community events, including bike picnics, night rides and family neighborhood rides. "We like that the city puts these events on and doesn't seem to throw obstacles in the way," Wynands says. The city and bike groups sponsored a ride to a pumpkin patch and a Halloween ride in October, for instance.

The League praised the effort of the city to cooperate with state officials from the Utah Transit Authority and Utah Dept. of Transportation. A study undertaken with Brigham Young University showed that just installing a few bike lanes in the right places could tie existing bike trails together, "another example of a really great partnership," Wynands observes.

Judges were also impressed with the amount of volunteer labor that went into organizing events and the Provo Bicycle Collective, a volunteer effort to promote cycling and provide refurbished bikes and education.

But if Provo wants to score higher than bronze, it will need to implement the plan it undertook. "If it collects dust, it is not going to help anyone," Wynands notes.

It will, Provo Council Member Sterling Beck promises. The city hired Alta not just to come up with a plan but to help put it in effect, Beck says. "The whole council and mayor have been in office less than three years. When we got into office, we changed plans to have the city increase efforts in biking until we received (BFC status) from the League....Our plan is to get it to silver and then gold."

"They still have a long way to go," Wynands notes. The city needs to hire a bicycle/pedestrian coordinator, for one. For two, it needs more adult education. "They do pretty well on educating kids. The next

step they need to do is to focus on teaching adults on riding safely and teaching drivers on sharing the road," Wynands suggests. And the city needs to increase the quantity of convenient and secure parking and pass a complete streets policy.

Local bicycle advocates, including Bike Provo, are working with the city on projects such as trying to get bike lanes included in the bus-only lanes in the works on University Avenue, for instance, says Krysta Whitmore, a volunteer at the collective. The city is working on it, Beck says. "It may be better for us to have more bike access than three or four parking spaces per block. It is a trade-off," he says.

"We are working with the business community and city for more parking," Whitmore says. Downtown "parking is terrible. It doesn't hold bikes well and is in a dangerous location for cyclists." The goal: get one parking space dedicated only for cycles on every downtown block.

"Every time we deal with a new development, we ask them to come up with a solution (for bike parking)," Beck says. He points to some artsy bike racks outside the new convention center. "I hope it catches on."

Whitmore also says the collective is also working on establishing safe riding classes for adults.

Will Provo's success inspire other Utah communities to seek an honor? In the last round of semiannual BFC applications, no one in Utah applied. So at least it's a stroke in the right direction.

Designations last four years so Provo has a few years to move up one or more tiers of precious metal.

Boise

That's exactly what Ada County up in Idaho did. Four years ago, it won bronze. (Actually, the county and City of Boise jointly applied.) This year, it moved up to silver. League judges upgraded the county this year, praising its good mode share (2.7 percent of commuters), on- and off-road networks, bike events and monthly bike education classes for adults. The League was impressed that the county raised \$2 million for bike projects by increasing vehicle registration fees.

The Ada County Highway District (ACHD) also won silver as a Bicycle Friendly Business earlier this year for the opportunities it provides for its own employees. Boise State won the same rank this year as a Bicycle Friendly University. Both institutions helped the county win its designation. So did volunteer groups and various other municipalities.

Among the noted volunteer efforts, the Boise Bicycle Project also provides free hour-long classes for ages six to 12.

The county also plans to add 322 bikeway direction signs along 80 miles of roadway in the next year.

But to reach higher than silver, the county and city will have to increase commuter mode and provide some more innovative facilities. (It recently added some bike boxes and green shared lanes.)

"They haven't done an economic impact study. It would be great to see how the investment pay in terms of economic development," Wynands says. The area also lacks a full-time bicycle coordinator and lacks enough

adequate parking. The bike parking ordinance does not require large office buildings to provide bike parking, for instance.

And the bike parking guidelines don't conform to standards of the Association of Bicycle & Pedestrian Professionals (ABPP). "They have lots of parking but it is also important to keep your bike safe," Wynands notes.

"I wear the bicycle coordinator hat in addition to other things," says ACHD Bicycle Coordinator Matt Edmond. "The fact that I'm programmer for capital projects, I don't think detracts from our ability to get bike projects done."

The county includes six cities and in a unique arrangement, the highway district owns roads and adjacent bike paths but not surrounding land. So it must work with other governments on matters it can't control, such as bike parking.

ACHD is working with Boise on passing an ordinance requiring parking with new development. "It's hard to get it with existing development," Edmond says. "We don't have a good plan right now but we're seeing what we can do to get (parking) implemented with streetscape improvements...We moved a bike corral into a dining and entertainment area this summer to see how it would be used...Sometimes it takes people a while to get used to it and realize it is there. I anticipate it will be at capacity next summer. It's on a block with a lot of bikes."

And while acknowledging a lack in the quantity and quality of parking, Edmond says it's hard to get an inventory as much of the most secure parking is hidden from public view. Boise State cataloged every space on campus but doing so in a city or county would require counting those provided by schools, parks, private employers and others.

"I'm confident less than a majority of them are familiar with ABPP standards," he muses.

Coeur d'Alene

Meanwhile, another Idaho community, Coeur d'Alene, didn't move up this time but maintained its bronze status achieved four years ago. "The judges didn't have that many comments, which is never a good sign," Wynands says. "They continued what they were doing without improving too much on the suggestions they received last time."

The city scored points for the benefits for its own employees: brown bag lunches and a bike rental program for staff.

It added some bike lanes to increase connectivity between schools, parks, downtown and trails. It adopted a complete streets policy and new bikeway master plan, added sharrows and put crossing lights in front of a school.

The League is impressed with the quantity of parking, 39 miles of shared use path and slow speed limits (25 mph or lower on most roads). It also likes the Bike Month activities and facilities for BMX, cyclocross and mountain biking.

While it provides much education for schoolchildren, the city doesn't do enough for adults and "could improve on enforcement," Wynands notes. Law enforcement staff don't receive specialized training in bike

## UTAH NEWS

## University of Utah is now a Silver Level Bike Friendly University



By Dave Iltis

The University of Utah was recently designated as a Silver level Bicycle Friendly University. The League of American Bicyclists recognizes communities and universities that excel in five major areas: education, enforcement, engineering, encouragement and evaluation of cycling (the 5 E's).

The U of U was one of only two universities to receive the Silver award in this round and the only bike friendly campus award winner in Utah.

"Bikes and their riders are not strangers here at the University of Utah -- over the years cycling has gathered more attention as a healthy and sustainable mode of active transportation," said Heidi Goedhart, the university's Bicycle Coordinator. "We're conveniently situated within a Silver Bicycle Friendly Community (Salt Lake City) that is surrounded by excellent mountain bike and road bike ways, as well as a growing cycling community. With the adoption of our new Bicycle Master Plan, we have proven our commitment to planning the university's future with bicycles by outlining a set of clear goals and objectives."

There were many strong points in the U's application including the new Bicycle Master Plan, the Bicycle Coordinator Position,

and an active University Bike Committee. The U has had great success reducing bike theft with its Lock It or Lose It campaign. Bike use on campus continues to rise. In the recent Salt Lake City bike count, some areas of campus saw a roughly 50% increase in bike use over 2011. The U also offers bike courses including bicycle maintenance classes in the spring through continuing education, and mountain bike classes and cycling classes through the Outdoor Rec Program. There is also an active chapter of the Bicycle Collective on campus ([ubike.org](http://ubike.org)). And, recently, the University installed several self-service bike fixit stations. The U also recently opened the HPER bikeway through central campus. Ample bike parking and several city routes facilitate commuting to campus.

For the future, the University plans to expand bicycle parking areas, offer bicycle valets at more University events including football games, expand its bicycle rental program and further develop bicycle paths and routes, and engage riders with promotions and events. Additionally, Salt Lake City is planning new routes from downtown to campus over the next few months.

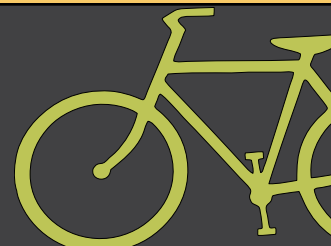
To become involved with cycling efforts on campus contact [heidi.goedhart@utah.edu](mailto:heidi.goedhart@utah.edu) or visit the Universities Bike Facebook page ([facebook.com/biketothefu](http://facebook.com/biketothefu)).

laws.

It's not that Coeur d'Alene didn't make progress. "The last time they just squeezed into the bronze category

and what they did now makes them a really solid bronze but it wasn't enough to get them up to another category," Wynands explains.

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## CALENDAR OF EVENTS

## Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!

## Utah BMX

**RAD Canyon BMX** — Farmington, UT, Indoor bmx racing going on at the Legacy Events center 151 South 1100 West, Farmington, UT., Ron Melton, 801-699-9575, [radcanyonbmx@radcanyonbmx.com](mailto:radcanyonbmx@radcanyonbmx.com), [radcanyonbmx.com](http://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](mailto:deseretpeakbmx@msn.com), [deseretpeakcomplex.com](http://deseretpeakcomplex.com)

**May 18, 2013 — USA Cycling Elite BMX National Championships**, Chula Vista, CA, Micah Rice, 719-434-4200, [mrice@usacycling.org](mailto:mrice@usacycling.org), [usacycling.org](http://usacycling.org)

**June 1, 2013 — USA Cycling Amateur BMX National Championships**, Nashville, TN, Micah Rice, 719-434-4200, [mrice@usacycling.org](mailto:mrice@usacycling.org), [usacycling.org](http://usacycling.org)

## Utah Advocacy

**Bike Utah** — UT, Utah's Statewide Advocacy Group., Ken Johnson, [ubcinfo@utahbikes.org](mailto:ubcinfo@utahbikes.org), [bikeutah.org](http://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 list-serv., Dave Iltis, 801-328-2066, [dave@cyclingutah.com](mailto:dave@cyclingutah.com), Julian Tippets, 801-535-7704, [Julian.Tippetts@slc.gov](mailto:Julian.Tippetts@slc.gov), [slc.gov/bike](http://slc.gov/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, [MHillyard@slco.org](mailto:MHillyard@slco.org), [bicycle.slco.org](http://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., Mark Bedel, 801-393-2304, [wp@weberpathways.org](mailto:wp@weberpathways.org), Rod

Kramer, 801-393-2304, [rod@weber-pathways.org](mailto:rod@weber-pathways.org), [weberpathways.org](http://weberpathways.org)

**Davis Bicycle Advisory and Advocacy Committee** — Farmington, UT, Not Currently meeting. Organizers needed., Bob Kinney, [bob@bike2bike.org](mailto:bob@bike2bike.org), [davisbike.org](http://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](mailto:lukas@mooseknuckleralliance.org), [mooseknuckleralliance.org](http://mooseknuckleralliance.org)

**Park City Alternative Transportation Committee** — Park City, UT, Normally meets the second Wed. of the month, location TBD, Charlie Sturgis, 435-649-6839, [charlie@mountaintrails.org](mailto:charlie@mountaintrails.org), Michael Watson, [redtail@sisna.com](mailto:redtail@sisna.com), [mountaintrails.org](http://mountaintrails.org)

**Mountain Trails Foundation** — Park City, UT, Park City's Trails Group, Charlie Sturgis, 435-649-6839, [charlie@mountaintrails.org](mailto:charlie@mountaintrails.org), [mountaintrails.org](http://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](mailto:bonnevilleshorelinetrail@gmail.com), [bonnevilleshorelinetrail.org](http://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, [parleystrail@gmail.com](mailto:parleystrail@gmail.com), [parleystrail.org](http://parleystrail.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, [greg@hoolekling.com](mailto:greg@hoolekling.com), [tinyurl.com/holladaybac](http://tinyurl.com/holladaybac)

**Provo Bike Committee** — Provo, Utah, Come join us every 2nd and 4th Tuesday at 5 pm in the Conference Room in the Provo City Building on 351 W. Center Street. We promote bike safety, culture, and better relations between bikes and cars., Carole Ann Litster, 208-283-6756, [carolannlitster@gmail.com](mailto:carolannlitster@gmail.com)

## 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](mailto:noemail@cyclingutah.com), [slccriticalmass.org](http://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](mailto:sbrown@redrocks.com)

**July Bike Maintenance Clinics** — Cottonwood Heights, UT, Join us for our free weekly maintenance clinics Tuesday evenings this July. Come learn two of the most basic and important, bicycle maintenance skills in an informative, comfortable and hands-on setting. TUESDAYS at 6:30pm, July 5: Flat repair, July 12: Drivetrain Cleaning, July 19: Flat repair, July 26: Drivetrain Cleaning. Clinics are limited to 20 participants each so please call or email to reserve your spot., Chris Skolnick, 801-942-1015, [info@cottonwoodcyclery.com](mailto:info@cottonwoodcyclery.com)

**Beehive Bike Polo Club** — Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons. Check out the Beehive Bike Polo Club on Facebook for location., Chuck Heaton, 801-688-7268, [heatpolocompany@gmail.com](mailto:heatpolocompany@gmail.com)

**Cole Sport Weekly Road Ride** — Park City, UT, Weekly Road Ride Mondays June 4-Aug. 27. Ride leaves Cole Sport, 1615 Park Ave. at 6 pm. Park at lower PCMR lot., Scott Dudevoir, 435-649-4806, [dude@colesport.com](mailto:dude@colesport.com), [colesport.com](http://colesport.com), [mountaintrails.org](http://mountaintrails.org)

**January 11-13, 2013 — BetterRide Womens's MTB Camp**, Phoenix, AZ, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [Info@BetterRide.net](mailto:Info@BetterRide.net), [betterride.net](http://betterride.net)

**January 25-27, 2013 — BetterRide MTB Camp**, Las Vegas, NV, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [Info@BetterRide.net](mailto:Info@BetterRide.net), [betterride.net](http://betterride.net)

**February 8-10, 2013 — BetterRide XC Race Camp**, Phoenix, AZ, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, [Info@BetterRide.net](mailto:Info@BetterRide.net), [betterride.net](http://betterride.net)

**February 23, 2013 — Boise Bike Swap**, Boise, ID, Treasure Valley's only bicycle swap, on February 20 from 9:00am to 3:00pm. Admission is \$3 at the door (10 and under free), Leah Padaca, 208-794-0439, [boisebikeswap@cable-one.net](mailto:boisebikeswap@cable-one.net), [boisebikeswap.com](http://boisebikeswap.com)

**March 2, 2013 — Sports Am 20th Annual Bike Swap and Expo**, tentative, 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-am.com](http://sports-am.com), [sports-am.com](http://sports-am.com)

**March 12, 2013 — 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! Leave your bike at home, 7pm at REI in Salt Lake., Celeste Eppler, 801-486-2100, [ceppler@rei.com](mailto:ceppler@rei.com), [rei.com/saltlakecity](http://rei.com/saltlakecity)

**April 9, 2013 — Bike Maintenance Basics**, Salt Lake City, UT, Fellow female cyclists will teach you how to fix simple issues including: tire pressure, how to change a flat tire, fix a broken chain and how to make minor derailleur & brake adjustments. Leave your bike at home, but come prepared to ask questions. 7 pm at REI in Salt Lake City., Celeste Eppler, 801-486-2100, [ceppler@rei.com](mailto:ceppler@rei.com), [rei.com/saltlakecity](http://rei.com/saltlakecity)

**April 19, 2013 — 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! Leave your bike at home, 7pm at REI in SLC, Celeste Eppler, 801-486-2100, [ceppler@rei.com](mailto:ceppler@rei.com), [rei.com/saltlakecity](http://rei.com/saltlakecity)

**April 20, 2013 — MOG Sales & COPMOBA Bike Swap**, Grand Junction, CO, 10th annual MOG outdoor gear sale + COPMOBA bike swap in downtown Grand Junction. Over 45 booths. Live music., Jen Taylor, 970-250-9682, [Jen.Taylor@mountainhokis.com](mailto:Jen.Taylor@mountainhokis.com), [copmo-ba.org](http://copmo-ba.org), [mogoutdoorfest.com](http://mogoutdoorfest.com)

## Mountain Bike

## Tours and Festivals

**March 1-3, 2013 — Thaw Mountain Bike Festival**, Moab, UT, Fun weekend with Demo bikes, Saturday night party, and guided group rides on Bar M and the Mag 7 Trail Saturday and Sunday. Parties every night., Poison Spider, 435-259-7882, [shop@poison-spiderbicycles.com](mailto:shop@poison-spiderbicycles.com), [poisonspiderbicycles.com](http://poisonspiderbicycles.com)

**March 13-16, 2013 — 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 2013: March 13-16, 20-23, 27-30, April 3-6, 10-13, 17-20, 24-27, May 1-4, 22-25, Sept 4-7, 11-14, 18-21, Oct 2-5, 9-12, 16-19, 23-26, Barbara Goff, 800-596-2953 x4, 702-596-2953, [info@escapeadventures.com](mailto:info@escapeadventures.com), [escapeadventures.com](http://escapeadventures.com)

**March 24-28, 2013 — 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](mailto:info@escapeadventures.com), Tim Schall, 800-596-2953, 800-559-1978, [escapeadventures.com](http://escapeadventures.com)

**April 25-28, 2013 — New Belgium Brewing Company Fruita Fat Tire Festival**, Fruita, CO, 18th 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, 303-635-2815, [emgmh@emgcolorado.com](mailto:emgmh@emgcolorado.com), [emgcolorado.com](http://emgcolorado.com), [utahmountainbike.com](http://utahmountainbike.com)

## Utah Mountain

## Bike Racing

**February 2, 2013 — 11th 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](mailto:joshwmcc@gmail.com), [frozenhog.net](http://frozenhog.net)

**March 2, 2013 — 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](mailto:amespromoting@comcast.net), [intermountaincup.com](http://intermountaincup.com), [amespromoting.com](http://amespromoting.com)

**March 16, 2013 — 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](mailto:info@gropromotions.com), [GROpromotions.com](http://GROpromotions.com), [tru-grit.ath-lete360.com](http://tru-grit.ath-lete360.com)

**April 6, 2013 — Red Rock Cactus Huger**, Intermountain Cup, St. George, UT, ICS #2, Marek Shon, 801-209-2479, [intermountaincup@gmail.com](mailto:intermountaincup@gmail.com), [chollachallenge.com](http://chollachallenge.com)

**April 13, 2013 — 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](mailto:events@gravityplay.com), [gravityplay.com](http://gravityplay.com)

**April 20, 2013 — Lambert Park Dirt Circuit Race**, USC Series, Alpine, UT, High Speed, single track racing, blow the winter cobwebs out by racing fast and furious. Some double track to help passing., Bob Saffell, 801-588-9020, [info@raceuscs.com](mailto:info@raceuscs.com), Shannon Boffelli, [shannon@mtbracenews.com](mailto:shannon@mtbracenews.com), [raceuscs.com](http://raceuscs.com)

**April 27, 2013 — Moab Mafia**, Intermountain Cup, Moab, UT, ICS #3, Marek Shon, 801-209-2479, [intermountaincup@gmail.com](mailto:intermountaincup@gmail.com), [intermountaincup.com](http://intermountaincup.com), [chollachallenge.com](http://chollachallenge.com)

**May 11, 2013 — 19th Annual Showdown at 5-Mile Pass**, Intermountain Cup, Eagle Mountain, UT, ICS #4, 19th Annual, XC Fun XC course, 11-mile loop with rolling hills, First start at 9 am for Under 12, others at 10 am., Marek Shon, 801-209-2479, [intermountaincup@gmail.com](mailto:intermountaincup@gmail.com), [intermountaincup.com](http://intermountaincup.com)

**May 27, 2013 — 7th Annual Stan Crane Memorial XC**, Intermountain Cup, Draper, UT, ICS #5, 7th annual. Monday race, Great XC course start/finish at the equestrian center, about 80% single-track on a 9.8-mi loop, Total elevation 1100'/lap, first start at 8:15 am for U12, others at 9 am., Marek Shon, 801-209-2479, [intermountaincup@gmail.com](mailto:intermountaincup@gmail.com), [intermountaincup.com](http://intermountaincup.com)

## Regional Mountain

## Bike Racing

**January 19, 2013 — Grand Targhee Snow Bike Race**, Grand Targhee, WY, 10:00am at Grand Targhee Resort, Registration is online or the day of, we'll have a 15K, 30K AND 45 K race., Andy Williams, 800-TARGHEE ext. 1309, [awilliams@grandtarghee.com](mailto:awilliams@grandtarghee.com), [greatsnowfest.com](http://greatsnowfest.com), [grandtarghee.com](http://grandtarghee.com), [the-resort/news-events/1914/GrandTargheeSnowBikeRace.php](http://the-resort/news-events/1914/GrandTargheeSnowBikeRace.php)

**April 6, 2013 — 18th 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](mailto:wildrockiesemail@yahoo.com), [wildrockiesracing.com](http://wildrockiesracing.com)

**April 13, 2013 — Rumble at 18 Road**, Fruita, CO, Cross Country, USAC Nationals Qualifier, Mike Driver, 970-904-5708, [mdriver@liverainrace.com](mailto:mdriver@liverainrace.com), [lrsports.com](http://lrsports.com)

## Utah Weekly

## Road Race Series

**Salt Air Time Trial Series** — Salt Lake City, UT, Every other Thursday April 5 - September 6, I-80 Frontage Road West of the International Center., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utcritseries.com](http://utcritseries.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 19 thru August 30., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**March 9-September 24, 2013 — Cyclesmith Rocky Mountain Raceways Criterion Series**, Utah Crit Series, West Valley City, UT, Saturdays A and B flite off at Noon, C and D flite off at 12:50, 6555 W. 2100 S. March 9, 16, 23, 30 - Tentative Tuesdays through September., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**April 17-September 4, 2013 — DLD (DMV) Criterion Presented by Ski Utah**, Utah Crit Series, West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700S. 2780W., A flite - 6 pm, B flite between 6:45 and 7:05. Call for information regarding C flite. Wednesdays - beginning 4/17 4/24, Tentative through 9/4., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com), [skiutahcycling.com](http://skiutahcycling.com)

## Utah Road Racing

**January 12, 2013 — Tour de Alpine**, Salt Lake City, UT, Start: 11 am at 9th & 9th, 900 East 900 South, to Alpine and back. 65 miles. Team race and tour. \$5 After party at location TBA, Tom

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Millar, [longskull@gmail.com](mailto:longskull@gmail.com), [saltcycle.com](http://saltcycle.com)

**March 8-9, 2013 — SUU's Spring Break Cycling Challenge**, Collegiate, Cedar City, UT, Criterium Friday night on a fast, flat, 3 corner mile loop. Saturday morning road race from 3 Peaks to Minersville. Cat 1-3: 70 miles with about 2500 feet of climbing. Cat 4: 60 miles. Cat 5: 50 miles. See website for flyer., Shay Asay, 435-840-5707, [pharaohshay@gmail.com](mailto:pharaohshay@gmail.com), [Cedarcycle.com](http://Cedarcycle.com)

**March 23-April 24, 2013 — Tour del Sol**, UCA Series, St. George, UT, Stage race, time trial, road race, criterium., Ryan Gurr, 435-674-3185, [info@spin-geeks.com](mailto:info@spin-geeks.com), Margaret Gibson, 435-229-6251, [margaret@spingees.com](mailto:margaret@spingees.com), [spingees.com](http://spingees.com)

**April 6, 2013 — Hell of the North Road Race**, 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 53x11., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**April 13-14, 2013 — Tour of the Depot**, tentative, UCA Series, Tooele, UT, Sat. - New TT Course! Tour of the Depot RR, Sun. - Pine Canyon Circuit Race., Jeremy Smith, 801-558-7215, [info@tourofthedepot.com](mailto:info@tourofthedepot.com), [tourofthedepot.com](http://tourofthedepot.com)

**April 20, 2013 — 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](mailto:sports@sports-am.com), [sports-am.com](http://sports-am.com)

**May 3-5, 2013 — USA Cycling Collegiate Road National Championships**, Ogden, UT, Micah Rice, 719-434-4200, [mrice@usacycling.org](mailto:mrice@usacycling.org), [usacycling.org](http://usacycling.org)

**May 4, 2013 — Antelope Island Classic**, UCA Series, Antelope Island, UT, Starts at the West end of the causeway, then across the causeway towards the ranch and end on the island. Mileage ranges from 32 to 60. \$2,000 cash plus prizes., James Ferguson, 801-476-9476, [ferguson8118@com-cast.net](mailto:ferguson8118@com-cast.net), [bmbbc.com](http://bmbbc.com)

**May 11, 2013 — Hammer at the Slammer**, UCA Series, Salt Lake City, UT, Hammer at the Slammer, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**May 17, 2013 — Bear Lake Hill Climb to the Stars**, Garden City, UT, 3.4 mile uphill climb from Garden City Office to the Rocky Point look out pull-off. Racers will start on 60-second intervals and will climb right hand side of road, single file. Racers will yield to traffic for return back to The Inn at the Lake (Start location)., Dirk Cowley, 801-699-5126, [dcowley@racedayeventsoft-ware.com](mailto:dcowley@racedayeventsoft-ware.com), [races2race.com](http://races2race.com)

**May 18, 2013 — Bear Lake Classic RR**, UCA Series, Garden City, UT, 51 mile flat loop with some rolling hills on east shore, followed by a FLAT and FAST finish - a beautiful race around Bear Lake., Kevin Rohwer, 435-770-9852, [krohwer@engineeringexcitement.com](mailto:krohwer@engineeringexcitement.com), [races2race.com](http://races2race.com), [bearlake.com](http://bearlake.com)

**May 19, 2013 — Bear Lake Classic Team Time Trial**, UCA Series, Garden City, UT, 51 mile flat loop with some rolling hills on east shore, followed by a FLAT and FAST finish. TTT 5-man teams, scoring on 3rd wheel. Each event is scored independently, and Sunday's 5-man TTT is slated to be the Utah State TTT Championship., Kevin Rohwer, 435-770-9852, [krohwer@engineeringexcitement.com](mailto:krohwer@engineeringexcitement.com), [races2race.com](http://races2race.com), [bearlake.com](http://bearlake.com)

**May 25, 2013 — Sugarhouse Criterium**, UCA Series, Salt Lake City, UT, Bring the entire family and enjoy some of Utah's best crit racing in one of Salt Lake's Sugarhouse Park., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**May 25, 2013 — SunCrest Hill Climb Challenge Race**, Draper Trail Days, Draper, UT, Benefit Water For People

Foundation Draper Ut, 8 am Draper Equestrian Center 1600 E. Highland Drive (13500 South), road race 15 miles with two hill climb. Ends at the top of Sun Crest., Brad Gilson, 801-684-7770, 801-694-8859, [brad@gilsonengineering.com](mailto:brad@gilsonengineering.com), [DraperTrails.com](http://DraperTrails.com)

**May 27, 2013 — Utah State Time Trial Championship**, UCA Series, Salt Lake City, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**May 31-June 1, 2013 — Salt Lake Valley B4K Stage Race**, UCA Series, Daybreak, UT, Criterium, Road Race and Time Trial. USAC license required-one-day licenses available. Proceeds from the race go to benefit Bikes for Kids Utah., Alex Kim, 801-503-9064, [alexander@epluribus.org](mailto:alexander@epluribus.org), [bikesforkid-utah.com/bikes-for-kids-stage-race](http://bikesforkid-utah.com/bikes-for-kids-stage-race), [utahcycling.org](http://utahcycling.org)

**June 8, 2013 — Little Mountain Road Race (Utah State Championship)**, UCA Series, Clarkston, UT, Challenging, yet fun, 16-mile circuit race with one major climb (1 mile, 7-10% grade between Trenton and Clarkston) and one minor climb (1 mile, 4% grade 1-mile south of Clarkston). Total elevation gain - 600 feet/lap., Kevin Rohwer, 435-770-9852, [krohwer@engineeringexcitement.com](mailto:krohwer@engineeringexcitement.com), [races2race.com](http://races2race.com)

**Regional Road Racing**

**February 15-17, 2013 — Valley of the Sun Stage Race**, 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 capitol., Brian Lemke, [brianlemke@wmrc.org](mailto:brianlemke@wmrc.org), [wmrc.org](http://wmrc.org)

**March 3, 2013 — Hammer at the Slammer Points Race #1**, Boise, ID, Hammer at the Slammer Points Race #1, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**March 10, 2013 — Hammer at the Slammer Points Race #2**, Boise, ID, Hammer at the Slammer Points Race #2, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**March 17, 2013 — Slammer Road Race (BCC Spring Series #2)**, Boise, ID, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**March 17, 2013 — Hammer at the Slammer Points Race #3**, Boise, ID, Hammer at the Slammer Points Race #3, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**April 6-7, 2013 — Tour of Ontario Stage Race**, Ontario, OR, Stage race, tt, rr, crit, John Rogers, 208-284-9671, [abc-cwebdesign@yahoo.com](mailto:abc-cwebdesign@yahoo.com), [thetouro-ontario.com](http://thetouro-ontario.com)

**April 14, 2013 — Chicken Dinner Road Race (BCC Spring Series #3)**, Nampa, ID, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**April 20-21 — Maverick Classic**, Grand Junction, CO, Omnium, Road Race on Reeder and Purdy Mesa, Team TT for collegiate & individual TT for non-collegiate, crit., USAC and Collegiate race. Conference championship for Rocky Mountain Collegiate Cycling Championship., Rick Crawford, 970-759-3729, 970-248-1503, [rcrawford@coloradomesa.edu](mailto:rcrawford@coloradomesa.edu), Rick Taggart, [rtaggart@coloradomesa.edu](mailto:rtaggart@coloradomesa.edu), [org.coloradomesa.edu/cycling](http://org.coloradomesa.edu/cycling)

**April 19-21, 2013 — Tour of Walla Walla Stage Race**, Walla Walla, WA, Pacific NW premier 3 day 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., Michael Austin, 509-386-1149, 509-525-4949, [mike@allegrocy-clery.com](mailto:mike@allegrocy-clery.com), [tofww.org](http://tofww.org)

**April 20, 2013 — Arizona State Road Race Championship**, Hillside, AZ, Arizona State Road Race Championship, out and back road race with big rollers and climbing. Distances of 25, 44, 64 and 84 miles., Eric Prosnier, 602-381-3581, [eric@wmrc.org](mailto:eric@wmrc.org), [wmrc.org](http://wmrc.org)

**April 27, 2013 — Tax Day Circuit Race**, UCA Series, Inkom, 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., Bryan Gee, 208-406-8477, [bryan\\_gee\\_otr@yahoo.com](mailto:bryan_gee_otr@yahoo.com), [idahocycling.com](http://idahocycling.com)

**April 28, 2013 — Emmett-Roubaix Road Race (Spring RR #4)**, Emmett, ID, Mike

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<p><b>UTAH</b> <b>Cedar Cycles</b> 38 E. 200 S. Cedar City, UT 84720 (435) 586-5210</p> <p><b>Cottonwood Cyclery</b> 2594 East Bengal Blvd. Cottonwood Heights, UT 84121 (801) 942-1015</p> <p><b>Highlander Bike Shop</b> 3333 Highland Drive Salt Lake City, UT 84106 (801) 487-3508</p> <p><b>Masherz</b> 1187 S Redwood Rd Woods Cross, UT 84087 (801) 683-7556</p> <p><b>Wild Rose</b> 702 3rd Avenue Salt Lake City, UT 84103 (801) 533-8671</p> <p><b>Wimmer's Ultimate Bicycles</b> 745 North Main Logan, UT 84321 (435) 752-2326</p>	<p><b>WYOMING</b> <b>Rock On Wheels</b> 900 E. Lincoln Way Cheyenne, WY 82001 (307) 631-0011</p> <p><b>Sports Lure Inc.</b> 66 S. Main St Buffalo, WY 82834 (800) 684-7682</p> <p><b>COLORADO</b> <b>Aloha Mountain Cyclery</b> 580 Hwy 133 Carbondale, CO 81623 (970) 963-2500</p> <p><b>Aspen Bike Rentals</b> 430 South Spring St. Aspen, CO 81611 (970) 925-9169</p> <p><b>Bicycle Outfitters</b> 431 Colorado Avenue Grand Junction, CO 81501 (970) 245-2699</p> <p><b>Colorado Springs Bike Shop</b> 622 West Colorado Ave Colorado Springs, CO 80905 (719) 634-4915</p> <p><b>Cycles of Life</b> 309A Harrison Ave Leadville, CO 80461 (719) 486-5533</p>	<p><b>Durango Cycle</b> 143 E. 13th St Durango, CO 81301 (970) 247-0747</p> <p><b>Nick's Bikes</b> 74 N. McCulloch Blvd #190 Pueblo West, CO 81007 (719) 647-7968</p> <p><b>Peak To Peak Bicycles</b> 540 Sherman Street Ridgway, CO 81432 (970) 626-3177</p> <p><b>Phoenix Cyclery</b> 1532 E. Mulberry Street Fort Collins, CO 80524 (970) 493-4517</p> <p><b>Pro Velo</b> 100 E Foothills Parkway Unit 2 Fort Collins, CO 80525 (970) 420-7116</p> <p><b>Single Tracks</b> 150 South Park Square Fruita, CO 81521 (970) 858-3917</p> <p><b>Sub Culture Cyclery</b> 246 1/2 East First St Salida, CO 81201 (719) 539-5329</p>	<p><b>Ute City Cycles</b> 231 East Main Street Aspen, CO 81611 (970) 920-3325</p> <p><b>Velosoul Cycles</b> 1109 S. Pearl St Denver, CO 80210 (720) 570-5039</p> <p><b>IDAHO</b> <b>Bikes 2 Boards</b> 3525 W. State Street Boise, ID 83703 (208) 343-0208</p> <p><b>Idaho Mountain Trading Co</b> 474 Shoup Avenue Idaho Falls, ID 83402 (208) 523-6679</p> <p><b>Joyride Cycles</b> 1306 Alturas Boise, ID 83702 (208) 947-0017</p> <p><b>Meridian Cycles</b> 830 E. Main Street Meridian, ID 83642 (208) 884-1613</p> <p><b>Peaked Sports (Big Hole)</b> 65 South Main Street Driggs, ID 83422 (208) 354-2354</p>
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## COACH'S CORNER

## Time to Get After It!

By Mark Deterline

November is an exciting month for athletes in Utah. Many are getting back into more structured training following post-summer down time, and those who compete from spring to early fall are already planning and preparing for the coming season of events.

Trail runners, mountain bikers and hikers continue to try to squeeze in quality time and workouts before snow falls – and sticks. Meanwhile, while they wait for the greatest snow on earth, savvy cross-country, tele and downhill skiers, snowboarders and snowshoers are longingly dry-land and cross-training.

Both strength and flexibility training this time of year are crucial, yet it is extremely important to enter this phase of the athletic year thoughtfully and carefully. As yoga instructor Anne Gardiner clarifies: "If not properly contextualized within a balanced program, flexibility can result in instability, while strength without flexibility can obviously impede range of motion. Either without the other can limit performance."

Balance. We all hear this word constantly in the context of virtually every aspect of life, and most of us probably don't question its importance in everything we do. We can certainly vouch for its validity in scientific training.

Because both strength and flexibility are important ingredients to performance, we emphasize both in the fall months, since they can become neglected when the skiing and riding are good, or when the cycling, triathlon and running seasons are in full swing come spring.

When I first started weightlifting in college, I had the good fortune of having a better informed (and much more "yoked") buddy who

had already become proficient in the form as well as function aspects of "getting ripped". An informal yet ardent student of bodybuilding as taught by experts of the time, Sven Johannessen emphasized that without proper form, one would not only limit their progress and results, she or he would risk injury.

Strength and conditioning coach, Josh Brockbank, underscores the need to develop an understanding of the subtleties of strength training, since many of the most effective exercises are variations of the same foundational movements. "It's not that you need to learn or do a ton of different exercises; more than anything you need to know how to perform basal movements with the proper range of motion to complete them safely and most effectively."

Even before college, as a high school student, I was lucky to have good athletic instructors and coaches who admonished me regarding the dangers of improperly or over-eagerly executed flexibility exercises and general stretching – that pushing it could quickly mean pulling it.

Sufficient strength, flexibility and proper biomechanics form the foundation of all healthy and injury-free (or at least injury-avoidant) exercise. Which is why, this time of year, we advise our clients and all inquiring and ambitious minds to seek out experts when expanding their athletic repertoires.

Dave and I have invested heavily in biomechanics training and certification. We (and other competent professionals) can help with optimized bike fit, running stride and cross-country ski technique. For swimming, weight training, Pilates, yoga and other disciplines, we work with some of the region's best specialists, all of whom take their trades very seriously. They emphasize proper technique for maxi-

mal training benefit, results and well being. Several of our clients seek the guidance of these experts, often doing one-on-one sessions in the weight room, pool, yoga mat, Pilates reformer, etc, until they are confident they can perform exercises properly.

As Utahans, we constantly hear the mountains beckon, and when our peaks are blanketed with snow, the din from resorts and backcountry often become irresistible. At the same time, we all know that winter sports carry inherent risks, with pulled muscles and knee injuries commonplace.

Thoughtful physical preparation for all of the above (and other) disciplines can make a huge difference not only in how safely we are able to participate in them, but also the extent to which we enjoy them. Part of that enjoyment can be experienced in the frequency with which we participate – e.g. being able to ski safely and with good stamina multiple days in a row, instead of being sore, fatigued and/or accident prone following an initial outing.

We offer all this in the hope that readers will be motivated to seek expert direction and help as they prepare to either stay fit through the holidays, enjoy seasonal athletic diversions or prepare for a successful competitive campaign. Be smart, be safe and enjoy getting after it!

Mark Deterline and Dave Harward offer over thirty years of combined endurance training and competitive experience. Plan 7 Endurance Coaching provides professional coaching, biomechanics (bike fit, run stride analysis, cross-country ski technique) and performance testing for athletes of all levels. Email them at: [contact@plan7coaching.com](mailto:contact@plan7coaching.com).

Richard Stum, 435-462-2275, [richard@distancebiker.com](mailto:richard@distancebiker.com), [bccutah.org](http://bccutah.org), [SaltLakeRandos.org](http://SaltLakeRandos.org)

**April 20, 2013 — 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., Steve Bingham, 773-290-0684, [slcm@usroadsports.com](mailto:slcm@usroadsports.com), [saltlakecitymarathon.com](http://saltlakecitymarathon.com)

**April 27, 2013 — Front Runner Metric Century Ride**, Salt Lake City, UT, Front Runner Metric 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., Matt Storms, 801-448-6061, [matt@forthewinracing.com](mailto:matt@forthewinracing.com), [frontrunnercentury.com](http://frontrunnercentury.com)

**May 18, 2013 — Cycle Salt Lake Century Ride**, Utah Bike Month, Salt Lake City, UT, Utah State Fair Park, 155 N 1000 W. Salt Lake to Antelope Island and back, 37, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00 AM., Jon Smith, 801-596-8430, 801-322-5056, [cslcentury@mac.com](mailto:cslcentury@mac.com), [cyclesaltlakecentury.com](http://cyclesaltlakecentury.com)

**May 25, 2013 — Moonshadows in Moab**, tentative, Moab, UT, Watch the full moon rise briskly above the mountains; take in the sweet sage of the desert as you make your way to the Earth's edge overlooking the Colorado River two thousand feet below. A fully supported ride in the magic scenery of Moab., Beth Logan, 438-260-8889, 435-259-3193, [info@skinnytireevents.com](mailto:info@skinnytireevents.com), [skinnytireevents.com](http://skinnytireevents.com)

**June 1, 2013 — Little Red Riding Hood**, Lewiston, UT, Women only century ride, 15, 35, 62, 80 and 100 mile distances in Cache Valley, fundraiser for Women's Cancer Research at the Huntsman Cancer Institute. Reg. opens in February. This event sells out quickly., Penny Perkins, 801-474-2282, [penperk@xmission.com](mailto:penperk@xmission.com), Curt Griffin, 801-474-2282, [lrh@bbtc.net](mailto:lrh@bbtc.net), [bccutah.org](http://bccutah.org)

**June 8, 2013 — American Diabetes Association Tour de Cure**, Brigham City, UT, Fully supported 100, 65, 25 and family-fun mile with rest stops, food, medical support, SAG vehicles. Funds American Diabetes Association research, education and advocacy., Dustin Stark, 801-363-3024 ext. 7071, [dstark@diabetes.org](mailto:dstark@diabetes.org), [main.diabetes.org/utahfourdecure](http://main.diabetes.org/utahfourdecure)

**June 29-30, 2013 — Bike MS: Harmon's Best Dam Bike Ride**, Logan, UT, Don't Just Ride, Bike MS. 40, 75, or 100 miles on Saturday, 40 or 75 on Sunday. Friendly to all abilities with rest stops every 8-12 miles. One of the most scenic routes in Utah! Camping, meals and entertainment based out of Cache Valley Fairgrounds (400 South 500 West) ., Becky Lyttle, 801-424-0112, [becky\\_woolley@nmss.org](mailto:becky_woolley@nmss.org), [bikemsutah.org](http://bikemsutah.org)

## Regional Road Touring

**January 1, 2013 — New Year's Day Ride**, Boise, ID, noon, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**January 24-27, 2013 — 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](mailto:embassy@planetultra.com), [planetultra.com](http://planetultra.com)

**March 16, 2013 — Mesquite Madness**, Mesquite, NV, The first ride of the season. Get your riding legs back and join us for a 80+ or 30 mile bike ride in sunny Mesquite, Nevada., Ryan Gurr, 435-674-3185, [info@spingees.com](mailto:info@spingees.com), Margaret Gibson, 435-229-6251, [margaret@spingees.com](mailto:margaret@spingees.com), [spingees.com](http://spingees.com)

**March 23-April 19, 2013 — 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., Moira Dow, 406-646-7701, [tour@cycleyellowstone.com](mailto:tour@cycleyellowstone.com), [cycleyellowstone.com](http://cycleyellowstone.com), [nps.gov/yell/planyourvisit/springbike.htm](http://nps.gov/yell/planyourvisit/springbike.htm)

**March 23, 2013 — 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](mailto:embassy@planetultra.com), [planetultra.com](http://planetultra.com)

**March 23, 2013 — Down Syndrome Cycling Century Ride**, tentative, Las Vegas, NV, 15, 50, 100 mile options, start: Venue to be determined supports the Down Syndrome Organization of Southern Nevada, Deann Cline, 702-648-1990, [dsosn.org](http://dsosn.org), [dsosn.org](http://dsosn.org)

**March 25-30, 2013 — 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](mailto:embassy@planetultra.com), [planetultra.com](http://planetultra.com)

**April 6, 2013 — Gran Fondo Las Vegas**, Las Vegas, NV, Las Vegas to Lovell Canyon (via Red Rock Scenic Drive) and back, 100 miles - 8000 of climbing. A Gran Fondo is a long distance, timed cycling event that welcomes competitive, amateur and recreational cyclists of all abilities. Fully supported., Deb Bowling, 818-889-2453, [embassy@planetultra.com](mailto:embassy@planetultra.com), [granfondolasvegas.com](http://granfondolasvegas.com)

**April 20, 2013 — Tour de Summerlin**, Las Vegas, NV, 50, 100 mile routes, Vistas Community Park, circumnavigates Las Vegas., Randy Mcghee, 702-252-8077, [randy@mcghies.com](mailto:randy@mcghies.com), [tourde-summerlin.com](http://tourde-summerlin.com)

**April 21, 2013 — Rhonde Van Boise Fun Ride**, Boise, ID, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

## Utah Road Touring

**November 10-12, 2012 — Free Fee days in Arches and Canyonlands National parks**, Moab, UT, The perfect time to ride your road bike in the parks., Moab Area Travel Council, 435-259-8825, [info2@discovermoab.com](mailto:info2@discovermoab.com), [nps.gov/findapark/feefreeparks.htm](http://nps.gov/findapark/feefreeparks.htm)

**November 24, 2012 — Saturday Fatter-day Ride**, Saratoga Springs, UT, 4th 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](mailto:epicbiking@gmail.com), [epicbiking.com](http://epicbiking.com)

**March 9-12, 2013 — Moab Skinny Tire Festival**, Moab, UT, Four days of road cycling through spectacular scenery of Arches National Park, Dead Horse Point State Park, and the Colorado River. This event is a fundraiser for cancer survivorship programs and cancer research., Beth Logan, 438-260-8889, 435-259-3193, [info@skinnytireevents.com](mailto:info@skinnytireevents.com), [skinnytireevents.com](http://skinnytireevents.com)

**April 6, 2013 — Legacy Parkway Century**, BCC SuperSeries, Foxboro NSL, UT, Start center Street NSL flat-test 100 ever 4 trips up and back on

the Legacy parkway bike path. Free self-supported event with a cookout at the start pointy. Shorter leg options of 25 and 50 miles for one or two trips up and back., Don Williams, 801-641-4020, [roadcaptain@bbtc.net](mailto:roadcaptain@bbtc.net), [bccutah.org](http://bccutah.org)

**April 20, 2013 — 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@spingees.com](mailto:info@spingees.com), Margaret Gibson, 435-229-6251, [margaret@spingees.com](mailto:margaret@spingees.com), [spingees.com](http://spingees.com)

**April 20, 2013 — Willard Bay 100 Mile/200K**, BCC SuperSeries, Centerville, UT, Self-supported. Plenty of Store stops. No Entry Fee. Start Centerville JHS to Willard Bay Truck Stop, 200K route continues to Corrine through Brigham City. Shorter leg options of 30 and 75 miles cover Layton and Syracuse. Randonneuring, certified brevet., Don Williams, 801-641-4020, [roadcaptain@bbtc.net](mailto:roadcaptain@bbtc.net),

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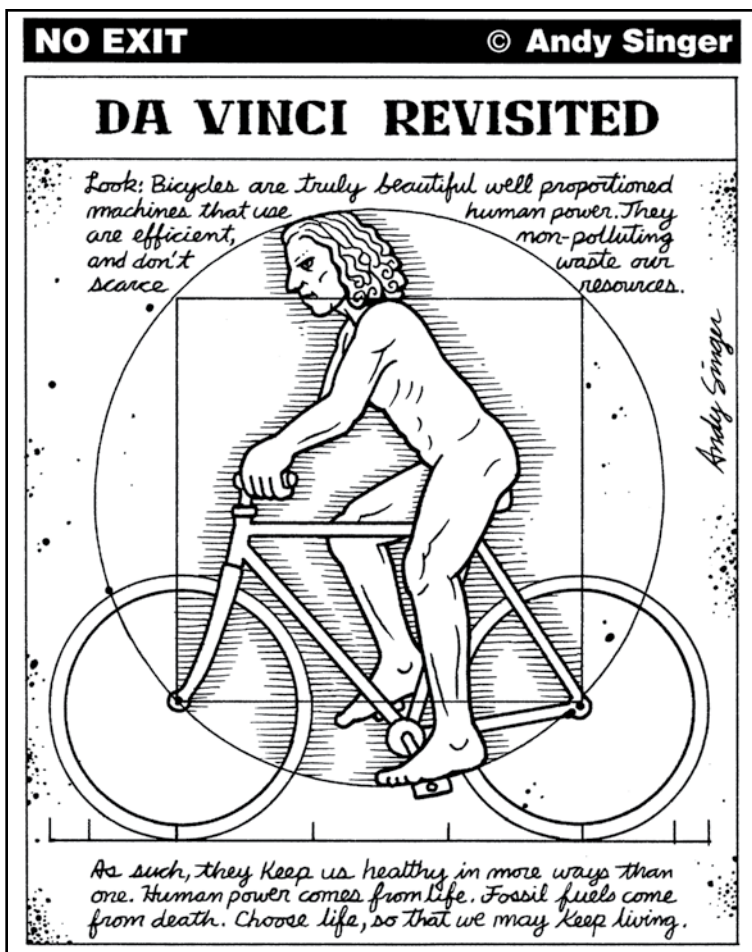
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**April 27, 2013 — American Diabetes Association Tour de Cure**, Las Vegas, NV, The Las Vegas Tour gets its glam on this year! Join us for a well-supported, high energy ride with route options of 8-miles, 30-miles, 70-miles, 100-miles. Starts and finishes at the M Resort, 12300 S. Las Vegas Blvd., Tracie Patten, 702-369-9995 x7483, [tpatten@diabetes.org](mailto:tpatten@diabetes.org), [main.diabetes.org/site/TR/TourdeCure/UtahArea?pg=entry&fr\\_id=8081](http://main.diabetes.org/site/TR/TourdeCure/UtahArea?pg=entry&fr_id=8081)

**Multisport Races**

**November 10, 2012 — Telos Turkey Triathlon**, T3TRI EVENTS, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-769-3576, 801-678-4032, [shaun@t3triathlon.com](mailto:shaun@t3triathlon.com), Amy Perez, [amy@t3triathlon.com](mailto:amy@t3triathlon.com), [t3triathlon.com](http://t3triathlon.com)

**November 10, 2012 — 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](mailto:aaron.metler@sgcity.org), [sgcityrec.org](http://sgcityrec.org)

**March 16, 2013 — Woodland Hills YETI**, Woodland Hills, UT, Run 5K or Bike 4.8 miles, snowshoe 2.4 miles, then 2.4 mile snowshoe or ski or snowboard to the bottom, Dennis Terry, 801-671-2350, [dtploguy@msn.com](mailto:dtploguy@msn.com), [xaxde-sign.com](http://xaxde-sign.com)

**March 30, 2013 — Icebreaker Triathlon**, RACE TRI, American Fork, UT, 300 meter pool swim, 12 mile bike and 5K run, individual and relay team events. Included is a kid's race (100 M swim, 5k bike, 1M run), Levi Cress, 208-631-0040, [levicress@hotmail.com](mailto:levicress@hotmail.com), Keena Schaeffer, 801-796-1130, [keena@coachkeena.com](mailto:keena@coachkeena.com), [racetri.com](http://racetri.com)

**April 6, 2013 — 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](mailto:aaron.metler@sgcity.org), [sgcityrec.org](http://sgcityrec.org)

**April 13, 2013 — 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](mailto:events@gravityplay.com), [gravityplay.com](http://gravityplay.com)

**April 13, 2013 — Telos Timp Triathlon**, T3TRI EVENTS, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-769-3576, 801-678-4032, [shaun@t3triathlon.com](mailto:shaun@t3triathlon.com), Amy Perez, [amy@t3triathlon.com](mailto:amy@t3triathlon.com), [t3triathlon.com](http://t3triathlon.com)

**April 13, 2013 — Legacy Duathlon**, North Salt Lake, UT, Short and Long Distances, course is flat and straight on the Legacy Parkway Trail System., Joe Coles, 801-335-4940, [joe@onhillevents.com](mailto:joe@onhillevents.com), [onhillevents.com](http://onhillevents.com), [legacyduathlon.com](http://legacyduathlon.com)

**April 20, 2013 — RAGE Triathlons Presented by Safelite AutoGlass**, Boulder City, NV, Begin your season with 80° temps at one of the most scenic triathlons in the country at Lake Mead, with Sprint, Olympic, and Half distances., D Weideman, 303.955.4135, [info@bbsctri.com](mailto:info@bbsctri.com), [bbsctri.com](http://bbsctri.com)

**April 27, 2013 — Fourth Street Clinic Triathlon and 5k Triathlon and 5K**, tentative date, 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 Utahns., Ryley Enz, 775-296-3888, [ryley.enz@hsc.utah.edu](mailto:ryley.enz@hsc.utah.edu), Medical Student, [4fh.tri@gmail.com](mailto:4fh.tri@gmail.com), Diane Walsh, 801-230-1712, [culturedguru@gmail.com](mailto:culturedguru@gmail.com), [fourthstreetclinic.org](http://fourthstreetclinic.org), [fourthstreettri.org](http://fourthstreettri.org)

**April 27, 2013 — 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](mailto:scottw@uintahrecreation.org), [uintahrecreation.org](http://uintahrecreation.org)

**Cyclocross**

**Clammy Cross** — American Fork, UT, Art Dye Park, 573 E 700 N October 30, November 23, December 8, Josh McCarrel, 385-208-6400, [joshwmcc@gmail.com](mailto:joshwmcc@gmail.com), [clammycross.blogspot.com](http://clammycross.blogspot.com)

**November 10, 2012 — Utah Cyclocross Series Race #9 at Mt. Ogden Golf Course, State Championship**, Utah Cyclocross Series, Ogden, UT, State Championship, At the Mt. Ogden Golf Course, 1787 Constitution Way, Ogden, UT 84403, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Matt Ohran, [info@utcx.net](mailto:info@utcx.net), [utcx.net](http://utcx.net)

**November 10-11, 2012 — Turkey Cross**, Waffle Cross Series, Boise, ID, All races are held at the Eagle Bike Park <http://eaglebikepark.org/>, which has downhill and cross-county mountain bike trails, bmx track and skate park for family members to enjoy during the races. Each weekend has its own theme and charitable partner., Brian Price, 208-908-5421, [brianp@cata-pult3.com](mailto:brianp@cata-pult3.com), [idahowafflecross.com](http://idahowafflecross.com)

**November 17, 2012 — Utah Cyclocross Series Race #10 at Weber Fairgrounds, 1000 N, 1200 W**, Utah Cyclocross Series, Ogden, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Matt Ohran, [info@utcx.net](mailto:info@utcx.net), [utcx.net](http://utcx.net)

**November 17-January 19, 2012 — St. George Cross Series**, tentative, St. George, UT, 6 races on Saturdays, exact dates to be determined. 3 venues in St. George and Hurricane, Cimarron Chacon, 970-759-3048, [info@gropromotions.com](mailto:info@gropromotions.com), [GROpromotions.com](http://GROpromotions.com)

**November 17, 2012 — Eagle Island Cyclocross Series**, Eagle Island State Park, ID, 2012 Eagle Island State Park cyclocross series, race # (series final).

**TRP and Tektro Brakes Moves to Ogden**

TRP and Tektro Brakes, a leading manufacturer of brakes has relocated from California to Ogden. The company makes a full range of brakes for all types of bicycles including road, mountain, cyclocross, BMX, and triathlon bikes. Distribution, warranty, and customer service will be run in the new BDO Ogden location. Manufacturing is in Taiwan.

Ogden has long recruited outdoor industry companies to relocate there including AmerSports (parent of Salomon, Atomic, Mavic, and Suunto), Petzl, Descente, and others. Lance Larrabee of TRP said that the

quality of life and cost of business make Ogden an ideal location. He likes what Ogden is doing for outdoor recreation, specifically cycling, "We think this is the undiscovered Boulder, Colorado. With QBP, Enve, and Scott USA here, were proud to join the community."

Ogden has been making a push to do with cycling companies what it has done with ski companies. According to Steve Fishburn of Ogden City's Business Development Office, Ogden's access to rail, central location in the Western US, proximity to an international airport, low cost of living, and quick access to great outdoor recreation makes O-town a ideal location for cycling companies. Additionally, Ogden's ownership of the Business Depot

Ogden (BDO) allows the city to offer great incentives for companies moving to Ogden.

TRP has plans for expansion to bring research and development to the new location. According to Fishburn, Weber State is expanding its cycling engineering curriculum, and this proximity to world class engineering was another huge plus for TRP.

Fishburn said they were looking forward to what Lance and his team would bring to Ogden in regards to recruiting other companies and bolstering Ogden's growing cycling community.

For more on TRP, visit [trpbrakes.com](http://trpbrakes.com). For more on Tektro, visit [tektro-usa.com](http://tektro-usa.com).

-Dave Iltis

**Salt Lake County Parks and Trails Bond Passes - Ensures Completion of Jordan River Parkway and PRATT Trail**

On Tuesday, November 6, Salt Lake County Proposition 1 passed 178,226 to 138,801. The bond will provide funding for the completion and maintenance of several parks, and more importantly for cyclists, funding for the completion of the Jordan River Parkway and the PRATT Trail.

Parley's Trail projects will receive \$9 million to complete the

trail between Tanner Park and the Jordan River Parkway Trail. The project areas include: Tanner Park to 1300 East, Hidden Hollow to McClelland St., and from 500 East to the Jordan River Parkway. The latter section would include the segment over the Roper Rail Yard.

Jordan River Parkway projects will receive \$11.5 million to complete the existing gaps between Utah Lake and North Temple in Salt Lake City. When the trail is completed, cyclists will be able to ride approximately 55 miles from Utah Lake to Salt Lake City, and then along the Legacy Parkway Trail to Farmington and beyond.

Gaps remaining are from 16500

South to 15900 South, this is the northern edge of Utah Lake. Heading south from Springview Farms, 15000 South to 14600 South. Salt Lake County is currently working with West Jordan City to complete 9000 South to 8600 South along 1300 West (this will most likely be completed first once the bond money passes) and, 200 South to North Temple which already has a route planned. Some money will go to repair bridges and crossings. There will also be money for land easements and waterway use.

The bond will add approximately \$6 to homeowners property tax bills.

-Dave Iltis and Mitchell Andrus

**ENVE Composites to add 324 New Jobs in Ogden**

Salt Lake City — ENVE Composites will open their newest facility in Ogden, Utah, bringing 324 new jobs to the State over the next seven years. These jobs will pay wages at a minimum of 125 percent of the Weber County average wage, including benefits. Over the seven year life of the project, ENVE will pay over \$63 million in new wages. During the same time period, the company will pay \$5.3 million in new taxes.

"Utah's Outdoor Products and Recreation industry cluster is rap-

idly growing. We are happy to welcome ENVE Composites' new facility to our Utah business community," Governor Gary R. Herbert said. "ENVE's forward thinking mindset and unique company skillset will be a positive addition to our State's economy."

"ENVE is committed to U.S. manufacturing," CEO Sarah Lehman said. "The State's support will make on-shoring jobs from Asia and our expansion possible."

"This important incentive offered to ENVE by GOED is a tangible demonstration of our state's commitment to expanding Utah businesses. ENVE'S decision to expand within Ogden's Outdoor Recreation Cluster was based on their thorough

evaluation of all regional and international expansion options; we're extremely pleased that Ogden won. ENVE is an important business partner to Ogden," said Mike Caldwell, Mayor of Ogden.

In support of ENVE's job creation and \$20 million capital investment, the Utah Governor's Office of Economic Development (GOED) Board of Directors has approved an Economic Development Tax Increment Finance (EDTIF) post-performance refundable tax credit of up to \$1,336,424, or 25 percent of new state tax revenues collected from the company over the incentive's lifetime.

Come out and enjoy the area's best cross venue! Eagle Island State Park. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs, Brad Streeter, 208-866-3384, [brad@aeospecialties.com](mailto:brad@aeospecialties.com), [idahocyclocross.com/eagleisland.html](http://idahocyclocross.com/eagleisland.html)

**November 24, 2012 — LTR CX Series 3**, LTR CX Series, Fruita, CO, Cyclocross, LTR CX Series, Mike Driver, 970-904-5708, [mdriver@livefiretrace.com](mailto:mdriver@livefiretrace.com), [lfrsports.com](http://lfrsports.com)

**November 24, 2012 — Utah Cyclocross Series Race #11 Wheeler Farm Turkey Cross**, Utah Cyclocross Series, Salt Lake City, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Matt Ohran, [info@utcx.net](mailto:info@utcx.net), [utcx.net](http://utcx.net)

**December 1-2, 2012 — Sandy Point Beach Race Weekend #2**, Southern Idaho Cyclocross Series, Boise, ID, Toys for Tots Fundraiser and Final Weekend. Idaho State Cyclocross Championships, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), Jared Rammell, 303-819-0054, [cidaho@gmail.com](mailto:cidaho@gmail.com), [cidaho.com](http://cidaho.com)

**December 1, 2012 — Utah Cyclocross Series Race #12 Wheeler Farm**, Utah Cyclocross Series, Salt Lake City, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Matt Ohran, [info@utcx.net](mailto:info@utcx.net), [utcx.net](http://utcx.net)

**December 8, 2012 — Utah Cyclocross Series #13 Clammy Cross**, Utah Cyclocross Series, American Fork, UT, Utah County's premier Cyclocross venue is back!, Marek Shon, 801-209-

2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Matt Ohran, [info@utcx.net](mailto:info@utcx.net), Josh McCarrel, 385-208-6400, [joshwmcc@gmail.com](mailto:joshwmcc@gmail.com), [utcx.net](http://utcx.net), [clammycross.blogspot.com](http://clammycross.blogspot.com)

**December 8, 2012 — LTR CX Series 4**, LTR CX Series, Grand Junction, CO, Cyclocross, LTR CX Series, Mike Driver, 970-904-5708, [mdriver@livefiretrace.com](mailto:mdriver@livefiretrace.com), [lfrsports.com](http://lfrsports.com)

**December 14, 2012 — Utah Cyclocross Series Awards Party**, Tentative date, Utah Cyclocross Series, TBA, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), Matt Ohran, [info@utcx.net](mailto:info@utcx.net), [utcx.net](http://utcx.net)

**December 15, 2012 — Kringle Cross**, Waffle Cross Series, Boise, ID, All races are held at the Eagle Bike Park <http://eaglebikepark.org/>, which has down-

hill and cross-county mountain bike trails, bmx track and skate park for family members to enjoy during the races. Each weekend has its own theme and charitable partner., Brian Price, 208-908-5421, [brianp@cata-pult3.com](mailto:brianp@cata-pult3.com), [idahowafflecross.com](http://idahowafflecross.com)

**January 9-13, 2013 — USA Cycling Cyclocross National Championships**, Madison, WI, Micah Rice, 719-434-4200, [mrice@usacycling.org](mailto:mrice@usacycling.org), [usacycling.org/cx](http://usacycling.org/cx)

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## PLANNING

## Velo-City Global 2012 Vancouver – International Cycling Conference. Part 2 – The Vancouver Bicycling Story: How They Did It.



Above: As a result of Vancouver's protected bikeways system, 12% of downtown trips are made by bike. Photo: Chad Mullins

By Chad Mullins

Decades ago Vancouver made the decision to create a more livable urban environment through sustainable transportation. Since 1997 the Vancouver downtown population has grown 75%, while the greater Vancouver population has grown 18%. People are moving to downtown Vancouver because it is a community where people want to live.

The focus on active transportation became official City policy in 1997 when the City of Vancouver adopted a Transportation Plan with the "Policy Goals" of no increase in capacity for cars and a 20% reduction in downtown automobile traffic. A decision was made to prioritize transportation planning to accommodate traffic in the following order: first -- pedestrians; second -- bicycling; third -- public transit; fourth -- freight, and last -- private autos. The objective was to shift mode share away from the automobile and focus on cycling as transportation. These decisions resulted in a major shift in transportation funding from road building to public transit and

walking and biking.

Vancouver's regional transportation planning, similar to other major Canadian cities, is structured to allow a unified approach to transportation planning. The Director of Transportation for Vancouver is also over TransLink, the government agency responsible for operating the public transit system. The Transportation Director with a staff of 300 also has authority over other forms of ground transportation in the region including regional roadways, traffic calming, greenways and bikeways, as well as parking, street activities and festivals, and traffic management. The City of Vancouver has a population of 700,000, and the region 2,300,000.

Under the Vancouver Bicycle Master Plan, TransLink has invested \$50 million in bicycling infrastructure since 2000, and now has an annual bike capital spending program of \$6 million with 3 full-time employees dedicated to bicycle planning. Part of the capital budget goes toward bicycle infrastructure cost sharing with the greater Vancouver municipalities.

The initial bicycle infrastructure expenditures were used to develop

bikeways on local residential streets (bike boulevards). Stop signs were replaced with "traffic circles" (mini-roundabouts). Major investments were made to develop seaside linear parks with separated pedestrian and bicycle paths. New transit lines called "greenways" were built with parallel cycling and walking paths. These improvements were part of a strategic plan to encourage recreational riding, and to increase biking mode share by developing a bicycle culture.

More difficult decisions from a public perspective came later when travel lanes were replaced with bike lanes. The most controversial moves have been taking away travel lanes from the congested bridges, and replacing downtown travel lanes with downtown cycle tracks and protected bikeways.

Since 1997 the Vancouver downtown population has grown 75%, but the number of cars coming into the downtown has been reduced by 20%. In 2008 40% of all trips downtown were made walking, biking or using public transit. 25% of the Vancouver population now consider themselves regular cyclists. 12% of commuter trips downtown are made by cycling, although the commuter cycling mode share is only 2% for the entire region.

Vancouver has achieved recognition as a "walking city" with double the walking share of trips compared to Amsterdam and Copenhagen, which are considered the world's biking capitals. Vancouver has the highest combined mode share for walking and biking trips in North America. A key public official said, "The two key ingredients for success have been building infrastructure and developing a cycling culture."

Vancouver has adopted a plan to become the "Greenest City" in the world by 2020, and, therefore, updated its Climate Action Plan and 2040 Transportation Plan accordingly. The "Greenest City Action Plan" is based upon "Green Mobility." The 2020 goal is to increase the percentage of downtown trips made by walking, biking and public transit to 50%. The 2030 goal is to increase that percentage to 66%. To achieve those results, Vancouver has an Active Transportation Implementation Strategy, an Active Transportation Policy Council and an Active Transportation Manager.

To increase the mode share split for alternative transportation, the Transportation Director re-defined the traffic engineering parameters. Traffic engineers were no longer designing streets primarily for traffic flow and increasing capacity for autos. Their new objectives were to make roads safer for all users and to encourage alternative transportation. Transportation spending was reallocated away from road building to transit and active transportation. Land-use and transportation planning were brought together. The land-use plan became a transportation plan and vice versa. With this integrated approach to transportation strategic planning, bicycling has become an integral part of the transportation network.

Vancouver's urban planning philosophy and transportation planning incorporate the following strategies, concepts and ideas:

- Design cities and streets for people – not just for transportation

- Design streets for biking and walking which contributes to "place making" texture and culture; thereby moving away from the car culture

- Make "Transit corridors" into "Greenways" with parallel facilities for walking and biking. Do not build transportation corridors just for cars.

- Combine biking and walking with transit for longer trips. Analyze walking and biking access for improvements within a 600 meter radius of transit stations.

- Plan for "eco-density" to facilitate sustainability and promote walking and biking.

- oVancouver's Climate Change Plan solutions call for reducing VMT, vehicle miles traveled.

- oDensity "done well" and completeness of destinations (mixed-uses) utilizes the "power of nearness" and facilitates short trips.

- "Make cycling easy, safe, comfortable, efficient and fun for people of all abilities and ages," is Vancouver's cycling goal.

- Prioritize routes and signals for bikes, pedestrians and transit -- travel time is important. Make cycling the fastest mode of transportation for shorter trips.

- Add separated bike paths to substantially increase bicycle mode share. Note: pedestrian traffic on sidewalks and pedestrian paths also increases.

- o"Protected bikeways" are the new standard for Vancouver biking infrastructure -- no new "paint only" bike lanes.

- oSeparated bike paths are preferred, although buffered/protected bike lanes are an acceptable compromise.

- oSurvey showed 94% would prefer to bike separated from traffic. Motorists also preferred that bicyclists were separated from street traffic.

- oStudies in Vancouver show sepa-

rated bike lanes are a game changer -- increasing the number of cyclists by 200% or more. The average percentage of women to men increased from 28% to 38% (20% increase in NYC), and the number of children riding tripled.

- Protect cyclists from right turning traffic: right turns on red are prohibited across bike paths.

- Emphasize cycling's economic benefits:

- oCycling is the most cost effective way to increase transportation capacity and shift mode share.

- oBiking is a major economic factor for tourism.

- o Bike friendly streets and convenient bike parking benefit local merchants and businesses.

- Develop employee cycling promotion/coaching programs for government offices and employers.

- "Always build for the future -- do not expect immediate ridership."

Because all modes of transportation planning are combined under one agency, Vancouver has taken a unified approach to regional transportation planning. Through the integration of alternative modes of transportation and traffic demand management, Vancouver has been successful in creating a people friendly city and an efficient public transportation network that focuses on walking and cycling.

Vancouver's Mayor Gregor Robertson summed it up when he said, "Cycling simply makes sense."

Chad Mullins is chair of the Salt Lake County Bicycle Advisory Committee. See [slcbac.org](http://slcbac.org) for more details.

Look for part 3 of this series on [CyclingUtah.com](http://CyclingUtah.com) later in November 2012.

### Take Part in the Utah Collaborative Active Transportation Study

Utah transportation leaders have announced the launch of UCATS, the Utah Collaborative Active Transportation Study, a comprehensive project that will look at ways to enhance pedestrian and bicycle connections to major transit lines and lay the groundwork for an urban network of bicycle routes along the Wasatch Front. UCATS is co-managed by the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) in partnership with Wasatch Front Regional Council, Mountainland Association of Governments and Salt Lake County.

The UCATS project team is inviting everyone interested in walking and bicycling on the Wasatch Front to participate in the conversation through the UCATS project website, hosted by MindMixer. The UCATS website, [www.ucatsplan.com](http://www.ucatsplan.com), will provide ongoing information about the study and establish a forum for dialogue on local walking and bicycling issues. Discussions that take place through the UCATS website will help the project team shape recommendations for bicycling and walking infrastructure along the Wasatch Front.

Visit the UCATS project website at [www.ucatsplan.com](http://www.ucatsplan.com), and tell the project team what you think.



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**GEAR PICKS**

**Bike Review: 2012 Bianchi Sempre**



The Bianchi Sempre is an excellent climbing bike.

By David Ward

New is good. Everyone should get a new bike every few years. And tradition is good. Everyone should have an Italian bike. And colorful is good. Everyone should have a bike in his favorite color. And new components are good. So this year, I got a new red Italian bike. A Bianchi Sempre, to be exact, to which I had mounted the SRAM Red gruppo.

The Sempre is an all carbon fiber bike with racing geometry. My Italian mistress for the last seven years has been a Colnago (yes, Italian) CT-1. It had a frame made of titanium, with

carbon fiber fork and stays. (All yellow, silver, and black. A beautiful bike, but, not red). It is a ride I have greatly enjoyed. So it was with a certain sense of uncertainty that I first mounted the Bianchi, wondering if it would measure up to my Colnago. It did.

From my home, I immediately go either up or down. On this maiden ride, I headed up, and immediately noticed how light and responsive my new ride felt. As a person who slogs up hills any way, any help is appreciated, and my new Bianchi Sempre was noticeably helpful.

I headed up Little Mountain, a very beautiful and popular ride up

Emigration Canyon in Salt Lake, and then on up to Big Mountain, a bear of a climb. This is a twisting, winding, climbing ride, complete with switchbacks. Climbing, I decided, is what the Sempre was designed for. It felt sweet all the way to the top.

While I was somewhat surprised by how great the Bianchi felt while climbing, my first major surprise was when I came back down. The road to the top of Big Mountain is composed of several switchbacks with tight turns and fairly straight stretches in between. As I rolled off the summit, the Bianchi immediately accelerated beneath me, so much so that I was a little breathless and slightly on the brakes.

Then, as I went into the first turn, I found myself taking it wider than I normally do. This was my next surprise. The racing geometry of the Sempre requires a little more work through tight turns. It is extremely stable, but I had to accentuate my lean and counter-steering to hold my turns tight through the corners. Once I made this adjustment and had made a few runs up and down Big Mountain, I was again feeling like a master of descent.

People say that carbon fiber bikes lack the sensitive feel of a steel or titanium frame. Being aware of this general reputation of carbon fiber, and while this is also somewhat true of the Bianchi Sempre, I was pleasantly surprised with its sensitivity whether riding up, down or on the

flats. I have an old Trek OCLV, also a carbon fiber bike, and the feel of my Bianchi was on an entirely different level.

Finally, it is a pretty bike. In addition to being a machine, a bike should also be art. My Sempre, with its bright colors, celeste highlights (this is a Bianchi, after all), artful lines and paint job is a beautiful bike.

I have now spent the entire summer riding my new steed. I genuinely love this bike. I love its color, its look and its ride. New is good. Carbon fiber is good. And red is good. Bianchi put it all together for me.

Bianchi is good.



Bike Reviewed: 2012 Bianchi Sempre 53 cm with SRAM Red components.

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## MOUNTAIN BIKE RACING

## Utah High School Mountain Bike League Has Successful First Season



By Adam Lisonbee

Mountain biking is a relatively new sport. Long-standing American pastimes like baseball, football, and basketball have thick record books, and a near stranglehold on the sports culture and focus in the United States. For generations, kids have dreamed of playing left field at Fenway Park, and adults have escaped war, economic depression, and the drudgery of every day life watching those kids live out those dreams. But that is starting to change. More and more kids in the United States are dreaming about racing bikes, rather than putting on baseball cleats. Mountain bike racing, once thought as a fringe game for fringe people, is gaining momentum and devotees of all ages.

The opportunity to participate and excel as a bike racer is extending deeper into our communities. Clinics, camps, race leagues and series are bringing cycling to more people, and in more places—regardless of age, ability, or income level. Instead of spending Saturdays at stadiums, kids are racing bikes on singletrack. The National Interscholastic Cycling Association (NICA) has harnessed this growing wave, and has given high schoolers a sanctioned, organized outlet for racing, while also involving parents, schools, and communities. The result has been an overwhelming enthusiasm for mountain bike racing among teenagers, an enthusiasm that will evolve into

a life-long commitment to mountain biking and cycling.

“While you will see fantastic racing and great athletes at our races,” explained Utah High School Cycling League director Lori Harward, “what we are really about is our five core principles—Strong Body, Strong Mind, Strong Character, Equality, and Inclusivity—and developing life-long health through cycling.”

Bringing a NICA-sanctioned high school mountain biking league to Utah was no easy endeavor. It took countless hours of work, and constant focus, determination, and cooperation. All of the effort came to magnificent fruition on September 8, 2012 at Round Valley, Park City when 350 teenagers lined up for Utah’s debut high school race. The energy at the race was tangible. Everyone, from racers and coaches to parent and spectators, knew that history was unfolding in real time, and that mountain bike racing in Utah would never be the same again.

“Being a part of the first year of high school racing in Utah was awesome!” said Jake Van Wagoner, a senior from Lone Peak High School in Alpine. A small portion of the racers, like Jake, were experienced riders. But the majority were novices. Many had never raced before. A few were new to riding altogether. But the lack of experience hardly translated to a lack of competitive aspirations or sheer fun. As the races that day unfolded, it was clear that the spirit of mountain bike racing had found its way into the hearts of the kids, evidenced the by sprint finishes, stomped pedals, and dusty faces. The past racing experience—if any—that each of the kids had meant very little. After that first race, they were all mountain bike racers, seasoned and savvy.

And from there, the racing, and the racers, only improved. By the end of the inaugural season, riders had been transformed from timid beginners to determined competitors.

Riding skills were increased, fitness gained, and perhaps, most importantly, self-confidence was solidified. The toughest kids at schools throughout Utah have number plates on handlebars, instead of numbers on football jerseys.

Each rider on every team contributed to his team’s success. In NICA mountain bike racing, there are no benches, no backups, and no one left wondering if they’ll ever get a chance to prove themselves. Instead, everyone races. And everyone who finishes the race scores points for his team. The most ardent supporters of the kids on course were their own teammates.

As the coach of the Lone Peak High School team, I was able to witness first-hand the amazing transformation that took place among the kids. Just one rider—Jake Van Wagoner—showed up to our first practice. But soon afterward, more came. And not long after that, we had a full Division 2 (teams smaller than 12) roster. At those first few practices, our riders struggled through rocky, technical sections of trail. They had to walk their bikes a lot. But that began to change little by little, and rider by rider. Obstacles were cleared, rock gardens ridden, and steep climbs pedaled. I tried to balance our training sessions between skill drills and fitness intervals. We repeated the same sets of drills often—but the kids never complained and they never balked. They just rode their bikes. And they rode hard. They

worked tirelessly to improve, even outside of our scheduled practices. “It was amazing to watch everyone improve,” Jake continued. “Every week, our team was better than we were the week before.”

The time and dedication paid off. Our small group of new racers finished 2nd at the State Championship race, and 2nd in the overall series. I was proud of the results, but even more so, I was so proud to witness the constant improvement and enthusiasm that spread through the team. “I was able to improve as a rider, and I was able to meet a bunch of new friends,” commented Jake. “I think the best part about the league was making so many great friends.”

It was immediately obvious at that first race that something special was happening, and that these events were more than just bike races. They are the future. The future of the local bike industry, races, and cycling cul-

ture was materializing before our eyes. Parents were inspired by their kids, coaches were excited by the second efforts, and the riders were awestruck at each other. “I was really stoked to see how many kids were racing. I had no idea how big the league was until that first race. We set a record for the biggest first year-NICA league. That’s pretty cool.” recounted Jake.

It’s been said that mountain bike racing is waning in popularity. Whoever says such a thing hasn’t see any of the Utah high school races. The future is here, and it’s filled with bright, doggedly determined bike riders. Cycling among kids is on the rise, and unless you’re a football coach, that should make you very, very excited.

For more information about high school cycling league, visit [www.utahmtb.org](http://www.utahmtb.org) and [www.nationalmtb.org](http://www.nationalmtb.org).

The Utah High School Mountain Biking League wrapped up a successful first season. Photos: Chris See. Find more at [fredmarx.photoshelter.com](http://fredmarx.photoshelter.com)

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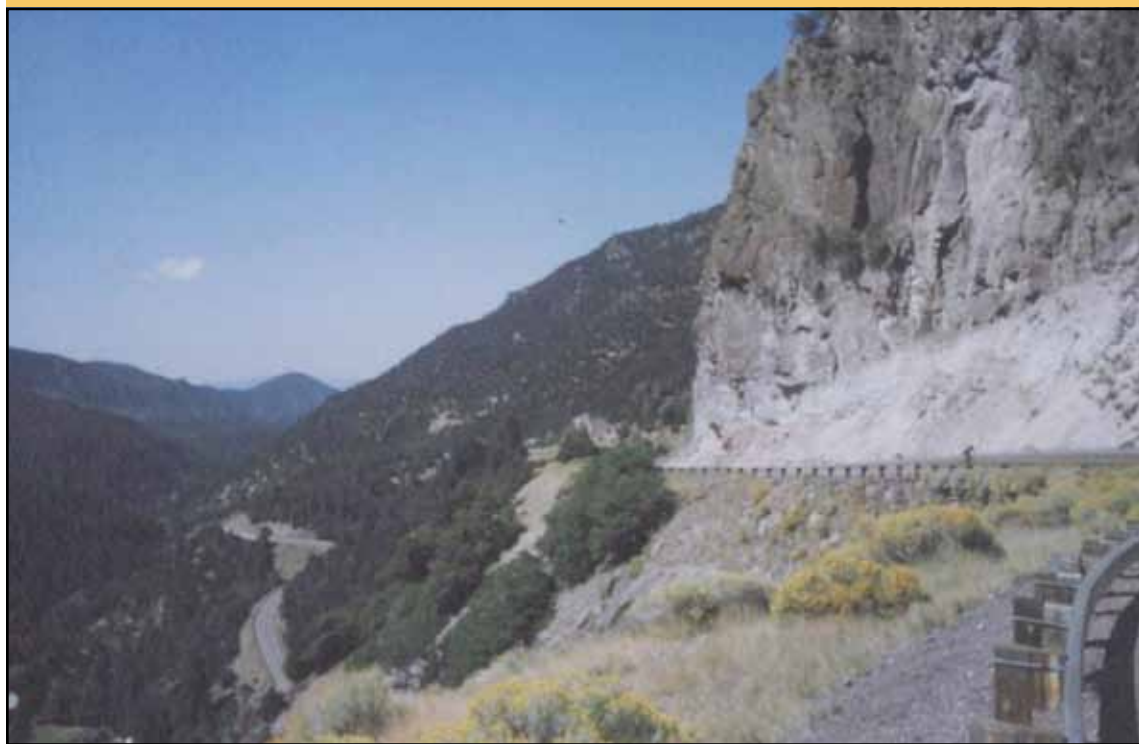
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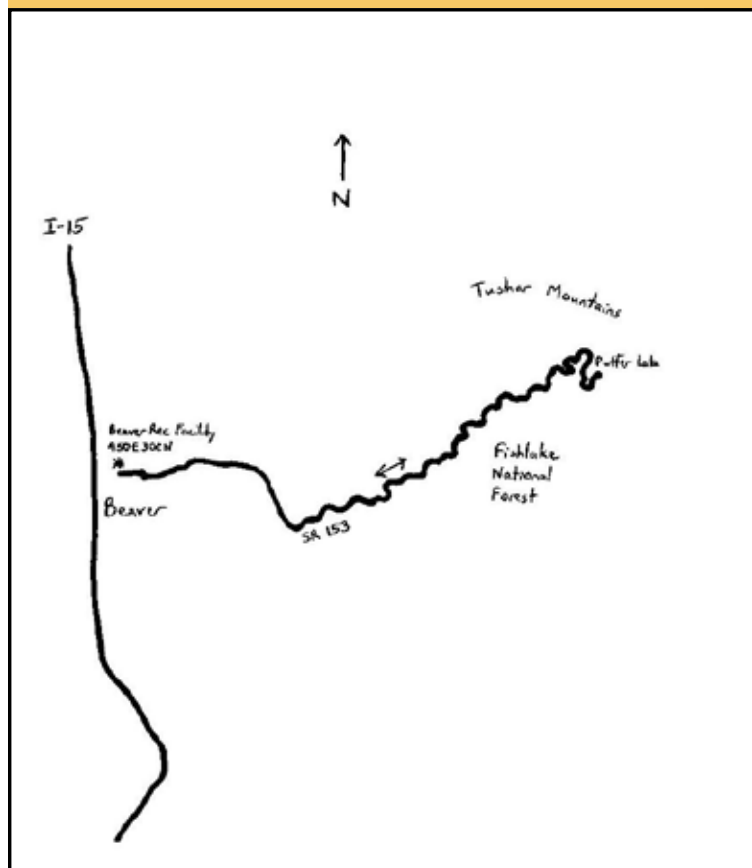


**RIDE OF THE MONTH**

**Tushar Mountains Challenge**



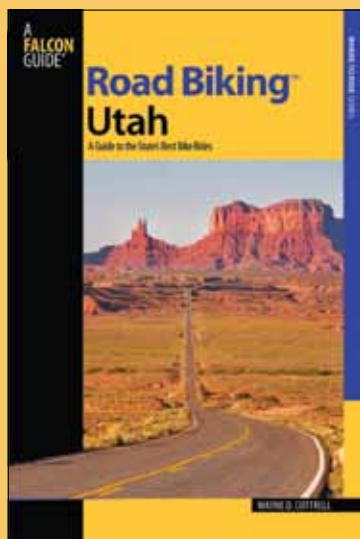
A lone rider hugs the guardrail while tackling Highway 153 in the Tushar Mountains  
Photo: Ann C. Cottrell



**By Wayne Cottrell**

The Tushar Mountains Challenge is a 42.3 mile out-and-back ride that starts in the southwestern Utah city of Beaver. The ride climbs into the high mountains east of the city, to the end of the paved highway, and then turns around for the return descent. The elevation ranges from 5,940 feet at the start of the ride to 10,010 feet near the turnaround point. The 20-plus miles of sustained climbing make this a challenging outing. In fact, the route covers the opening portion of the “Crusher in the Tushars” race, promoted by Utah cycling star Burke Swindlehurst, and features a mixture of road and dirt surfaces. Yet, do not let the route’s attractiveness to toughened, elite riders dissuade you from attempting it. In fact, once you conquer the long ascent, an equally long and exciting descent awaits.

The ride begins in Beaver, which had a population of 3,112 in 2010. Beaver is located along the I-15 freeway, and is easily accessible. The city is compact, although its population increased by over 50% between 1990 and 2010. Plenty of the city’s houses are on the National Register of Historic Places, and I would encourage you to do some exploring. Other than a rich architectural history, the city’s claims to fame include it being the birthplace of Philo T. Farnsworth (“father” of the television), the hometown of outlaw Butch Cassidy, and the best tasting drinking water in the world, according to a



year 2010 global contest. You will want to treat yourself to some of the municipal water before, during, and after the ride. Beaver’s latitude is such that temperatures tend to be about five or more degrees warmer than farther north in the heavily populated Wasatch Front area. Beaver’s high altitude keeps it much cooler, however, than southern Utah cities such as St. George.

Start at the Beaver City Recreation Facility at 465 East 300 North (i.e., east of Main Street). Head east on 300 North, through a residential area, turning right onto 1200 East. At the stop sign, turn left onto 200 North, which is State Highway 153. The highway climbs gradually. A paved bike path appears on the left at 1.3 miles into the ride, adjacent the Beaver Canyon Campground. The path ends at mile 1.9, near the entrance to the Canyon Breeze Golf Course. Beyond this point, the Tushar Mountains loom on the horizon, with a mixture of sweeping vistas, pastoral scenes, and juniper trees. The Tushars are

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**TRAILS**

**New Jordan River and Legacy Parkway Map Now Available**

Salt Lake City -- A free map of the Jordan River Parkway Trail system is now available online and at several locations, designed and printed in partnership by the National Park Service’s Rivers, Trails, and Conservation Assistance (RTCA) program, Jordan River Commission, and Salt Lake County.

“It has been a pleasure to assist Salt Lake County Parks & Recreation and the Jordan River Commission to complete the first printed map of the 45-mile Jordan River Parkway Trail. With this new map, people will have a great way to become physically more active and enjoy the outdoors in their communities along the river,” said National Park Service Director Jonathan B. Jarvis.

“The map is the first of its kind,” said Salt Lake County Mayor Peter Corroon. “It shows how residents can connect to other trail systems in Davis and Utah counties. It provides opportunities for biking and walking along 76 miles of separated paved trails in three counties.”

The new map highlights trailheads, public transit areas, urban parks, and conservation areas and has an educational component identifying native plants and animals that can be seen along the trail and river.

Through the America’s Great Outdoor Initiative, the NPS designed the trail map in conjunction with Salt Lake County and the Jordan River Commission. RTCA also is coordinating with the Utah Governor’s Office and Salt Lake County to facilitate discussions among the remaining cities where gaps in the trail still exist (four areas totaling less than four miles). Completion of these gaps and the availability of a parkway trail map will increase recreation access, improve physical activity opportunities, and improve awareness of public transit.

Printed copies of the map are free at various bike shops in Salt Lake County and available until supplies run out. The complete map is also available online at [www.slco.org](http://www.slco.org)

Utah’s third highest mountain range – Delano Peak, the range’s high point, reaches up to 12,174 feet. Until the highway begins to climb steeply, the Beaver River will be on your left or right. Enter Fishlake National Forest at mile 4.2. The road gets steeper at mile 8.0, and steeper still at mile 10.3. Gradients range from 9 to 10%. As the highway emerges from the canyon, spectacular cliffsides and steep drop-offs come into view (see photo). The grade eases around mile 12, as the highway enters an alpine environment (Ponderosa pines, and other evergreens). I observed a number of large rocks in the road, so be prepared to make evasive maneuvers. (Watch for motor vehicles when making such maneuvers, although the highway was carrying no more than 500 vehicles per day in each direction in 2010).

There are restrooms on the left at mile 14.8. The road tilts upward once again at mile 16.2; from here, the climb is sustained at about a 10% grade all the way to the summit. Leave Fishlake National Forest at mile 17.7. As you near the summit, a few homes and condos dot the landscape – the Eagle Point Ski Resort is nearby. The highway crests the 10,010-foot summit at mile 20.1, after a net gain of over 4,000 feet since departing Beaver. You may be inclined to turnaround here, as the highway begins to descend the other

side of the mountain. Keep riding, though, as you would not want to miss the view of Puffer Lake at mile 21.0, on the left. The end of pavement is just beyond the lake, at mile 21.1 (the unpaved highway continues eastward into Piute County). The long downhill into Beaver awaits, but first up is a 1.0-mile climb at an 8% grade, back to the summit. Once over the crest, enjoy the pedals-free descent!

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

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

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## TOURING

## Why Bike Tour? – A One Way Tour Through Northern New Mexico to Four Corners Folk Festival



Above: Starting the first big climb into the Sandia Mountains with Geoff Rawling.

Below: A map of the route from Edgewood, NM to Pagosa Springs, CO. Right: Geoff approaching the Gilman Tunnels.

### By Patrick Walsh

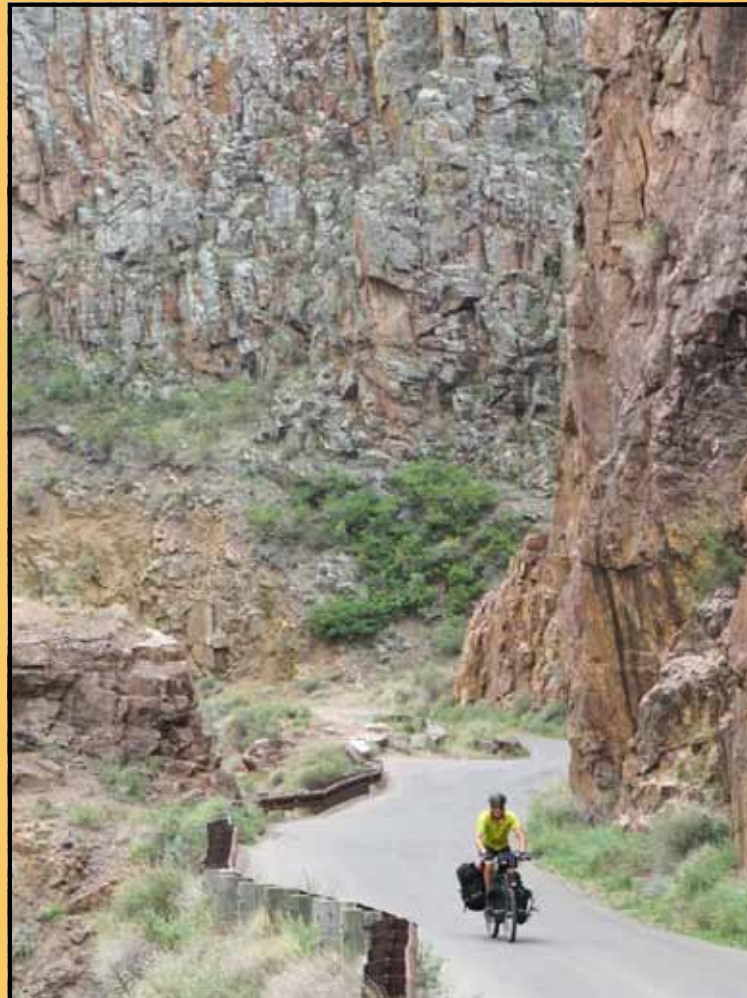
Just before leaving for our journey, someone asks why we are doing this ride. I begin to describe New Mexico's brightly colored rocks, cultural mix, and geology but quickly realize that they are asking more broadly. Why bike tour and perhaps then, why this route? I do not have an easy answer. I think about it again days later, after flying to Albuquerque, reconstructing my Surly at Geoff's, and getting a couple days into the ride.

We start in Edgewood, about 30 miles east of the city, riding first over the Sandia Mountains. The Sandia Crest Scenic Byway is the steepest uphill grinds we have, winding up drainages between limestone and granite cliffs. Just past the Sandia Peak Ski Area entrance, we half-jokingly talk about adding an out and back to the top. We turn off toward Placitas, leaving pavement and ride over the mountain's north shoulder. The road is pretty rough, and I stop for a rest below a bluff where two guys apparently don't see me. They yell to Geoff "Your friend was looking back for you, I think he was worried!" He quips "I was looking forward for him!" They laugh, appreciating the banter, and we continue, screaming down the pocked and rocky road. We pull off into a stealth camp that Geoff scouted in advance because roadside camping is prohibited. These mountains can be over-loved with their close proximity to the city. Bear scat is plentiful

throughout the meadow and on all paths around it, but we are never disturbed. Staying in the forest, we do not get the full effect of the vibrant pink sunsets for which the mountains are named; Sandia is watermelon in Spanish.

A fast, mostly paved drop into Bernalillo leads to a major fuel up at the Range Café with huge New Mexican breakfasts of biscuits topped with eggs, sausage and bacon and sides of potatoes, cheese, and beans, all topped with green chile. There is no comfort food like New Mexican, and we slowly pedal away, stopping for water at a gas station where a friendly boy asks some questions about where we started and where we are going. As we make our way up the wide shoulders of US 550, the kid's questions bring me back to thinking about why we ride. A big component is not knowing exactly what we will see and having the time to look. We anticipate challenging climbs, snaking down mountains, and relaxing with no phones or laptops. We are unexpectedly treated to thunderstorms building in the distance, plentiful water, and chance wildlife sightings, all which add to my rekindling love for New Mexico's red sandstone and deep blue sky. Even with these tangibles, I still can't exactly describe why pedaling for a week is fun.

We pass through the Jemez Pueblo, stopping for lunch at their roadside stands and filling up on Indian fry bread and Green Chile Stew. Turning off toward Gilman, where the number of cars drops to barely a trickle,



we pedal up the silent road, noting the classic northern New Mexico juxtaposition of trophy houses and shacks that share the same spectacular view. I stop to contemplate some roadside faults that predate the volcanic rocks from the most recent Valles Caldera eruption. Geoff yells "Qu'est-ce que c'est; Patrick, what do you see," quoting a geology professor whom we learned from more than a decade ago. We discuss the outcrop like two geeky undergrads. Shortly, the road leads to two old logging railroad tunnels before turning back to nicely graded dirt. We find a great camp next to the Rio Guadalupe, cooling off in the bubbling stream.

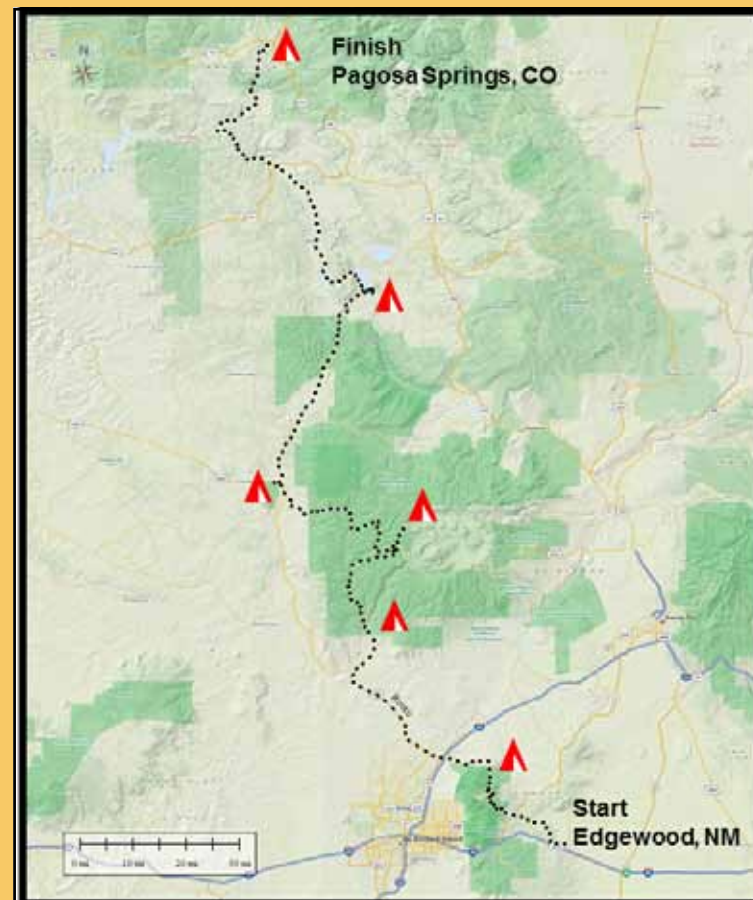
As we continue my explanations multiply without converging. Today seems to be about lessons, especially the importance of patience—in photography, in waiting out a lightning and rainstorm, and more abstractly in interactions with people in daily life. The relaxed pace of touring and the waiting allow me to appreciate things for which I don't usually have time. The other perhaps more practical lesson is that my cleats have loosened, and one falls off. Luckily, I notice it and find the bolts, but in the future I will tighten them and carry a spare. We spin up the wet but not-too-muddy road through a decade-old burn where young aspens have taken over what used to be pine forest, then past old split rail fences and giant boulders. The sky clears, offering views of Redondo Peak near the center of the caldera. We finish the day near San Antonio Hot Springs, soaking at dusk as the shadows engulf the narrow canyon. We waded through the stream for more stealth camping about a half mile upstream from the parking area. We are not the first here; a big fire ring marks where others have stayed, but we elect to have a typical fire-less night. We share the valley only with cows, and it could

easily be mistaken for Yellowstone but for lack of hordes of people. We talk over dinner about why we bicycle tour. Geoff says that you obviously have to really like riding a bike. That is part of it too.

While the dew dries from our tents, we wander with morning coffee to where the sun is shining through a break in the ridge. Our canyon resists letting the sunlight reach the floor, and we patiently wait it out before starting back up to the NM-126. Smooth pavement down to Fenton Lake is refreshing and where we observe my tires' lower rolling resistance. We watch people fish-

ing while we fill up on water. The road soon turns back to dirt that is graded except for a recently flooded section where crews are repairing. This section is another gem with few cars in a couple hours of riding past forests and fields. Back on pavement, we skip our planned campground in favor of another half hour of high speed coasting down to Cuba where we can replenish whiskey and other supplies and eat at Bruno's. Carne Adovado Burritos, chips and salsa, and 2 margaritas result in the pedaling equivalent of waddling to USFS land about 2 miles uphill off of US 550. Eating inhuman quantities of food with no repercussions is another element to be appreciated. But today, I realize that at this point in my life the closest I will come to a conclusion of the why ride question is the transformations I enjoy after only a few days of bicycle camping. My cell phone turns from leash to unnecessary weight, my tent turns into a home, my bike turns into a path for me to leave my driven fast-paced life in favor of contemplative observation. Other sports and outings provide aspects of these, but only bicycle touring is complete. We spend dusk talking about future tour ideas over dinner. We have more ideas than time, and our list includes some lower-suffering options to consider with our wives.

We get an earlier start to try to beat some of the lower elevation heat and we enjoy new scenery of rolling hills, almost reminiscent of Texas Hill Country but with fewer cars, different vegetation, and looming cliffs. We stop in the middle of the paved road to chat with 2 friendly southerners riding the Great Divide Route. We had not realized Geoff's well-planned route shared almost a full day with this famous Adventure Cycling tour route. There is no danger in our mid-road meeting because no cars have passed in hours. These guys seem happy after 4 weeks of riding, and we both think, "We could do that." After all, our new acquaintances are easily 20



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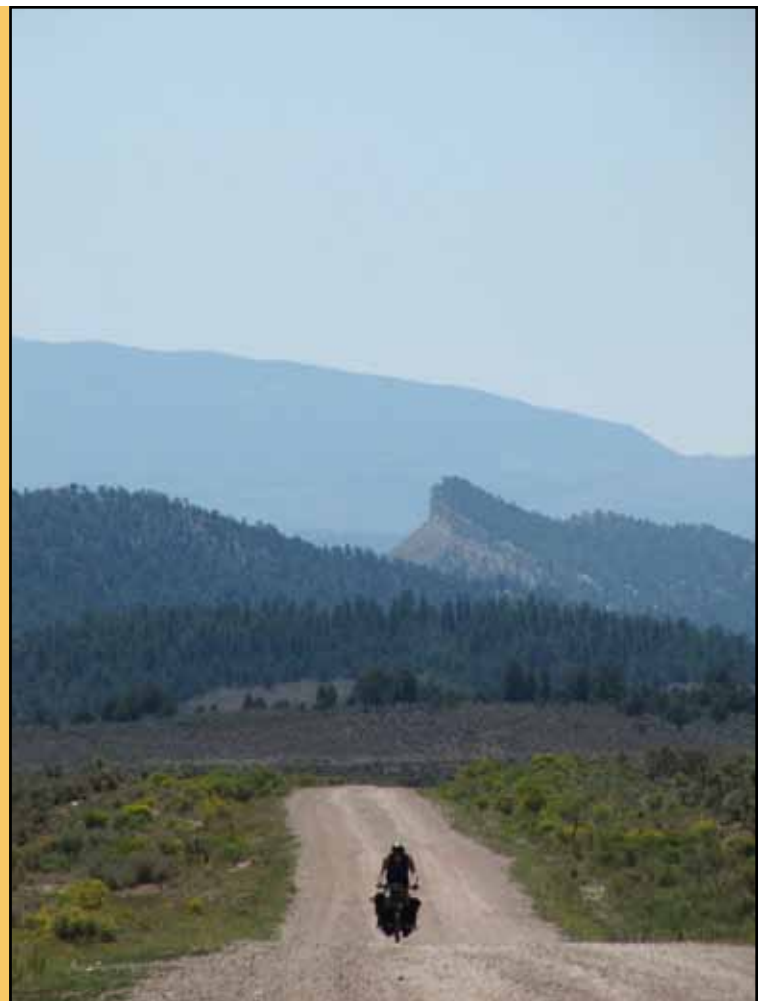
along the roadside areas. Crossing the Continental Divide, we get our first views of peaks in the Colorado Rockies. A huge paved descent into Dulce puts us at the Wild Horse Casino surprisingly early, and we discuss route and camping options over decent burgers served on Indian fry bread. We elect to follow the Navajo River down to its intersection with the San Juan, planning to camp just north of the reservation before finishing in Pagosa Springs the next day.

The Jicarilla people we meet in Dulce are friendly and curious. It seems that bicycle tourists do not pass through often, and we have several fun conversations. One man greets us by asking if we made a wrong turn in Albuquerque. After hearing our planned route, he warns us of bears along the river. We talk to another man who offers to hook us up with anything we need, also warning us of bears. He invites us to return in the fall for a big running race between two clans. We thank him for the offers and he gives us each a handshake-hug before heading back to his car. In the grocery store, another person warns us of bears. The road soon turns to dirt, and we never see a bear. We do not see a car for another couple of hours, but no suitable camping exists along the San Juan since the entire river is populated by fenced ranchettes, including some pretty aggressive No Trespassing signs. We talk about asking for lawn camping space, but we decide to hoof it all the way to Pagosa Springs, realizing that we should have requested a permit to camp along the Navajo River on the reservation. It is not an easy decision to continue, and it turns our talk from where to camp to how soon we will eat. Over the last 10 miles, as dusk descends, we see several sets of doe and fawns and a herd of 50+ elk near the crest above Pagosa Springs. We roll into town at dark after a 76-mile day. The festival camping is easy to find, and we are really happy to be settled in the grass across the street from a hot springs resort. The city park where we camp even has a hot spring right on the river. We find some Mexican food and cold beers at Tequilas on the main square, toasting the success of one of the best tours we have done. We finish the day soaking in hot spring pools with temperatures labeled from 98 F to the 112 F Lobster Pot. I cannot stay in this one long, but it is still my favorite.

Geoff's wife Katie and our friends show up the next day, and we have 3 more days of relaxing, listening to great live music, eating, drinking, and hot spring soaking. Gazing at the stars in a hot pool next to the river, I decide that I don't need to answer the question of why we tour. I begin to plan our next adventure while spending time with friends and enjoying all that the town and festival have to offer.

**Nuts and bolts**

**Start** – Edgewood, NM. Albuquerque would work fine too.  
**Finish** – Pagosa Springs, CO  
**Time of year** – Late spring through early fall. We rode in August with perfect days except for a little baking on the Jicarilla Apache Reservation  
**Route statistics** - 263 miles, 14,450 feet climbing, 4 Indian Reservations, 2 states, and few cars for most of the ride  
**Grocery stores** – Edgewood, Cuba, Bernalillo, Dulce, and Pagosa Springs have full size grocery stores  
**Restaurants** – Range Café in



**Top:** Forging a big washout near San Antonio Hot Springs.  
**Above:** Riding NM-126 red dirt in the Jemez Mountains before the descent into Cuba, NM.

**Top right:** Desolation near the boundary of the Jicarilla Apache Reservation.  
**Below right:** Looking out over the partially drained El Vado Reservoir from the dam.

years our senior. If only we had more vacation. By the time we leave the pavement and enter the seemingly deserted Jicarilla Apache reservation, the sun is beating down, and the misery index rises from lunchtime until we get to El Vado Reservoir. The reservoir is really low due to some ongoing repair work on the dam, and we elect to camp below the dam at the Cooper Ranch, which sells cold drinks and ice cream. These luxuries, the cold beer offered by some locals, and dipping our heads in the river

are a welcome respite after a long hot day. The Great Divide riders had missed this place because it is downhill from their route and has an expired-looking sign. The old motel by the dam is closed, so the riders had been disappointed in not finding cold drinks in this area. We relax and sip whiskey until nightfall, starting to feel the trip coming to a close.

The next morning begins even earlier, remembering the heat from the previous day and riding back into Jicarilla land on our way to Dulce. Mountains and morning sky are reflected on the calm water as we bike around the reservoir. Only one short, improbably steep climb reminds us of previous-tour sufferings, and the rest of the day's riding feels easy with a combination of hard-packed dirt and pavement. Our ride through the reservation is a highlight on a trip loaded with great scenery and minimal road traffic. Red rock buttes and a few small lakes line the road. We see few cars by lunchtime, three of which are near a festival ground with permanent tent support structures sprawling

Bernalillo, Jemez Pueblo roadside stands, Wild Horse Casino in Dulce, Pagosa Baking Company and Tequilas in Pagosa Springs

**Water** – Surprisingly plentiful considering we often think of the Four Corners Region as desert. Developed campgrounds including Fenton Lake and Clear Creek have pumped water. We also filtered water from Rio Guadalupe, San Antonio Creek, and Rio Chama.

**Bikes** – I rode my relatively new Surly LHT Deluxe, which has S&S Couplers on the frame, allowing the bike to be broken down into standard size (check free) luggage for flying. I got some help building this bike

from Matthew Larsen Wheelbuilding and Peloton Bicycles in Reno. Geoff rode his Novara touring bike. Both bikes are rigid, and some may prefer front-suspension mountain bikes for the roughest roads

**Tires** – Mountain or cyclocross will work. I used Continental Travel Contact tires and Geoff used Specialized Crossroads Armadillo tires. Both sets were great for the combination of paved and dirt riding, but the Continentals had much lower rolling resistance. The Travel Contacts are the best 26" tires I have found for touring and commuting.

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## *Tips For a Healthier Lifestyle.*

### ***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***

If you can cook, you not only save money but also gain control over what goes into your meals.

 *Larry H. Miller*

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